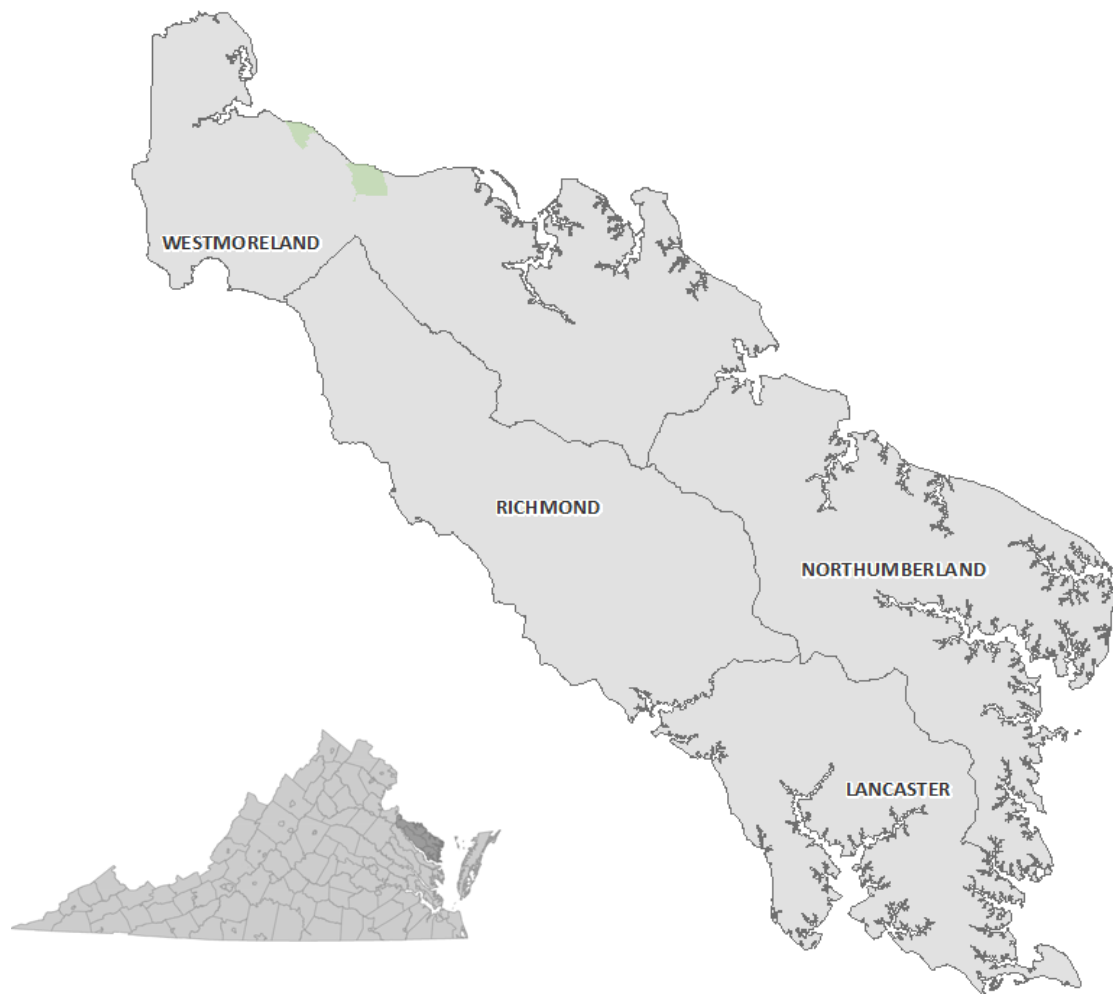


Northern Neck (PDC 17) Coordinated Human Service Mobility Plan

GYdhYa VYf 2013

Counties: Lancaster, Northumberland, Richmond, and Westmoreland



prepared for **Virginia Department of Rail and Public Transportation**

prepared by **KFH Group, Inc.** *under subcontract to* **Cambridge Systematics, Inc.**

assisted by **Middle Peninsula & Northern Neck Coordinated Human Service Mobility Team**



**Northern Neck (PDC 17)
Coordinated Human Service Mobility Plan
September 2013**

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Introduction

On July 6, 2012, President Obama signed into law *Moving Ahead for Progress in the 21st Century (MAP-21)* that went into effect on October 1, 2012. The program changes in this legislation included the repeal of the Federal Transit Administration's (FTA) Section 5316 (Job Access and Reverse Commute – JARC Program) and Section 5317 (New Freedom Program) and the establishment of an enhanced Section 5310 that serves as a single formula program to support the mobility of seniors and individuals with disabilities.

This legislation continued the coordinated transportation planning requirements established in previous law. Specifically, the current Federal legislation notes that the projects selected for funding through the Section 5310 Program must be “included in a locally developed, coordinated public transit-human services transportation plan” and this plan must be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other members of the public.”

In 2008, the Virginia Department of Rail and Public Transportation (DRPT) worked with rural and small urban areas around the Commonwealth to develop Coordinated Human Service Mobility (CHSM) Plans that met the coordinated transportation planning requirements, and DRPT supported the development of such plans in large urban areas. The CHSM Plans are organized geographically around 21 Planning District Commissions (PDC's) throughout the Commonwealth. The PDC's have been chartered by the local governments of each planning district under the Regional Cooperation Act to conduct planning activities on a regional basis.

With the enactment of the MAP-21 legislation, DRPT began a process of consultation with local stakeholders to update the CHSM Plans for their respective regions. This process included extensive discussion of MAP-21 changes to human service transportation funding and careful review and updating of local and regional transportation needs and issues.

Through a series of initial regional meetings held from September through November 2012, and series of a follow up meetings conducted in June and July 2013 to review plan revisions and gather additional input, Virginia's CHSM planning effort provided a structure and process intended to:

- Provide a forum to gain consensus on the transportation priorities in the region and facilitate input from seniors, individuals with disabilities, representatives of

public, private, and non-profit transportation and human services providers, and others.

- Take into account previous transportation planning efforts,
- Foster local partnerships and provide an opportunity for the development of new ones,
- As appropriate, identify examples of projects and programs initiated since issuance of 2008 plans which demonstrate human service transportation enhancements and coordination efforts, i.e. mobility management efforts and new services,
- Continue an ongoing structure to support coordination efforts or help establish new coordination structures,
- Serve as a tool for educating local decision makers, elected officials, and other stakeholders on unmet transportation needs in the region.

The planning process also drove the development of updated CHSM Plans meeting the Federal coordinated transportation planning requirements and facilitating access to critical FTA monies.

This CHSM Plan is for the Northern Neck Planning District (PDC 17). As shown in Figure 1, PDC 17 is located east of Richmond and north of the Middle Peninsula, between the Rappahannock and Potomac Rivers. It includes the counties of Lancaster, Northumberland, Richmond, and Westmoreland. Aside from Warsaw and Colonial Beach, PDC 17 is rural in nature with scattered populations and dispersed destinations, presenting distinct transportation needs for older adults, people with disabilities, people with lower incomes, and the general public.

The update of the CHSM Plan for PDC 17 includes input from local stakeholders, specifically the Middle Peninsula and Northern Neck CHSM Team. In addition to ongoing, regularly scheduled meetings, the Team convened in the fall of 2012 and the summer of 2013 to review unmet transportation needs and issues from the previous version of the plan and to confirm consensus on strategies to address these needs. More information on outreach activities for the original CHSM planning process and the update can be found in the Outreach section of this plan.

Figure 1: Northern Neck PDC 17



Background/Requirements

This section provides background information on the coordinated transportation planning process based on previous FTA guidance and draft Section 5310 FTA guidance released in July 2013. It should be noted that final FTA guidance on the revised Section 5310 Program had not been released prior to issuance of this Plan.

Coordinated Plan Elements

Currently effective 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); and,
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes.
- 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.

Note: FTA's proposed Section 5310 circular, published in July 2013, modifies coordinated plan elements. Modifications include removing specific reference to people with low incomes and using the term "seniors" in place of the term "older adults." See Appendix A for further details.

