George Washington Regional Commission (PDC 16) Coordinated Human Service Mobility Plan

Counties: Caroline, King George, Spotsylvania, and Stafford

City: Fredericksburg

June 2008

prepared for
Virginia Department of Rail and Public Transportation

prepared by
Cambridge Systematics, Inc.
and
KFH Group

George Washington Regional Commission (PDC 16)
Coordinated Human Service Mobility Plan
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I. Executive Summary

This Coordinated Human Service Mobility Plan in prepared in response to the coordinated planning requirements of SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for users, P.L. 190-059), set forth in three sections of the Act: Section 5316-Job Access and Reverse Commute (JARC), Section 5317-New Freedom Program, and Section 5310-Elderly individuals and Individuals with Disabilities Program. The coordinated plan establishes the construct for a unified comprehensive strategy for transportation service delivery in the George Washington Regional Commission (PDC 16) that is focused on unmet transportation needs of seniors, people with disabilities, and people with low incomes.

This CHSM Plan details the coordinated transportation planning process for PDC 16, and includes the following four elements:

1. An assessment of available services identifying current providers (public and private).

   Information on available transportation services and resources in PDC 16 is included in Section VI.

2. An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes— this assessment can be based on the experiences and perceptions of the planning partners or on data collection efforts and gaps in service.

   For PDC 16, an analysis of demographics and potential destinations is included in Section V, and an assessment of unmet transportation needs and gaps is contained in Section VII.

3. Strategies and/or activities and/or projects to address identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery.

   The strategies identified during the planning process, along with potential projects, are located in Section VIII.

4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

The prioritized strategies and projects for implementation for PDC 16 are included in Section IX.

Approach to the CHSM Plan

Ultimately, the CHSM Plan must:

- Serve as a comprehensive, unified plan that promotes community mobility for seniors, persons with disabilities, and persons of low income;

- Establish priorities to incrementally improve mobility for the target populations; and

- Develop a process to identify partners interested, willing, and able to promote community mobility for the target populations.

To achieve those goals, the planning process involved:

- Quantitative analyses to identify resources, needs and potential partners;

- Qualitative activities including public meetings with major agencies and organizations that fund human services, with representative direct service providers, and with consumers representing the target group constituencies; and

- An inventory of available public transit services to provide initial information tools to the target populations and their representatives.

In addition, this plan includes information on an ongoing structure for leading CHSM Plan updates and facilitating coordination activities in the region.

II. Introduction

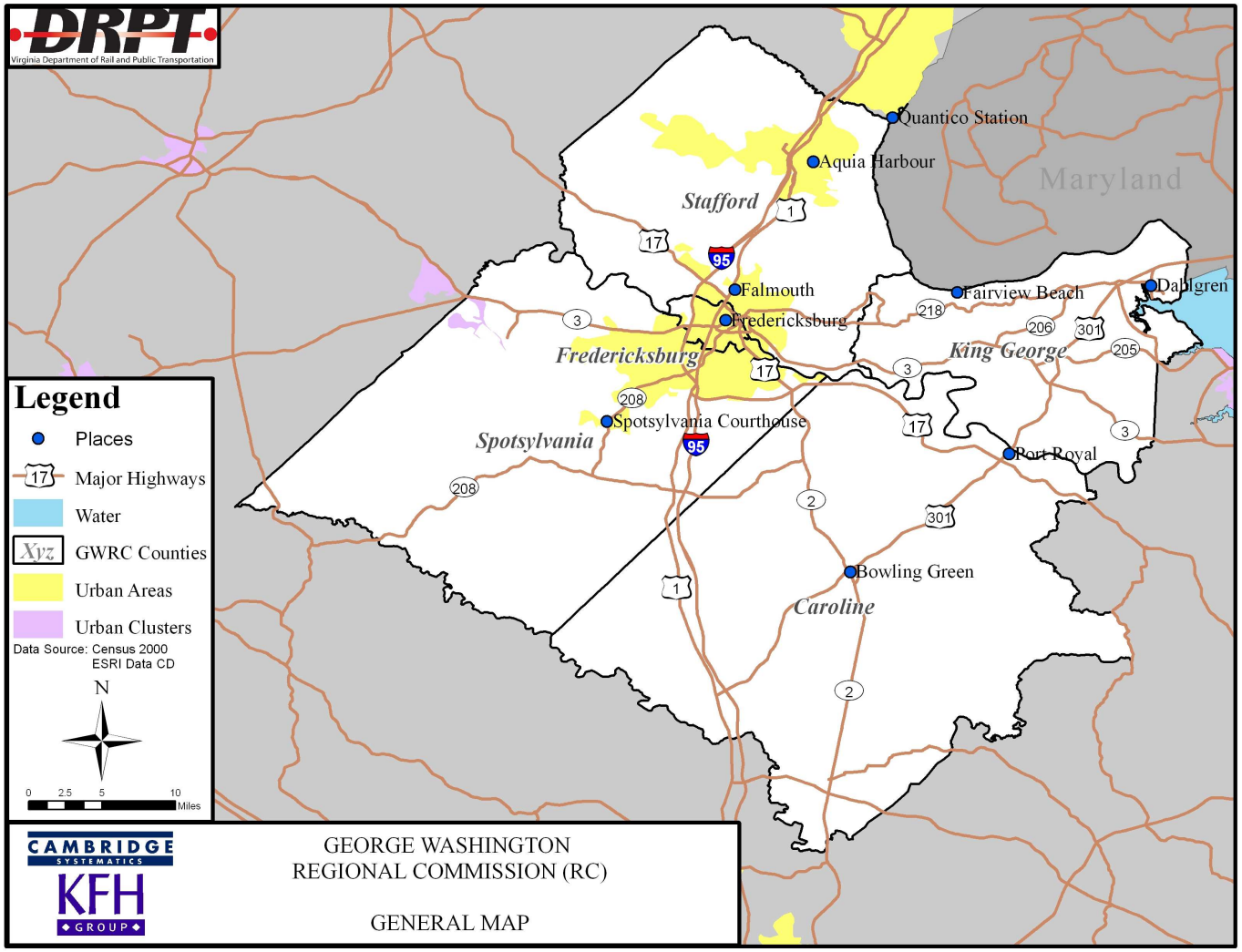
The Federal legislation that provides funding for transit projects and services includes new coordinated planning requirements for the Federal Transit Administration's Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute – JARC) and Section 5317 (New Freedom) Programs. To meet these new requirements, the Virginia Department of Rail and Public Transportation (DRPT) undertook the development of Coordinated Human Service Mobility (CHSM) Plans for rural and small urban areas. As suggested by the title, these plans take a broad view of the mobility issues faced daily by older adults, people with disabilities and people with lower incomes in the Commonwealth.

The CHSM Plans are organized geographically around 21 Planning District Commissions (PDCs) throughout the Commonwealth. The PDCs have been chartered by the local governments of each planning district under the Regional Cooperation Act to conduct planning activities on a regional scale.

This CHSM Plan is for the George Washington Regional Commission (PDC 16). As shown in Figure 1, PDC 16 is the fourth most populous of the Commonwealth's 21 planning districts and contains the large urban center of the City of Fredericksburg, along with Caroline, King George, Spotsylvania, and Stafford Counties.

The plan development featured continuous input from local stakeholders. A series of workshops was conducted to gather input on unmet transportation needs and issues, and to reach consensus on specific strategies to address the mobility needs of older adults, people with disabilities, and people with lower incomes in the region. More information on outreach activities is included in Section IV.

Figure 1. Geography of George Washington Regional Commission (PDC 16)



III. Background

In August 2005, the President signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), legislation that provides funding for highway and transit programs. SAFETEA-LU includes new planning requirements for the Federal Transit Administration's (FTA) Section 5310 (Elderly Individuals and Individuals with Disabilities), Section 5316 (Job Access and Reverse Commute – JARC) and Section 5317 (New Freedom) Programs, requiring that projects funded through these programs "must be derived from a locally developed, coordinated public transit- human services transportation plan".

In March 2006, FTA issued proposed circulars with interim guidance for Federal FY 2007 funding through the Section 5310, JARC and New Freedom Programs, including the coordinated planning requirements. Circulars with final guidance were issued on March 29, 2007, with an effective date of May 1, 2007. The final guidance noted that all grant funds obligated in Federal FY 2008 and beyond must be in full compliance with the requirements of these circulars and the coordinated plan requirement[1]. As the designated lead agency and recipient of Federal transit funds in Virginia—including the Section 5310, JARC and New Freedom Funds—DRPT led the development of CHSM Plans for rural and small urban areas to meet these new Federal requirements.

3.1 Coordinated Plan Elements

FTA guidance defines a coordinated public transit-human service transportation plan as one that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. In total, there are four required plan elements.

- An assessment of available services that identifies current providers (public, private, and non-profit);
- As assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes;

[1] The final guidance from FTA on the coordinated planning requirements for the Section 5310, JARC, and New Freedom Programs can be found in Appendix A.

- Strategies, activities, and/or projects to address the identified gaps and achieve efficiencies in service delivery; and

- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

3.2 Funding Program Descriptions

Section 5310 (Elderly Individuals and Individuals with Disabilities)

The Federal grant funds awarded under the Section 5310 program provide financial assistance for purchasing capital equipment to be used to transport the elderly and persons with disabilities. Private non-profit corporations are eligible to receive these grant funds. The Section 5310 grant provides 80% of the cost of the equipment purchased, with the remaining 20% provided by the applicant organization. The 20% must be provided in cash by the applicant organization, and some non-transportation Federal sources may be used as matching funds.

Federal Section 5310 funds are apportioned annually by a formula that is based on the number of elderly persons and persons with disabilities in each State. DRPT is the designated recipient for Section 5310 funds in Virginia.

Section 5316 (Job Access and Reverse Commute—JARC)

The Job Access and Reverse Commute (JARC) Program provides funding for developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. DRPT is the designated recipient for JARC funds in areas of the Commonwealth with populations under 200,000 persons. Projects are eligible for both capital (80/20 match) and operating (50/50 match).

From its inception in Federal FY 1999, the JARC program funds were allocated to States through a discretionary process. The SAFETEA-LU legislation changed the allocation mechanism to a formula based on the number of low-income individuals in each State. The legislation also specifies that, through this formula mechanism, 20% of JARC funds allocated to Virginia must go to areas with populations under 200,000.

Mobility management projects are eligible for funding through the JARC Program, and are considered an eligible capital cost. Therefore, the

Federal share of eligible project costs is 80% (as opposed to 50% for operating projects). Additional information on potential mobility management projects is included in Appendix B.

Section 5317 (New Freedom Program)

The New Freedom Program provides funding for capital and operating expenses designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. Projects funded through the New Freedom Program must be both new and go beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

New service has been identified by FTA as any service or activity not operational prior to August 10, 2005 and one without an identified funding source as of that date, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State Transportation Improvement Plan (STIP).

Similar to the JARC Program, DRPT is the designated recipient for New Freedom funds in areas of the State with populations under 200,000 persons. Similar to JARC, a total of 20% of New Freedom funds are allocated to these areas. Projects are eligible for both capital (80/20 match) and operating (50/50 match). Also, like JARC, mobility management projects are eligible for funding and are considered an eligible capital expense.

An overview of these FTA is included in Table 1.

Table 1. Program Information

FTA Program	Match Ratios
S. 5310 – Elderly and Disabled	Capital Only: 80% Federal 20% Local
S. 5316 – JARC	Capital: 80% Federal 20% Local Operating: 50% Federal 50% Local
S. 5317 – New Freedom	Capital: 80% Federal 20% Local Operating: 50% Federal 50% Local

Matching Funds for Section 5310, JARC, and New Freedom Programs

FTA guidance notes that matching share requirements are flexible to encourage coordination with other Federal programs. The required local match may be derived from other non-Department of Transportation Federal programs. Examples of these programs that are potential sources of local match include employment training, aging, community services, vocational rehabilitation services, and Temporary Assistance for Needy Families (TANF).

More information on these programs is available in Appendix C, and on the United We Ride website at http://www.unitedweride.gov. United We Ride is the Federal initiative to improve the coordination of human services transportation.

3.3 Coordination of Public Transit and Human Service Transportation in PDC 16

As part of its outreach efforts in the coordinated transportation planning process, DRPT hosted a series of regional workshops in each PDC. Details outlining the outreach efforts in PDC 16 are outlined in the next section.

The initial workshop included a discussion of current and potential efforts to improve coordination of public transit and human services transportation. Participants also discussed ways to improve mobility options for older adults, people with disabilities, and people with low incomes. This general discussion highlighted various functions to improve coordination of services:

- Goals of Coordination:
    - More cost-effective service delivery
    - Increased capacity to serve unmet needs
    - Improved quality of service
    - Services which are more easily understood and accessed by riders
- Benefits of Coordination:
    - Gain economies of scale
    - Reduce duplication and increase efficiency
    - Expand service hours and area
    - Improve the quality of service
- Key Factors for Successful Coordination:
    - Leadership – Advocacy and support; instituting mechanisms for coordination
    - Participation – Bringing the right State, regional, and local stakeholders to the table
    - Continuity – Structure to assure an ongoing forum, leadership to keep the effort focused, and respond to ever-changing needs

A more specific discussion during the Warsaw regional workshop identified existing structures at the local, State, and National levels for potential coordination efforts. The dialogue was not specific to any of the invited PDCs; therefore, it is assumed that all three— including the Northern Neck Planning District Commission (PDC 17), the Middle Peninsula (PDC 18) and the George Washington Regional Commission (PDC 16)—shared a similar approach.

On the local level, the Fredericksburg Disability Network was mentioned as a group that already undertakes some coordination responsibilities. In addition, Rappahannock Connect distributes a weekly newsletter update and provides an information sharing service. The Planning Commission

Technical Committee is also in the beginning stages for developing a Long Range Transportation Plan.

The existing "No Wrong Door" Statewide structure was singled out as a potentially promising approach in the broad area of outreach and information sharing, similar to the mobility manager model. According to the Virginia Department of Aging website (http://www.vda.virginia.gov/nowrongdoor.asp), this initiative aims to provide a one-stop source for adult health and human services. As a collaborative public/private effort between several State departments, pilot Area Agencies on Aging (AAAs) and their local governments and local providers, the system will benefit providers and consumers of services by: maintaining a directory of service providers used to coordinate the best available services for clients; tracking referrals and service delivery; coordination of services, measuring outcomes; and evaluating gaps in service.

Another applicable model from the National level may be the Aging and Disability Resource Centers (ADRCs). Bay Aging has been recently named as an Aging and Disabilities Virtual Resource Center and is in the first stages of setting up a web-based information center/clearinghouse. The software to run this initiative was funded by an ADRC grant. All the AAAs in the State will have compatible software in the next few years, which will enable greater information sharing among agencies.

Other ideas included building off the 211 information referral service and/or the Long Range Comprehensive Planning process in rural areas, in addition to using the Rural Transportation Planning structure in the Planning Districts (as they have lists of potential invitees and sources that could participate in future coordination efforts).

IV. Outreach Efforts

FTA guidance notes that States and communities may approach the development of a coordinated plan in different ways. DRPT's approach began with an initial round of regional workshops throughout Virginia. Each workshop featured discussion of the new Federal coordinated transportation planning requirements, Virginia's approach to meeting these requirements, and strategies for improving coordination of transportation services for people with limited mobility options. The majority of time dedicated to each workshop offered local stakeholders the opportunity to provide input on the local transportation needs of older adults, people with disabilities and people with lower incomes, and available transportation resources.

4.1 Invitations to Participate in Plan Development

The development of the invitation list for all potential regional workshop attendees capitalized on the established State Interagency Transportation Council that includes the Departments of/for Rail and Public Transportation; Rehabilitative Services; Aging; Blind and Vision Impaired; Medical Assistance Services; Mental Health, Mental Retardation and Substance Abuse Services; Social Services; Health; Office of Community Integration (Olmstead Initiative) and the Virginia Board for People with Disabilities. Representatives of each agency were asked to attend at least one of the regional CHSM planning workshops, and to inform and invite other interested staff from their agency or agencies with whom they contract or work with. In addition, special contacts by DRPT were made with each PDC Executive Director regarding the need for PDC participation, leadership and involvement in the regional CHSM workshops. A presentation was also made during a conference of PDC staff to obtain input on the CHSM workshops and encourage involvement by the PDCs.

