

COORDINATED HUMAN SERVICES TRANSPORTATION PLAN

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I. INTRODUCTION

a. Executive Summary

This Coordinated Human Services Transportation Plan is required by the Federal Transit Administration (FTA) under Federal Law and as part of our continuing, coordinated and comprehensive planning process.

The Coordinated Human Services Transportation Plan describes the challenges that face efficiently and effectively providing public transport to special needs, transportation disadvantaged populations within the Baton Rouge area, and provides potential strategies for confronting and overcoming these strategies. Transportation Disadvantaged, for the purposes of this plan, refers to those who, whether due to disability, advanced age, or economic circumstances, are unable to provide for their own transportation.

The first section of the document provides a history of Coordinated Planning, both in a national and in a regional context, and describes the process which informed the content of the plan. The second chapter offers an inventory of the region, showing where special needs populations live, what transit and human service agencies have been identified in the region, and what funding sources derive from the Coordinated Plan. The third section details the gaps and needs facing special needs transportation, as identified by stakeholders from various agencies and organizations in the Baton Rouge area. Fourthly, the document outlines a series of objectives and strategies that identified as potential short term and long term measures at meeting the challenges of special needs transportation. Finally, a brief summary of the next steps for Coordinated Planning are presented.

b. Capital Region Planning Commission

The Capital Region Planning Commission (CRPC) is a council of governments. It is a public, non-profit organization of government council serving municipalities and public service agencies in the Capital Region. CRPC's members currently include the following parishes: Ascension, East Baton Rouge, East Feliciana, Iberville, Livingston, Pointe Coupee, St. Helena, Tangipahoa, Washington, West Baton Rouge, and West Feliciana. Through its professional staff of planners, cartographers, economic development specialists and others, CRPC offers a range of services in the following areas:

- Transportation and land use planning and programming
- Economic and community development
- Data center
- Mapping and aerial photography

The CRPC strengthens local government by providing a unity in dealing with state and federal agencies and legislative bodies. It has provided technical assistance to local governments on regional concerns such as air, water, transportation priorities and goals. It has, throughout its tenure, produced studies or plans in the areas of transportation, community facilities, socioeconomic and codes. In many instances, local membership dues are utilized to match state and federal funds to complete these activities.

Of equal importance, the CRPC has provided a forum for the region's elected officials to discuss mutual problems face to face. This degree of cooperation and mutual support is

unprecedented, and transpires a minimum of four times a year when the commission meets, hosted by its member governments.

The CRPC also maintains a library and information service for any and everyone interested in the capital region of Louisiana. As such, we are a regional data center and depository on state of the art planning practices, requisite data, and information. Materials are open to public at CRPC website: www.crpc-la.org. It is our pledge to our local governments to stay on the cutting edge of knowledge and to make that knowledge available to them as an ongoing function.

II. THE COORDINATED PLAN

a. Overview of Planning Process

Beginning in FY2007, the Federal Transit Administration under the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFTEA-LU) requires that projects selected under the New Freedom (5317), Special Needs of Elderly and Individuals with Disabilities (5310), and Job Access and Reverse Commute (JARC, 5316) be “derived from a locally developed, coordinated public transit-human services transportation plan.” In addition, FTA regulations on the Rural Transportation Program (5311) require that these projects also be selected from a coordinated plan. According to these new regulations, the coordinated plan should be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.”

The *Coordinating Council on Access and Mobility*, whose membership consists of the US Department of Health and Human Services and the US Department of Transportation, defines coordination as “a process through which representatives of different agencies and client groups work together to achieve any one or all of the following goals: more cost-effective service delivery; increased capacity to serve unmet needs; improved quality of service; and, services which are more easily understood and accessed by riders.” [*Planning Guidelines*, Chapter 2, Page 1] Therefore, a *Coordinated Plan* that meets the federal mandate should:

- Be a unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services for funding and implementation.
- Maximize the programs’ collective coverage by minimizing duplications of services.
- Incorporate activities offered under other programs sponsored by Federal, State and local agencies to greatly strengthen its impact.

In order to help facilitate the planning process, the *Coordinating Council on Access and Mobility* prepared a self-assessment tool for both communities and States. The *Framework for Action for Communities* and the accompanying *Facilitator’s Guide* was used as a key part of the planning process that created this Coordinated Plan for the planning area of Capital Region Planning Commission (CRPC). The results of the self-assessment are contained in Appendix A.

b. Transportation Disadvantaged Population

The term “transportation disadvantaged” is an inclusive term that describes those who have specialized transportation needs, namely, those who are unable to independently provide for their own transport. This includes anyone for who access to or use of a private vehicle is not always a viable option, and who therefore require a different set of services on account of their abilities, their environment, and the options available in their community.

While this definition most obviously describes the wheelchair bound or the otherwise disabled, it also often can include the elderly or infirmed, as well as those who, because of

personal or family economic circumstances, are unable to afford and maintain reliable private transportation.

c. Special Needs Transportation

Special needs transportation is defined as any type of transportation that is suited to meet the travel needs of the transportation disadvantaged population. Such transportation options are as diverse as the populations they serve and the needs those populations have. This includes standard public transit fixed-route service to specialized demand response paratransit, ridesharing, taxi vouchers, and reimbursed volunteer drivers. The travel need itself can vary from access to work, medical care, childcare, education, and entertainment.

In our region, special needs transportation is offered by a variety of providers, including local transit agencies, the Louisiana Department of Transportation and Development, state and local human and social service agencies, school districts, and private contractors.

d. Importance of Coordinated Special Needs Planning

Coordination involves the mutual effort of human service agencies, transportation providers, workforce development agencies, the public, and others, to better serve the transportation disadvantaged population with the limited resources that are available.

The cooperation that comes from a coordinated effort can serve to create and implement strategies that will address gaps in coverage as well as eliminate duplication of service. When possible, it can also allow for the sharing of resources. The resultant increase of efficiency and the creation economies of scale can result in lower operating costs (per trip) for many transportation providers, an important benefit given the inevitably low amount of resources and funding available. Perhaps more importantly, coordination can increase the quality of life to those most in need of transportation by providing improved service at lower costs.

Coordination can open up possibilities for new funding sources. A few specific federal funding programs, such as FTA's JARC and New Freedom, require coordinated planning. Communication between stakeholders may also reveal previously unknown funding sources. This communication can also provide a venue for the sharing of perspectives and specialized expertise that different agencies, organizations, and individuals have to offer. Finally, a centralized planning effort can serve to increase the visibility of available transportation resources to the funding sources, to stakeholders, and to the community as a whole.

e. Coordinated Planning Efforts to Date

i. The Origins of Coordinated Planning

On February 24, 2004 President George W. Bush signed executive order 13330, thereby establishing the Interagency Transportation Coordinating Council on Access and Mobility. The order required the formation of a Council on Access and Mobility, consisting of 11 Federal departments, charged with coordinating 62 Federal programs that provide funding for human services transportation. The council developed a report that recommended the most effective means of facilitating inter-agency transportation coordination thereby reducing inefficiency and duplication of services, simplifying access and mobility, and most effectively using available resources.

Beginning in 2007, the Federal Transit Administration, following guidance put forward in the 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users (SAFETEA-LU), began requiring Metropolitan Planning Organizations to develop, as part of their Metropolitan Transportation Plan, a Coordinated Public Transit-Human Services Transportation Plan.

The purpose of the plan was to map out strategies that, through inter-agency coordination, improve transportation access to elderly, disabled, and low income populations. In addition to mandating an important planning document, SAFETEA-LU also made the Coordinated Plan an implementation tool by requiring that certain FTA funding programs (5310, 5316, and 5317) be derived from strategies and activities defined in the plan. Capital Region Planning Commission began the Coordinated Planning Process early in 2007.

ii. 2007 Initial Coordinated Human Services Transportation Plan

CRPC hosted an initial Coordinated Planning meeting on January 8th, 2007 to begin collaboration and developing short-term and on-going goals and objectives for transit coordination. At the initial meeting of the participating partners it was established that, given the limited time available for planning this year, the goals and objectives of the planning process should be limited. The primary expected outcome for this year's planning process is the commitment of the transportation and human service agencies in the region to an on-going process of communication, data collection, identification of common objectives, and development of a shared knowledge base.

At the initial meeting the following were approved by the participants:

- A Set of Goals, Objectives and Constraints to circulate for comment at a second meeting to which the public would be invited
- A Timeline for this year's planning process
- Persons responsible for the activities listed in the timeline
- Agreement that CRPC will continue to lead the planning process
- The formation of a steering committee for the continuation of this planning process

Prior to the initial meeting an invitation was sent to as many stakeholders as possible. Included with the invitation was a copy of the *Self Assessment Tool for Communities* from the *Framework for Action* materials. The invitation requested that all participants bring a completed *Self Assessment Tool for Communities* to the meeting. At the initial meeting, the group collaboratively completed one self-assessment tool for the region. A copy of the completed tool can be found in Appendix A.

At this meeting, the participating partners established that, given the limited amount of time available for planning that year, the goals and objectives of the planning process should be limited and short term in nature (1-3 years). In addition to the meeting, participants also completed a survey from the FTA's Framework for Action, a self assessment tool for communities building a Coordinated Plan. Input from this survey was also reviewed in the initial meeting.

The primary expected outcome for the initial planning process was the commitment of the transportation and human service agencies in the region to an ongoing process of communication, data collection, identification of common objectives, and development of a shared knowledge base. It was agreed at this meeting that the Regional Planning Commission would continue to be the lead agency in this planning process and that a set of goals and

objectives would be created, and reviewed by stakeholders and by the public. The result of this process was the Interim Coordinated Public Transit-Human Services Transportation Plan, dated April 2007.

The goals of the Coordinated Human Service Transportation Plan are as follows:

- To create a more cost-effective service delivery system;
- To increase capacity to serve unmet needs;
- To improve the quality of service provided; and,
- To make services more easily understood and accessible by riders
- To ensure that the coordination process is comprehensive and sustainable

iii. 2009-2010 Coordinated Human Services Transportation Plan

In early 2009 work began on update to the Interim Coordinated Plan. It was considered important, from the inception of the interim plan, that the planning process be ongoing. Therefore, while many of the strategies originating in the Interim Plan were still valid and undergoing implementation, the decision was made to take a more active and consistent role in involving the community in Coordinated Planning. Furthermore, the designation of CRPC as recipient of Job Access Reverse Commute and New Freedom funding in late 2009, both of which must be derived from a Coordinated Plan, necessitated a revised set of goals and objectives that were, in some ways, more geared to on-the-ground implementation.

CRPC is currently preparing for a second round of meetings. A list of invitees and participants in the 2007 planning process, as well as agendas for those meetings, is included in Appendix B. The coordinated Human Services Transportation Meeting will be given quarterly with the human services agencies that provide or have clients that need transportation services in Baton Rouge Region. The majority of invitees to this meeting are either individuals or representatives of agencies that participated in the 2007 meetings. This meeting gives CRPC an opportunity to reiterate the meaning of Coordinated Planning, and re-emphasize its importance for the region. It also gives stakeholders an opportunity to provide input toward the updated plan, as well as welcome new representatives of stakeholder agencies to the table. The following document is guided by both the 2007 and the coming 2010 stakeholder meetings and planning processes.