Section 5310 Program (Enhanced Mobility for Seniors and Individuals with Disabilities Program)

As noted in the Introduction, the MAP-21 legislation established a modified FTA Section 5310 Program that consolidates the previous New Freedom and Elderly and Disabled Programs. The purpose of the Section 5310 Program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Section 5310 Program recipients must continue to certify that projects selected are included in a locally developed, coordinated public transit-human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others,

and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.

Funding

Funds through the Section 5310 Program are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities, with 60 percent of the funds apportioned to designated recipients in urbanized areas with populations larger than 200,000, 20 percent to states for use in urbanized areas of fewer than 200,000 persons, and 20 percent to states for use in rural areas. The federal share for capital projects is 80 percent, and for operating grants is 50 percent. (Note: designated recipients in large urban areas can include the state. By mutual agreement, DRPT will serve as the designated recipient for Hampton Roads, Richmond/Petersburg, and Roanoke).

The local share for Section 5310 Program projects can be derived from other federal non-DOT transportation sources. 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 B, 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.

Eligible Subrecipients

Under the MAP-21 legislation eligible subrecipients for the Section 5310 Program include states or local government authorities, private non-profit organizations, or operators of public transportation services that receive a grant indirectly through a recipient.

Eligible Activities

MAP-21 also modified eligible activities under the Section 5310 Program:

- At least 55% of program funds must be used on capital projects that are:
 - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for purposes including:
 - Public transportation projects that exceed ADA requirements,

- Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit,
- Alternatives to public transportation that assist seniors and individuals with disabilities.

Outreach Efforts and Plan Development

Currently available FTA guidance notes that States and communities may approach the development of a coordinated transportation plan in different ways. Potential approaches suggested by FTA include community planning sessions, focus groups, and surveys.

DRPT took a broad approach with the initial CHSM planning efforts to help ensure the participation of key stakeholders at the local level. This included the development of an extensive mailing list, a series of local workshops, and numerous opportunities for input and comments on unmet transportation needs and potential strategies and projects to improve mobility in the region. Overall, eight broad categories of agencies were included in initial outreach activities:

- **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.
- **Employment Support Organizations (ESOs).** These organizations provide employment services for persons with disabilities within localities around the State.
- **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.
- **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.
- **Disability Services Boards.** These boards provide information and 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.
- **Centers for Independent Living (CIL).** These organizations serve as educational/resource centers for persons with disabilities.

- **Brain Injury Programs.** These programs serve as clubhouses and day programs for persons with brain injuries.
- **Other appropriate associations and organizations.** These include Alzheimer's Chapters, AARP, and the VA Association of Community Services Boards (VACSB).

This initial CHSM planning and outreach process resulted in twenty-one CHSM Plans, finalized in June 2008.

The initial CHSM planning process also led to the development of an ongoing core group of this PDC's stakeholders that has met several times a year. Efforts of this group have included:

- Serving as a forum for reports from providers in the region who received Section 5310, 5316, and 5317 funding for projects,
- Holding preliminary discussions on possible changes to the projects and current strategies included in the current CHSM Plan,
- Discussing applications and potential projects for the region in conjunction with DRPT,
- Identifying training opportunities that would benefit the regional providers and reporting them to DRPT, and
- Holding discussions to identify new and on-going projects to apply for in the region.

With the enactment of MAP-21 in mid-2012, DRPT began working with stakeholders in each PDC, including participants in initial plan development meetings, to update the existing CHSM plans. Throughout the fall of 2012, DRPT hosted fourteen local planning sessions with diverse groups of stakeholders in communities across the Commonwealth, with the goal of gathering up-to-date data and information, including perspectives from local seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other transportation providers and organizations and agencies.

In the fall meetings, participants reviewed the issues and strategies included in the original CHSM Plans, and discussed how transportation needs, gaps, and services have changed in their communities over the last five years. Participants identified current services and resources, shared best practices, and prioritized strategies and potential projects going forward.

In the spring and summer of 2013 DRPT conducted 12 follow-up meetings to gather additional input and finalize the draft updated plans. In correspondence and communications announcing the fall and spring stakeholder meetings (a total of 26 meetings were held), and in post meeting follow up activities, DRPT emphasized the importance of soliciting and incorporating perspectives from local seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other transportation providers, and encouraged all recipients to broadly disseminate meeting notices and encourage community participation.

Participant comments and recommendations were extensively discussed during the regional meetings, and consensus was developed regarding specific additions and amendments to each plan. Incorporating such feedback into each plan was a crucial component in updating and improving the plans and the willingness of stakeholders to participate in this process and share their perspectives is sincerely appreciated.

Demographic Analysis

The following section provides an extensive overview of the demographic composition of PDC 17. It examines population density as well as data on potentially transit dependent populations, including older adults, individuals with disabilities, those living below the federal poverty level, and autoless households. It also presents two indices based on the density and percentage of transit dependent persons. Finally, it documents potential destinations that the general public and transit dependent populations need transportation to access.

The analysis in this section draws on recent data from American Community Survey five-year estimates (2005 - 2009) and the 2010 Decennial Census. The underlying data, at the block group level, are included in Appendices C and D. For each potentially transit dependent population, block groups are classified relative to the PDC as a whole, using a five-tiered scale of very low to very high. Mapped and summarized below, the results of the analysis highlight those geographic areas of the PDC with the greatest transportation need.

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 vast majority of PDC 17 has a population density of less than 100 persons per square mile. Scattered block groups of roughly 200 persons per square mile are also located throughout the PDC. The highest densities occur in the three block groups that make up the town of Colonial Beach, with persons per square mile in the low 1,000's.

Older Adults, Persons with Disabilities, and Low-Income Individuals

In addition to the general public, older adults (65 and above), persons with disabilities (16 and above), and low-income individuals (living below the federal poverty level) must be identified and accounted for when considering transit need. Figures 3, 4, and 5 display the relative concentrations of these populations in the PDC. The scale of “very low” to “very high” is based on the average for the PDC. A block group classified as “very low” can still have a significant number of potentially transit dependent persons; “very low” only means below the PDC average. At the other end of the spectrum, “very high” means greater than twice the PDC average.

As shown in Figure 3, the southeastern portion of the PDC (Northumberland and Lancaster Counties) has the most block groups classified as having high numbers of

older adults. Figure 4 displays the relative number of individuals with disabilities. Block groups classified as high or very high are located to the southeast of Warsaw, near Kilmarnock and Heathsville, and in Colonial Beach. As shown in Figure 5, areas with the highest relative number of low-income persons occur in the northern section of Westmoreland County, as well as block groups in Northumberland and Lancaster Counties.

Number/Percentage of Vulnerable Persons or Households	Score Based on Potential Transit Dependence
<= the PDC average	1 (Very Low)
> average and <= 1.33 times average	2 (Low)
> 1.33 times average and <= 1.67 times average	3 (Moderate)
> 1.67 times average and <= 2 times average	4 (High)
> 2 times the PDC average	5 (Very High)

Autoless Households

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit and human service organizations than those households with access to a car. Figure 6 displays the relative number of autoless households for the PDC. Block groups with a classification of very high are located primarily in the southeastern and middle portion of the PDC.

Transit Dependence Indices

For each block group in the PDC, the socioeconomic characteristics described above were combined into aggregate measures of transportation need: the Transit Dependence Index (TDI) and the Transit Dependence Index Percentage (TDIP). Both measures are based on the prevalence of the vulnerable populations in the PDC (older adults, youth, individuals with disabilities, low-income persons, and autoless households). However, the TDI accounts for population density and the TDIP does not. By removing the persons per square mile factor, the TDIP measures degree rather than amount of vulnerability. Both the TDI and the TDIP follow the same “very low” to “very high” classification scale as the maps described above.

Figures 7 and 8 display the overall TDI and TDIP rankings for the PDC. As shown in Figure 7, the block groups that have a TDI classification of very high are located in the population center of Colonial Beach. In contrast, Figure 8 displays the TDIP. Those block groups classified as high are dispersed mainly in Lancaster and Westmoreland Counties.