Key stakeholders throughout the Commonwealth also received digital invitations from Matthew Tucker, Director of DRPT. The invitation was forwarded to the Executive Director of all primary agencies responsible for providing or arranging human service transportation, and any entity that has previously participated in the Section 5310 Program.

Overall, eight broad categories of agencies received invitations:

- Community Services Boards (CSBs) and Behavioral Health Authorities (BHAs). These boards provide or arrange for mental

health, mental retardation and substance abuse services within each locality. (40 total)

- Employment Support Organizations (ESOs). These organizations provide employment services for persons with disabilities within localities around the State. (48 total)

- Area Agencies on Aging (AAAs). These organizations offer a variety of community-based and in-home services to older adults, including senior centers, congregate meals, adult day care services, home health services, and Meals-on-Wheels. (22 total)

- Public Transit providers. These include publicly or privately-owned operators that provide transportation services to the general public on a regular and continuing basis. They have clearly published routes and schedules, and have vehicles marked in a manner that denotes availability for public transportation service. (50 total)

- Disability Services Boards. These boards provide information and resources referrals to local governments regarding the Americans with Disabilities Act (ADA), and develop and make available an assessment of local needs and priorities of people with physical and sensory disabilities. (41 total)

- Centers for Independent Living (CILs). These organizations serve as educational/resource centers for persons with disabilities. (16 total)

- Brain Injury Programs that serve as clubhouses and day programs for persons with brain injuries. (12 total)

- Other appropriate associations and organizations, including Alzheimer's Chapters, AARP, and the VA Association of Community Services Boards (VACSB).

4.2 Regional Workshops

DRPT conducted an initial round of regional workshops throughout Virginia, and representatives of the George Washington Regional Commission (PDC 16) were invited to the Warsaw workshop held on March 29, 2007. This workshop included an overview of the new Federal requirements and Virginia's approach; information on the Section 5310, JARC, and New Freedom Programs; and a presentation of the Census-based demographic data for the region. The workshop also included the

opportunity to gain input from participants on unmet transportation needs and gaps. The majority of time in the workshop was dedicated to obtaining input on the local transportation needs of older adults, people with disabilities, and people with lower incomes, and on available transportation resources.

Participants from PDC 16 were invited to a subsequent workshop, held in Fredericksburg on November 1, 2007. This workshop focused on potential strategies and projects to meet the needs identified in this Plan, and the priorities for implementation. Participants provided comments on the proposed strategies, and approved the ones included in Section VIII.

A full listing of workshop participants is included in Appendix D.

4.3 Opportunities to Comment on Plan

In addition to the comments obtained during the regional workshops, local stakeholders received preliminary portions of this plan to review, as well as draft versions of the entire plan. Their comments were incorporated into this CHSM Plan.

V. Demographics and Potential Destinations

To provide an informational framework for the PDC 16's CHSM Plan, data on the three potentially transit dependent populations and on potential destinations were collected and analyzed using Geographic Information Systems (GIS) and other data analysis tools.

5.1 Methodology

The process of assessing transportation needs was a multi-part effort that involved reviewing and summarizing the demographic characteristics of the PDC and the potential destinations, which reflect potential travel patterns of residents. To evaluate transportation needs specific to each population group, Census 2000 data for persons over age 60, persons with disabilities (age 5 and older), persons below the poverty level, as well as autoless households, were mapped. Autoless households are a helpful indicator of areas that are more likely to need transportation options because residents do not have access to a personal vehicle or cannot drive for various reasons.

The underlying data at the block group level is shown in Appendix E. Mapping the geographic distribution of each population segment allowed a visual representation of the analysis of high, medium, and low levels of transportation need throughout the region. Figures for these four segments were then combined into aggregate measures of transportation need, allowing evaluation of need by both density and percentage of potentially transit-dependent persons. This population profile was used to identify areas of the PDC that have either high densities of persons in need of transportation services or high percentages of the population with such needs. General population density was also mapped to give an idea of the PDC's density compared to the maps of the numbers of people in each key population segment.

The results of the process are summarized as follows and are intended to help identify: 1) those geographic areas of the PDC that have high relative transportation needs and whether these areas are served by existing transportation services, and 2) the potential destinations that older adults, people with disabilities, and people with lower incomes need transportation to access.

5.2 Demographics

Population Density

Population density is an important indicator of how rural or urban an area is, which in turn affects the types of transportation that may be most viable. While fixed-route transit is more practical and successful in areas with 2,000 or more persons per square mile, specialized transportation services are typically a better fit for rural areas with less population density.

As shown in Figure 2:

- The majority of the population found in the George Washington PDC is concentrated in portions of Fredericksburg City and Spotsylvania and Stafford Counties.
- The whole of Caroline County and King George County have populations with densities of less than 500 people per square mile.

Number of Older Adults, People with Disabilities, and People with Lower Incomes

The numbers of older adults, people with disabilities, and people with lower incomes were mapped in Figures 3, 4, and 5, respectively. While these Figures are helpful indicators of the physical distribution of these population segments, it is important to remember that these numbers cover large areas; therefore, density or a lack thereof will be important in considering the types of transportation that can best serve these populations.

As shown in Figure 3:

- The George Washington region is heavily populated by older people that are 60 years of age or more. In fact, only two areas in northern Stafford County and northeastern Caroline County have significantly sized block groups consisting of low (0-100) populations.
- Most of the region's census block groups have older populations (considered 60 years and older) of at least 100 or more persons per census block group; but the majority of the region's density is over 200 people per census block group.

- King George County is the only county in the PDC not to have any areas that fall within the low range of older people per block group.

As shown in Figure 4:

- Spotsylvania County has the highest concentration of block groups consisting of over 200 persons with disabilities. Smaller concentrations of individuals with disabilities are spread throughout Stafford County and also appear in a small portion of Fredericksburg.

- The eastern portions of the PDC, principally found in Caroline County and King George County, have lower numbers of people with disabilities per census block group.

- Several block groups with high numbers of persons with disabilities are located near Interstate 95.

As shown in Figure 5:

- The majority of persons living below poverty can be found in Spotsylvania County; however, other areas with high levels of people living below poverty per block group can be found spread throughout the PDC, with the exception of King George County.

- The northern portion of Caroline County has a higher number of block groups that fall within the medium range than those located in its northern areas.

Autoless Households

Persons who have limited access to or ability to use a car rely on other transportation options, including public transit services operated in the region and on human service organization-provided transportation that is generally restricted to agency clients.

As shown in Figure 6:

- Most of the George Washington PDC has a high number of households with automobiles per block group.

- The largest concentration of block groups with a medium range of autoless households is located in the southeastern portion of Caroline County while the largest concentration of block groups

with a high range of autoless households in located in the northern portion of Spotsylvania County near Fredericksburg.

- Block groups near Fairview Beach in King George County have a medium range (100-200) of persons living below poverty and this same area also exhibited a medium range (5-100) of autoless households.

Ranked Density and Percentage

As described earlier, the numbers of older adults, persons with disabilities, and persons below poverty, along with the number of autoless households were combined into an aggregate measure for transportation need. Because an individual may belong to more than one of the key population segments, the absolute numbers of these populations cannot simply be added together to obtain a total number of transportation dependent persons. To minimize counting such individuals multiple times when considering all the population segments together, each population segment is ranked. Then all the rankings are summarized to ascertain the block groups' overall ranking for potentially transit dependent persons. This overall ranking was first done by density, which helps identify areas with high concentrations of persons who are likely to have transportation needs.

As shown in Figure 7:

- Most of the PDC has a low relative transit need based on ranked density. However, the highest concentration of potentially transit dependent persons is located in the greater Fredericksburg area, bounded at the northern edge of Spotsylvania County and the southern portion of Stafford County. This section of block groups contains a mixture of both high and medium ranges for relative transit need based on density.

- Block groups in central King George County, near Bowling Green in Caroline County, near Spotsylvania Courthouse in Spotsylvania County and, near Aquia Harbour in Stafford County, all have medium ranking block groups.

The block groups were also ranked overall by percentage. Unlike the density ranking that portrays the concentration of transportation dependent persons, the percentage ranking captures the proportion of people within a block group that likely has transportation needs. The percentage ranking indicates that there are potentially transit dependent persons throughout the region that may not live in dense clusters.

As shown in Figure 8:

- The majority of block groups with a low relative transit need based on ranked density have a high relative transit need based on ranked percentage.
- Both lower Caroline County and Spotsylvania County predominantly have a high relative transit need based on ranked percentage.
- The entirety of King George County, with the exception of a central portion with a ranking by density and percentage, changed from a low ranking by density to a medium relative transit need by ranked percentage.
- Many of the block groups surrounding the Aquia Harbour area in Stafford County actually declined in their relative transit need to a low ranking by percentage.