The agenda and timeline of the 2010 Coordinated Human Services Transportation meetings are as follows:

June 11	Send out invitations to transit service providers, public health agencies, school systems and other related agencies;
June 11-16	Prepare workshop and meeting;
June 18	Workshop and meeting Day;
June 18-25	Update Coordination Human Service Transportation Plan;
June 29	CRPC TAC/TPC meeting vote for approval;
July 5-15	Assist agencies to improve coordinated service, apply for funds or expand service to unmet needs as discussed in the meeting; update dataset and map; report updates to LADOTD;
July 22	Quarterly meeting;
September 29	Quarterly meeting;
December 21	Quarterly meeting.

A transit service survey (see Appendix G) was distributed on June 18 during the meeting; and CRPC staff is currently summarizing the result. And the steering committee was formed by volunteers in the same meeting.

III. TAKING STOCK OF OUR COMMUNITY

a. Area to be Served

The area to be served by this plan is the capital region. This includes the parishes of East Baton Rouge, West Baton Rouge, Ascension, East and West Feliciana, Iberville, Livingston, and Washington, and all the local governments within.

b. Participants in Planning Process

The following persons/agencies were invited to participate in the planning process:

- Area transportation planning agencies
- Public transportation providers, including school districts
- Private transportation providers – including transportation brokers, ADA paratransit providers, taxi services, and intercity bus providers (Greyhound)
- Non-profit transportation providers
- Human service agencies funding and/or supporting access for transportation services
- Other government agencies that administer health, employment, or other support programs for targeted populations, e.g. TANF, WIA, CAP (community action), Voc Rehab, Medicaid, Independent Living Centers, Councils on Aging, etc.
- Non-profit organizations that serve the targeted populations intended for transportation services
- Advocacy organizations working with or on behalf of targeted populations
- Security and emergency management agencies
- Any other appropriate local or state officials
- Community-based organizations
- Economic development agencies
- Job training and placement agencies
- Elected officials
- Representatives for ADJACENT service areas

AND TO THE 2010 MEETINGS: (see Appendix B for a complete list of those invited)

- Those previously listed in III b, and,
- Transit riders and potential riders – including both general and targeted populations

It is important that the public participate in the planning and coordination process and, in fact, FTA requires that the public be involved in the planning process, however, the materials for the Framework for Action Self-Assessment indicate that the public would not have the technical knowledge to participate in the self assessment and should be included later in the process. Therefore, it was decided that the public would be invited to comment on the results of the initial meetings assessment process and to be involved in the final decision-making process.

Because participants were advised that participation in the planning process would NOT bar them from bidding to provide services, the following people and agencies participated in the development of the plan:

The list of participants, their agency name, and contact information from the 2010 workshop is in Appendix B.

c. Planning Process

The planning process that was used to create fiscal year 2007's plan was constrained by time due to the combination of extra resources used to handle Katrina and Rita related emergencies and the timing of the promulgation of new guidelines by FTA.

Due to this time constraint and the fact that the agencies in 2007 have little experience with coordination of transportation services, this year's planning process constitutes the first steps in the coordination process. As many stakeholders as could be identified were invited to participate in the planning process with an intended outcome that they would agree to continue the process over the next year as we work together to build the foundation that will allow for the implementation of more coordination activities in the future. It is the intent to continue the process and work tasks that were stated in 2007.

Due to this time constraint, the focus of this plan had been to evaluate our existing coordination activities and to identify possible areas in which these coordination activities could be expanded. These coordination activities where further activities could be expanded are:

1. Gather the information of the agencies that are working to address the transportation needs of the elderly and disabled people in the evacuees of Hurricane Katrina. The 2010 plan will expand to needs of the regional area.
2. Collect the information about the nonprofit organizations other than 5310 and 5311 providers in the CRPC region.

As many stakeholders as could be identified were invited to participate in the planning process with an intended outcome that they would agree to continue the process over the next year as we work together to build the foundation that will allow for the implementation of more coordination activities in the future.

In the creation of the FY 2007 Coordinated Plan for this region, the following list of activities was undertaken and these continue to expand in the 2010 plan.

Activity	Completed	Not Applicable At This Time	Include in Future Planning
Selection of Coordinating Agency by Statewide Stakeholders Committee	*		
Select facilitator for initial meeting & give facilitator copy of <i>Facilitator's Guide to Framework for Action</i>	*		
Select venue and date for planning meeting	*		
Send invitations to participants, including a copy of the <i>Framework for Action Self-Assessment</i> tool	*		
Conduct follow-up phone calls to ensure participation and answer questions about Self-Assessment Tool	*		
Hold Initial Planning Meeting using <i>Framework for Action Tools</i> – including review of survey data	*		
Form steering committee			*
Form working groups, where necessary			*
Identify Goals, Objectives	*		
Identify Challenges and Constraints	*		
Identify Needs of Populations Served	*		
Identify Transportation Resources	*		
Identify and evaluate existing transportation coordination activities	*		
Establish criteria for evaluating Options			*
Identify options for consideration			*
Advertise 2nd Meeting			*
Hold 2nd meeting and invite public input to the decision-making process			*
Select Option for implementation			*
If Option selected necessitates it, create agreements and MOUs			*
If necessary, obtain police jury or other parish government's approval			*
If MOUs have been written, Sign documents			*
Submit plan to the State			*
Identify Transportation Resources	*		

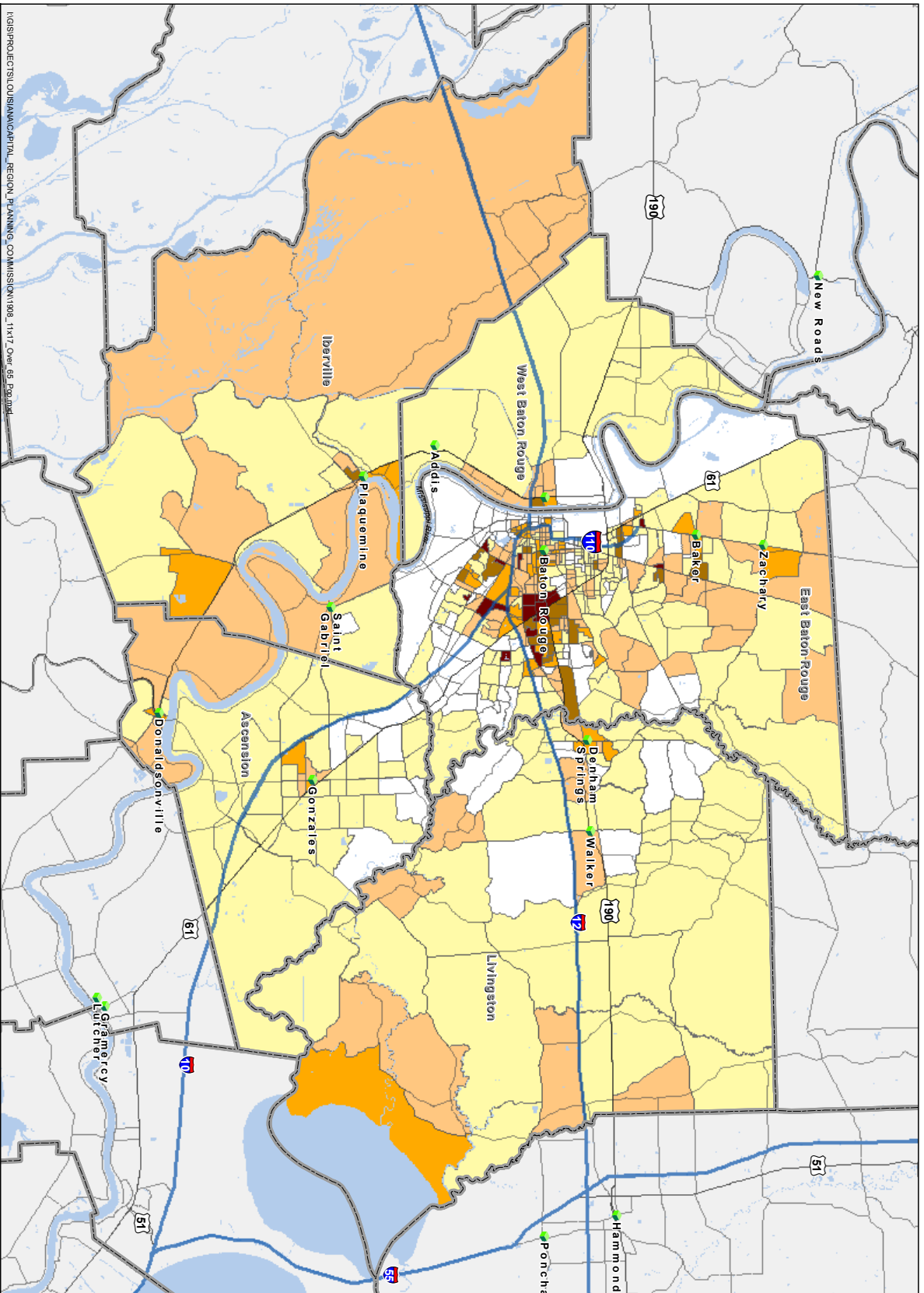
d. Special Needs Populations

i. Elderly Population

According to the FTA, the term “Elderly Individuals” includes all persons aged 65 years or older.

The map below show the number of elderly individuals by census block group. If applicable, transit lines and major roadways for the parish are overlain on the maps.