Potential Destinations

Potential destinations are places that residents are attracted to for business, services, education, and recreation. They include major employers, medical facilities, educational facilities, human services agencies, and shopping destinations. For employment destinations in particular, reliable transportation options that allow individuals to seek and obtain higher paying jobs outside the PDC are crucial for upward mobility. According to the Virginia Employment Commission (<http://virginiarmi.com/>), about 65 percent of PDC residents who work are employed outside the region. The Northern Neck also had the fifth lowest wage rate in the state in 2012.

Potential destinations were identified and updated by the CHSM Team using member knowledge, online searches, and various telephone directories for the area. The potential destinations are listed by type and location in the table below.

Destination Type	Name	Address	City	County
Assisted Living	Rappahannock Westminster-Canterbury	132 Lancaster Dr	Irvington	Lancaster
Assisted Living	Orchard Senior Living	20 Delfae Dr	Warsaw	Richmond
College/Voc. School	Rappahannock Community College: Warsaw Campus	52 Campus Dr	Warsaw	Richmond
Human Service	Lancaster County DSS	9049 Mary Ball Rd	Lancaster	Lancaster
Human Service	Northumberland County DSS	6373 Northumberland Hwy	Heathsville	Northumberland
Human Service	The Haven Shelter	123 Walnut St	Warsaw	Richmond
Human Service	Richmond County DSS	5579 Richmond Rd	Warsaw	Richmond
Human Service	Northern Neck Technical Center	13946 Historyland Hwy	Warsaw	Richmond
Human Service	Warsaw Counseling Center	Main St	Warsaw	Richmond
Human Service	Warsaw VEC Field Office	14243 Historyland Hwy	Warsaw	Richmond
Human Service	Westmoreland DSS	18849 Kings Hwy	Montross	Westmoreland
Major Employer	Rappahannock General Hospital	101 Harris Dr	Kilmarnock	Lancaster
Major Employer	The Tides Inn Inc.	480 King Carter Dr	Irvington	Lancaster
Major Employer	Omega Protein Inc.	610 Menhaden Rd	Reedville	Northumberland
Major Employer	Bevans Oyster Company, Inc.	1090 Skipjack Rd	Kinsale	Westmoreland
Major Employer	Potomac Supply Corporation	1398 Kinsale Rd	Kinsale	Westmoreland
Major Employer	Ingleside Plantation Inc.	5872 Leedstown Rd	Oak Grove	Westmoreland
Major Employer	Carry-On Trailer, Inc	159 Industrial Park Dr	Montross	Westmoreland
Major Employer	FDP Brakes	1076 Airport Rd	Tappahannock	
Major Employer	O'Malley Timber Products	250 Commerce Rd	Tappahannock	
Major Employer	Rock Tenn	1813 Main St	West Point	
Medical	Warsaw Dialysis Center	4709 Richmond Rd	Warsaw	Richmond
Medical	Westmoreland Nursing Home & Rehab. Center	2400 Mckenney Blvd	Colonial Beach	Westmoreland

Destination Type	Name	Address	City	County
Medical	Rappahannock General Hospital	101 Harris Dr	Kilmarnock	Lancaster
Medical	Bon Secour Mem. Hospital	8266 Atlee Rd	Mechanicsville	Henrico
Medical	Hampton VA Hospital	100 Emancipation Dr	Hampton	
Medical	Henrico Drs. Hospital	7700 E. Parham Rd	Richmond	
Medical	Hospital	8400 North Run Rd	Mechanicsville	Henrico
Medical	McGuire Veterans Medical Center	1201 Broad Rock Rd	Richmond	
Medical	MCV Hospital	4730 N. Southside Plaza	Richmond	
Medical	MCV/VCU Ambulatory Care Center	417 North 11th St	Richmond	
Medical	Mechanicsville Dialysis Center	8400 North Run Rd	Mechanicsville	Henrico
Medical	Medical Center	1200 Warwick Blvd	Newport News	
Medical	Mid-Rivers Cancer Center	15394 Kings Hwy	Montross	Westmoreland
Medical	Port Warwick Medical Center	11803 Jefferson Ave	Newport News	
Medical	Sentara Williamsburg Regional Medical Center	400 Sentara Circle	Williamsburg	
Medical	St. Mary's Hospital	5875 Bremon Rd	Richmond	
Medical	Stony Point Medical Center	8700 Stony Point Pkwy	Richmond	
Medical	Tuckahoe Orthopedic Clinic	1501 Maple Ave	Richmond	
Medical	VA Eye Institute	8411 North Run Medical Dr	Mechanicsville	Henrico
Medical	Williamsburg Psychiatric Center	364 McLaws Circle	Williamsburg	