Figure 2. Population Density

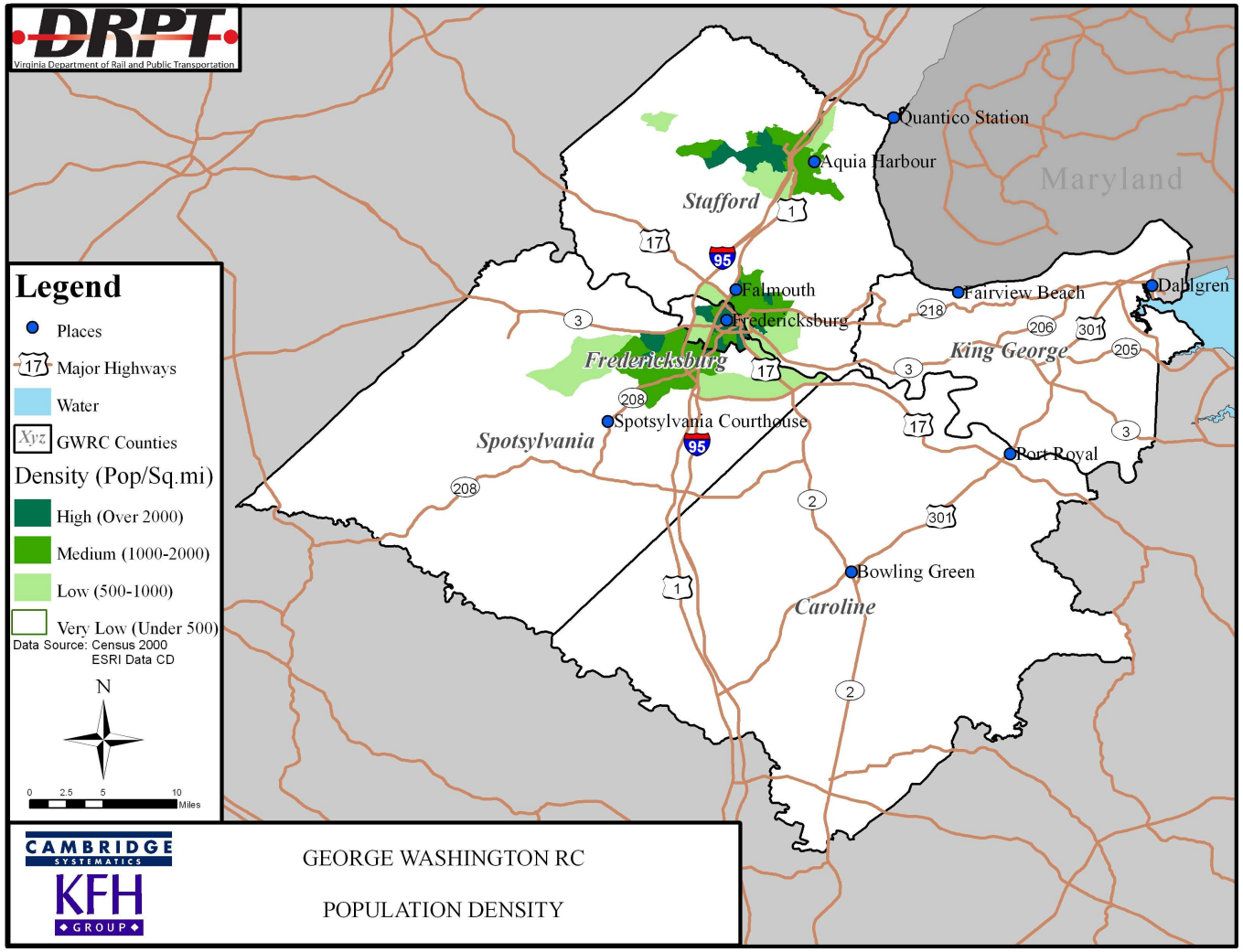


Figure 3. Persons Age 60 and Older Per Census Block Group

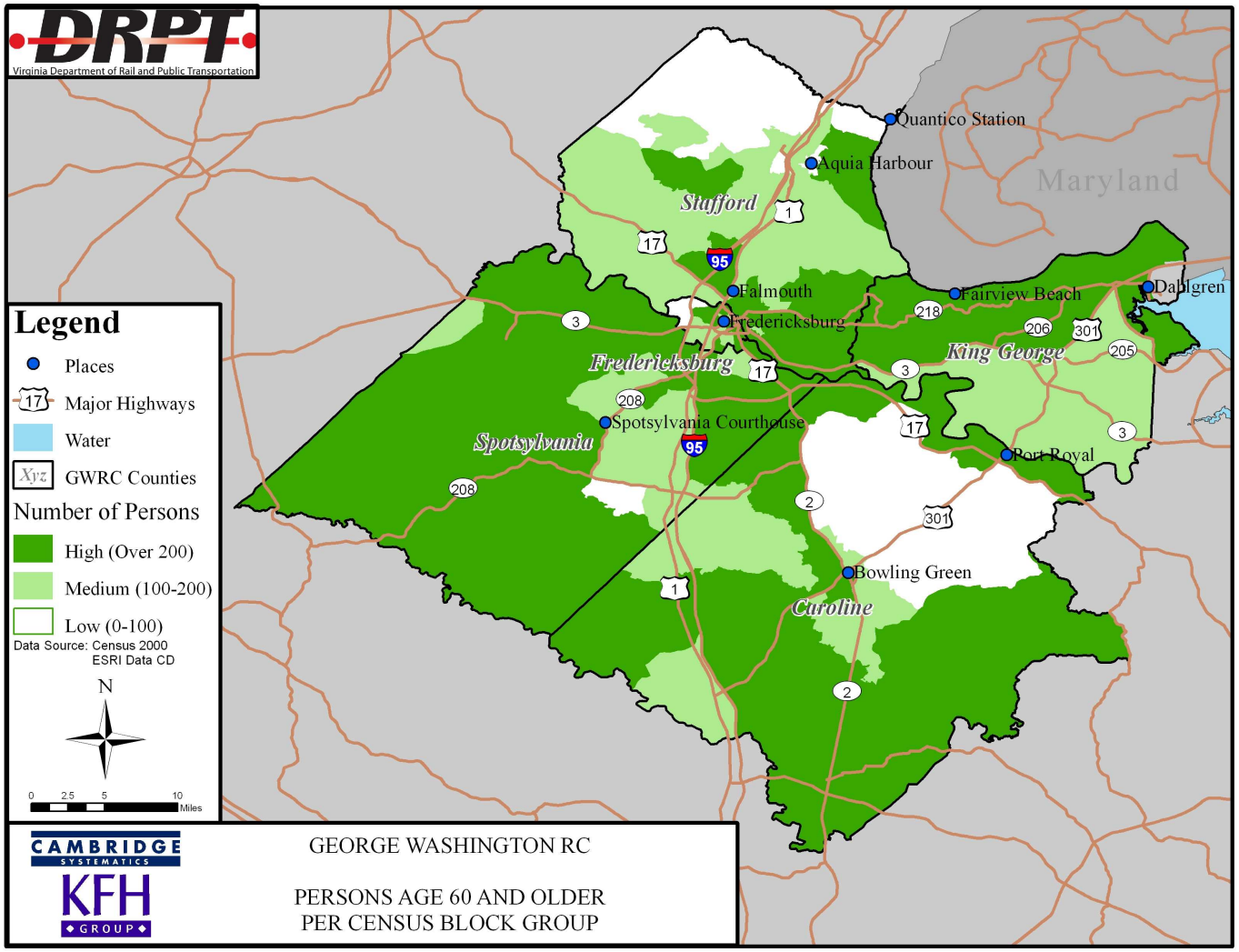


Figure 4. Persons With Disabilities Per Census Block Group

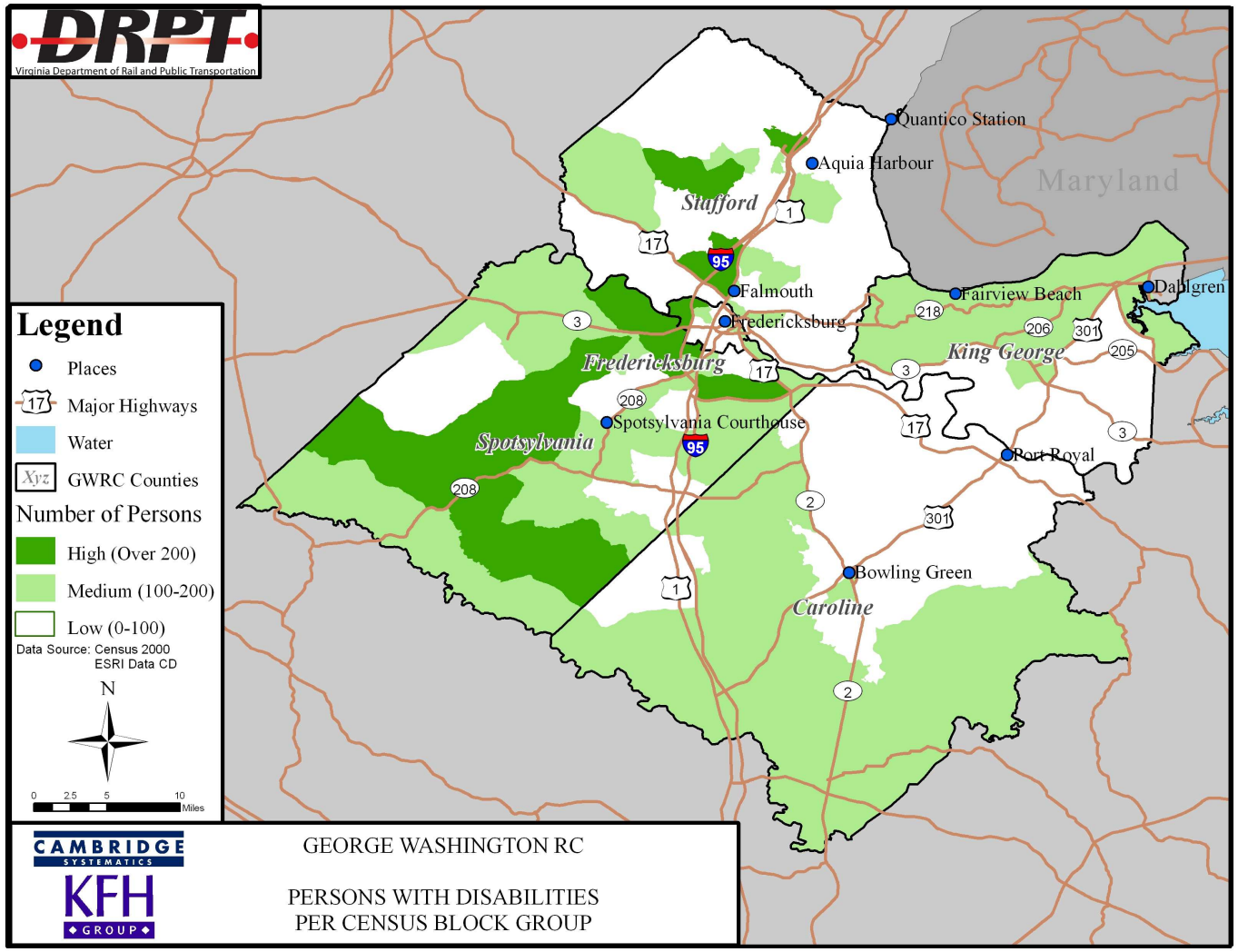


Figure 5. Persons Below Poverty Per Census Block Group

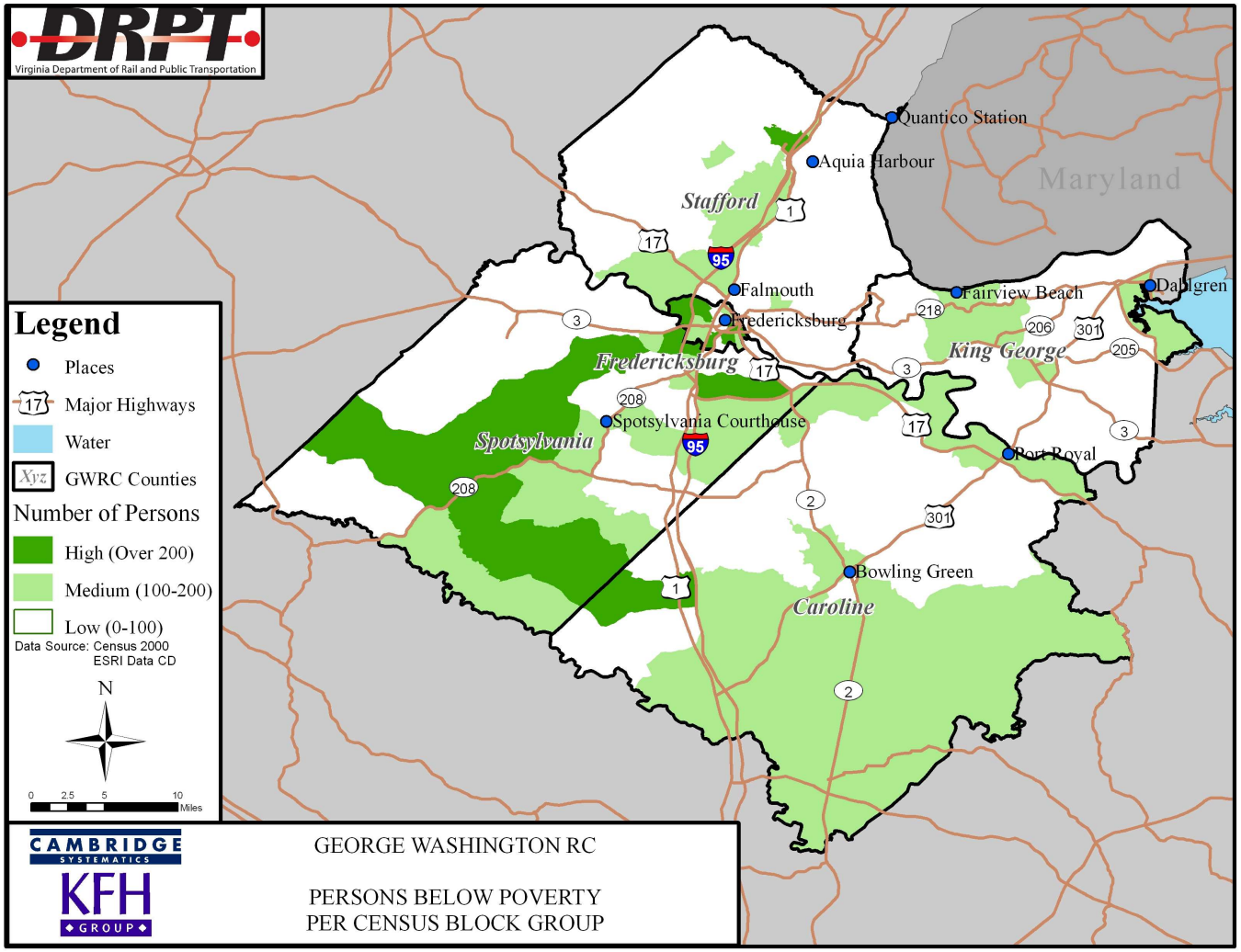


Figure 6. Autoless Households Per Census Block Group

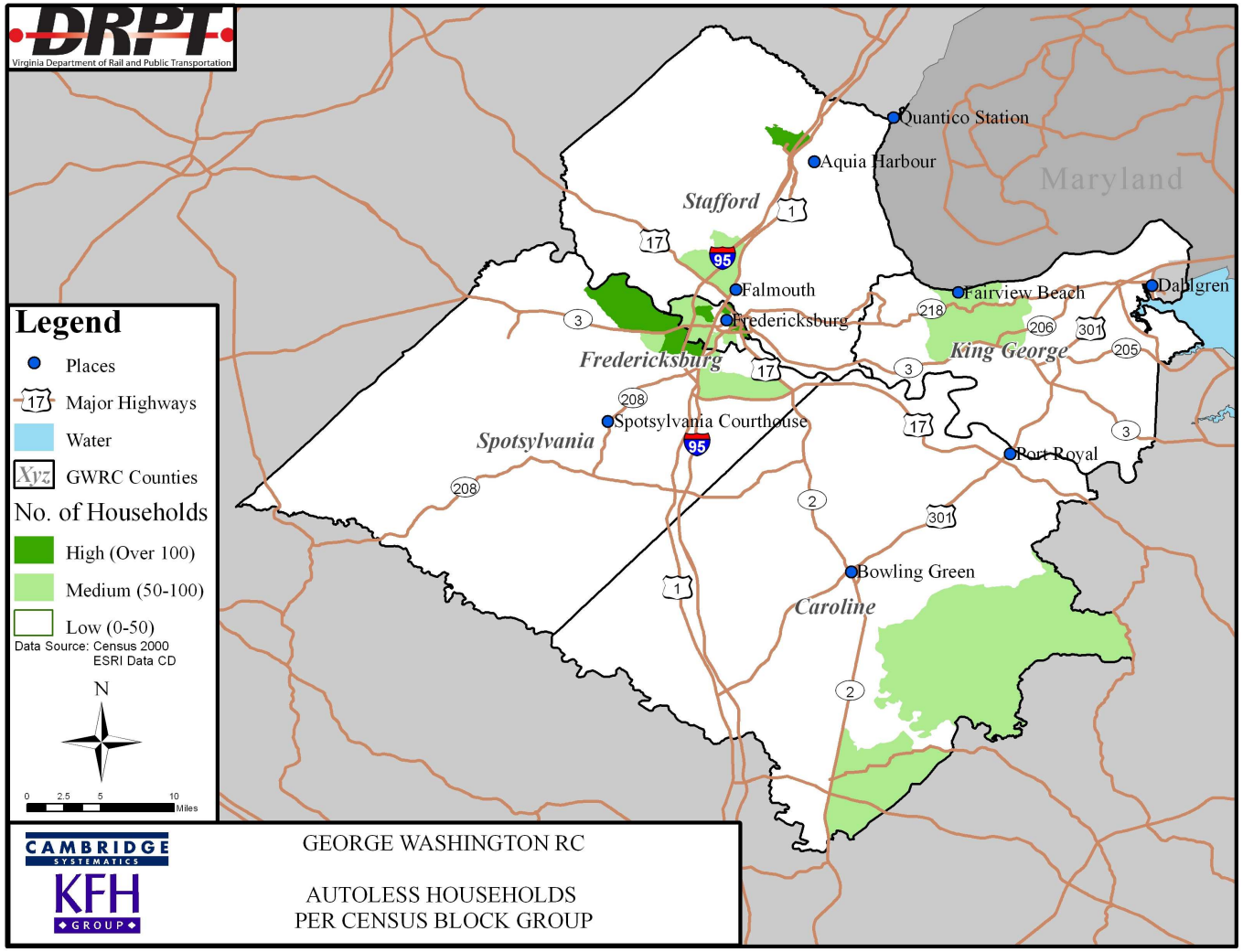


Figure 7. Transit Need by Ranked Density of Transit Dependent Persons

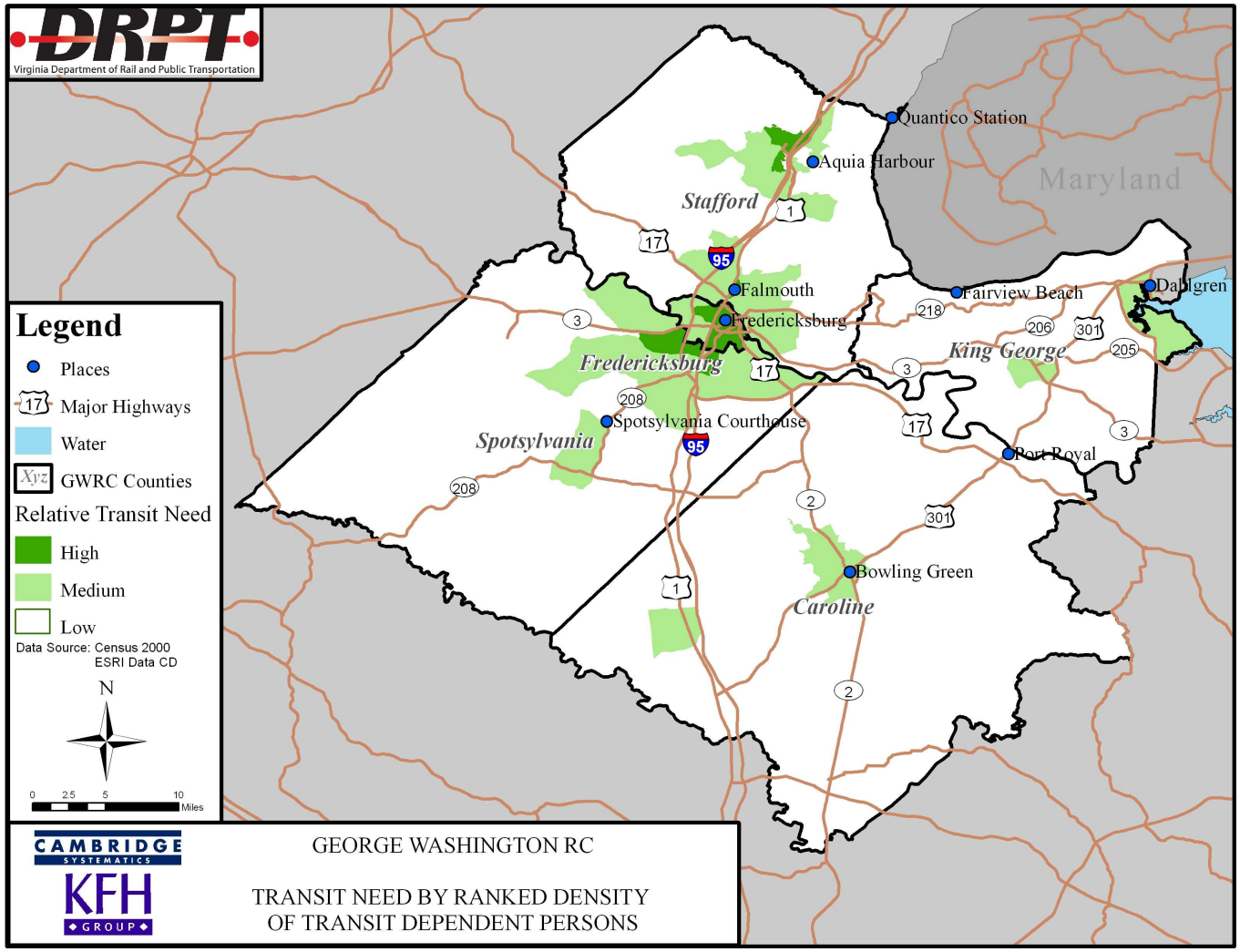
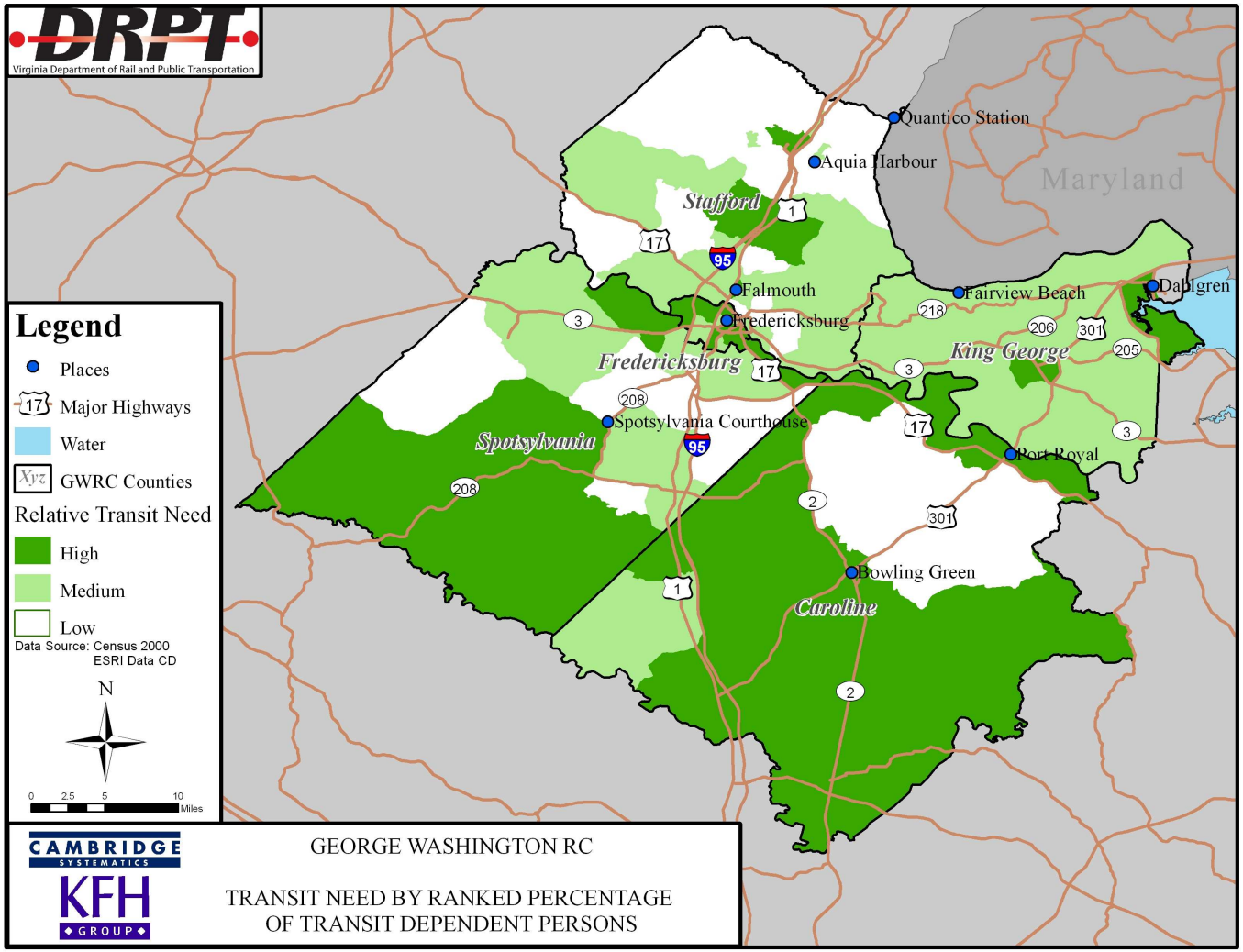