Percent Residents Over 65 Years Of Age



Legend

- City or Town
- Roadway
- Interstate
- US Highway
- State Highway

Percent Residents Over 65

0 - 5
6 - 10
11 - 15
16 - 20
21 - 25
26 - 40

- Parish Boundary
- Water Body

Scale

0 10 Kilometers

0 6 Miles

1 inch = 6 Miles

Source: US Census Bureau, Year 2000
CR PC Planning Commission

Figure A-5

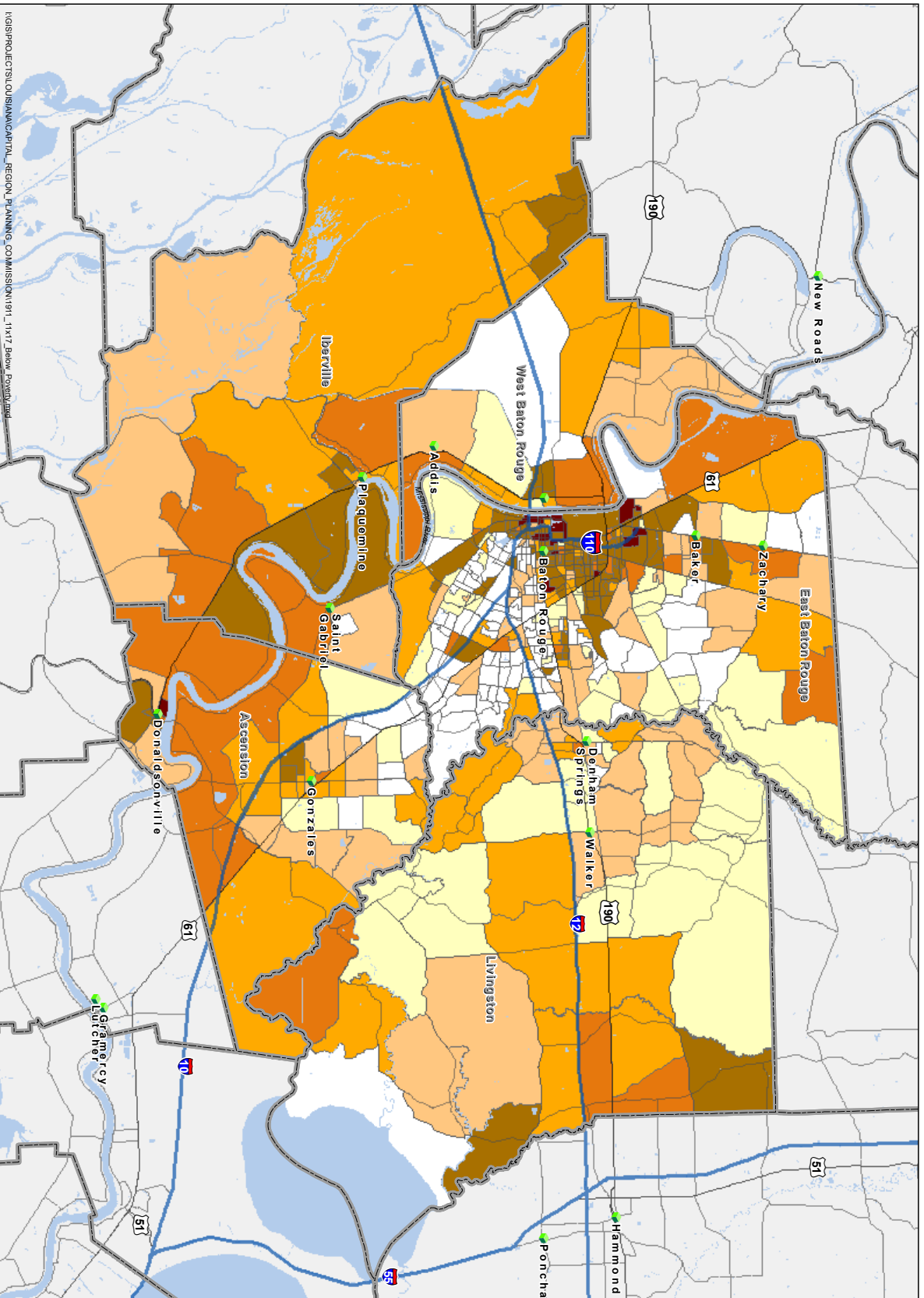
Ascension, East Baton Rouge, Iberville,
Livingston, West Baton Rouge
PARISHES
LOUISIANA

H:\SPROJECTS\LOUISIANA\CAPITAL_REGION_PLANNING_COMMISSION\1908_11x17_Over_65_Page.mxd

ii. Low Income Population

“Low Income” is a phrase used by the FTA to describe families that are at or below 150% of the poverty line. The poverty line itself is not a static number, but is instead determined through a number of factors, including income, median income of the region, family size, age of family members, and the consumer price index. The maps below show the distribution of population below poverty line by census block, for the region and for each individual parish. It is expected that a more accurate representation of poverty and low income households in the Baton Rouge region will be available when the 2010 census results are made available.

Percent Families Below Poverty



Legend

- City or Town
- Roadway
- Interstate
- US Highway
- State Highway

Percent Families Below Poverty

0 - 3
4 - 6
7 - 10
11 - 15
16 - 20
21 - 50
51 - 100

- Parish Boundary
- Water Body

Scale

0 10
kilometers

0 6
Miles

1 inch = 6 Miles

Source: US Census Bureau, Year 2000
ESRI, ArcView 3.2a

Arkansas
Texas
Louisiana
Mississippi

Figure A-3
Ascension, East Baton Rouge, Iberville,
Livingston, West Baton Rouge
PARISHES
LOUISIANA

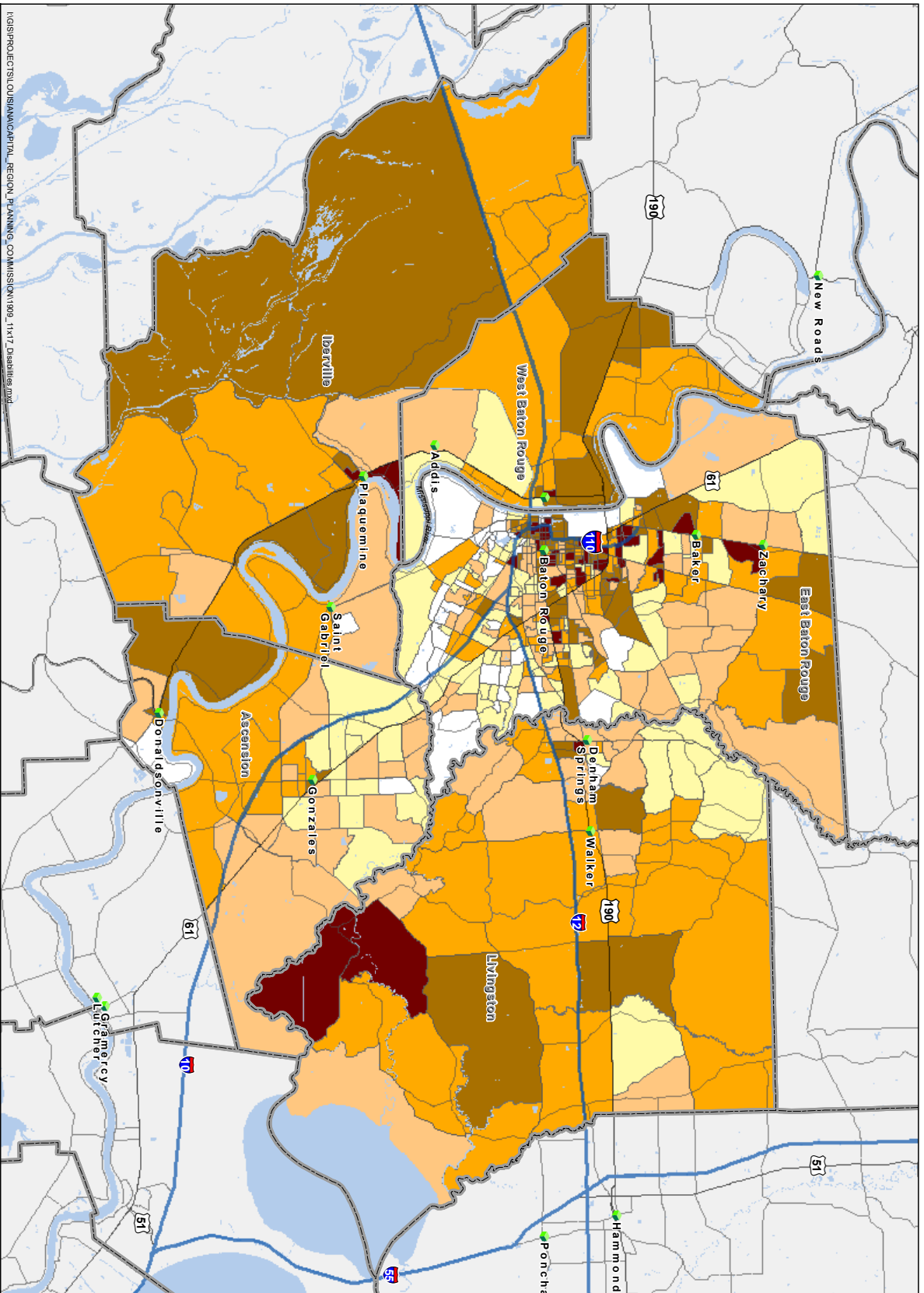
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iii. Disabled Population

The FTA defines a disabled individual as one who “...because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility.”

The following maps show the geographic distribution of the retired/disabled population throughout the region, by zip code, for the year 2009, as provided by the Social Security Administration. As with income, it is expected that more refined data will become available with the 2010 census.

Percent Individuals With Disabilities



Legend

- City or Town
- Roadway
- Interstate
- US Highway
- State Highway

Percent With Disabilities

- 0 - 10
- 11 - 15
- 16 - 20
- 21 - 25
- 26 - 30
- 31 - 50

- Parish Boundary
- Water Body

Scale

0 10
Kilometers

0 6
Miles

1 inch = 6 Miles

Source: US Census Bureau, Year 2000
50% Scale, 12.500 Feet

Arkansas
Texas
Louisiana
Mississippi

Figure A-4

Ascension, East Baton Rouge, Iberville,
Livingston, West Baton Rouge
PARISHES
LOUISIANA

HAISP/PROJECTS/LOUISIANA/CAPITAL_REGION_PLANNING_COMMISSION/1909_11x17_Disabilities.mxd

e. Identified Funding Sources

The information of the current available funding sources is gathered in Appendix F, which is also reachable from the link of http://www.fta.dot.gov/funding/apportionments/grants_financing_9562.html . And Appendix I shows the inventory of Federal Programs Providing Transportation Services to the Transportation-Disadvantaged.

- 49 USC 5310 – Elderly Individuals and Individuals with Disabilities

The goal of the Section 5310 program is to improve mobility for elderly individuals and individuals with disabilities throughout the country. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of elderly individuals and individuals with disabilities in all areas—urbanized, small urban, and rural. The State of Louisiana’s Department of Transportation and Development is the designated recipient for 5310 funds, and as such, manage the application process and distribute funding to eligible recipients.

Examples of projects eligible for 5310 funding include, though are not limited to: the procurement of buses and vans, acquisition of ITS equipment, accessibility improvements to vehicles and transit shelters, and mobility management programs that improve coordination among agencies that serve the elderly and disabled populations. More information about the Elderly Individuals and Individuals with Disabilities program can be found in FTA Circular 9070.1F.

- 49 USC 5316 - Job Access Reverse Commute (JARC)

The JARC program serves two functions. The first, Job Access, includes projects that provide welfare recipients and other eligible low income individual’s public transportation services to employment and employment related activities. The second, Reverse Commute, provides urban and non-urban residents with transport to suburban employment opportunities and employment related activities. In 2007 CRPC became the designated recipient of JARC funds for the Baton Rouge urbanized area. The Louisiana Department of Transportation and Development is the designated recipient for the remainder of the planning area.

Examples of eligible JARC projects include expansion of late night and weekend service, guaranteed ride-home service, ridesharing and carpooling activities, transit related aspects of bicycling, shuttle service, marketing toward target populations, ITS implementation, and subsidizing the costs of reverse commute bus, train, carpool, or van routes.

- 49 USC 5317 – New Freedom

The New Freedom program serves to improve public transportation opportunities and public transportation accessibility to the disabled. The improvements undertaken under New Freedom must, according to the statute, go beyond those required by the American Disabilities Act (ADA) of 1990. Projects that were already operational or had an established funding source prior to August 10, 2005, are not eligible to receive New Freedom Grants.