Figure 2: 2010 Population Density for Northern Neck PDC 17

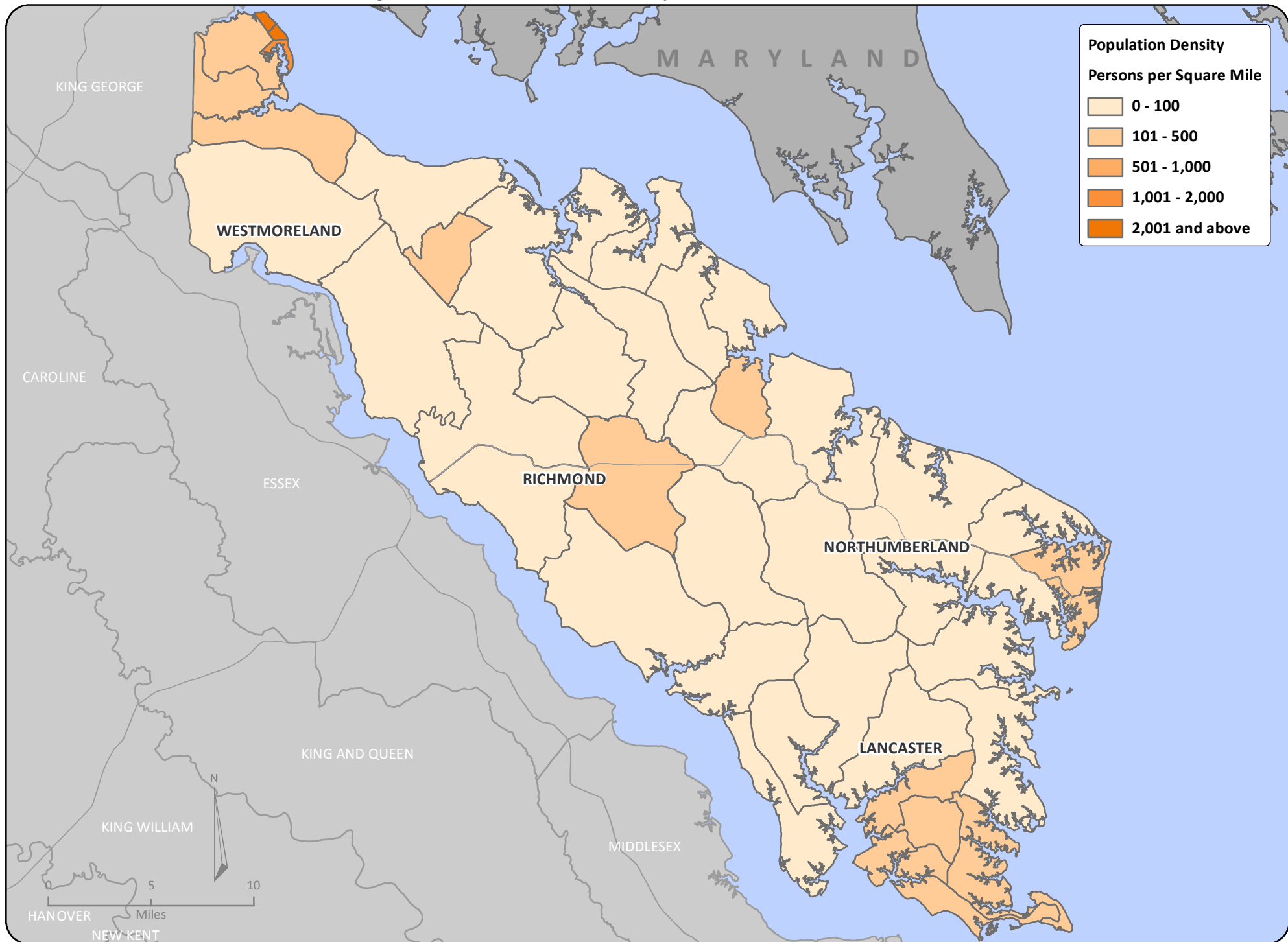


Figure 3: Relative Number of Senior Adults (65+) for Northern Neck PDC 17

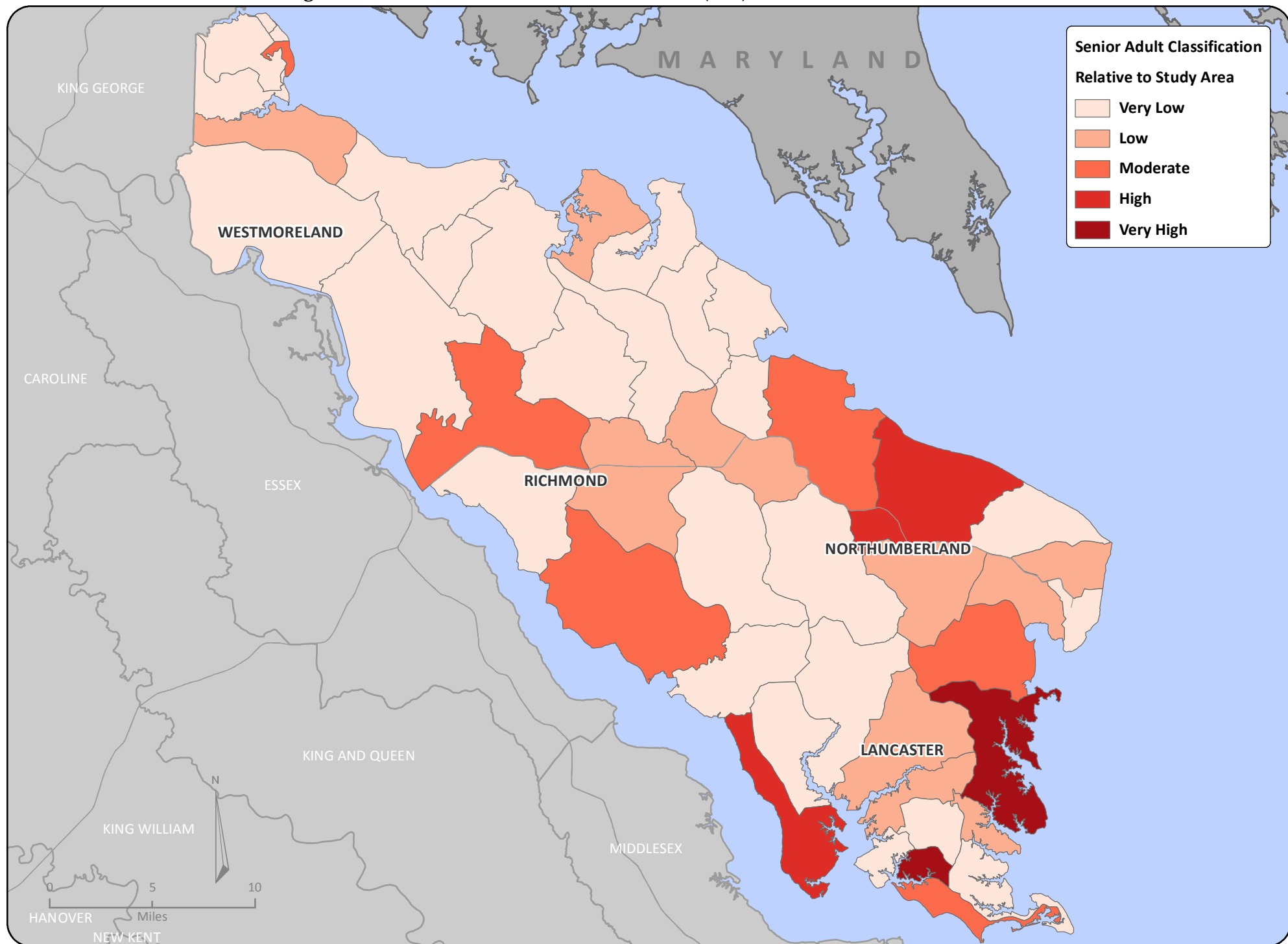


Figure 4: Relative Number of Disabled Persons for Northern Neck PDC 17

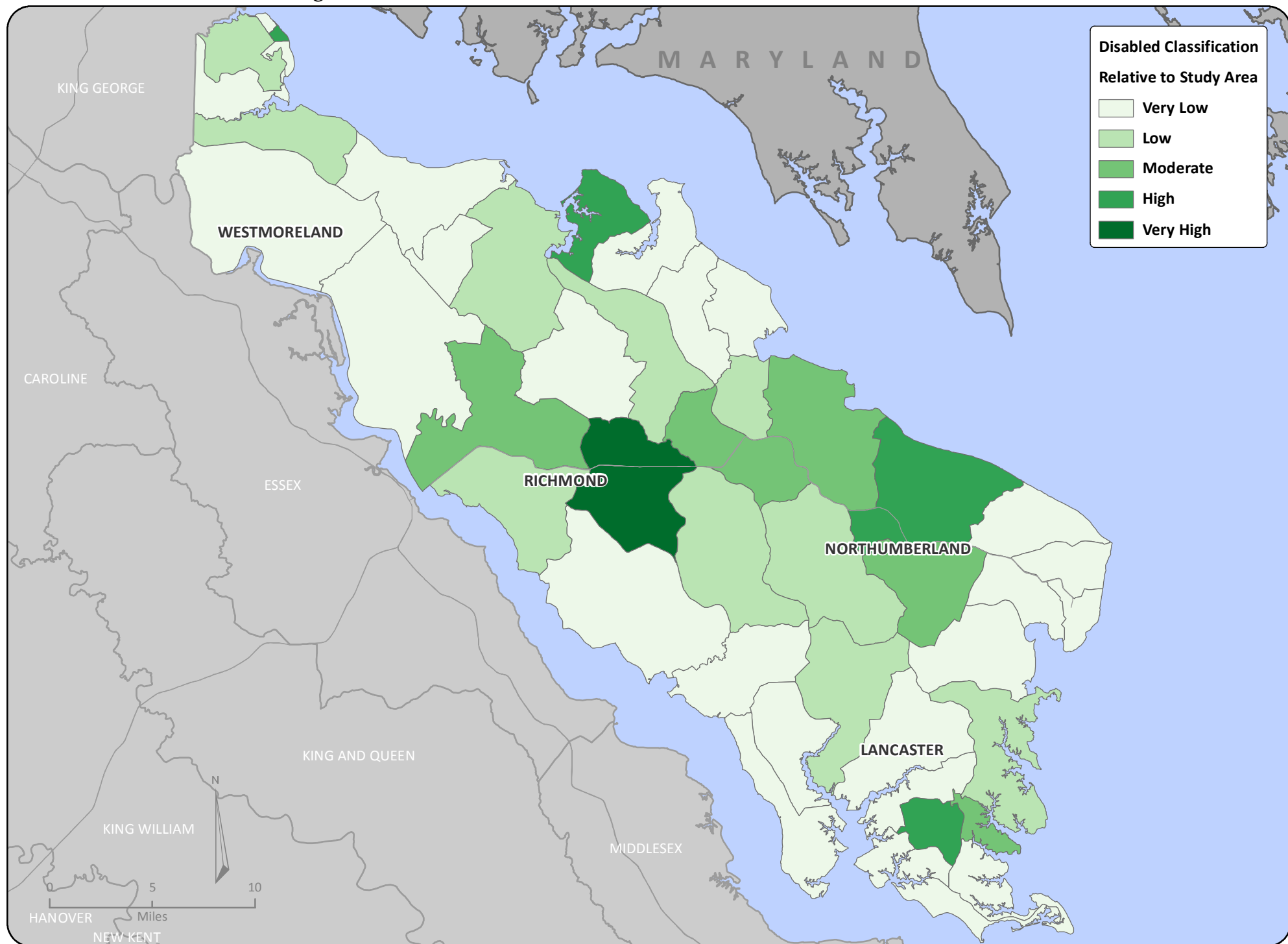


Figure 5: Relative Number of Below Poverty Residents for Northern Neck PDC 17

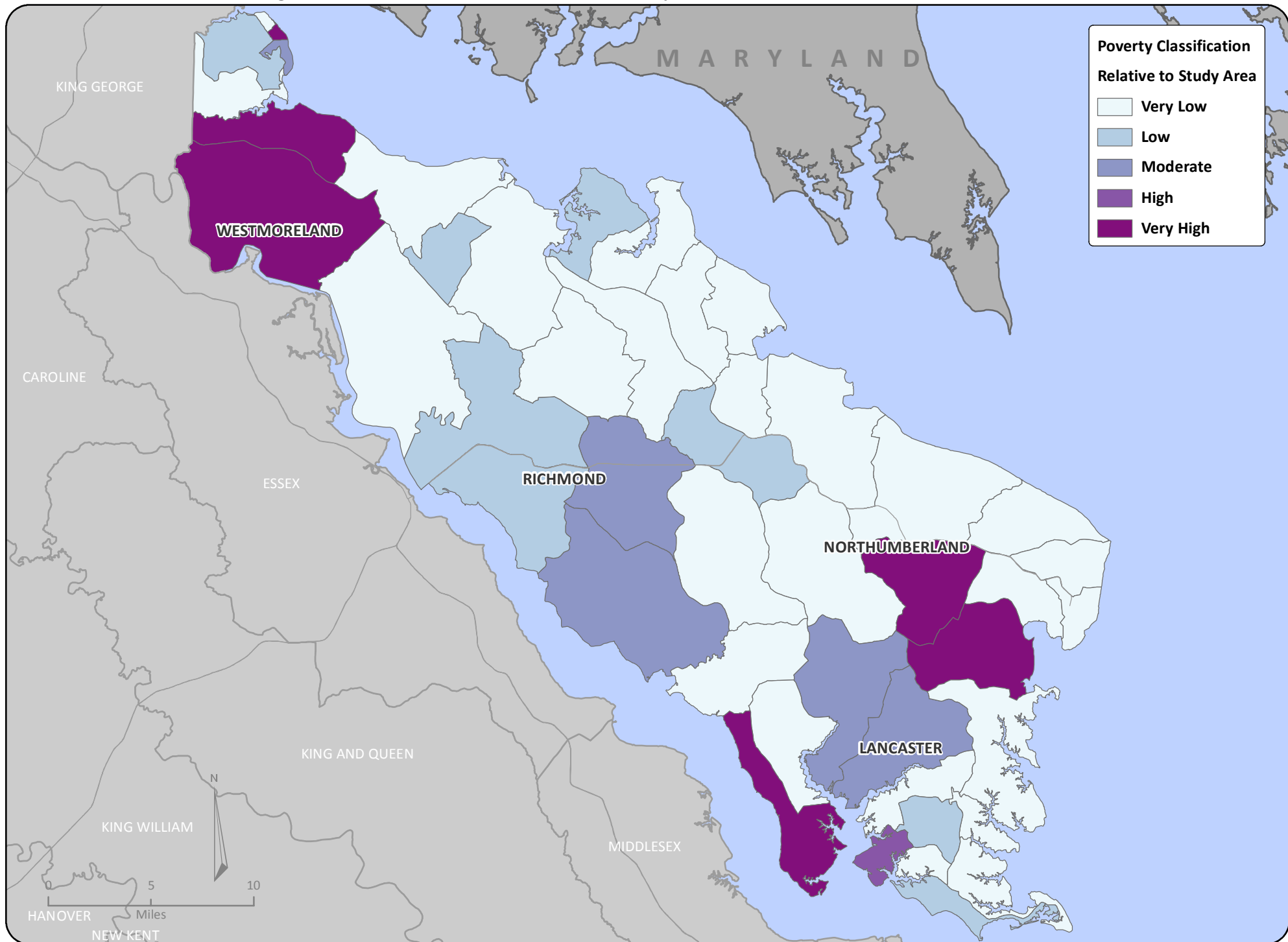


Figure 6: Relative Number of Autoless Households for Northern Neck PDC 17

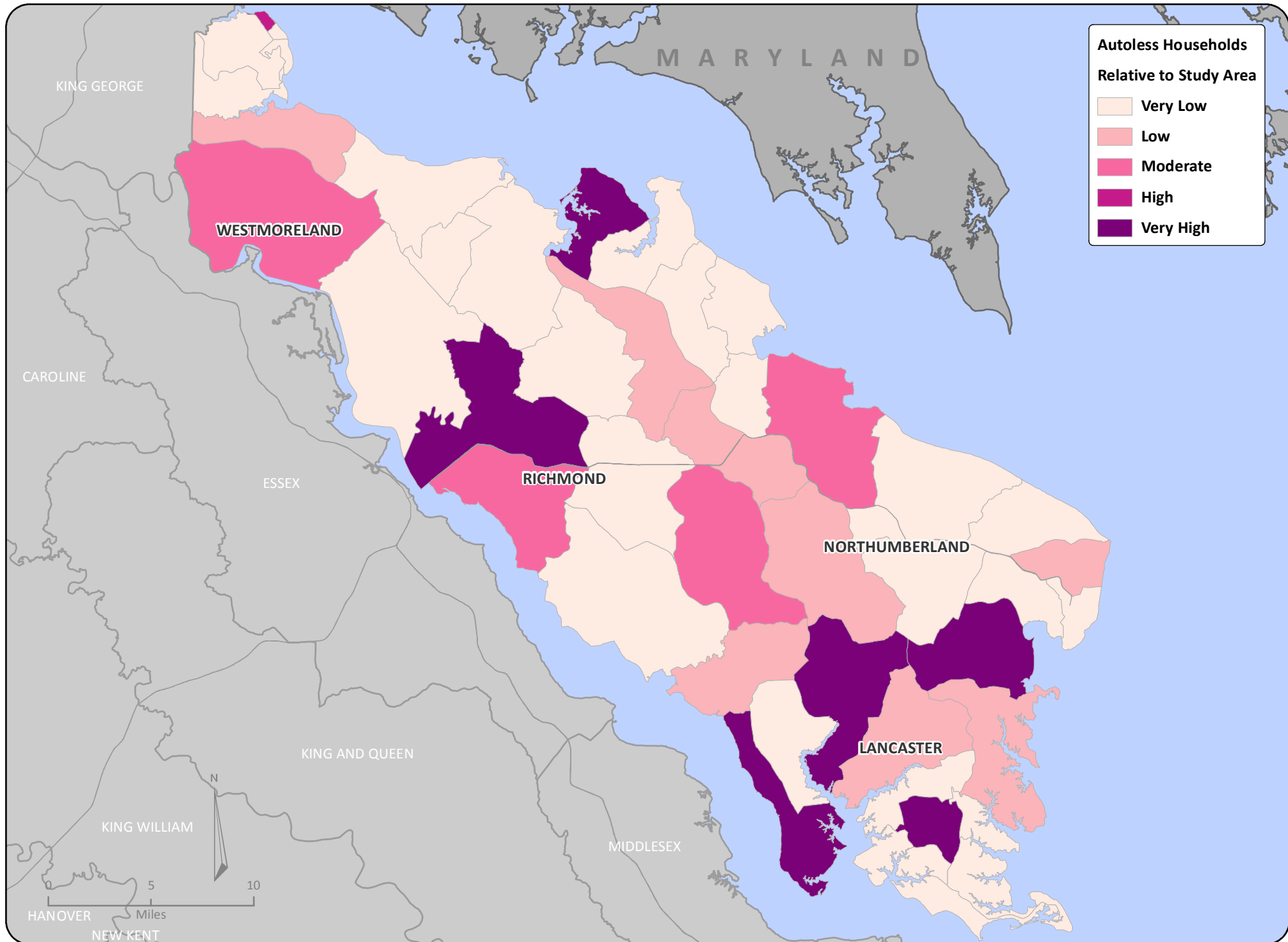


Figure 7: Transit Dependence Index for Northern Neck PDC 17

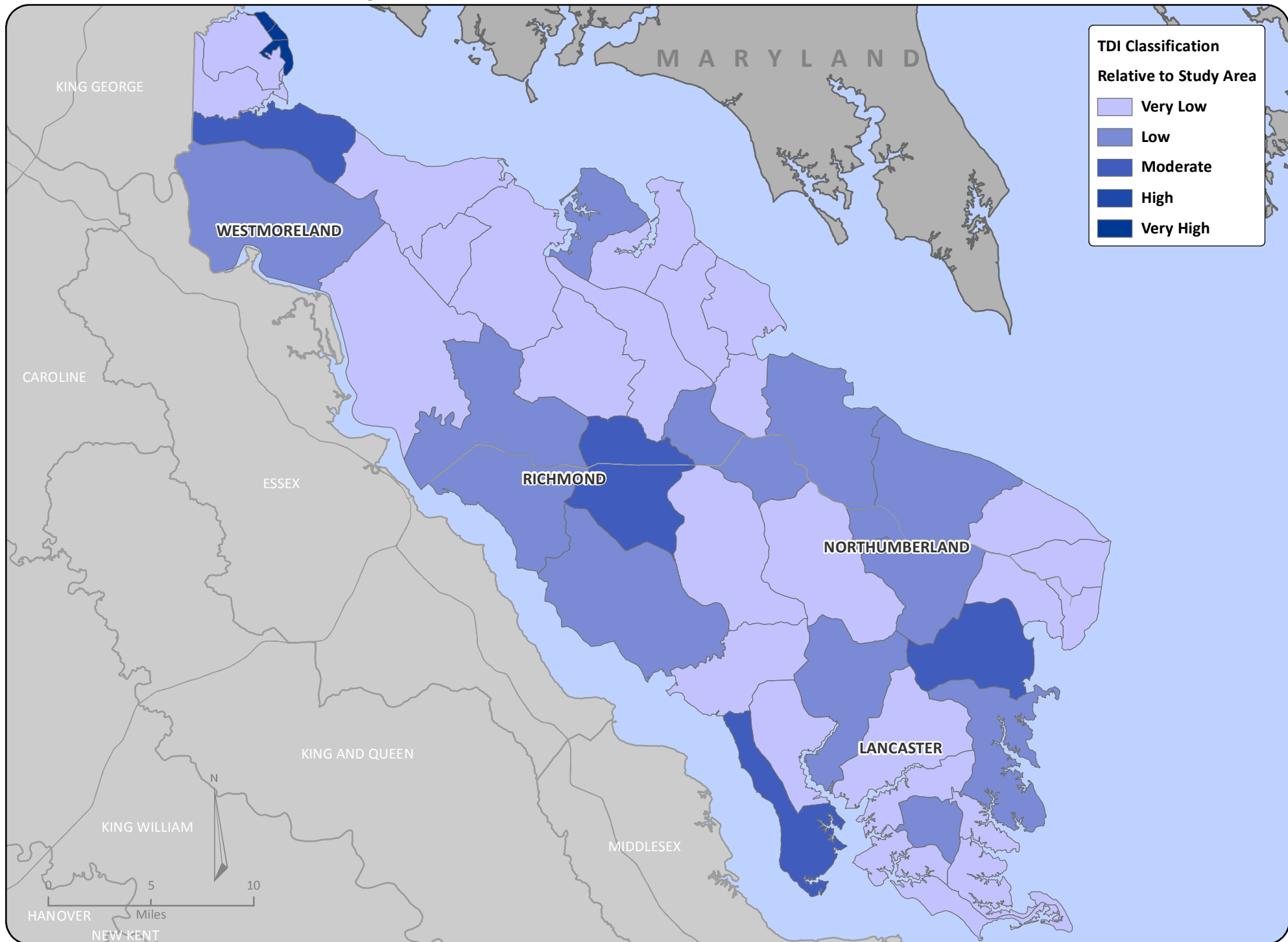


Figure 8: Transit Dependence Index Percentage for Northern Neck PDC 17

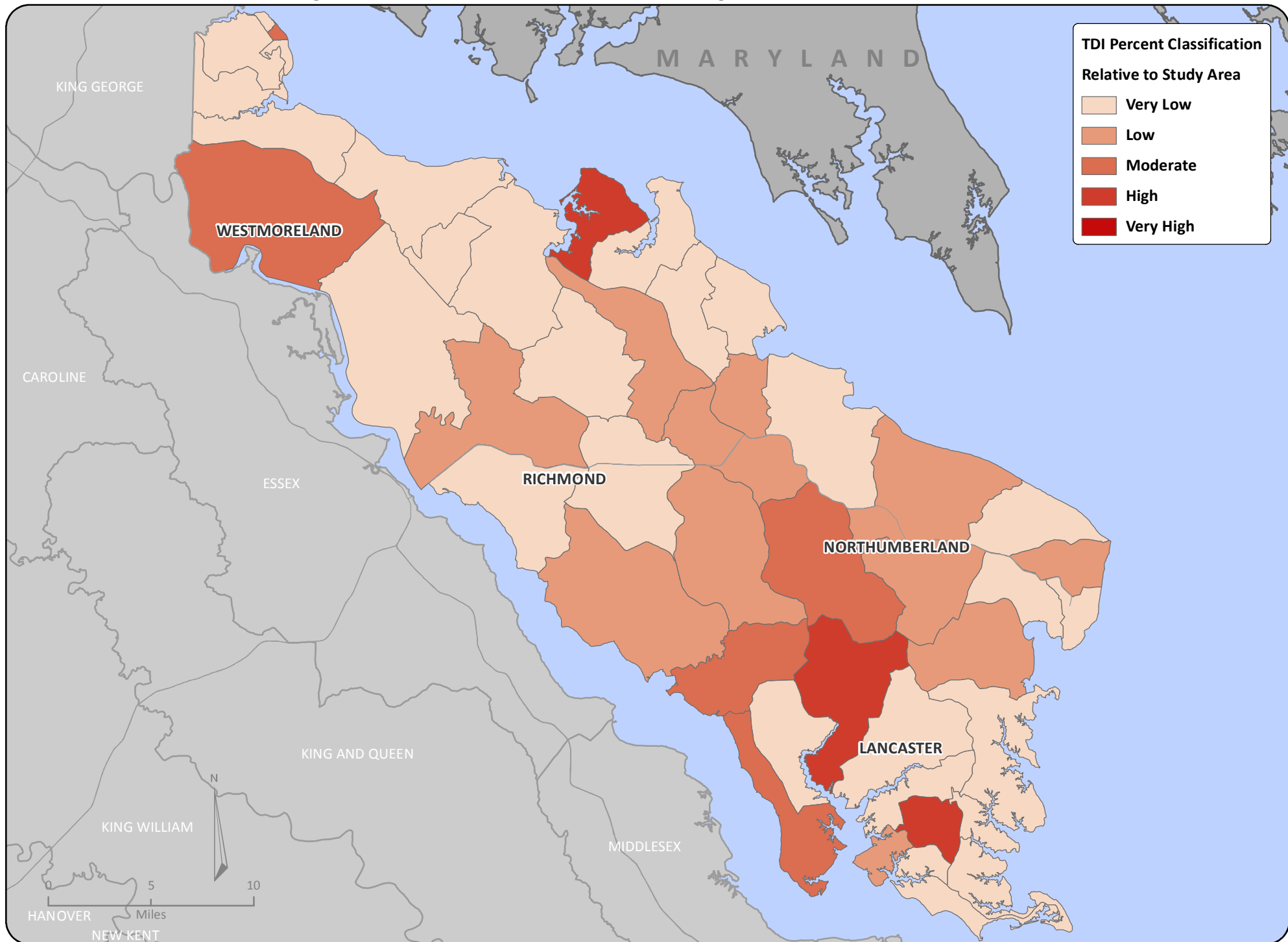
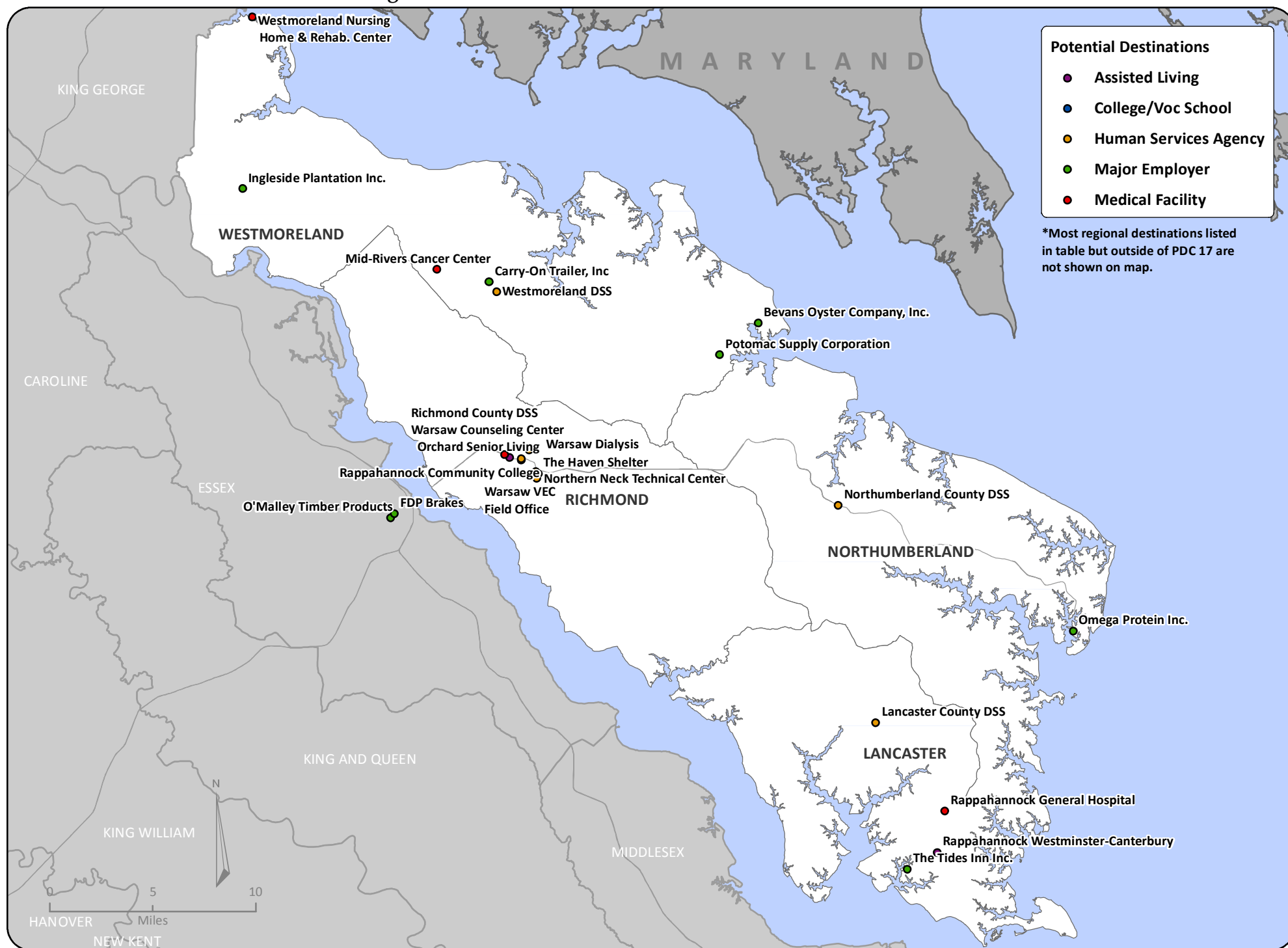


Figure 9: Potential Destinations for Northern Neck PDC 17



Assessment of Available Transportation Services and Resources

In planning for the development of future strategies to address service gaps, it is important to first perform an assessment of the transportation services available in PDC 17. This process included collection of basic descriptive and operational data for the various programs