Figure 8. Transit Need by Ranked Percentage of Transit Dependent Persons



5.3 Potential Destinations

Potential destinations are places that residents are attracted to for business, medical services, education, community services, and recreation. They include major employers, medical facilities, educational facilities, human services agencies, and shopping destinations. These destinations were identified using local websites and resources and supplemented with research through online search engines such as Google. The potential destinations were then mapped with GIS to give a visual representation of popular places to which transportation may be requested by older adults, people with disabilities, and people with lower incomes. The potential destinations were mapped in Figure 9, and are listed by type and location in Table 2.

As shown in Figure 9:

- Fredericksburg and its surroundings is a highly urban area. In fact, the most of the major employers found in the PDC are located in this area. Aquia Harbor in Stafford County is the only other urban area in the PDC and is located close to Fredericksburg.

- While there are a number of destinations spread throughout the PDC, most are clustered in the area surrounding Fredericksburg and also have access to Interstate 95.

Figure 9. Potential Destinations

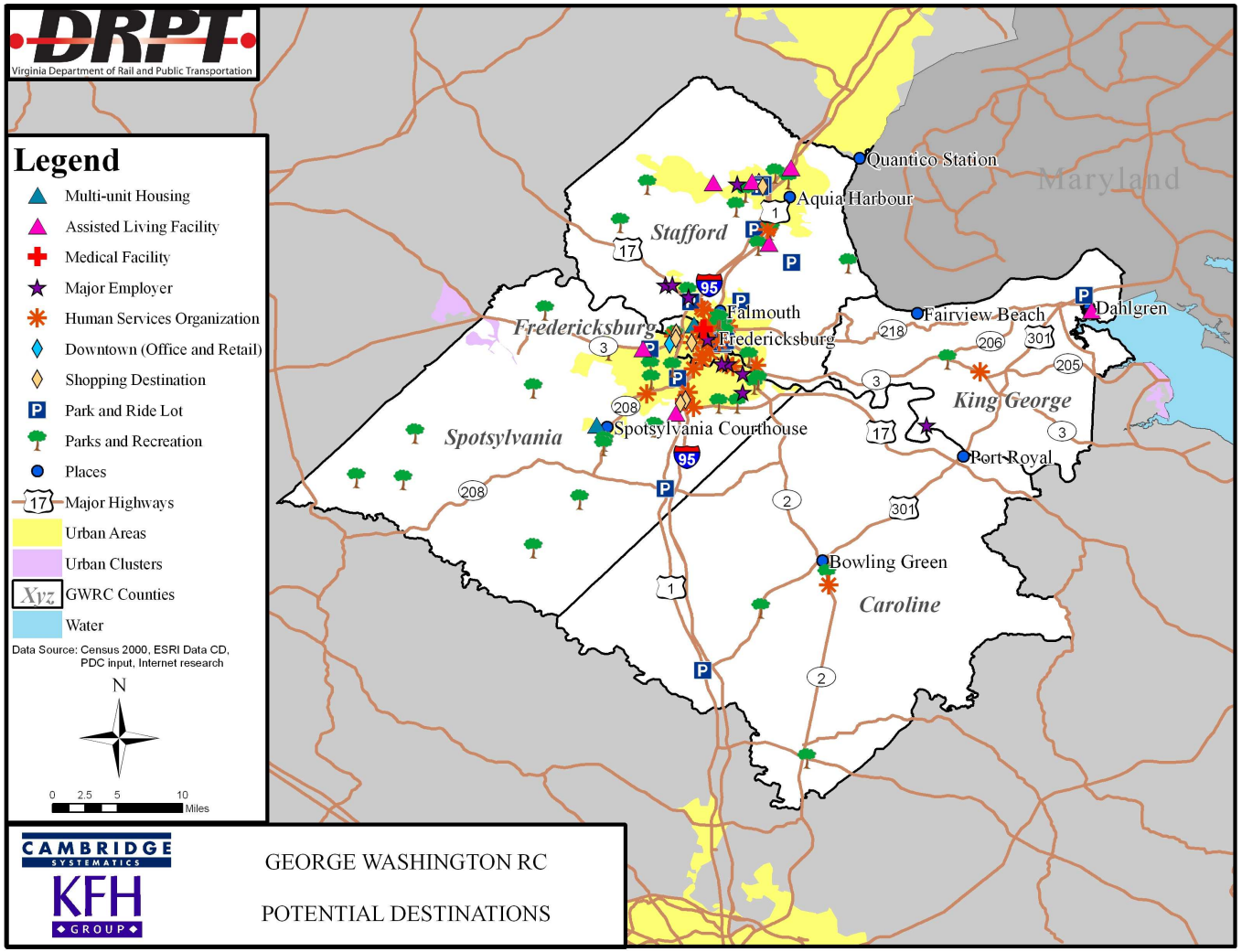


Table 2. Potential Destinations

George Washington RC (PDC 16)

Potential Destinations

Type	Name	Address	City	County
Assisted Living	Camelia Colony of Chancellors Village	12100 Chancellors Village	Fredericksburg	Fredericksburg city
Assisted Living	Dahlgren Navy Housing	17320 Dahlgren Rd	Dahlgren	King George
Assisted Living	Marian Manor	177 Old Potomac Church Rd	Stafford	Stafford
Assisted Living	Greenfield Assisted Living	30 Kings Crest Dr	Stafford	Stafford
Assisted Living	Heritage House of Virginia	1075 Garrisonville Rd	Stafford	Stafford
Assisted Living	One on One Care	300 Garrisonville Rd	Stafford	Stafford
Assisted Living	Onyx Assisted Living LLC	9300 Onyx Ct	Fredericksburg	Fredericksburg city
Human Services Org.	Caroline Department of Social Services (DSS)	17202 Richmond Turnpike	Bowling Green	Caroline
Human Services Org.	Rappahannock Area Agency on Aging, Inc. (AAA)	171 Warrenton Rd	Fredericksburg	Fredericksburg city
Human Services Org.	Fredericksburg Department of Social Services (DSS)	608 Jackson St	Fredericksburg	Fredericksburg city
Human Services Org.	Spotsylvania Department of Social Services (DSS)	10304 Spotsylvania Av	Fredericksburg	Fredericksburg city
Human Services Org.	Germanna Community College Center for Workforce and Community Education	10000 Germanna Point Dr	Fredericksburg	Fredericksburg city
Human Services Org.	Fredericksburg VEC Field office	3501 Lafayette Blvd	Fredericksburg	Fredericksburg city
Human Services Org.	King George Department of Social Services (DSS)	10069 Kings Hwy	King George	King George
Human Services Org.	Stafford County Department of Social Services (DSS)	1300 Courthouse Rd	Stafford	Stafford
Human Services Org.	American Red Cross, Rappahnnock Area Chapter	4836 Southpoint Pkwy	Fredericksburg	Fredericksburg city
Human Services Org.	Catholic Charities of the Arlington Diocese, Fredericksburg District Office	305 Hanson Ave	Fredericksburg	Fredericksburg city
Human Services Org.	Children's Home Society	2300 Fall Hill Avenue	Fredericksburg	Fredericksburg city
Human Services Org.	disAbility Resource Center (DRC)	409 Progress St	Fredericksburg	Fredericksburg city
Human Services Org.	Fredericksburg Area Food Bank	3631 Lee Hill Dr	Fredericksburg	Fredericksburg city
Human Services Org.	Fredericksburg Area HIV/AIDS Support Services	415 Elm St	Fredericksburg	Fredericksburg city
Human Services Org.	Fredericksburg Counseling Services	305 Hanson Ave	Fredericksburg	Fredericksburg city
Human Services Org.	Healthy Families, Rappahnnock Area	15 Hope Rd	Stafford	Stafford
Human Services Org.	Lloyd Moss Free Clinic	1301 Sam Perry Blvd	Fredericksburg	Fredericksburg city
Human Services Org.	LUCHA Ministries	307 Charlotte St	Fredericksburg	Fredericksburg city
Human Services Org.	Mental Health America in Fredericksburg	2217 Princess Anne St	Fredericksburg	Fredericksburg city
Human Services Org.	Project Faith	10073 Kings Hwy	King George	King George
Human Services Org.	Rappahannock Adult Activities, Inc.	750 Kings Hwy	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahannock Area Council for Children and Parents	1320 Central Park Blvd	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahnnock Area Court Appointed Special Advocates	10401 Courthouse Rd	Spotsylvania	Spotsylvania
Human Services Org.	Rappahannock Big Brothers Big Sisters	325 Wallace St	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahannock Council Against Sexual Assault	2601 Princess Anne St	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahannock Council on Domestic Violence	271 Warrenton Rd	Fredericksburg	Fredericksburg city

George Washington RC (PDC 16)

Potential Destinations

Type	Name	Address	City	County
Human Services Org.	Rappahannock Goodwill Industries	1414 Caroline St	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahannock Legal Services, Inc.	910 Princess Anne St	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahannock Mediation Center	406 Chatham Square Office Park	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahannock Refufge, Inc.--Hope House	902 Lafayette Blvd	Fredericksburg	Fredericksburg city
Human Services Org.	Rappahnnock United Way	3331 Shannon Airport Circle	Fredericksburg	Fredericksburg city
Human Services Org.	Rehabilitative Services Dept.	511 Westwood Office Park	Fredericksburg	Fredericksburg city
Human Services Org.	Serenity Home, Inc.	514 Wolfe St	Fredericksburg	Fredericksburg city
Human Services Org.	SERVE	15 Upton Ln	Stafford	Stafford
Human Services Org.	Social Security Office	4954 Southpoint Pkwy	Fredericksburg	Fredericksburg city
Human Services Org.	The ARC of Rappahannock	1640 Lafayette Blvd	Fredericksburg	Fredericksburg city
Human Services Org.	The Salvation Army	2012 Lafayette Blvd	Fredericksburg	Fredericksburg city
Human Services Org.	Thurman Brisben Center	471 Central Rd	Fredericksburg	Fredericksburg city
Human Services Org.	Trinity Episcopal Church-Mica Shelter	825 College Ave	Fredericksburg	Fredericksburg city
Major Employer	General Motors Powertrain Division	11032 Tidewater Trl	Fredericksburg	Fredericksburg city
Major Employer	General Products Company, Inc	3000 Mine Rd	Fredericksburg	Fredericksburg city
Major Employer	Printpack, Inc	3551 Lee Hill Dr	Fredericksburg	Fredericksburg city
Major Employer	CVS Virginia Distribution Inc.	500 Landsdowne Rd	Fredericksburg	Fredericksburg city
Major Employer	GEICO Insurance	One GEICO Blvd	Fredericksburg	Fredericksburg city
Major Employer	Intuit, Inc	110 Juliad Court	Fredericksburg	Fredericksburg city
Major Employer	Mary Washington College	1301 College Ave	Fredericksburg	Fredericksburg city
Major Employer	Mary Washington Hospital	1001 Sam Perry Blvd	Fredericksburg	Fredericksburg city
Major Employer	McLane Mid-Atlantic	56 McLane Dr	Fredericksburg	Fredericksburg city
Major Employer	White Packing Company, Inc	15240 Cleve Dr	King George	King George
Major Employer	Free Lance-Star Publishing, Inc	616 Garrisonville Rd	Stafford	Stafford
Major Employer	Naval Surface Warfare Center	17320 Dahlgren Road	Dahlgren	King George
Medical	Mary Washington Hospital	1001 Sam Perry Blvd.	Fredericksburg	Fredericksburg city
Medical	Dialysis Center-Fredericksburg	230 Executive Center Pkway	Fredericksburg	Fredericksburg city
Medical	HCA Hospital	4702 Southpoint Pkwy	Fredericksburg	Fredericksburg city
Multi-unit Housing	Forest Village Apartments	1300 Forest Village Dr	Fredericksburg	Fredericksburg city
Multi-unit Housing	The Pines Apartments	8835 Crismond Ln	Spotsylvania	Spotsylvania
Office and Retail	Downtown Fredericksburg	Princess Anne St and William St	Fredericksburg	Fredericksburg city
Office and Retail	Spotyslvania Towne Center	3102 Plank Rd	Fredericksburg	Fredericksburg city
Park and Ride Lot	Garrisonville Rd Park and Ride Lot	Route 684 & Route 610	Garrisonville	Stafford
Park and Ride Lot	Courthouse Rd Park and Ride Lot	VA 630 & I-95	Stafford	Stafford
Park and Ride Lot	Route 17 Park and Ride Lot	US 17 west of I-95	Falmouth	Stafford
Park and Ride Lot	Aquia Park and Ride Lot	VA 610 west of I-95	Aquia	Stafford
Park and Ride Lot	Route 301 Park and Ride Lot	US 301 south of Potomac River	King George	King George
Park and Ride Lot	Carmel Church Park and Ride Lot	Route 657 off US 1	Carmel Church	Caroline
Park and Ride Lot	Route 3 Park and Ride Lot	Plank Rd and Old Salem Church Rd	Spotsylvania	Spotsylvania
Park and Ride Lot	Route 208 Park and Ride Lot	VA 208 quarter mile off US 1	Fredericksburg	Spotsylvania
Park and Ride Lot	Thornburg Park and Ride Lot	Route 1 and Route 606	Thornburg	Spotsylvania
Park and Ride Lot	VRE Commuter Parking Lot	100 Lafayette Blvd	Fredericksburg	Fredericksburg city
Park and Ride Lot	VRE Commuter Parking Lot	518 Princess Anne St	Fredericksburg	Fredericksburg city

George Washington RC (PDC 16)