Examples of eligible New Freedom projects include enhancing paratransit service beyond the minimum requirements of the ADA (i.e., extending hours of service, extending range of

service, etc.), provision of feeder transit service to fixed route systems, making accessibility improvements beyond ADA requirements, and mobility management.

IV. GAPS, NEEDS AND CHALLENGES

One of the biggest challenges to coordination is the distribution of benefits. Often the benefits are not incurred by the agencies that expend the time and resources to implement the coordination effort. The primary benefit of coordination should be improved service to consumers; however this may not always translate into increased funding for the agencies providing that service. As the Transportation Research Board has noted: “The primary benefits to the transit agency are reduced costs. The primary benefits to the other transportation providers are increased revenues.” [TCRP Report 91, page 2] However, most nonprofit agencies that provide transportation services do so as an ancillary or support service to their primary service goals. Many times these agencies want to use the funds that are saved on transportation services to provide other services to their clients or to expand the number of clients that they can serve with their primary services. If the savings from transportation coordination are used to meet unmet transportation needs in the community, this does not necessarily help the nonprofit service agency partners better meet their agency goals and objectives. Overcoming this barrier will mean finding a win/win coordination process for all of the stakeholders individually as well as the community as a whole.

Another potential barrier to coordination that was identified is the difficulty in obtaining large enough numbers to actually realize benefits. This is especially true in very rural areas, where the number of providers is very small, or in areas where the number of providers willing to participate in the coordination process is small. If a certain critical mass of consolidation is met, the necessary economies of scale are not present and do not create significant benefits. Therefore, building the number of agencies committed to participating in this process will be a focus of our planning process.

In addition to these three primary issues, studies we reviewed indicated there are many other possible challenges to coordination that should be taken into consideration as our local coordination plan is developed:

- Initially, the institution of a new program can be more expensive and/or more difficult
- The initial planning process necessary for coordination may be perceived as more time consuming compared to the status quo
- The planning and coordination process may take time from managers whose time requirements are already stretched, especially in small non-profits or small private providers
- The federal government needs to reconcile the regulations and funding requirements among various government programs that support transportation – according to a recent GAO report there are at least 62 separate federal transportation funding streams that could be included in this process Unfamiliarity of individual stakeholders with the organizational mission, terminology and regulations of stakeholders from different agencies
- Lack of perceived benefit to the stakeholder in spending the time and resources necessary for coordination
- Perceived loss of control by stakeholders – loss of ability to control when and where transportation assets will be used
- Communication both at the human level and the technical level can be problem – communication technology (radios, software, etc.) may not be compatible, and organizational communication cultures may not be compatible

- Conflicting regulations between funding agencies – different eligible recipients, eligible activities, requirements for matching federal funds, funding cycles, planning procedures, and reporting requirements
- Different data collection requirements and processes
- Different levels of priority for the provision of transportation services – e.g. transit agencies provide transportation services as their primary mission, while human service agencies provide transportation services as a secondary service that supports their primary mission of providing human services
- Although increased efficiencies can result in a decrease in unmet needs, individual agencies do not necessarily see an increase in funds available to meet their primary missions
- The coordination process can be difficult when there are agencies and/or individuals involved who are antagonistic to the process
- Coordination requires an ongoing commitment that can be hard to maintain as leadership and regulations change
- Turf issues
- Unable to predict next year's funding from programs when the State or Federal government has control over fund allocation
- Finding local funds to cover expenses and/or match that is not covered by State and Federal funds
- Coordinating multiple jurisdictions and programs funded by multiple federal and/or state agencies

[From *Planning Guidelines for Coordinated State and Local Specialized Transportation Services, Chapter 2, page 3-4*]

V. GOALS, STRATEGIES, AND ACTIVITIES

a. Goals of Plan

The purpose of this Plan is to establish a coordinated human services transportation plan for planning area of CRPC. The Plan was developed by representatives of public, private, and nonprofit transportation and human services providers and members of the public working together to create not only a one time plan for improved coordination of human services transportation in the region, but also to establish an on-going process for continual coordination and improvement.

This plan includes the following key elements:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of available services that identifies areas of redundant service and gaps in service and identifies current providers (public, private, and nonprofit);
- Strategies and/or activities to address the identified gaps in service and achieve efficiencies in service delivery;
- Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and
- A discussion of priorities to be met by the plan and a process for establishing future priorities
- A process for continued coordination planning

The plan will include 1) a short-range plan for implementation in FY 2010 shown below and 2) an on-going planning process that will be used to both evaluate the FY 2010 plan and create future plans.

The short-range plan of 2010 is:

- Hold quarterly (4 per year) meetings with the human services agencies that provide or have clients that need transportation services in the region;
- Collect information on transportation services that are being provided in the Baton Rouge region;
- Maintain the regional transportation coordination plan for the region;
- Provide input to the statewide selection process for 5310, 5311, 5316 and 5317 funding.

b. Transportation Resources

The importance of having accurate data on which to base transportation coordination decisions cannot be over emphasized. At the time that this planning process began, there was no comprehensive list of transportation providers in this region. A list of the providers that receive funding through the federal Department of Transportation are available, but according to a recent GAO report, there are 62 separate federal funding streams that fund transportation and even the GAO could not determine to which agencies all of those funds went. Therefore, one of the steps in this planning process was to gather as much data on transportation resources in the region as possible.

- Statewide Survey

In November of 2006 a statewide survey was conducted of the providers funded by the Louisiana DOTD Public Transportation Section. The survey questions were sent to all current Section 5307, 5310, 5311, and JARC providers in the State. Of the 143 surveys distributed, 90 responses were received. The survey questions were open questions that solicited the opinion of the respondents. A summary of the responses received by Dec 31, 2006 can be found in Appendix C.

It should be noted that this survey was taken one year after hurricanes Katrina and Rita caused extensive damage to many of the lower tier of parishes in the state. Of the providers that did not respond to the survey, 23 were from the flooded portions of the New Orleans area, and 17 from other parishes receiving storm damage. Therefore, issues related to hurricane damage may not be adequately represented in the survey.

The Survey indicates that the majority of providers in our region believe that additional transit services are needed in our region and that the need for those services will increase over the next five years.

- Other data collected

Other data collected by the participants in this planning process is listed in tables in the Appendices of this document. This data includes a vehicle inventory and an inventory of providers according to the records of the Louisiana DOTD Public Transportation Section, but the planning group has not yet collected all of the same data from other providers in the group. This will be part of our coordination process over the next year.

In addition to the data provided by DOTD, Appendix B provides the list of providers who participated in this planning process.

c. Options Considered

- Create alternative transportation options for the increased population in the parish service area due to Katrina
- Create alternative transportation options for people unable to use fixed route service
- Coordinated data collection to increase consistency of data and usefulness of data to coordination process
- Central dispatching
- Sharing expertise, software, hardware, technical capacity
- Plan for extending service area
- Plan for extending services to evenings and weekends
- Coordinating marketing efforts
- Eliminate duplicated services through coordination
- Coordinate so that vehicles can be rotated out of service for maintenance without reduction of service
- Coordinate with Work Investment Boards to provide better transportation services for people moving from Welfare to Work
- Improve pedestrian circulation paths, i.e., sidewalks, bus stops, curb cuts

The work style in BR is to bring together groups of transit providers and Medicaid providers into small informal work groups to talk about new service requirements and in particular, JARC, NFP and other programs and services. To this end the group will take the lead in bringing together the data and ideas that come from these small group work groups on at least a quarterly basis to take advantage of any opportunities for coordination that become available including:

- Continue the coordination planning for next year
- Keep the planning process open to inclusion of additional stakeholders
- Monitor and evaluate on-going coordination activities
- Collect data on both needs and services

In addition to the options listed above, it is clear that the successful implementation of a coordinated human services transportation plan in this region will require support from the State. Therefore, the following recommendations to the State are included in this plan:

1. Fully enact, fund and support the recommendations of the United We Ride report;
2. Use the goals and objectives established in this plan as criteria for selection of 5310, 5311, 5316 and 5317 providers;
3. Coordinate and support the development of an insurance pool for small providers in the state in order to reduce insurance costs

d. Selection Criteria

From the information gathered including the self-assessment tool, the following were determined to be the criteria by which we will evaluate coordination options for FY 2010.

- Improved utilization of resources.
- Reduction or elimination of duplicative services.
- Simplified access for users.
- Expanded level and availability of day-to-day and emergency response service.
- Reduction in operating costs
- Diversification of revenue base and sustainability of services.
- Increased service levels
- Improved reporting and record keeping
- Increased operator training to improve service
- Enhanced transportation safety

e. Option Selected

The following options were selected for inclusion in this 2010 plan:

- Create alternative transportation options for the increased population in the parish service area
- Create alternative transportation options for people unable to use fixed route service

- Coordinated data collection to increase consistency of data and usefulness of data to coordination process
- Central dispatching
- Sharing expertise, software, hardware, technical capacity
- Plan for extending service area
- Plan for extending services to evenings and weekends
- Coordinating marketing efforts
- Eliminate duplicated services through coordination
- Coordinate so that vehicles can be rotated out of service for maintenance without reduction of service
- Coordinate with Work Investment Boards to provide better transportation services for people moving from Welfare to Work
- Improve pedestrian circulation paths, i.e., sidewalks, bus stops, curb cuts

The work style in BR is to bring together groups of transit providers and Medicaid providers into small informal work groups to talk about new service requirements and in particular, JARC, NFP and other programs and services. To this end the (group name) will take the lead in bringing together the data and ideas that come from these small group work groups on at least a quarterly annual basis to take advantage of any opportunities for coordination that become available including:

- Continue the coordination planning for next year
- Keep the planning process open to inclusion of additional stakeholders
- Monitor and evaluate on-going coordination activities
- Collect data on both needs and services

f. Action Plan

The following action plan continues for 2010:

Capital Area Transit System (CATS) as the designated recipient of JARC and New Freedom funds for Baton Rouge intends to provide the JARC and NF funds to the agencies that can provide the transportation in Baton Rouge area to address the growing needs of paratransit service for disabled and elderly communities.

CRPC, as a Metropolitan Planning Organization (MPO), works with the agencies in MPO region encouraging them to coordinate to reduce the redundancy of service and to provide efficient and effective transportation for elderly and disabled population. CRPC will work with 5310 and 5311 recipient agencies in coordination activities and delivering efficient services.