during the initial workshop. The information gathered in the initial workshop has been updated by the members of the CHSM Team based on member knowledge, online searches, and various telephone directories for the area.

The table below highlights the identified public transit, human service transportation, and private transportation providers in the region:

Available Transportation Services and Resources

Agency/ Provider	(1) Client Type	(2) # of Vehicles	(3) Transportation Services	(4) Service Hours	(5) Service Area	(7) Contact Information
Bay Transit	General public, elderly, persons with disabilities, and low income	48 (35 are wheelchair accessible); 25 are replacement vehicles; 5 are new vehicles	Demand response service. 24-hour advanced notice requested. \$8 for a booklet of 10 tickets.	Monday – Friday, 6:00AM to 6:00PM	Middle Peninsula, Northern Neck, New Kent, Charles City Counties	Phone: Warsaw 804-250-2011 Gloucester 804-693-6977 Toll Free 877-869-6046 Website: www.baytransit.org
Bay Transit (New Freedom)	Seniors and persons with disabilities	Rides by private transportation providers	Demand response	Sunday - Saturday; hours contingent on availability	Middle Peninsula, Northern Neck, New Kent, Charles City Counties; Richmond, Newport News, Norfolk, Hampton, Fredericksburg	Phone: Warsaw 804-250-2011 Gloucester 804-693-6977 Toll Free 877-869-6046 Website: www.baytransit.org