Potential Destinations

Type	Name	Address	City	County
Park and Ride Lot	VRE Commuter Parking Lot	406 Princess Anne St	Fredericksburg	Fredericksburg city
Park and Ride Lot	VRE Commuter Parking Lot	406 Lafayette Blvd	Fredericksburg	Fredericksburg city
Park and Ride Lot	VRE Commuter Parking Lot	200 Prince Edward St	Fredericksburg	Fredericksburg city
Park and Ride Lot	VRE Commuter Parking Lot	400 Charles St	Fredericksburg	Fredericksburg city
Park and Ride Lot	VRE Commuter Parking Lot	Prince Edward St and Frederick St	Fredericksburg	Fredericksburg city
Park and Ride Lot	VRE Commuter Parking Lot	Sophia St and Frederick St	Fredericksburg	Fredericksburg city
Park and Ride Lot	VRE Commuter Parking Lot-Leeland Rd	275 Leeland Rd	Fredericksburg	Stafford
Park and Ride Lot	VRE Commuter Parking Lot	1721 Brooke Rd	Stafford	Stafford
Parks and Recreation	Central Park Funland	1351 Central Park Blvd	Fredericksburg	Fredericksburg city
Parks and Recreation	Lake Anna State Park	6800 Lawyers Rd	Spotsylvania	Spotsylvania
Parks and Recreation	Marshall Center	8800 Courthouse Road	Spotsylvania	Spotsylvania
Parks and Recreation	Rappahannocak Area YMCA	212 Butler Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	YMCA Spotsylvania Family Branch	5700 Smith Station Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Aquia Landing	2846 Brooke Rd	Stafford	Stafford
Parks and Recreation	Autumn Ridge Park	900 Eustace Rd	Stafford	Stafford
Parks and Recreation	Carl Lewis Community Center	154 Telegraph Rd	Stafford	Stafford
Parks and Recreation	Courthouse Community Center	29 Stafford Ave	Stafford	Stafford
Parks and Recreation	Curtis Park	58 Jesse Curtis Ln	Fredericksburg	Fredericksburg city
Parks and Recreation	Duff McDuff Green Memorial Park	75 James Ashby Pkwy	Fredericksburg	Fredericksburg city
Parks and Recreation	Falmouth Waterfront Park	401 River Rd	Fredericksburg	Stafford
Parks and Recreation	John Lee Pratt Memorial Park	120 River Rd	Fredericksburg	Stafford
Parks and Recreation	Ray Grizzle Activity Center	60 Butler Rd	Fredericksburg	Stafford
Parks and Recreation	Rowser Complex	1739 Jeff Davis Hwy	Stafford	Stafford
Parks and Recreation	St. Clair Brooks Park	80 Butler Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Smith Lake Park	370 Doc Stone Rd	Stafford	Stafford
Parks and Recreation	Stafford Gymnastics & Recreation Center	500 Nelms Circle	Falmouth	Stafford
Parks and Recreation	Willowmere Park	21 Willowmere Pond Rd	Stafford	Stafford
Parks and Recreation	Woodlands Pool	2 Northampton Blvd	Stafford	Stafford
Parks and Recreation	Berkeley Community Center	5969 Partlow Rd	Spotsylvania	Spotsylvania
Parks and Recreation	Chancellor Community center	7300 Old Plank Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Harrison Rd Community Center	4728 Harrison Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Lee Hill Community Center	1 H.C.C. Dr	Fredericksburg	Fredericksburg city
Parks and Recreation	Todds Tavern Community Center	10653 Catharpin Rd	Spotsylvania	Spotsylvania
Parks and Recreation	Arritt Park	9718 Wallers Rd	Partlow	Spotsylvania
Parks and Recreation	Belmont Park	6801 Belmont Rd	Mineral	Spotsylvania
Parks and Recreation	Chewning Park	13013 Post Oak Rd	Spotsylvania	Spotsylvania
Parks and Recreation	Cosner Park	1 H.C.C. Dr	Fredericksburg	Fredericksburg city
Parks and Recreation	Harrison Rd Convenience Center Park	5917 Harrison Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Hunting Run Park	9701 Elys Ford Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Lee Hill Park	9910 Lee Hill Park Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Legion Field	8800 Courthouse Road	Spotsylvania	Spotsylvania
Parks and Recreation	Loriella Park	10910 Leavells Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Marshall Park	8525 Courthouse Rd	Spotsylvania	Spotsylvania
Parks and Recreation	Mary Lee Carter Park	9901 benchmark Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Patriot Park	5710 Smith Station Rd	Fredericksburg	Fredericksburg city
Parks and Recreation	Robert Farmer Park	16261 Richmond Turnpike	Bowling Green	Caroline

George Washington RC (PDC 16)

Potential Destinations

Type	Name	Address	City	County
Parks and Recreation	Caroline Recreational park	19155 Rogers Clark Blvd	Milford	Caroline
Parks and Recreation	Lowe-Massie Park	16315 Dawn Blvd	Hanover	Caroline
Parks and Recreation	King George Citizens Center	8076 Kings Hwy	King George	King George
Shopping	Wal-Mart Supercenter Store	10001 Southpoint Pkwy	Fredericksburg	Fredericksburg city
Shopping	Wal-Mart Supercenter Store	1800 Carl D Silver Pkwy	Fredericksburg	Fredericksburg city
Shopping	Target	1180 Carl D Silver Pkwy	Fredericksburg	Fredericksburg city
Shopping	Target	9785 Jefferson Davis Hwy	Fredericksburg	Fredericksburg city
Shopping	Target	1090 Stafford Market Pl	Stafford	Stafford
Shopping	North Stafford Plaza Shopping Center	261 Garrisonville Rd	Stafford	Stafford
Shopping	Westwood Village Shopping Center	1964 William St	Fredericksburg	Fredericksburg city

VI. Assessment of Available Transportation Services and Resources

This section of the Plan provides an inventory and rudimentary description of transportation services available in the George Washington Regional Commission (PDC 16) region. In planning for the development of future strategies to address service gaps, it was important to first perform an assessment of current services. The process included identifying all of the public transit, human service transportation, and private transportation services in PDC 16.

The process to identify the various transportation resources available in the region was based on:

- Prior knowledge of transportation services in the region; and
- Collection of basic descriptive and operational data for the various programs.

To gain a complete picture as to the breadth of transportation services available within PDC 16, an inventory of providers (both traditional and non-traditional) was undertaken during the workshop. This was achieved through a facilitated session where participants were guided through a catalog of questions. Also, a brief, two-page questionnaire was used to assist in the data collection effort, and was distributed at regional workshops. Participants who provide transportation service were requested to complete the survey and send them back for additional documentation.

Table 3 highlights the inventory of available services by provider as identified at the workshop. In some cases, an agency/provider was recognized as a transportation provider in the region but not in attendance. These providers are listed and their associated information is presented by using other sources, including website information and/or via phone interview.

Table 3. Inventory of Available Services

Agency/ Provider	(1) Client Type	(2) # of Vehicles	(3) Trip Characteristics (Times, Destinations, etc.)	(4) # of Trips
a) Fredericksburg Regional Transit (FRED)	General public	21 vehicles; 6 to be acquired for replacement; 8 new to be acquired in next	M-F 6:30am-8:30pm; Sat 9:00am-1:00am; Sun 9:00am-7:00pm Service operated in the City of Fredericksburg; Counties of	354,362

Agency/ Provider	(1) Client Type	(2) # of Vehicles	(3) Trip Characteristics (Times, Destinations, etc.)	(4) # of Trips
		three years	Spotsylvania, Caroline, and Stafford.	
b) Logisticare vendors (approximately 5-6 in the Fredericksburg area)*				
c) Middle Peninsula/Northern Neck Community Services Board (CSB)	Mental health/mental retardation program clients; substance abuse program; infant program		Cost is $1.15/mile (including driver costs)	50% Medicaid—9.2 trips/week/client
d) Boys & Girls Club & YMCA (several)*	Club members only		Lancaster and Richmond County have transportation	
e) Rappahannock CSB & Aging	Elderly, mental retardation/mental health, substance abuse; riders must be over 18	65 vehicles (18 for aging; 6 are shared)	6:00am-6:00pm M-F; 6:00am-9:00am, 3:00pm-6:00pm for routes with subscription service; during the day, they have demand-responsive; 26 routes of subscription service among the 2 agencies	156,000 trips (70,000 are Logisticare-reimbursed trips); (50% Medicaid/ 50% Dept of Rehabilitative or other client programs) 850,000 miles
f) United Way "Volunteer Wheels" program*	People with medical appointments	No agency vehicles; volunteer-based system		
g) Workforce and Investment Board*	TANF clients and youth			
h) Rappahannock Good Will (Fredericksburg) vehicle donation program*				
i) Social Services*	Persons with disabilities and persons with low incomes.			

*Not present at the workshop.

Table 4 is a more detailed summary that contains the information collected from the two-page questionnaire. It provides a greater examination on the amount and type of service available within the region. Fredericksburg Regional Transit and the Rappahannock Area Agency on Aging were the only providers to return completed surveys. The details are summarized in Table 4.

Figure 10 portrays the service area and routes of the PDC's only public transit provider, Fredericksburg Regional Transit (FRED). FRED provides

service in Caroline, Spotsylvania, and Stafford Counties and the City of Fredericksburg. More specific information regarding FRED can be found at its website: http://www.ridefred.com.

Private Transportation Providers

In addition, the following private transportation providers in the region were identified:

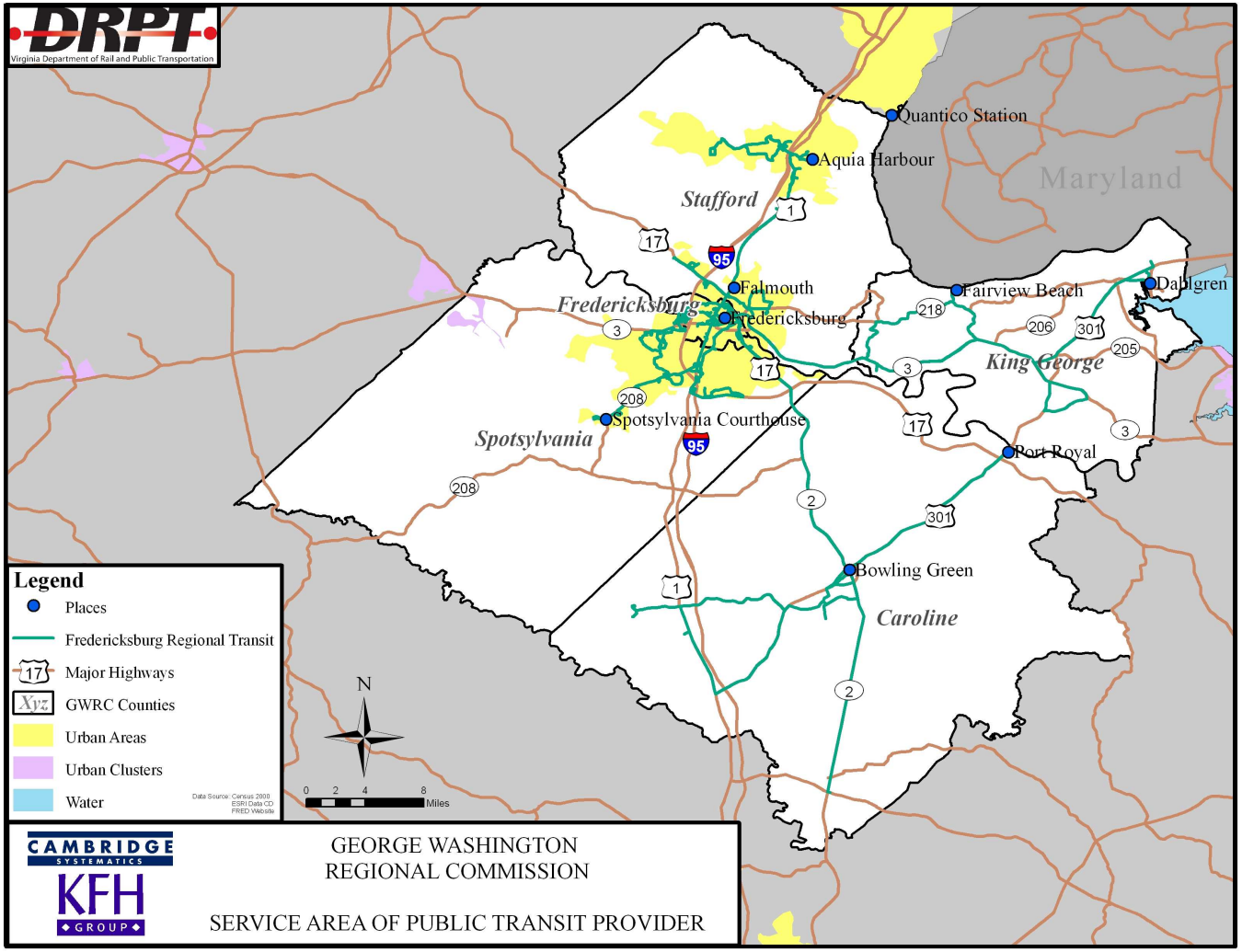
- Airport Taxi & Sedan Services, Stafford, VA
- Brenda's Taxi, Stafford, VA
- Bumbrey's Independent Cab Services, Fredericksburg, VA
- Choice Transportation Services LLC, Fredericksburg, VA
- Dominion Cab, Fredericksburg, VA
- Driving Miss Daisy, Too, Fredericksburg, VA
- Lee Coaches, Inc., commuter bus service, Fredericksburg, VA
- MARTZ/National Coach, commuter bus service, Fredericksburg, VA
- Nobility Taxi Shuttle & Limo, Stafford, VA
- Old Towne Taxi, Fredericksburg, VA
- On Time Taxi Cab, Fredericksburg, VA
- Quick's Bus Co., commuter bus service, Fredericksburg, VA
- Safeway Taxi & Sedan Services, Stafford, VA
- Virginia Cab Services, Fredericksburg, VA
- Virginia Railway Express (VRE), commuter rail, Fredericksburg, VA
- Yellow Cab Co., Fredericksburg and Stafford, VA

Table 4. Transportation Providers Survey Data

Agency	(1) Type of Organization	(2) # of Individuals Organization Serves	(3) Eligibility Requirements	(4) Geographic Area Served by Program	(5) Geographic Coverage of Transportation	(6) Types of Transportation Services Provided	(7) When Transportation Service is Provided	(8) Type of Trips Provided
a) Fredericksburg Regional Transit	Public transit provider; public agency	General public	None	City of Fredericksburg, Counties of Caroline, King George, Spotsylvania, and Stafford	Not entire geographic area served by program	Public transit; deviated fixed route	M-F 6:30am-8:30pm; Sat 9:00am-1:00am; Sun 9:00am-7:00pm	Public transit; deviated fixed routes
b) Rappahannock Agency on Aging	Social service (AAA); private, non-profit	608	Aged 60+			Demand-responsive and special services	M-F 8:00am-4:30pm	Medical and social services

Agency	(9) # of Passenger Trips Provided	(10) # of Vehicles	(11) Total Transportation Operating Costs	(12) Funding for Transportation	(13) Transport People from other Agencies?	(14) Purchase Transportation Services?	(15) Coordinate Transportation with other Agencies?	(16) Problems in Providing Transportation
a) Fredericksburg Regional Transit	354,362	21 vehicles; 6 to be acquired for replacement; 8 new to be acquired in next three years	$2,124,182 (FY 2006)	$878,771 in Federal/State; $1,245,411 in local assistance	No	No	No	
b) Rappahannock Agency on Aging	24,413	19 vehicles (9 are wheelchair accessible); 6 to be acquired for replacement	$273,987	$235,987 in Federal/State; $38,000 in donations (Total= $273,987)	No	No	Yes; they exchange vehicles with local Community Services Board; share radio frequencies; attend coordination meetings regularly	Lack of operating funds to provide transportation services; unmet medical and shopping transportation needs

Figure 10. Service Area of Public Transit Provider



VII. Assessment of Unmet Transportation Needs and Gaps

Participants from the Warsaw workshop that included representatives from the George Washington Regional Commission (PDC 16) provided input on specific unmet transportation needs in the region. This information was gained by focusing on the targeted population groups for the Section 5310, JARC, and New Freedom Programs (older adults, people with disabilities, people with lower incomes) and specific need characteristics (trip purpose, time, place/destination, information/outreach, travel training/orientation, or others).

The vast majority of needs identified by workshop participants were described as "cross-cutting" – a need of all three population groups. Unless otherwise noted, each of the following was identified as a cross-cutting need:

Trip Purpose

- Access to jobs which are outside the region.
- Transportation to educational programs for people with lower incomes.