Action Plan for creating effective human services transportation coordination process			
Goal: To increase capacity to serve unmet needs			
Objective: Improve our ability to determine need for transit services			
Strategies	Timeline	Resources Needed	Who will lead
Conduct Needs Assessment through existing agencies	Begin: 2009 Complete: 2010	Working Team, Survey instrument, contact information	CRPC
Solicit public input	Begin: 2009 Complete: 2010	Working Team, Article in local papers, email and P.O. address for input	CRPC
Goal: To ensure that the coordination process is comprehensive and sustainable			
Objective: Develop communication between providers			
Strategies	Timeline	Resources Needed	Who will lead
Meet at least every 6 months to discuss coordination possibilities and share information	Ongoing	Meeting space	CRPC
Develop shared definition of terms	Begin: 2009 Complete: 2010	Meeting Space	CRPC
Build dialogue skills	Ongoing	Meeting space	Everyone
Goal: To increase capacity to serve unmet need			
Objective: Improve ability to obtain funding for coordination projects			
Strategies	Timeline	Resources Needed	Who will lead
Determine what data is being collected now	Begin: Aug. 2009 Complete: 2010	Meeting space and staff time	CRPC
Develop a plan for collecting data needed for all funding streams in a standard format	Begin: Sept. 2009 Complete: 2010	Meeting space and staff time	CRPC
Goal: To create a more cost-effective service delivery system			
Objective 4: Develop a method for prioritizing coordination activities			
Strategies	Timeline	Resources Needed	Who will lead
Collaboratively develop a set of proposed prioritization criteria	Begin: Sept. 2009 Complete: 2010	Meeting space and staff time	CRPC

VI. NEXT STEPS

The participants in the development of the Coordinated Plan have agreed to meet quarterly in order to:

- Monitor and evaluate on-going coordination activities
- Collect data on both needs and services
- Take advantage of any opportunities for coordination that become available
- Continue the coordination planning for next year
- Keep the planning process open to inclusion of additional stakeholders

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Appendix A: Results of Community Assessment

1. Pointe Coupee Council of Aging

	Needs to Begin	Needs Significant Action	Needs Action	Done Well
<i>Section 1: Making Things Happen by Working Together</i>				
1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?				*
2. Is a governing framework in place that brings together providers, agencies, and consumers? Are there clear guidelines that all embrace?			*	
3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?			*	
4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?			*	
5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?			*	
Section 1			*	
<i>Section 2: Taking Stock of Community Needs and Moving Forward</i>				
6. Is there an inventory of community transportation resources and programs that fund transportation services?			*	
7. Is there a process for identifying duplication of services, underused assets, and service gaps?				
8. Are the specific transportation needs of various target populations well documented?				*
9. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs?			*	
10. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?				*
11. Have transportation users and other stakeholders participated in the community transportation assessment process?				*
12. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?				*
13. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?			*	
14. Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the Regional Transportation Plan or State Transportation Improvement				*

Plan?				
15. Is data being collected on the benefits of coordination? Are the results communicated strategically?			*	
Section 2			*	
<i>Section 3: Putting Customers First</i>				
16. Does the transportation system have an array of user-friendly and accessible information sources?				*
17. Are travel training and consumer education programs available on an ongoing basis?			*	
18. Is there a seamless payment system that supports user-friendly services and promotes customer choices of the most cost-effective service?				*
19. Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?		*		
20. Are marketing and communications programs used to build awareness and encourage greater use of the services?			*	
Section 3			*	
<i>Section 4: Adapting Funding for Greater Mobility</i>				
21. Is there a strategy for systematic tracking of financial data across programs?				*
22. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?		*		
Section 4		*		
<i>Section 5: Moving People Efficiently</i>				
23. Has an arrangement among diverse transportation providers been created to offer flexible services that are seamless to customers?			*	
24. Are support services coordinated to lower costs and ease management burdens?				*
25. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?				*
26. Have facilities been located to promote safe, seamless, and cost-effective transportation services?				*
Section 5				*
<i>Overall Community Assessment</i>				
Section 1: Making Things Happen by Working Together				*
Section 2: Taking stock of Community Needs and Moving Forward				*
Section 3: Putting Customers First				*
Section 4: Adapting Funding for Greater Mobility			*	
Section 5: Moving People Efficiently			*	

Remarks: More funding is needed to be able to provide the transportation that is needed in Pointe Coupee Parish.

Appendix B: Coordinated Meeting Information

List of Invitees

AARP Foundation SCSEP, New Orleans, scrscott1@aol.com
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Alliance Transportation, J.D. Allen, jd_allen@alliance-transportation.com
Badeaux, Lawrence, Mayor, Village of Rosedale, football2@cox.net
Bergeron, Becky, Director, Pointe Coupee Council on Aging, bbergeron1@bellsouth.net
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Berthelot, John, Mayor, City of Gonzales mayor@gonzalesla.com
Berthelot, Riley, Parish President, West Baton Rouge Parish, r.berthelot@wbr council.org
Bourgeois, Bobbie, Mayor, Town of Slaughter, mayor@slaughter.brcoxmail.com
Brown, Maurice, Mayor, Town of White Castle, TOWCastle@aol.com
Brumfield, Diane, Director, Washington Parish, brittenybrumfield@yahoo.com
Burgess, Gordon, Parish President, Tangipahoa Parish, jmac@i-55.com
Bush, Sylvia, OPTIONS Foundation, Inc., optionsadm@I-55.com
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Carol Cranshaw, General Manager, Capital Area Transit System, ccranshaw@brgov.com
Carter, Ken, Mayor, Town of Greensburg, town.of.greensburg@wildblue.net
Catholic Charities of the Diocese of Baton Rouge, info@ccdior.org
Chauffe, Michael, Mayor, Village of Grosse Tete, vogt@gt.brcoxmail.com
Chustz, Troy, Mayor, Town of Livonia, clerklivonia@yahoo.com
Clark, Travis, Mayor, Town of Walker, myra.streeter@walker-la.gov
Coleman, Charles, Mayor, Town of Jackson, jxntwnhl@bellsouth.net
Cox, Ann Levy, Director, Chaneyville Community Center, ccc@brgov.com
D'Aquila, Billy, Mayor, Town of St. Francisville, townofsf@bellsouth.net
Devecka, Susan, Director, West Baton Rouge COA, Deanna@wbrcoa.org
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Dukes, Norma, Executive Director, Community Opportunities of East Ascension, normad@eatel.net
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 Nelson, Tommy, Mayor, City of New Roads, mayor@cityofnewroads.net
 Newman, Julie, Director, Delmont Service Center, Delmont@brgov.com
 Normand, Joey, Mayor, Town of Brusly, Jnormand@bruslyla.com
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 Sullivan, Leroy, Sr., Mayor, City of Donaldsonville, mayorofc@donaldsonville.brcoxmail.com
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Zabbia, Robert, Mayor, City of Ponchatoula, ponmayor@i-55.com

List of Participants

CAPITAL REGION PLANNING COMMISSION Coordinated Human Services Transportation Plan Workshop and Meeting

Friday, June 18, 2010
1:30 p.m. -3:30 p.m.

Bluebonnet Regional Library
9200 Bluebonnet Blvd., Baton Rouge, LA

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Clara Arrington	WPCOA	Trans. Dir. etc.	738-6868	claraarrington@brgov.com

Appendix C: 2007 Louisiana Coordination Plan Survey Results

In November of 2006 the following survey questions were sent to all of the current 5307, 5310, and 5311 providers in the State. Of the 143 surveys distributed, 90 responses were received. The survey questions were open questions that solicited the opinion of the respondents. The following is a summary of the responses received by Dec. 31, 2006.

It should be noted that this survey was taken one year after hurricanes Katrina and Rita caused extensive damage to many of the lower tier of parishes in the state. Of the providers that did not respond to the survey, 23 were from the flooded portions of the New Orleans area, and 17 from other parishes receiving storm damage. Therefore, the following results probably do not adequately reflect the needs of the providers in those areas.

1. Do you feel that additional transportation services beyond those now available are needed in your parish?

	Yes	No	Unsure	No Answer
More Service Needed	57	23	1	9

2. Which people, groups or areas are most affected by limited availability of public transit?

Response	# of Responses
Elderly people	42
Disabled people	27
People with low or moderate income	25
People living in Rural areas	22
Everyone	8
People with no cars	5
Medical	4
Minorities	4
People Traveling Out of the Parish	3
Commuters	3
People with hurricane related transportation problems	3
People living outside of city limits	3
No one – Public Transit not limited in our Parish	2
Areas with no public transit	1
People within the city limits	1
Job seekers	1
People leaving parish to shop	1
People not living on fixed transit routes	1
Medicaid under 60	1
Dialysis patients under 60	1
City of Mamou (Evangeline Parish)	1

3. In what ways do you find out who in your community needs transit?

Response	# of Responses
They call us	45
Referrals 12	
Word of Mouth	9
Surveys (it was unclear who was being surveyed)	7
Advertising	5
Health fairs and other outreach activities	4
Clients of our organization	4
Work with multiple agencies & Resource Book	4
We only serve people from our organization	3
Community needs assessment	2
Agency Survey	1
We don't seek out people with transportation needs	1
Advocacy groups	1
Governing Board and Advisory Board let us know	1
Annual meeting	1
Medical Dispatch	1
Information gathered from constituents of council members	1
On board survey	1
Family contacts	1
Public meetings	1
We DON'T find out	1

4. Compared to today, how do you think transit needs will change over the next five years?

Response	# of Responses
Greater need	45
Will lessen	1
Little change	1
More need for elderly people	6
More need for rural areas	4
More need for low income people	4
More need for zero-car households	3
More need for disabled people	2
More need for late night transit service	2
More need between 2 sides of parish (river divides)	1
More need for those on fixed incomes	1
More need for fixed route service	1
More need for service for commuters	1
More need for those who cannot travel alone	1
Need for an agency to assume control over the program	1
There will be less \$\$ available	1
More need for comprehensive service inside city limits	1
More need as a result of future hurricanes	1
More need as population of the parish returns (Katrina depopulated parish)	1

5. In looking ahead over the next five years, who are the people that will need transit service?

Response	# of Responses
Elderly	55
Disabled	29
Poor	21
Everybody	5
Commuters	5
New immigrants/migrants	3
Households with zero cars	3
Unemployed in job training	3
Rural areas	2
Shift workers (night shift)	2
NO change	1
Temporary Employees	1
People between 55 and 65	1
Dialysis patients	1
Children	1
Young people who need transportation to jobs	1
Lack of funding for operations	1
Lack of funding for capital purchases	1
Special medical needs	1
Education	1

6. What, if anything, will prevent them from getting transit service?

Response	# of Responses
Financial limitations	25
Lack of transportation services	21
Can't afford fare	8
Nothing	8
Lack of vehicles	7
Lack of provider	2
Lack of drivers	1
Entity to administer service	1
Not qualifying for JARC	1
Willingness to use transit	1
No general rural transit	1
Knowing what is available	1
Access	1
Not enough staff	1
Not identifying need	1
Not working together	1
Hours of operation	1
Fixed route system	1
Larger capacity	1
Lack of communication	1
Bad roads	1
Lack of outreach to outlying areas	1
Safety issues	1
Cost to reach isolated areas	1

7. What are the major obstacles or concerns you think need to be addressed in order for transit services to be improved in your parish, both now and in the future?