Agency/ Provider	(1) Client Type	(2) # of Vehicles	(3) Transportation Services	(4) Service Hours	(5) Service Area	(7) Contact Information
NeckRide.org	Commuters from the Northern Neck region	No vehicles operated by NeckRide; 200+ drivers/riders in database	Carpool and vanpool matching, Guaranteed Ride Home program, regional transportation information clearing house, free transportation for special events in collaboration with Bay Transit	8:30AM to 5:00PM, or 24/7 online	Commutes to NoVa, DC, Newport News, Norfolk, Hampton, Fredericksburg, City of Richmond	Phone: 804-333-6683 Website: www.neckride.org
ARC of the Peninsula (Branch of Newport News Puller Center)	Individuals with developmental and other disabilities	No vehicles dedicated to transportation services	Sheltered workshops, supportive employment, mobile crews	Office Hours Monday – Friday, 8:00AM to 4:30PM	Hampton, Newport News, Poquoson, York County, Middle Pen., Northern Neck	Phone: 757-896-6461 Website: www.arcvap.org Email: info@arcvap.org
Middle Peninsula/ Northern Neck CSB	Individuals with mental health/developmental or substance abuse issues; youth programs	5 passenger minivan w/ ramp; 14 passenger bus w/ lift; staff vehicles	Transportation for CSB program participants & others; New Freedom rides provided in cooperation with Bay Transit	Office Hours Monday – Friday, 8:30AM to 4:30PM	10 counties of the Middle Peninsula & Northern Neck	Phone: 800-639-9667; 804-758-5314 Website: www.mpnncsb.org
Workforce and Investment Board	TANF clients and youth		Temporary Assistance for Needy Families		Northern Neck	Phone: Lancaster 804-462-5141; Richmond 804-333-4088; Westmoreland 804-493-9305; Northumberland 804-580-3477
Social Services	Persons with disabilities who want to work					
VA Dept. of Aging and Rehabilitative Services	Persons with disabilities who want to work	2 vehicles	Demand response, employment-related transportation	No set schedule	Middle Peninsula & Northern Neck	
All Seasons Travel Inc.	General Public		Travel Agency - Cruises		Kilmarnock	Phone: 804-453-3048
Crockett Carriers	General Public	4 vehicles	All Ambulatory	5:00AM to 6:00PM	Middle Peninsula, Northern Neck	Phone: 804-761-3441
DART Transportation	General Public	4 vehicles	Ambulatory	7:00AM to 5:00PM	Northern Neck, Richmond	Phone: 804-394-2005