Time

- Expanded transportation options on evenings and weekends on a regional level.
- The FRED service runs from 8am to 6pm, so it is inaccessible for jobs outside of those hours.

Place/Destination

- For people with lower incomes, a focus on more trips within the Fredericksburg service region.

Information/Outreach

- Need local decision-makers "on board" to obtain input and funding. Local county boards and county administrators "need to be there from the beginning".

- Provide more positive image of how public transportation assists with economic development efforts so that local officials see transit as an investment rather than charity.
- Need to market transit to businesses.
- Need to dispel stereotypes on the intended targets for public transportation (i.e., not only the elderly, disabled, and low-income).
- Need for a clearinghouse of services and related information.
- Need a formal or informal way to bring parties together (e.g. Aging and Disability Resource Center)
- Make efforts to build off the 211 service.

Travel Training/Orientation

- Train groups to ride public transportation to expand people riding public transportation.

Other

- Need to address lack of affordable transportation options.
- Expanded access to accessible vehicles for people with disabilities; not enough accessible vans on public transit, and commuter service is mostly not accessible.
- Options beyond public transportation to fill the gaps/ limited capacity of vehicles.
- Need to expand the capacity for proving transit service; need supplemental service and cross-jurisdictional service.
- Need ability to tap into non-traditional funding sources; need to expand the breadth of available sources.
- Provision for more bicycle racks on buses, especially for teenagers and college students.

VIII. Identified Strategies

Coupled with the need to identify service gaps is the need to identify corresponding strategies intended to address service deficiencies. Based on the assessment of demographics and potential destinations, and especially the unmet transportation needs obtained from key local stakeholders in the region, a preliminary list of strategies was generated. These "strategies" differ from specific projects in that they may not be fully defined – projects would require an agency sponsor, specific expenditures, etc. The strategies were then presented at the second workshop for input and ownership. The workshop participants endorsed the following strategies, as listed below:

1. Continue to support and maintain capital needs of coordinated human service/public transportation providers.
2. Provide flexible transportation options and more specialized one-to-one services through expanded use of volunteers.
3. Build coordination among existing public transportation and human service transportation providers.
4. Expand outreach and information on available transportation options in the region, including the establishment of a centralized point of access.
5. Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.
6. Expand access to taxi services and other private transportation operators.
7. Implement new public transportation services or operate existing public transit services on more frequent basis.
8. Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.
9. Bring new funding partners to public transit/human service transportation.
10. Provide targeted shuttle services to access employment opportunities.

IX. Priorities for Implementation and Potential Projects

Identification of priorities for implementation was based on feasibility for implementing the specific strategies. All of the strategies discussed during the second workshop that are eligible for funding from Section 5310, 5316, or 5317 programs are considered priorities. Based on this process, ten specific strategies to meet these needs in PDC 16 were identified (as noted in Section VIII) as the priorities and included in the region's CHSM Plan.

These strategies are detailed in this section to include the multiple unmet transportation needs or issues that each address, potential projects that correspond to each strategy, and potential funding sources through the three programs that require the coordinated plan.

While potential projects that could be implemented to fulfill these strategies are included, please note that this list is not comprehensive and other projects that meet the strategy would also be considered.

Strategy: Continue to support and maintain capital needs of coordinated human service/public transportation providers.

To implement strategies to expand mobility options for older adults, people with disabilities, and people with lower incomes in the region, maintaining and building upon the current capital infrastructure is crucial to the community transportation network. This strategy involves appropriate vehicle replacement, vehicle rehabilitation, vehicle equipment improvements, and acquisition of new vehicles to support development of a coordinated transportation system.

Unmet Need/Issue Strategy Will Address:

- Access to accessible vehicles for people with disabilities.
- Options beyond public transportation to fill the gaps in available services.
- Expanded transportation options on evenings and weekends and on a regional level.
- Transportation to educational programs for people with lower incomes.

Potential Funding Sources:

- Section 5310
- New Freedom
- JARC

Potential Projects:

- Capital expenses to support the provision of coordinated transportation services to meet the special needs of older adults, people with disabilities and people with lower incomes.
- Capital needs to support new mobility management and coordination programs among public transportation providers and human service agencies providing transportation.

Strategy: Provide flexible transportation options and more specialized one-to-one services through expanded use of volunteers.

A variety of transportation services are needed to meet the mobility needs of older adults, people with disabilities, and people with lower incomes in the region. Customers may need more specialized services beyond those typically provided through general public transit services, and the rural nature of the region is often not conducive for shared ride services. Therefore, the use of volunteers may offer transportation options that are difficult to provide through public transit and human service agency transportation. Volunteers can also provide a more personal and one-to-one transportation service for customers who may require additional assistance.

Unmet Needs/Issues Strategy Will Address:

- Options beyond public transportation to fill the gaps in available services.
- Expanded transportation options on evenings and weekends and on a regional level.

Potential Funding Sources:

- New Freedom

Potential Projects:

- Implement new or expanded volunteer driver program to meet specific geographic, trip purpose, or timeframe needs.

Strategy: Build coordination among existing public transportation and human service transportation providers.

Once the services that are available are quantified, there may be opportunities to improve connections between providers and expand access both within and outside the region. A mobility management strategy can be employed that provides the support and resources to explore these possibilities and put into action the necessary follow-up activities.

Unmet Needs/Issues Strategy Will Address:

- Expanded access to accessible vehicles for people with disabilities.
- Expanded transportation options on evenings and weekends and on a regional level.
- Expanded capacity for providing transportation services, including cross-jurisdictional service.
- Transportation to educational programs for people with lower incomes.
- Options beyond public transportation to fill the gaps in available services.
- Need local decision-makers on board to obtain input and funding.
- Way to bring parties together (e.g. Aging and Disability Resource Center).

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Mobility broker to facilitate cooperation between transportation providers, including:
  - Conducting detailed inventory and analysis of human service transportation providers.
  - Helping establish inter-agency agreements for connecting services or sharing rides.
  - Coordinating services among providers with wheelchair-accessible vans so that these resources can be better accessed throughout the community.
  - Exploring use of human service agency transportation providers as feeder service to fixed routes.
- Implement voucher program through which human service agencies are reimbursed for trips provided for another agency based on pre-determined rates or contractual arrangements.

Strategy: Expand outreach and information on available transportation options in the region, including the establishment of a centralized point of access.

A greater emphasis can be placed not only on the coordination of actual services, but also on outreach and information sharing to ensure that people with limited mobility are aware of the transportation services available to them. This strategy presents an opportunity for a mobility manager project whose activities could include the promotion of available transportation services.

Unmet Need/Issue Strategy Will Address:

- Clearinghouse of available transportation services and related information.
- Provide more positive image of how public transportation assists with economic development efforts so that local officials see transit as an investment rather than charity.
- Need to dispel stereotypes on the intended targets for public transportation (i.e., not only the elderly, disabled, and low-income).
- Marketing of transit services to businesses.

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Mobility manager to facilitate access to transportation services, including:
  - Serving as information clearing- house on available public transit and human services transportation in region.
  - Implementing new or expanded outreach programs that provide potential customers and human service agency staff with information and training in use of current transportation services.
- Implement new or expand outreach programs that provide customers and human service agency staff with training and assistance in use of current transportation services.
- Implement mentor/advocate program to connect current riders with potential customers for training in use of services.
- Implement marketing campaign targeting specific audiences and routes.

Strategy: Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, and people with lower incomes.

The expansion of current demand-response and specialized transportation services operated in the region is a logical strategy for improving mobility for older adults, people with disabilities, and people with lower incomes. This strategy would meet multiple unmet needs, as listed below. The primary expense for vehicle expansion would be operating costs— including driver salaries, fuel, and vehicle maintenance. Additional vehicles may be necessary for providing same-day transportation services or serving larger geographic areas.

Unmet Need/Issue Strategy Will Address:

- Transportation to educational programs for people with lower incomes.
- Expanded transportation options on evenings and weekends on a regional level.
- Options beyond public transportation to fill gaps in available services.

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Expand current demand-response system to serve additional trips.
- Expand hours and days of current demand response system to meet additional service needs.
- Create same day service under current demand-response system.
- Pursue opportunities to help offset fare costs for customer who do not qualify for agency-funded transportation, including pass or voucher subsidy programs.

Strategy: Expand access to taxi services and other private transportation operators.

While taxi service and private transportation providers in the region are limited, these services may be the best options for area residents for evenings and for same-day transportation needs; albeit they are much more costly. By subsidizing user costs, possibly through a voucher program, there can be expanded access to taxis and other private transportation services. This approach has been employed successfully in other rural areas of the country, particularly as a means to provide people with disabilities with more flexible transportation services.

Unmet Need/Issue Strategy Will Address:

- Access to jobs which are outside the region.
- Transportation to educational programs for people with lower incomes.
- Expanded transportation options on evenings and weekends on a regional level.
- Access to jobs outside of FRED service hours.

Potential Funding Sources:

- New Freedom

Potential Projects:

- Implement voucher program to subsidize rides for taxi trips or trips provided by private operators.

Strategy: Implement new public transportation services or operate existing public transit services on more frequent basis.

The service hours for public transit are limited in the region. New or expanded services in the evenings and weekends should be considered to expand mobility options in the reigon, especially to work locations.

Unmet Need/Issue Strategy Will Address:

- For people with lower incomes, a focus on more trips within the Fredericksburg service region.
- Need to expand the capacity for providing transit service.

Potential Funding Sources:

- JARC

Potential Projects:

- Increase frequency of public transit services as possible.
- Convert demand-response services to fixed schedule or fixed route services as Potential.
- Implement agency-tripper services that are open to the public with emphasis on specific key population groups or destinations.

Strategy: Establish or expand programs that train customers, human service agency staff, medical facility personnel, and others in the use and availability of transportation services.

In addition to expanding transportation options in the region, it is important that customers, as well as caseworkers, agency staff, and medical facility personnel that work with older adults, people with disabilities, and people with low incomes, are familiar with available transportation services. Efforts can include travel training programs to help individuals use public transit services, and outreach programs to ensure that those who assist others with their transportation issues are aware of mobility options in the region. In addition, the demand for transportation services to dialysis treatment facilities necessitates the need for a strong dialogue between transportation providers and dialysis locations so that treatment openings and available transportation are considered simultaneously.

Unmet Need/Issue Strategy Will Address:

- Train groups to ride public transportation to expand people riding public transportation.

Potential Funding Sources:

- New Freedom
- JARC

Potential Projects:

- Implement new or expand outreach programs that provide customers and human service agency staff with training and assistance in use of current transportation services.
- Implement mentor/advocate program to connect current riders with potential customers for training in use of services.

Strategy: Bring new funding partners to public transit/human service transportation.

The demand for public transit-human service transportation is constantly growing, and one of the key obstacles the industry faces is how to pay for additional service. This strategy would meet multiple unmet needs and issues by tackling non-traditional sources of funding. Hospitals, supermarkets and retailers who want the business of the region's riders may be willing to pay for part of the cost of transporting these riders to their sites.

Unmet Need/Issue Strategy Will Address:

- Need ability to tap into non-traditional funding sources; need to expand the breadth of available sources.

Potential Funding Sources:

- New Freedom

Potential Projects:

- Employer funding support programs, either directly for services and/or for local share.
- Employer sponsored transit pass programs that allow employees to ride at reduced rates.
- Partnerships with private industry, i.e. retailers and medical centers.

Strategy: Provide targeted shuttle services to access employment opportunities.

Limited transportation services to access employment opportunities could be addressed through the implementation of shuttle services designed around concentrated job centers. Locating a critical mass of workers is the key for this strategy to be effective. This strategy may also provide a mechanism for employer partnerships.

Unmet Need/Issue Strategy Will Address:

- Access to jobs which are outside the region.
- Expanded transportation options on evenings and weekends on a regional level.
- Access to jobs outside of FRED service hours.

Potential Funding Sources:

- JARC

Potential Projects:

- Operating assistance to fund specifically-defined, targeted shuttle services.
- Capital assistance to purchase vehicles to provide targeted shuttle services.
- Partnership arrangements with major employers.

X. Plan Adoption Process

As noted in Section IV participants from the regional workshops were involved throughout the planning process, and revised and commented on initial drafts that included the assessment or transportation services, assessment of transportation needs and gaps, and proposed strategies and potential projects. Ultimately, these coordinated planning participants formally discussed and agreed upon the identified strategies in this plan.

As of June 2008, it is anticipated that each plan will become a section within the PDC's Regional Rural Long Range Plan (RLRP) which is required by the Virginia Department of Transportation (VDOT). The intent is a regional transportation plan in rural areas that complements those in the metropolitan areas of the state. The development and components of each RLRP will include public outreach and recommendation development, as well as public endorsement and regional adoption.

XI. Ongoing and Future Arrangements for Plan Updates

In addition to developing this coordinated public transit-human services transportation plan that fulfills the FTA requirements, DRPT will be working with the region to develop an ongoing structure to serve as the foundation for future coordinated transportation planning efforts.

While formal responsibilities and organizational roles will be determined locally in the future, it is anticipated that this ongoing structure will:

- Lead updates for the *Coordinated Human Service Mobility Plan* for PDC 16 based on local needs (but at the minimum FTA required cycle);
- Provide input and assist public transit and human service transportation providers in establishing priorities with regard to community transportation services
- Review and discuss coordination strategies in the region and provide recommendations for potential improvements to help expand mobility options in the region.
- Provide input on applications for funding through the Section 5310, JARC, and New Freedom competitive selection process.

Appendix A – Final FTA Guidance on Coordinated Planning Requirements

The following excerpt is from the final guidance from the Federal Transit Administration (FTA) on the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access Reverse Commute (JARC – Section 5316) and New Freedom (Section 5317) programs. (Effective May 1, 2007)

Final Circulars: http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html

Final Register Notices: http://www.fta.dot.gov/laws/leg_reg_federal_register.html

COORDINATED PLANNING

1. THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN. Federal transit law, as amended by SAFETEA–LU, requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be "derived from a locally developed, coordinated public transit-human services transportation plan" and that the plan be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) Initiative, provide a useful starting point for the development and implementation of the local public transit-human services transportation plan required under the Section 5310, JARC and New Freedom Programs. Many States have established UWR plans that may form a foundation for a coordinated plan that includes the required elements outlined in this chapter and meets the requirements of 49 U.S.C. 5317.

2. DEVELOPMENT OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN.

   a. Overview. A locally developed, coordinated, public transit-human services transportation plan ("coordinated plan") identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the State, designated recipient and the metropolitan planning organization (MPO), where applicable. The agency leading the planning process is decided locally and does not have to be the designated recipient.

      In urbanized areas where there are multiple designated recipients, there may be multiple plans and each designated recipient will be responsible for the competitive selection of projects in the designated recipient's area. A coordinated plan should maximize the programs' collective coverage by minimizing duplication of services. Further, a coordinated plan must be developed through a process that includes representatives of public and

private and non-profit transportation and human services transportation providers, and participation by members of the public. Members of the public should include representatives of the targeted population(s) including individuals with disabilities, older adults, and people with low incomes. While the plan is only required in communities seeking funding under one or more of the three specified FTA programs, a coordinated plan should also incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact.

b. Required Elements. Projects competitively selected for funding shall be derived from a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:

(1) An assessment of available services that identifies current transportation providers (public, private, and non-profit);

(2) An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service (Note: If a community does not intend to seek funding for a particular program (Section 5310, JARC, or New Freedom), then the community is not required to include an assessment of the targeted population in its coordinated plan);

(3) Strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery; and

(4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Note: FTA will consider plans developed before the issuance of final program circulars to be an acceptable basis for project selection for FY 2007 if they meet minimum criteria. Plans for FY 2007 should include 1) an assessment of available services; 2) an assessment of needs; and 3) strategies to address gaps for target populations; however, FTA recognizes that initial plans may be less complex in one or more of these elements than a plan developed after the local coordinated planning process is more mature. Addendums to existing plans to include these elements will also be sufficient for FY 2007. Plans must be developed in good faith in coordination with appropriate planning partners and with opportunities for public participation.

c. Local Flexibility in the Development of a Local Coordinated Public Transit-Human Services Transportation Plan. The decision for determining which agency has the lead for the development and coordination of the planning process should be made at the State, regional, and local levels. FTA recognizes the importance of local flexibility in developing plans for human service transportation. Therefore, the lead agency for the coordinated planning process may be different from the agency that will serve as the designated

recipient. Further, FTA recognizes that many communities have conducted assessments of transportation needs and resources regarding individuals with disabilities, older adults, and/or people with low incomes. FTA also recognizes that some communities have taken steps to develop a comprehensive, coordinated, human service transportation plan either independently or through United We Ride efforts. FTA supports communities building on existing assessments, plans and action items. As all new Federal requirements must be met, however, communities may need to modify their plans or processes as necessary to meet these requirements. FTA encourages communities to consider inclusion of new partners, new outreach strategies, and new activities related to the targeted programs and populations.