Response	# of Responses
Financial problems	26
Cost of service	12
Lack/amount of transportation service	10
None 8	
Lack of Vehicles	6
Better communication	4
Lack of drivers	3
Rural areas	3
Consolidation of city and parish	2
Better roads	2
Knowing who is assessing transportation need	2
Need more advertising	2
Safety needs	2
Political concerns (federal, state and local)	2
Political decision-makers don't know needs	2
\$\$ for maintenance	2
Cooperation between city and parish	1
Need better maintained vehicles	1
Poverty 1	
Better and bigger wheelchair spaces	1
Differing needs on different sides of the parish (divided by river)	1
Regional authority	1
Vehicles with rear entrances for fire safety	1
Hurricane areas and service	1
Equal service for elderly and disabled as general population	1
Centralized dispatching needed	1

8. Additional Comments:

- Funds need to be doubled
- We have Title 19, III-B, Project Independence, Public Cash fare, JARC
- It will be difficult for a rural parish, I think
- More collaborative efforts between existing transportation operations supported by a consistent financial source will drastically improve transportation in this region
- Provide readouts for hearing impaired and most recent technical tools for visually impaired
- Transportation is such a needed service and is very appreciated by people
- Reimbursement for each client who rides the van (like Katrina clients) would be beneficial
- Even if the existing services were more dependable, that would increase ride ability and increase usage
- Need more funding
- Need more funding and better vehicles to be able to reach the full length of the parish as people return (parish is over 70 miles long on west bank and 35 on the east bank with no connecting bridges)

Appendix D: Project Catalog

In accordance with this plan and with the concurrence of LADOTD, Capital Region Planning Commission has included the following projects in our Transportation Improvement Plan (TIP FY 07-08). Additionally, pursuant to regulations promulgated by the Federal Transit Administration, these projects, funded by FTA grants 5310, 5311, 5316, and 5317, were derived from the Baton Rouge Coordinated Human Services Transportation Plan.

TIP Year	Agenc(ies)	Parish	Contact	Match
5310 - Elderly Individuals and Individuals with Disabilities				
FY 07-08	Ascension Council on Aging, Inc.	ASC	Darlene Schexnayder, (225)473-3789, (225)473-1387 (FAX)	100%
	Donaldsonville Area ARC, Inc.	ASC	Sonia Falcon, (225) 473-4516, (225) 473-4517 (FAX)	100%
	Capital Area Transit System Center, Inc., The	EBR	Emily Efferson, (225)389-8924, (225)389-8919(FAX)	100%
	Foundation Industries, Inc.	EBR	Ruth P. Hubbard, (225)357-8977, (225)357-9958(FAX)	100%
	Our Lady of the Lake - St. Francis House	EBR	Jim Lambert-Oswald, (225)654-6283, (225)654-3988(FAX)	100%
	The Greater King David Baptist Church	EBR	Diane Berry, (225)765-5273, (225)763-9568(FAX)	100%
	Iberville COA, Inc.	IBV	McHenry Jackson, (225)927-0577, (225)929-7084(FAX)	100%
	Livingston Activity Center	IBV	Arlene Randall, (225)687-9682, (225)687-2379(FAX)	100%
	West Baton Rouge COA	LIV	Linda Watts, (225)664-7384, (225)664-7397(FAX)	100%
5311 - Rural Transit				
FY 07-08	Livingston COA/Public Transit	WBR	Carolyn Stewart, (225)383-0638, (225)383-0631(FAX)	100%
5316 - Job Access Reverse Commute				
No recipients during FY 07-08				
5317 - New Freedom				
No recipients during FY 07-08				

Appendix E: Transportation Services Providers

Agenc(ies)	Parish	Contact
Ascension Council on Aging, Inc.	ASC	Darlene Schexnayder, (225)473-3789, (225)473-1387 (FAX)
Donaldsonville Area ARC, Inc.	ASC	Sonia Falcon, (225) 473-4516, (225) 473-4517 (FAX)
Capital Area Transit System	EBR	Emily Efferson, (225)389-8924, (225)389-8919(FAX)
Reliant Transportation	EBR	(225)336-4814
Center, Inc., The	EBR	Ruth P. Hubbard, (225)357-8977, (225)357-9958(FAX)
Foundation Industries, Inc.	EBR	Jim Lambert-Oswald, (225)654-6283, (225)654-3988(FAX)
Our Lady of the Lake - St. Francis House	EBR	Diane Berry, (225)765-5273, (225)763-9568(FAX)
The Greater King David Baptist Church	EBR	McHenry Jackson, (225)927-0577, (225)929-7084(FAX)
Iberville COA, Inc.	IBV	Arlene Randall, (225)687-9682, (225)687-2379(FAX)
Livingston Activity Center	LIV	Linda Watts, (225)664-7384, (225)664-7397(FAX)
West Baton Rouge COA	WBR	Carolyn Stewart, (225)383-0638, (225)383-0631(FAX)
Livingston COA/Public Transit	LIV	(225)664-9343, (225)664-9344(FAX)
Washington COA	WST	(985) 839-4535
West Feliciana Parish COA	WFN	(225)635-6264
East Feliciana Parish COA	EFN	-
St. Helena COA	SHL	-
Tangipahoa Parish COA	TNH	-

Appendix F: Inventory of Funding Sources for Transportation-Disadvantaged

Funding Name	Year	Available to	Allocation (\$)
FTA 5310 for Elderly	2010	Louisiana	888,738
FTA5316 JARC	2010	Baton Rouge, LA	146,802
FTA 5317 NF	2010	Baton Rouge, LA	66,290
FTA 5310 for Elderly	2009	Louisiana	2,172,741
FTA 5316 JARC	2009	Baton Rouge, LA	394,978
FTA 5317 NF	2009	Baton Rouge, LA	174,720
FTA 5310 for Elderly	2008	Louisiana	2,028,257
FTA 5316 JARC	2008	Baton Rouge, LA	336,513
FTA 5317 NF	2008	Baton Rouge, LA	151,577
FTA 5310 for Elderly	2007	Louisiana	1,868,467
FTA 5316 JARC	2007	Baton Rouge, LA	310,627
FTA 5317 NF	2007	Baton Rouge, LA	140,317

Total amount of the 2007-2010 Funding:

FTA 5310 statewide	\$ 6,958,203
FTA 5316 Baton Rouge	\$ 1,188,920
FTA 5317 Baton Rouge	\$ 532,904

Appendix G: Coordinated Human Services Transportation Survey

Friday June 18, 2010

**Capital Region Planning Commission
Coordinated Human Services Transportation Survey**

Your Organization Name _____ Parish _____

Question 1: On public transit service, your organization Need service for OR Serve

	Regular Commuters	Elderly To Work	Others To Work	Low Income Others	Disabled To work	Others	Rural	Others	To specify, please write here:
Ascension	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
East Baton Rouge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
East Feliciana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Feliciana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Iberville	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Livingston	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Pointe Coupee	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
St. Helena	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Tangipahoa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
Washington	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
West Baton Rouge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____
West Feliciana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	_____

If you are not a transit service provider, please answer Question 2 and jump to Question 7.

Question 2: Who are now serving your demands (or for providers, who else serves your area)? _____

Question 3: If you offer transit service, please tell us that _____

You have _____ bus(es) with _____ seats each, and your service schedule is (days and hours) _____

Question 4: What type(s) of service are you providing? _____

Fixed route(s) Call on demand Others (Please specify here) _____

Question 5: Do you need more buses or labor to meet your demand? Yes No; if Yes, please tell us your estimation _____

Question 6: How much additional fund is required to meet your service need? _____

Question 7: Do you see any transit funding opportunities that CRPC or other agencies may help you apply for and/or share together? If yes, please explain: _____

Further Suggestions/ Comments: _____

Appendix H: Coordination Steering Committee Member List

<i>NAME</i>	<i>ORGANIZATION</i>	<i>TITLE</i>	<i>PHONE</i>
Mike Watts	LADOTD	Elderly & Disabled Program Manager	(225) 274-4305
Bill Talmadge	EBR School System	Administrative Director of Transportation	(225) 226-3720
Harold Rideau	City of Baker	Mayor	(225) 778-0300
(Roosevelt Bryant)	City of Baker	City Administrator	(225) 775-9207
Mary Dowling	Tangipahoa COA	Transit Coordinator	(985) 748-6084
Sharon Martin	Livingston COA	Director	(225) 664-9343
Shanda Grimes	EBR COA	School System Coordinator	(225) 923-8000

**Appendix I: Inventory of Federal Programs
Providing Transportation Services to the Transportation-Disadvantaged**

[Note]: Clipped from the Report United States General Accounting Office (GAO)-03-697
Transportation Coordination.

Appendix II: Inventory of Federal Programs Providing Transportation Services to the Transportation-Disadvantaged

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials ^a	Fiscal year 2001 federal spending on transportation ^b
Department of Agriculture, Food and Nutrition Service						
Food Stamp Employment and Training Program	Food Stamp Act of 1977, as amended	7 U.S.C. § 2015(d)(4)(l)(i)	Reimbursement or advanced payment for gasoline expenses or bus fare	To access education, training, employment services, and employment placements	Low-income persons between the ages of 16 and 59	\$12,952,956 ^c
Department of Education, Office of Elementary and Secondary Education						
21st-Century Community Learning Centers	No Child Left Behind Act of 2001	20 U.S.C. § 7173(a)(10)	Contract for service	To access educational services	Students from low-income families	\$84,600,000 (estimate) ^d
Department of Education, Office of Innovation and Improvement						
Voluntary Public School Choice	No Child Left Behind Act of 2001	20 U.S.C. § 7225a(a)	Contract for services, purchase and operate vehicles, hire bus drivers and transportation directors, purchase bus passes, redesign transportation plans including new routing systems, offer professional development for bus drivers	To access educational services and programs	Students from under-performing schools who choose to transfer to higher performing schools	New program, no actual data or estimate available from the federal agency
Department of Education, Office of Special Education and Rehabilitative Services						
Assistance for Education of All Children with Disabilities	Individuals with Disabilities Education Act	20 U.S.C. §§ 1401(a)(22), 1411(a)(1)	Purchase and operate vehicles, contract for service	To access educational services	Children with disabilities	No actual data or estimate available from the federal agency
Centers for Independent Living	Workforce Investment Act of 1998	29 U.S.C. §§ 796f-4(b)(3) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services	Persons with a significant disability	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Independent Living Services for Older Individuals Who Are Blind	Workforce Investment Act of 1998	29 U.S.C. § 796k(e)(5)	Referral, assistance, and training in the use of public transportation	To access program services, for general trips	Persons aged 55 or older who have significant visual impairment	No actual data or estimate available from the federal agency
Independent Living State Grants	Workforce Investment Act of 1998	29 U.S.C. §§ 796e-2(1) and 705(18)(xi)	Referral, assistance, and training in the use of public transportation	To access program services, employment opportunities	Persons with a significant disability	No actual data or estimate available from the federal agency
Supported Employment Services for Individuals with Most Significant Disabilities	Workforce Investment Act of 1998	29 U.S.C. §§ 795g and 705(36)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with most significant disabilities	No actual data or estimate available from the federal agency ^c
Vocational Rehabilitation Grants	Rehabilitation Act of 1973, as amended	29 U.S.C. § 723(a)(8)	Transit subsidies for public and private transportation (e.g. bus, taxi, and paratransit), training in the use of public transportation	To access employment placements, employment services, and vocational rehabilitation services	Persons with physical or mental impairments	\$50,700,000 (estimate) ^e
Department of Health and Human Services, Administration for Children and Families						
Child Care and Development Fund	Child Care and Development Block Grant Act of 1990, as amended	42 U.S.C. § 9858c	States rarely use CCDF funds for transportation and only under very restricted circumstances	To access child care services	Children from low-income families	\$0 (estimate) ^f
Community Services Block Grant Programs	Community Opportunities, Accountability, Training, and Educational Services Act of 1998	42 U.S.C. § 9904	Taxi vouchers, bus tokens	General trips	Low-income persons	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Developmental Disabilities Projects of National Significance	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. §§ 15002, 15081(2)(D)	Transportation information, feasibility studies, planning	General trips	Persons with developmental disabilities	No actual data or estimate available from the federal agency ^g
Head Start	Augustus F. Hawkins Human Services Reauthorization Act of 1990	42 USCA § 9835(a)(3)(C)(ii)	Purchase and operate vehicles, contract with transportation providers, coordinate with local education agencies	To access educational services	Children from low-income families	\$514,500,000 (estimate) ^h
Refugee and Entrant Assistance Discretionary Grants	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Refugee and Entrant Assistance State Administered Programs	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Refugee and Entrant Assistance Targeted Assistance	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Refugee and Entrant Assistance Voluntary Agency Programs	Refugee Act of 1980, as amended	8 U.S.C. §§ 1522(b)(7)(D), 1522(c)	Bus passes	To access employment and educational services	Refugees	No actual data or estimate available from the federal agency
Social Services Block Grants	Social Security Act, as amended	42 U.S.C. § 1397a(a)(2)(A)	Any transportation-related use	To access medical or social services	States determine what categories of families and children	\$18,459,393

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
State Councils on Developmental Disabilities and Protection and Advocacy Systems	Developmental Disabilities Assistance and Bill of Rights Act of 2000	42 U.S.C. §§ 15002, 15025	State Councils provide small grants and contracts to local organizations to establish transportation projects or collaborate in improving transportation for people with disabilities; Protection and Advocacy Systems ensure that people with disabilities have access to public transportation as required by law	All or general trips	Persons with developmental disabilities and family members	\$786,605 (partial outlay) ⁱ
Temporary Assistance for Needy Families	Personal Responsibility and Work Opportunity Reconciliation Act of 1996, as amended	42 U.S.C. §§ 604(a), (k)	Any use that is reasonably calculated to accomplish a purpose of the TANF program and the allowable matching portion of JARC grants	General trips	No assistance is provided to families without a minor child, but states determine specific eligibility	\$160,462,214 (partial outlay) ^j
Department of Health and Human Services, Administration on Aging						
Grants for Supportive Services and Senior Centers	Older Americans Act of 1965, as amended	42 U.S.C. § 3030d (a)(2)	Contract for services	To access program services, medical, and for general trips	Program is targeted to persons aged 60 or over	\$72,496,003
Program for American Indian, Alaskan Native, and Native Hawaiian Elders	Older Americans Act of 1965, as amended	42 U.S.C. §§ 3057, 3030d(a)(2)	Purchase and operate vehicles	To access program services, medical, and for general trips	Program is for American Indian, Alaskan Native, and Native Hawaiian elders	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Department of Health and Human Services, Centers for Medicare & Medicaid Services						
Medicaid	Social Security Act, as amended	42 U.S.C. §§ 1396a, 1396n(e)(1)(A)	Bus tokens, subway passes, brokerage services	To access health care services	Recipients are generally low-income persons, but states determine specific eligibility	\$976,200,000 (estimate) ^k
State Children's Health Insurance Program	Medicare, Medicaid, and SCHIP Benefits Improvement and Protection Act of 2000	42 U.S.C. §§ 1397jj(a)(26), (27)	Any transportation-related use	To access health care services	Beneficiaries are primarily children from low-income families, but states determine eligibility	\$4,398,089
Department of Health and Human Services, Health Resources and Services Administration						
Community Health Centers	Public Health Service Act, as amended	42 U.S.C. § 254b(b)(1)(A)(iv)	Bus tokens, vouchers, transportation coordinators, and drivers	To access health care services	Medically underserved populations	\$4,200,000 (estimate) ^l
Healthy Communities Access Program	Public Health Service Act, as amended	42 U.S.C. § 256(e)(1)(B)(iii)	Improve coordination of transportation	To access health care services	Uninsured or underinsured populations	No actual data or estimate available from the federal agency
Healthy Start Initiative	Public Health Service Act, as amended	42 U.S.C. § 254c-8(e)(1)	Bus tokens, taxi vouchers, reimbursement for use of own vehicle	To access health care services	Residents of areas with significant perinatal health disparities	No actual data or estimate available from the federal agency
HIV Care Formula Grants	Ryan White Comprehensive AIDS Resources Emergency Act of 1990	42 U.S.C. §§ 300ff-21(a), 23(a)(2)(B)	Bus passes, tokens, taxis, vanpools, vehicle purchase by providers, mileage reimbursement	To access health care services	Persons with HIV or AIDS	\$19,500,000 (estimate) ^m
Maternal and Child Services Grants	Social Security Act, as amended	42 U.S.C. § 701(a)(1)(A)	Any transportation-related use	To access health care services	Mothers, infants and children, particularly from low-income families	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Rural Health Care, Rural Health Network, and Small Health Care Provider Programs	Health Centers Consolidation Act of 1996	42 U.S.C. § 254c	Purchase vehicles, bus passes	To access health care services	Medically underserved populations in rural areas	No actual data or estimate available from the federal agency
Department of Health and Human Services, Substance Abuse and Mental Health Services Administration						
Community Mental Health Services Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-1(b)(1)	Any transportation-related use	To access program services	Adults with mental illness and children with emotional disturbance	No actual data or estimate available from the federal agency
Substance Abuse Prevention and Treatment Block Grant	ADAMHA Reorganization Act, as amended	42 U.S.C. § 300x-32(b)	Any transportation-related use	To access program services	Persons with a substance related disorder and/or recovering from substance related disorder	No actual data or estimate available from the federal agency
Department of Housing and Urban Development, Office of Community Planning and Development						
Community Development Block Grant	Housing and Community Development Act of 1974	42 U.S.C. § 5305(a)(8)	Purchase and operate vehicles	General trips	Program must serve a majority of low-income persons	\$6,761,486 (partial outlay) ⁿ
Housing Opportunities for Persons with AIDS	AIDS Housing Opportunity Act	42 U.S.C. § 12907(a)(3)	Contract for services	To access health care and other services	Low-income persons with HIV or AIDS and their families	\$190,252 (partial outlay) ^o
Supportive Housing Program	McKinney-Vento Homeless Assistance Act of 1987, as amended	42 U.S.C. § 11385	Bus tokens, taxi vouchers, purchase and operate vehicles	To access supportive services	Homeless persons and families with children	\$14,000,000 (estimate) ^p
Department of Housing and Urban Development, Office of Public and Indian Housing						
Revitalization of Severely Distressed Public Housing	Housing and Community Development Act of 1992, as amended	42 U.S.C. § 1437v(l)(3)	Bus tokens, taxi vouchers, contract for services	Trips related to employment or obtaining necessary supportive services	Residents of the severely distressed housing and residents of the revitalized units	\$700,000 (estimate) ^q

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Department of the Interior, Bureau of Indian Affairs						
Indian Employment Assistance	Adult Indian Vocational Training Act, as amended	25 U.S.C. § 309	Gas vouchers	To access training	Native American persons between the ages of 18 and 35	No actual data or estimate available from the federal agency
Indian Employment, Training and Related Services ^c	Indian Employment, Training and Related Services Demonstration Act of 1992	25 U.S.C. § 3401	Gas vouchers	Employment-related	Low-income Native American persons	No actual data or estimate available from the federal agency
Department of Labor, Employment and Training Administration						
Job Corps	Workforce Investment Act of 1998	29 U.S.C. §§ 2888(a)(1), 2890	Bus tickets	To access Job Corps sites and employment services	Low-income youth	\$21,612,000
Migrant and Seasonal Farmworker ^d	Workforce Investment Act of 1998	29 U.S.C. §§ 2801(46), 2912(d)	Mileage reimbursement	To access employment placements or intensive and training services	Low-income persons and their dependents who are primarily employed in agricultural labor that is seasonal or migratory	No actual data or estimate available from the federal agency
Native American Employment and Training	Workforce Investment Act of 1998	29 U.S.C. § 2911(d)(2)	Bus tokens, transit passes, use of tribal vehicles and grantee staff vehicles, mileage reimbursement for participants operating "car pool" services	To access employment placements, employment services	Unemployed American Indians and other persons of Native American descent	No actual data or estimate available from the federal agency
Senior Community Service Employment Program	Older Americans Act of 1965	42 U.S.C. § 3056(c)(6)(A)(iv)	Mileage reimbursement, reimbursement for travel costs, and payment for cost of transportation	To access employment placements	Low-income persons aged 55 or over	\$4,400,000 (estimate) ^e

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Trade Adjustment Assistance - Workers	Trade Act of 1974, as amended	19 U.S.C. § 2296(b)	Mileage reimbursement, transit fares	To access training	Persons found to be impacted by foreign trade, increased imports, or shift in production	No actual data or estimate available from the federal agency
Welfare-to-Work Grants to Federally Recognized Tribes and Alaska Natives ¹	Personal Responsibility and Work Opportunity Reconciliation Act of 1996	42 U.S.C. § 612(a)(3)(C)	Any transportation-related use, though purchasing vehicles for individuals is not allowable	To access employment placements, employment services	American Indians and other persons of Native American descent who are long-term welfare recipients or are low-income	No actual data or estimate available from the federal agency
Welfare-to-Work Grants to States and Localities ¹	Personal Responsibility and Work Opportunity Reconciliation Act of 1996	42 U.S.C. § 603(a)(5)(C)	Any transportation-related use, though purchasing vehicles for individuals is not allowable	To access employment placements, employment services	Long-term welfare recipients or low-income individuals	No actual data or estimate available from the federal agency
Work Incentive Grants	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2864(d)(2)	Encourage collaboration with transportation providers	To access one-stop services	Persons with disabilities who are eligible for employment and training services	No actual data or estimate available from the federal agency
Workforce Investment Act Adult Services Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2864(e)(2)	Mileage reimbursement, bus tokens, vouchers	To access training	Priority must be given to people on assistance and low-income individuals	No actual data or estimate available from the federal agency
Workforce Investment Act Dislocated Worker Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2864(e)(2)	Transportation allowance or reimbursement, bus/subway tokens	To access transition assistance in order to find or qualify for new employment	Includes workers who have been laid off, or have received an individual notice of termination, or notice that a facility will close	No actual data or estimate available from the federal agency