Plans will vary based upon the availability of resources and the existence of populations served under these programs. A rural community may develop its plans based on perceived needs emerging from the collaboration of the planning partners, whereas a large urbanized community may use existing data sources to conduct a more formal analysis to define service gaps and identify strategies for addressing the gaps.

This type of planning is also an eligible activity under three other FTA programs—the Metropolitan Planning (Section 5303), Statewide Planning (Section 5304), and Urbanized Area Formula (Section 5307) programs, all of which may be used to supplement the limited (10 percent) planning and administration funding under this program. Other resources may also be available from other entities to fund coordinated planning activities. All "planning" activities undertaken in urbanized areas, regardless of the funding source, must be included in the Unified Planning Work Program (UPWP) of the applicable MPO.

d. Tools and Strategies for Developing a Coordinated Plan. States and communities may approach the development of a coordinated plan in different ways. The amount of available time, staff, funding, and other resources should be considered when deciding on specific approaches. The following is a list of potential strategies for consideration.

(1) Community planning session. A community may choose to conduct a local planning session with a diverse group of stakeholders in the community. This session would be intended to identify needs based on personal and professional experiences, identify strategies to address the needs, and set priorities based on time, resources, and feasibility for implementation. This process can be done in one meeting or over several sessions with the same group. It is often helpful to identify a facilitator to lead this process. Also, as a means to leverage limited resources and to ensure broad exposure, this could be conducted in cooperation or coordination with the applicable metropolitan or statewide planning process.

(2) Self-assessment tool. *The Framework for Action: Building the Fully Coordinated Transportation System*, developed by FTA and available at www.unitedweride.gov, helps stakeholders realize a shared perspective and build a roadmap for moving forward together. The self-assessment tool focuses on a series of core elements that are represented in categories of simple diagnostic questions to help groups in States and communities

assess their progress toward transportation coordination based on standards of excellence. There is also a *Facilitator's Guide* that offers detailed advice on how to choose an existing group or construct an ad hoc group. In addition, it describes how to develop elements of a plan, such as identifying the needs of targeted populations, assessing gaps and duplications in services, and developing strategies to meet needs and coordinate services.

(3) Focus groups. A community could choose to conduct a series of focus groups within communities that provides opportunity for greater input from a greater number of representatives, including transportation agencies, human service providers, and passengers. This information can be used to inform the needs analysis in the community. Focus groups also create an opportunity to begin an ongoing dialogue with community representatives on key issues, strategies, and plans for implementation.

(4) Survey. The community may choose to conduct a survey to evaluate the unmet transportation needs within a community and/or available resources. Surveys can be conducted through mail, e-mail, or in-person interviews. Survey design should consider sampling, data collection strategies, analysis, and projected return rates. Surveys should be designed taking accessibility considerations into account, including alternative formats, access to the internet, literacy levels, and limited English proficiency.

(5) Detailed study and analysis. A community may decide to conduct a complex analysis using inventories, interviews, GIS mapping, and other types of research strategies. A decision to conduct this type of analysis should take into account the amount of time and funding resources available, and communities should consider leveraging State and MPO resources for these undertakings.

3. PARTICIPATION IN THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLANNING PROCESS. Recipients shall certify that the coordinated plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers, and participation by members of the public. Note that the required participants include not only transportation providers but also providers of human services, and members of the public (e.g., individuals with disabilities, older adults, and individuals with low incomes) who can provide insights into local transportation needs. It is important that stakeholders be included in the development and implementation of the local coordinated public transit-human services transportation plan. A planning process in which stakeholders provide their opinions but have no assurance that those opinions will be considered in the outcome does not meet the requirement of 'participation.' Explicit consideration and response should be provided to public input received during the development of the coordinated plan. Stakeholders should have reasonable opportunities to be actively involved in the decision-making process at key decision points, including, but not limited to, development of the proposed coordinated plan document. The following Potential strategies facilitate appropriate inclusion:

a. Adequate Outreach to Allow for Participation. Outreach strategies and potential participants will vary from area to area. Potential outreach strategies could include notices or flyers in centers of community activity, newspaper or radio announcements, e-mail lists, website postings, and invitation letters to other government agencies, transportation providers, human services providers, and advocacy groups. Conveners should note that not all potential participants have access to the Internet and they should not rely exclusively on electronic communications. It is useful to allow many ways to participate, including in-person testimony, mail, e-mail, and teleconference. Any public meetings regarding the plan should be held in a location and time where accessible transportation services can be made available, and adequately advertised to the general public using techniques such as those listed above. Additionally, interpreters for individuals with hearing impairments and English as a second language and accessible formats (e.g., large print, Braille, electronic versions) should be provided as required by law.

b. Participants in the Planning Process. Metropolitan and statewide planning under 49 U.S.C. 5303 and 5304 require consultation with an expansive list of stakeholders. There is significant overlap between the lists of stakeholders identified under those provisions (e.g., private providers of transportation, representatives of transit users, and representatives of individuals with disabilities) and the organizations that should be involved in preparation of the coordinated plan.

The projects selected for funding under the Section 5310 , JARC, and New Freedom Programs must be "derived from a locally developed, coordinated public transit-human services transportation plan" that was "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." The requirement for developing the local public transit-human services transportation plan is intended to improve services for people with disabilities, older adults, and individuals with low incomes. Therefore, individuals, groups and organizations representing these target populations should be invited to participate in the coordinated planning process. Consideration should be given to including groups and organizations such as the following in the coordinated planning process if present in the community:

(1) Transportation partners:

(a) Area transportation planning agencies, including MPOs, Councils of Government (COGs), Rural Planning Organizations (RPOs), Regional Councils, Associations of Governments, State Departments of Transportation, and local governments;

(b) Public transportation providers (including Americans with Disabilities Act (ADA) paratransit providers and agencies administering the projects funded under FTA urbanized and nonurbanized programs);

(c) Private transportation providers, including private transportation brokers, taxi operators, van pool providers, school transportation operators, and intercity bus operators;

(d) Non-profit transportation providers;

(e) Past or current organizations funded under the JARC, Section 5310, and/or the New Freedom Programs; and

(f) Human service agencies funding, operating, and/or providing access to transportation services.

(2) Passengers and advocates:

(a) Existing and potential riders, including both general and targeted population passengers (individuals with disabilities, older adults, and people with low incomes);

(b) Protection and advocacy organizations;

(c) Representatives from independent living centers; and

(d) Advocacy organizations working on behalf of targeted populations.

(3) Human service partners:

(a) Agencies that administer health, employment, or other support programs for targeted populations. Examples of such agencies include but are not limited to Departments of Social/Human Services, Employment One-Stop Services; Vocational Rehabilitation, Workforce Investment Boards, Medicaid, Community Action Programs (CAP), Agency on Aging (AoA); Developmental Disability Council, Community Services Board;

(b) Non-profit human service provider organizations that serve the targeted populations;

(c) Job training and placement agencies;

(d) Housing agencies;

(e) Health care facilities; and

(f) Mental health agencies.

(4) Other:

(a) Security and emergency management agencies;

(b) Tribes and tribal representatives;

(c) Economic development organizations;

(d) Faith-based and community-based organizations;

(e) Representatives of the business community (e.g., employers);

(f) Appropriate local or State officials and elected officials;

(g) School districts; and

(h) Policy analysts or experts.

Note: Participation in the planning process will not bar providers (public or private) from bidding to provide services identified in the coordinated planning process. This planning process differs from the competitive selection process, and it differs from the development and issuance of a Request for Proposal (RFP) as described in the Common Grant Rule (49 CFR part 18).

c. Levels of Participation. The suggested list of participants above does not limit participation by other groups, nor require participation by every group listed. Communities will have different types of participants depending on population and size of community, geographic location, and services provided at the local level. It is expected that planning participants will have an active role in the development, adoption, and implementation of the plan. Participation may remain low even though a good faith effort is made by the lead agency to involve passengers, representatives of public, private, and non-profit transportation and human services providers, and others. The lead agency convening the coordinated planning process should document the efforts it utilized, such as those suggested above, to solicit involvement.

In addition, Federal, State, regional, and local policy makers, providers, and advocates should consistently engage in outreach efforts that enhance the coordinated process, because it is important that all stakeholders identify the opportunities that are available in building a coordinated system. To increase participation at the local levels from human service partners, State Department of Transportation offices are encouraged to work with their partner agencies at the State level to provide information to their constituencies about the importance of partnering with human service transportation programs and the opportunities that are available through building a coordinated system.

d. Adoption of a Plan. As a part of the local coordinated planning process, the lead agency in consultation with participants should identify the process for adoption of the plan. A strategy for adopting the plan could also be included in the designated recipient's Program Management Plan (PMP) further described in Chapter VII.

FTA will not formally review and approve plans. The designated recipient's grant application will document the plan from which each project listed is derived, including the lead agency, the date of adoption of the plan, or other appropriate identifying information. This may be done by citing the section of the plan or page references from which the project is derived.

4. RELATIONSHIP TO OTHER TRANSPORTATION PLANNING PROCESSES.

a. Relationship Between the Coordinated Planning Process and the Metropolitan and Statewide Transportation Planning Processes. The coordinated plan can either be developed separately from the metropolitan and statewide transportation planning processes and then incorporated into the broader plans, or be developed as a part of the metropolitan and statewide transportation planning processes. If the coordinated plan is not prepared within the broader process, the lead agency for the coordinated plan should

ensure coordination and consistency between the coordinated planning process and metropolitan or statewide planning processes. For example, planning assumptions should not be inconsistent.

Projects identified in the coordinated planning process, and selected for FTA funding through the competitive selection process must be incorporated into both the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) in urbanized areas with populations of 50,000 or more; and incorporated into the STIP for nonurbanized areas under 50,000 in population. In some areas, where the coordinated plan or competitive selection is not completed in a timeframe that coincides with the development of the TIP/STIP, the TIP/STIP amendment processes will need to be utilized to include competitively selected projects in the TIP/STIP before FTA grant award.

The lead agency developing the coordinated plan should communicate with the relevant MPOs or State planning agencies at an early stage in plan development. States with coordination programs may wish to incorporate the needs and strategies identified in local coordinated plans into statewide coordination plans.

Depending upon the structure established by local decision-makers, the coordinated planning process may or may not become an integral part of the metropolitan or statewide transportation planning processes. State and local officials should consider the fundamental differences in scope, time horizon, and level of detail between the coordinated planning process and the metropolitan and statewide transportation planning processes. However, there are important areas of overlap between the planning processes, as well. Areas of overlap represent opportunities for sharing and leveraging resources between the planning processes for such activities as: (1) needs assessments based on the distribution of targeted populations and locations of employment centers, employment-related activities, community services and activities, medical centers, housing and other destinations; (2) inventories of transportation providers/resources, levels of utilization, duplication of service and unused capacity; (3) gap analysis; (4) any eligibility restrictions; and (5) opportunities for increased coordination of transportation services. Local communities may choose the method for developing plans that best fits their needs and circumstances.

b. Relationship Between the Requirement for Public Participation in the Coordinated Plan and the Requirement for Public Participation in Metropolitan and Statewide Transportation Planning. SAFETEA–LU strengthened the public participation requirements for metropolitan and statewide transportation planning. Title 49 U.S.C. 5303(i)(5) and 5304(f)(3), as amended by SAFETEA–LU, require MPOs and States to engage the public and stakeholder groups in preparing transportation plans, TIPs, and STIPs. "Interested parties" include, among others, affected public agencies, private providers of transportation, representatives of users of public transportation, and representatives of individuals with disabilities.

MPOs and/or States may work with the lead agency developing the coordinated plan to coordinate schedules, agendas, and strategies of the

coordinated planning process with metropolitan and statewide planning in order to minimize additional costs and avoid duplication of efforts. MPOs and States must still provide opportunities for participation when planning for transportation related activities beyond the coordinated public transit-human services transportation plan.

c. Cycle and Duration of the Coordinated Plan. At a minimum, the coordinated plan should follow the update cycles for metropolitan transportation plans (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). However, communities and States may update the coordinated plan to align with the competitive selection process based on needs identified at the local levels. States, MPOs, designated recipients, and public agencies that administer or operate major modes of transportation should set up a cycle that is conducive to and coordinated with the metropolitan and statewide planning processes, to ensure that selected projects are included in the TIP and STIP, to receive funds in a timely manner.

d. Role of Transportation Providers that Receive FTA Funding Under the Urbanized and Other Than Urbanized Formula Programs in the Coordinated Planning Process. Recipients of Section 5307 and Section 5311 assistance are the "public transit" in the public transit-human services transportation plan and their participation is assumed and expected. Further, 49 U.S.C. 5307(c)(5) requires that, "Each recipient of a grant shall ensure that the proposed program of projects (POP) provides for the coordination of public transportation services … with transportation services assisted from other United States Government sources." In addition, 49 U.S.C. 5311(b)(2)(C)(ii) requires the Secretary of the DOT to determine that a State's Section 5311 projects "provide the maximum feasible coordination of public transportation service … with transportation service assisted by other Federal sources." Finally, under the Section 5311 program, States are required to expend 15 percent of the amount available to support intercity bus service. FTA expects the coordinated planning process in rural areas to take into account human service needs that require intercity transportation.

Appendix B – Mobility Management – Eligible Activities and Potential Projects

Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation is an eligible project through the Federal Transit Administration's (FTA) Section 5317 (New Freedom) and Section 5316 (Job Access and Reverse Commute – JARC) Programs. Mobility management is considered an eligible capital cost. Therefore, the federal share of eligible project costs is 80 percent (as opposed to 50 percent for operating projects).

The following excerpt on mobility management activities is included in the FTA guidance for the New Freedom and JARC Programs:

(1) Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

(a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;

(b) Support for short term management activities to plan and implement coordinated services;

(c) The support of State and local coordination policy bodies and councils;

(d) The operation of transportation brokerages to coordinate providers, funding agencies and customers;

(e) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;

(f) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and

(g) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

A Mobility Manager can be the centerpiece of an effort to coordinate existing services to maximize efficiency and effectiveness. This entity can be designed to:

- Plan and identify needs and solutions, with an emphasis on work, school and training trips.
- Continue to seek greater efficiencies and reduce duplication through coordination.
- Coordinate and seek public and private funding – including New Freedom, JARC, and sponsorships.
- Coordinate human service transportation with workforce boards, social service agencies, etc.
- Conduct marketing efforts, developing schedules and how to ride guides.
- Serve as One Stop Information Center.
- Function as a rideshare coordinator.
- Develop a mentoring function.