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Workforce Investment Act Youth Activities	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2854(a)(4)	Public transportation	To access training and other support services	Youth with low individual or family income	No actual data or estimate available from the federal agency
Youth Opportunity Grants	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2914(b)	Bus tokens	To access program services	Youth from high poverty areas, empowerment zones, or enterprise communities	\$415,000 (estimate) ^u
Department of Labor, Employment Standards Administration						
Black Lung Benefits Program	Black Lung Benefits Reform Act of 1977	30 U.S.C. § 923	Mileage reimbursement, transit fares, taxi vouchers	To access health services	Disabled coal miners	No actual data or estimate available from the federal agency ^v
Department of Labor, Veterans Employment and Training Service						
Homeless Veterans' Reintegration Project	Homeless Veterans Comprehensive Assistance Act of 2001	38 USCA §§ 2011, 2021	Bus tokens	To access employment services	Homeless veterans	No actual data or estimate available from the federal agency
Veterans' Employment Program	Workforce Investment Act of 1998, as amended	29 U.S.C. §§ 2801(46), 2913	Bus tokens, minor repairs to vehicles	To access employment services	Veterans	No actual data or estimate available from the federal agency
Department of Transportation, Federal Transit Administration						
Capital and Training Assistance Program for Over-the-Road Bus Accessibility	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5310	To make vehicles wheelchair accessible and training required by ADA	General trips	Persons with disabilities	\$2,877,818
Capital Assistance Program for Elderly Persons and Persons with Disabilities	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5310	Assistance in purchasing vehicles, contract for services	To serve the needs of the elderly and persons with disabilities	Elderly persons and persons with disabilities	\$174,982,628

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Capital Investment Grants	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309	Assistance for bus and bus-related capital projects	General trips	General public, although some projects are for the special needs of elderly persons and persons with disabilities	\$17,500,000 (estimate) ^w
Job Access and Reverse Commute	Transportation Equity Act for the 21st Century	49 U.S.C. § 5309 note	Expand existing public transportation or initiate new service	To access employment and related services	Low income persons, including persons with disabilities	\$85,009,627
Nonurbanized Area Formula Program	Title 49 Recodification, P.L. 103-272	49 U.S.C. § 5311	Capital and operating assistance for public transportation service, including paratransit services, in nonurbanized areas	General trips	General public, although paratransit services are for the special needs of persons with disabilities	\$0 (partial obligation) ^x
Urbanized Area Formula Program	Title 49 Recodification, P.L. 103-272, as amended	49 U.S.C. § 5307	Capital assistance, and some operating assistance for public transit, including paratransit services, in urbanized areas	General trips	General public, although paratransit services are for the special needs of persons with disabilities	\$36,949,680 (partial obligation) ^y
Department of Veterans Affairs, Veterans Benefits Administration						
Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces	Disabled Veterans and Servicemen's Automobile Assistance Act of 1970	38 U.S.C. § 3902	Purchase of personal vehicles, modifications of vehicles	General trips	Veterans and service members with disabilities	\$33,639,000
Department of Veterans Affairs, Veterans Health Administration						
VA Homeless Providers Grant and Per Diem Program	Homeless Veterans Comprehensive Service Programs Act of 1992	38 U.S.C. § 7721 note	20 vans were purchased under this program	General trips	Homeless veterans	\$565,797

**Appendix II: Inventory of Federal Programs
Providing Transportation Services to the
Transportation-Disadvantaged**

Program	Popular title of authorizing legislation	U.S. Code provisions authorizing funds for transportation	Typical uses as reported by program officials	Types of trips as reported by program officials	Target population as defined by program officials^a	Fiscal year 2001 federal spending on transportation^b
Veterans Medical Care Benefits	Veterans' Benefits Improvements Act of 1994	38 U.S.C. § 111	Mileage reimbursement, contract for service	To access health care services	Veterans with disabilities or low incomes	\$126,594,591
Total (reported or estimated spending on transportation services for the transportation-disadvantaged)						\$2,445,453,139

Sources: GAO analysis of information from the Departments of Agriculture, Education, Health and Human Services, Housing and Urban Development, the Interior, Labor, Transportation, and Veterans Affairs; the Coordinating Council on Access and Mobility; the Catalog of Federal Domestic Assistance; the U.S. Code; the Code of Federal Regulations; and the Community Transportation Association of America.

^aA supplemental source for the target populations was the Catalog of Federal Domestic Assistance.

^bActual outlays or obligations on transportation are given for programs that track this information. All data are outlays, except for the following programs, which are obligations: Capital Investment Grants, Urbanized Area Formula Program, Nonurbanized Area Formula Program, Job Access and Reverse Commute, Capital and Training Assistance for Over-the-Road Bus Accessibility, Capital Assistance Program for Elderly Persons and Persons with Disabilities, Automobiles and Adaptive Equipment for Certain Disabled Veterans and Members of the Armed Forces, and Veterans Medical Care Benefits. Actual data and estimates are the total for the program, unless otherwise noted as partial outlays or obligations in the table. When actual information was not available, estimates are given based on information provided by program officials or the officials agreed with an estimate made by another source.

^cAccording to a program official, outlays for the Food Stamp Employment and Training Program have increased due to changes in the program from the 2002 Farm Bill. The 2002 Farm Bill eliminates the \$25 per month cap that the Department of Agriculture will reimburse the states for transportation and other work costs incurred by participants. In fiscal year 2002, federal outlays for transportation were \$18,523,535.

^dA program official said that 10 percent of total program outlays would be a conservative estimate of transportation outlays.

^eGrantees report total expenditures and unliquidated obligations made by the state Vocational Rehabilitation (VR) Agency for transportation services provided to individuals served under the State VR Services Program for a fiscal year. Total obligations include both federal and nonfederal funds under the State VR Services Program, the supplemental federal funds awarded to the State VR Agency for the cost of supported employment services under the Supported Employment Program, and funds from other rehabilitation sources. The Department of Education does not collect data on the specific sources of funds used for transportation obligations under the program. However, based on information available from total annual obligations on a national aggregate basis, a program official estimated that of the total amount reported for transportation, about 96 percent would be from the State VR Services Program, and of that amount approximately 76 percent would be federal funds. Similar estimates could not be made for the Supported Employment Program.

^fA program official said that, while transportation is an allowable use of funds, using funds for transportation is not encouraged. Program officials estimate that transportation expenditures are zero or close to zero for this program.

^gFiscal year 2001 data are not available because transportation was not an area of emphasis until fiscal year 2002. The preliminary fiscal year 2002 outlays for transportation projects totaled \$1,084,798.

^hA program official estimated that transportation outlays were 8.3 percent of total outlays.

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¹This is a partial outlay based on voluntary reporting by grantees. Full outlays are not available because, according to a program official, grantees were not required to report transportation outlays prior to fiscal year 2002. Fiscal year 2002 data are incomplete, however preliminary data on transportation outlays from 46 of the 51 grantees totaled \$2,215,498.

²This is a partial outlay based on the amount grantees reported as non-assistance outlays in a category exclusively for transportation. States reported an additional \$356.5 million as outlays on assistance in a category that includes transportation and supportive services, however program officials were unable to determine what percentage of the outlays on assistance were spent on transportation.

³Program officials indicate that federal data on nonemergency medical transportation are not available. Estimate assumes that transportation outlays are 0.73 percent of total program outlays, based on previous research, including a survey of state Medicaid programs.

⁴According to a program official, grantees report total outlays for transportation and it is not possible to distinguish between federal and nonfederal funds. The official said 22 percent of total transportation outlays would be a good estimate of the federal portion of fiscal year 2001 transportation outlays.

⁵Estimate of transportation outlays is based on data from grantee's budget allocations, as suggested by an agency official.

⁶This is a partial outlay for transportation through the Community Development Block Grant program. This figure includes transportation outlays for the Entitlement program, but excludes the State Administered program.

⁷This is a partial estimate because, according to a program official, data on transportation outlays are not available from all grantees. The program official could not provide an estimate of outlays for transportation for all grantees.

⁸HUD provided data for transportation spending by 3,187 grantees in fiscal year 2001 that totaled \$7,221,569. According to HUD program officials, there are a total of 6,323 grantees, about twice as many as reported data. The officials therefore estimated that about \$14,000,000 would have been spent on transportation from all grantees in fiscal year 2001.

⁹Estimate of outlays for transportation is based on a program official's review of the budgets from 15 grantees who renewed their grants in fiscal year 2001. The official projected total transportation outlays for the program based on these 15 grantees.

¹⁰Public Law 102-477 is applied to allow tribal governments to consolidate funding from several federal programs. These include: the Department of Health and Human Services's Temporary Assistance for Needy Families, and Child Care and Development Fund programs; the Department of Labor's Native American Employment and Training, and Welfare-to-Work Grants for Federally Recognized Tribes programs; and the Bureau of Indian Affairs' Employment Assistance, Indian Social Service and Welfare Assistance, Adult Basic Education, and Higher Education programs. The Indian Social Services and Welfare Assistance Program is not used for transportation outside 102-477. The Adult Basic Education and Higher Education programs do not target transportation-disadvantaged populations as defined in this study outside of 102-477. The Employment Assistance program and the HHS and DOL programs provide transportation assistance separately from 102-477.

¹¹A program official estimated that transportation outlays were approximately 1 percent of total program outlays.

¹²Program funding from fiscal year 1998 and 1999 may still be spent, but the program no longer receives funding.

¹³Estimate of transportation outlays is based on a program official's review of grantee obligations.

¹⁴According to a program official, fiscal year 2001 data are not available due to changes in the program's reporting system. The official reported that transportation outlays for fiscal year 2002 totaled \$478,408.

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^wAccording to a program official, there are three distinct allocations of funds under the Capital Investment Grants: the New Starts allocation, which funds new rail projects; the fixed-guideway modernization allocation, which provides funding to maintain and update aging rail systems; and the bus allocation, which provides funding for the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities. Because the Capital Investment Grants fund projects that provide services for the general public, the transportation-disadvantaged likely benefit from many projects funded through each of the three allocations, but information was not available to estimate what portion of these funds for the general public benefit the transportation-disadvantaged. However, the program official said that the bus allocation would likely provide the most direct benefit for the transportation-disadvantaged and the obligation level could be estimated by totaling allocations to purchase vans, buses for the elderly or disabled, or paratransit vehicles and equipment.

^xThe Nonurbanized Area Formula Program funds projects that provide services for the general public, however grantees can use up to 10 percent of their funds to provide complementary ADA paratransit services. Although grantees did not report obligations for complementary ADA paratransit, a program official said that transportation-disadvantaged populations might benefit from other services provided through this grant, such as demand-responsive services. However, the program official could not identify the amount of spending that directly benefits the transportation-disadvantaged.

^yAccording to a program official, the Urbanized Area Formula Program funds projects that provide services for the general public, however grantees can use up to 10 percent of their funds to provide complementary ADA paratransit services. The figure listed in the table is the total obligations that grantees reported for providing complementary ADA paratransit services. Although grantees may benefit from other services provided through this grant, such as demand-responsive services, the amount spent on complementary ADA paratransit is the only portion that program officials could identify as directly benefiting the transportation-disadvantaged.