Appendix C – Potential Non-DOT Federal Program Guide

Source – United We Ride Website
www.unitedweride.gov/1_691_ENG_HTML.htm

U.S. Department of Agriculture

- Food and Nutrition Service

U.S. Department of Education

- Office of Elementary and Secondary Education
- Office of Innovation and Improvement
- Office of Special Education and Rehabilitative Services

U.S. Department of the Interior

- Bureau of Indian Affairs

U.S. Department of Health and Human Services

- Health Resources and Services Administration
- Centers for Medicare and Medicaid Services
- Administration on Aging
- Substance Abuse and Mental Health Services
- Administration for Children and Families

U.S. Department of Housing and Urban Development

U.S. Department of Labor

- Employment Standards Administration
- Veterans' Employment and Training Service
- Employment and Training Administration

U.S. Department of Veterans Affairs

- Veterans Benefits Administration
- Veterans Health Administration

Appendix D – Workshop Attendees

1st Workshop – PDCs 16, 17, and 18

	Name	Organization	County	Type	Phone	E-mail
1	Jim Schaefer	Rappahannock Area Agency on Aging	PSA 16	AAA	540-371-3375	jschaefer@raaa16.org
2	Church Walsh	CSB	Middle Peninsula/ Northern Neck	CSB	804-758-5314	cwalsh@mpnw.state.va.us
3	Ricitam Wilson	RACSB	PD 16	CSB	540-899-4331	rwilson@racsb.state.va.us
4	Jim Gillespie	Rappahannock Area CSB	PD 16	CSB	540-899-4420	jgillespie@vacsb.stae.va.us
5	Bob Knox	DMAS		SD	804-371-8854	robert.knox@dmas.virginia.gov
6	Eileen Jackson	DMAS		SD	804-225-3480	Eileen.Jackson@dmas.virginia.gov
7	Lorraine A. Justice	Brain Injury Assoc. of VA	Fredericksburg, Middle Peninsula/ Northern Neck	HS	804-986-8073	lajustice32@yahoo.com
8	Verlane Mack	ERI Employment Resource	Montross, VA	HS/JT	804-493-1200	vmack@eri-va.com
9	Beth Johnson	MPPDC	Middle Peninsula	PCD	804-758-2311	bjohnson@mppdc.com
10	Clara Cieri	MPPDC	Middle Peninsula (PDC 18)	PCD	804-758-2311	ccieri@mppdc.com
11	Vonnie Reynolds	Northern Neck PDC	Richmond	PDC	804-333-1900	vreynolds@nnpdc17.state.va.us
12	Archita Rajbhandary	RRPDC		PDC	804-367-6001	arajbhandary@richmondregional.org
13	Ken Pollock	Bay Transit	Middle Peninsula/ Northern Neck	PT	804-758-2386	kpollock@bayaging.org
14	Kathy Vesley	Bay Transit		PT	804-758-2386	kvesley@bayaging
15	Ramona Clarkson	Va. Dept. of Rehabilitative Services	Middle Peninsula/ Northern Neck	SD	804-333-4386	Ramona.clarkson@drs.virginia.gov

'Type' Key:
CD = County Department
CSB = Community Service Board
HS = Human Services
JT = Job Training Center
MTP = Medicare Transportation Provider
PDC = PDC Planning Office
PT = Public Transit
SD = Statewide Department

2nd Workshop- PDC 16

Name	Organization	Type	County/ PDC	Phone	E-mail
Will Rodman	Nelsen/Nygaard			617-521-9405	wrodman@nelsonnygaard.com
Lloyd Robinson	FAMPO	MPO	PDC 16	540-373-2890	robinson@gwregion.org
Diana Utz	GW Ride Connect (GWRC)	PT	PDC 16	540-373-2890	utz@gwregion.org
Shawn Lawrence	disAbility Resource Center	HS	PDC 16	540-373-2559	slawrence@cildrc.org
Jim Schaefer	Rappahannock AAA	AAA	PDC 16	540-371-3375	jschaefer@raaa16.org
Jim Gillespie	Rappahannock Area CSB	CSB	PDC 16	899-4420	jgillespie@racsb.state.va.us
Jan Griffin	Arc of Rappahannock	HS	PDC 16	899-3789	exec@arcr.vacoxmail.com
Melissa Terry	Rappahanock United Way	HS	PDC 16	540-373-0041 x19	mterry@rappahannockunitedway.org
Fred Kurth	Rappahanock Regional Disbilities Services Board	HS	PDC 16	540-419-0311	navypbzy@verizon.net
Marci Bartley	FCS		PDC 16	540-752-2292	fcsagency@aol.com
Neil Sherman	DRPT			804-786-1154	neil.sherman@drpt.virginia.gov

Follow-up Meeting- PDC 16

Name	Organization	County/PDC	Phone	E-mail
Diana Utz	GW Ride Connect (GWRC)	PDC 16	373-2890	utz@gwregion.org
Eldon James	R.R.D.S.B	PDC 16	540-775-5422	ejames7@earthlink.net
Lloyd Robinson	FAMPO/ GWRC	PDC 16	540-373-2890	robinson@gwregion.org
Jane Ward Solomon	VA Dept. for the Blind and Visually Impaired	Statewide		
Megan Bergen	Rappahannock Goodwill	PDC 16	371-3070	Megan.Bergen@fredgoodwill.org
Jim Gillespie	RACSB	PDC 16	899-4420	jgillespie@racsb.state.va.us
Wendy Kimball	FRED Transit	PDC 16	372-1222	wlkimball@fredericksburg.va.gov
Jim Schaefer	RAAA	PDC 16	371-3325 ext 207	jschaefer@raaa16.org
Richard Wilson	RACSB	PDC 16	540-899-2375	rwilson@racsb.state.va.us
Lynn Delauer	MHAF	PDC 16	371-2704	mhafred@bigplanet.com
Shawn Lawrence	disAbility Resource Center	PDC 16	373-2559	slawrence@cildrc.org
Debe Fults	disAbility Resource Center	PDC 16	373-2559	dfults@cildrc.org
Neil Sherman	DRPT		804-786-1154	neil.sherman@drpt.virginia.gov

Appendix E – Demographics of Potentially Transit Dependent Persons

George Washington Regional Commission

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Sq Miles)	House-holds	Popula-tion	Popula-tion Density (Persons/ SqMi)	Elderly	Mobility Disabled	Below Poverty	Auto-less House-holds
510339901001	Caroline	19.1	478	1,192	62.3	218	159	90	43
510339901002	Caroline	3.0	303	623	211.1	158	73	131	46
510339901003	Caroline	36.3	633	1,362	37.5	274	99	113	46
510339901004	Caroline	118.5	6	317	2.7	2	0	11	0
510339902001	Caroline	90.6	756	1,767	19.5	366	196	106	59
510339902002	Caroline	46.8	565	1,476	31.5	227	146	183	12
510339903001	Caroline	19.5	422	989	50.6	194	86	137	5
510339903002	Caroline	2.1	429	1,038	492.6	205	135	99	17
510339903003	Caroline	6.8	370	964	141.6	305	92	101	33
510339904001	Caroline	30.2	315	703	23.2	149	169	72	13
510339904002	Caroline	10.7	404	1,065	99.3	189	76	48	29
510339905001	Caroline	31.5	501	1,317	41.8	219	198	137	27
510339905002	Caroline	13.1	811	1,996	152.0	211	87	291	7
510339905003	Caroline	7.0	889	2,011	287.6	268	106	76	33
510339905004	Caroline	21.5	386	972	45.3	191	118	129	46
510339905005	Caroline	19.2	578	1,458	76.1	227	104	16	19
510339906001	Caroline	30.0	590	1,639	54.6	234	150	102	42
510339906002	Caroline	26.4	453	1,232	46.6	248	124	166	66
510999901001	King George	21.1	703	1,684	79.8	204	145	97	22
510999901002	King George	10.6	766	1,560	147.7	313	131	110	43
510999901003	King George	4.4	221	998	227.7	3	31	46	8
510999902001	King George	11.0	486	1,179	107.5	193	55	48	27
510999902002	King George	15.7	703	1,781	113.3	230	113	100	20
510999903001	King George	20.9	1,126	2,580	123.4	416	179	104	57
510999903002	King George	21.3	731	1,785	83.8	252	154	77	21
510999904001	King George	27.1	617	1,674	61.7	173	83	75	34
510999904002	King George	4.5	494	1,176	258.6	132	120	110	20
510999905001	King George	28.3	428	1,024	36.2	157	43	98	15
510999905002	King George	15.1	545	1,362	90.2	179	79	52	15
511770201011	Spotsylvania	23.8	1,033	2,988	125.6	370	195	44	20
511770201012	Spotsylvania	10.4	1,153	3,140	300.9	651	247	35	118
511770201021	Spotsylvania	1.4	1,178	3,145	2,297.2	540	277	130	65
511770201022	Spotsylvania	3.0	1,865	4,979	1,666.7	852	250	279	122
511770201031	Spotsylvania	9.9	2,574	8,091	815.2	558	612	362	23
511770201032	Spotsylvania	2.6	1,493	4,463	1,731.5	289	165	262	16

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Sq Miles)	House-holds	Popula-tion	Popula-tion Density (Persons/ SqMi)	Elderly	Mobility Disabled	Below Poverty	Auto-less House-holds
511770201041	Spotsylvania	16.9	928	2,658	157.6	374	138	62	15
511770202001	Spotsylvania	0.3	301	718	2,326.6	127	73	30	0
511770202002	Spotsylvania	1.5	1,018	2,627	1,784.6	424	179	73	62
511770202003	Spotsylvania	4.2	442	1,111	261.5	146	60	94	8
511770202004	Spotsylvania	3.6	761	1,875	524.1	260	181	95	42
511770202005	Spotsylvania	7.4	2,730	7,153	964.4	823	352	295	66
511770202006	Spotsylvania	20.9	966	2,767	132.5	228	131	114	24
511770203011	Spotsylvania	2.0	1,678	3,829	1,881.8	630	298	65	27
511770203012	Spotsylvania	2.5	1,500	3,531	1,425.5	348	120	127	34
511770203013	Spotsylvania	5.5	738	2,152	391.4	189	84	77	18
511770203021	Spotsylvania	1.5	844	2,616	1,801.1	185	51	98	0
511770203022	Spotsylvania	0.8	672	2,164	2,628.2	109	85	93	17
511770203023	Spotsylvania	0.8	525	1,547	1,848.0	116	25	34	12
511770203024	Spotsylvania	2.0	1,325	3,786	1,893.9	238	130	78	47
511770203031	Spotsylvania	7.8	424	1,202	154.8	139	45	19	9
511770203032	Spotsylvania	11.1	692	2,132	191.5	167	123	125	11
511770203033	Spotsylvania	5.9	488	1,443	243.0	166	145	30	10
511770203034	Spotsylvania	12.3	427	1,106	89.7	157	57	67	12
511770203035	Spotsylvania	5.6	270	717	127.0	84	16	9	0
511770203036	Spotsylvania	9.4	686	1,878	200.7	216	148	185	50
511770204011	Spotsylvania	21.7	572	1,568	72.1	203	121	154	37
511770204012	Spotsylvania	43.1	928	2,530	58.6	300	263	292	21
511770204013	Spotsylvania	27.7	871	1,764	63.6	313	136	143	30
511770204021	Spotsylvania	6.6	836	2,475	377.6	147	113	61	17
511770204022	Spotsylvania	35.7	699	1,977	55.3	232	79	51	0
511770204023	Spotsylvania	23.7	882	2,419	101.9	339	295	243	37
511770204024	Spotsylvania	41.5	880	2,309	55.6	298	331	348	37
511770204025	Spotsylvania	27.5	950	1,535	55.7	351	144	73	30
511790101031	Stafford	0.7	291	899	1,254.4	104	11	10	0
511790101032	Stafford	0.7	270	733	1,079.0	100	0	5	0
511790101033	Stafford	0.6	444	1,250	1,958.3	109	12	20	0
511790101041	Stafford	2.1	720	1,999	935.2	167	63	69	13
511790101042	Stafford	0.5	265	848	1,790.9	52	74	47	0
511790101043	Stafford	13.0	1,265	3,759	289.4	276	65	40	6
511790101051	Stafford	2.7	1,188	3,711	1,380.1	200	134	14	0
511790101052	Stafford	3.3	502	1,415	434.3	153	111	52	7
511790101061	Stafford	8.3	285	884	106.1	146	75	57	10
511790101062	Stafford	15.8	380	826	52.3	162	95	0	7

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Sq Miles)	House-holds	Popula-tion	Popula-tion Density (Persons/ SqMi)	Elderly	Mobility Disabled	Below Poverty	Auto-less House-holds
511790102011	Stafford	50.5	29	1,018	20.2	7	0	0	0
511790102021	Stafford	1.5	479	1,393	918.0	107	77	0	0
511790102022	Stafford	4.6	650	2,102	461.2	136	35	44	6
511790102023	Stafford	6.2	507	1,603	256.9	97	97	84	0
511790102041	Stafford	11.5	857	2,680	232.7	246	223	75	22
511790102042	Stafford	11.1	462	1,244	111.8	200	74	120	38
511790102051	Stafford	1.9	625	2,095	1,099.4	80	75	12	8
511790102052	Stafford	1.6	991	3,486	2,205.4	139	165	143	8
511790102061	Stafford	1.7	241	737	434.5	51	8	7	0
511790102062	Stafford	0.5	352	1,000	1,863.6	59	89	95	0
511790102063	Stafford	0.7	817	2,472	3,360.3	91	70	74	0
511790102071	Stafford	2.5	1,170	3,025	1,208.1	179	258	518	119
511790102072	Stafford	0.5	717	1,884	3,916.6	142	74	104	42
511790102081	Stafford	1.7	1,852	6,222	3,677.1	179	170	89	0
511790102091	Stafford	0.5	294	942	1,961.1	34	25	9	0
511790102092	Stafford	0.7	1,173	3,441	5,105.5	91	140	123	14
511790102093	Stafford	1.2	1,176	3,990	3,403.3	136	67	0	17
511790102101	Stafford	4.7	856	2,663	568.9	115	79	166	15
511790103011	Stafford	10.1	523	1,586	157.5	146	127	18	17
511790103012	Stafford	15.3	413	1,141	74.5	176	116	33	5
511790103021	Stafford	11.6	665	2,092	180.1	180	51	63	9
511790103022	Stafford	8.3	1,726	3,759	453.2	314	267	171	65
511790103031	Stafford	15.0	480	1,375	91.6	157	44	31	8
511790103032	Stafford	11.6	796	2,203	190.6	197	100	110	24
511790103033	Stafford	1.4	445	1,362	969.4	192	59	56	30
511790104031	Stafford	3.5	404	1,208	347.0	103	112	9	0
511790104032	Stafford	2.6	387	1,086	423.0	140	150	20	10
511790104041	Stafford	0.5	418	999	2,076.8	200	106	92	23
511790104042	Stafford	0.9	499	1,327	1,539.7	144	86	71	8
511790104043	Stafford	1.6	734	1,937	1,205.2	277	79	81	34
511790104051	Stafford	1.0	648	1,894	1,925.6	244	78	38	7
511790104052	Stafford	0.3	381	1,030	3,213.3	170	39	0	8
511790104053	Stafford	1.0	408	1,233	1,203.6	138	62	103	24
511790104061	Stafford	2.5	934	2,560	1,012.6	297	113	94	14
511790105021	Stafford	0.2	275	679	2,842.4	174	6	22	0
511790105022	Stafford	1.5	438	1,141	771.4	321	48	18	15
511790105023	Stafford	3.7	751	2,297	620.7	233	92	43	13
511790105031	Stafford	12.5	625	1,645	131.8	258	63	59	26

DEMOGRAPHICS OF POTENTIALLY TRANSIT DEPENDENT PERSONS

Block Group Number	County	Land Area (Sq Miles)	House-holds	Popula-tion	Popula-tion Density (Persons/ SqMi)	Elderly	Mobility Disabled	Below Poverty	Auto-less House-holds
511790105041	Stafford	14.0	597	1,571	112.1	313	89	29	13
516300001001	Fredericksburg city	0.2	475	959	5,582.2	187	91	108	40
516300001002	Fredericksburg city	0.2	358	634	3,884.5	118	32	99	51
516300001003	Fredericksburg city	0.3	872	1,550	4,609.3	233	62	111	70
516300002001	Fredericksburg city	0.4	584	979	2,536.3	307	76	111	129
516300002002	Fredericksburg city	0.5	380	682	1,307.5	223	35	48	35
516300002003	Fredericksburg city	0.8	1,597	2,475	3,005.9	448	144	657	232
516300003001	Fredericksburg city	0.4	470	2,871	7,511.6	212	37	86	36
516300003002	Fredericksburg city	0.4	561	911	2,293.6	193	29	92	25
516300003003	Fredericksburg city	1.2	574	1,251	1,010.5	198	85	228	74
516300003004	Fredericksburg city	0.5	576	1,307	2,641.3	223	69	94	16
516300004001	Fredericksburg city	0.6	793	1,763	2,782.4	284	160	406	195
516300004002	Fredericksburg city	0.5	442	1,127	2,458.1	241	91	160	30
516300005001	Fredericksburg city	1.9	819	1,669	882.8	181	65	125	61
516300005002	Fredericksburg city	2.6	387	1,101	420.2	38	254	307	76
		1,394.3	89,331	241,044	130,564.5	27,724	14,403	12,942	3,617