Agency/ Provider	(1) Client Type	(2) # of Vehicles	(3) Transportation Services	(4) Service Hours	(5) Service Area	(7) Contact Information
Dixon Limo Service	General Public	5 vehicles	Weddings, proms, and special occasions	7 days a week	Northern Neck	Phone: 804-333-3327
Doggett Transport Service	General Public	20 vehicles	Non-Emergency	6:00AM to 5:00PM	Middle Peninsula, Northern Neck	Phone: 804-462-9800
E&J Tours	General Public	One 15 passenger bus w/ lift; tour buses	Demand Response and Charter Groups		Middle Peninsula & Northern Neck	Phone: 804-472-2733
Frazier Transportation	General Public	4 vehicles	Taxi Service	6 days a week	Gloucester/King William	Phone: 804-769-3794
Mancon	Ambulatory		Elderly, Disabled	All volunteers	Middlesex County	Phone: 804-758-8852
Metrotec Taxi	General Public	10 vehicles	Taxi Service	Flexible	Statewide	Phone: 804-695-4556 Email: metrotectaxi.com
Newton Bus Service, Inc.	Commuters and charter groups		Commuter Bus/Charter	24/7	Commuters to Pen. Area; charter to others	Phone: 804-693-2521
Village Med-Tran, Inc.	General Public	3 vehicles	Ambulatory		Middle Peninsula	Phone: 804-695-7070 Email: henry@takevmt.com
Yellow Cab	General Public		Taxi Service	24/7	Newport News	Phone: 757-855-1111

Park and Ride Facilities

In addition, the following Park and Ride facilities were identified:

- Montross, Route 3 & Route 755, Montross (Westmoreland County)
- Oak Grove, Route 3 & Route 205, Colonial Beach (Westmoreland County)

Assessment of Unmet Transportation Needs and Gaps

While an analysis of demographic data is important for understanding the overall mobility needs in PDC 17, it is vital to gain the insight of local stakeholders who are acutely aware of the transportation challenges faced by residents. Participants from the initial CHSM planning process provided input on specific unmet 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 were described as “cross-cutting” – a need of all three population groups.

In conjunction with DRPT, in the fall of 2012 and the summer of 2013 the CHSM Team convened to review and discuss the original list of unmet needs and gaps in services. The group took a broader view of unmet transportation needs beyond the three population groups supported by the Section 5310, JARC, and New Freedom Programs, to include those needs applicable to the general public at large. The following list reflects this update.

Trip Purpose

- Access to jobs outside the region.
- Transportation to educational programs for people with lower incomes.
- Transportation to medical facilities.
- Transportation for the general public interested in cost savings/the environment.
- Connect people with businesses and services to promote economic development.
- Transportation for veterans to VA facilities in Richmond and Hampton for medical and other VA programs.

Time

- Expanded transportation options on evenings and weekends on a regional level.

Place/Destination

- For people with lower incomes, a focus on more trips within the Middle Peninsula, Northern Neck, and Fredericksburg service region.
- Low income persons cannot get to Richmond via Bay Transit (does not go there).

- It is challenging to get people to jobs outside the region; higher-paid jobs are outside the region.
- Bay Transit is not particularly “regionalized”; there are problems with too few vehicles to enable cross-county transportation.
- Centers of employment and commerce to promote economic development.
- Medical facilities both within and outside the region for low income, older adults, and people with disabilities who are not Medicaid transportation eligible.
- Veterans’ facilities in both Richmond and Hampton.

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.”
- Promote the relationship between public transit and economic development 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 for older adults, people with disabilities, and people with low incomes).
- 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 (<http://www.211virginia.org>).
- Ensure outreach message is consistent with priorities.
- Find ways to use technology – websites, online reservations/information, social media, and scheduling software.

Travel Training/Orientation

- Training for individuals and groups to ride 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 transit to fill the gaps/limited capacity of vehicles.
- Need to expand the capacity for providing transit service; need supplemental and cross-jurisdictional service.
- Need ability to tap into non-traditional funding sources; need to expand the breadth of available sources.
- Need more park and ride facilities.

Identified Strategies

Coupled with the need to identify unmet needs and gaps in transportation services is the need to identify corresponding strategies to address needs and gaps and help improve mobility in the region. Based on the assessment of demographics and the unmet transportation needs obtained from key local stakeholders, a variety of strategies were generated through the original CHSM planning process. These strategies were reassessed by stakeholders during the fall 2012 and summer 2013 CHSM meetings and updated accordingly.

As noted in the previous version of this CHSM Plan, these strategies are intended to broadly describe how needs and gaps could be addressed. Specific project proposals would require identification of agency sponsors, specific expenditures, etc., and therefore more details would be provided through the application process for appropriate funding.

1. Continue to support and maintain capital needs of coordinated human service/public transportation providers.
2. Expand availability of demand-response and specialized transportation services to provide additional trips for older adults, people with disabilities, people with lower incomes, veterans, and the general public at large.
3. Expand outreach and information on available transportation options in the region, including establishment of a centralized point of access.
4. Continue to build coordination among existing public, private, and human service transportation providers.
5. Bring new funding partners to public transit/human service transportation.
6. Implement new public transportation services or operate existing public transit services on more frequent basis.
7. Provide flexible transportation options and more specialized one-to-one services through expanded use of volunteers.
8. Provide targeted shuttle and vanpool services to access employment opportunities.

9. Expand access to taxi services and other private transportation operators.
10. Develop a marketing campaign to educate officials, the business community, and the general public on the efficacy of transportation services to promote economic development, personal savings, and environmental responsibility, as well as meeting our social obligations to the neediest of our citizens.

Priorities for Implementation and Potential Projects

Through the initial CHSM planning process, the region identified priorities for implementation based on determined strategies. These priorities were updated to reflect the revised list of strategies provided in the previous section. In addition, they account for changes to the funding programs that resulted from the MAP-21 legislation.

Similar to the previous version of this CHSM Plan, the strategies in this section detail the multiple unmet transportation needs or issues that they address. The strategies also include potential projects, though it should be noted that the listing 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
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Maintaining and building upon current capital infrastructure is crucial to expanding mobility options for older adults, people with disabilities, and people with lower incomes in the region. This strategy involves appropriate vehicle replacement, vehicle rehabilitation, vehicle equipment improvements, and acquisition of new vehicles to support development of a more coordinated community transportation network.

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/weekends and on a regional level.
- Transportation to educational programs for people with lower incomes.
- Transportation to medical facilities.
- Transportation for the general public interested in cost savings/the environment.
- Connect people with businesses and services to promote economic development.
- Need more park and ride facilities.

Potential Projects:

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

Strategy: Expand Availability of Demand-Response Service and Specialized Transportation Services to Provide Additional Trips for Older Adults, People with Disabilities, People with Lower Incomes, Veterans, and the General Public

The expansion of current demand-response and specialized transportation services is a logical strategy for improving mobility for older adults, people with disabilities, veterans, and people with lower incomes. This strategy would meet multiple unmet needs and issues while taking advantage of existing organizational structures. Operating costs -- driver salaries, fuel, vehicle maintenance, etc. -- would be the primary expense for expanding services, though additional vehicles may be necessary for providing same-day transportation services or serving larger geographic areas.

Unmet Needs/Issues 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.
- Transportation to educational programs for people with lower incomes.
- Transportation to medical facilities.
- Transportation for the general public interested in cost savings/the environment.
- Connect people with businesses and services to promote economic development.
- For people with lower incomes, a focus on more trips within the Middle Peninsula, Northern Neck, and Fredericksburg service region.
- Centers of employment and commerce to promote economic development.
- Medical facilities both within and outside the region for low income, the elderly, and people with disabilities who are not Medicaid transportation eligible.
- Make efforts to build off the 211 service.

Potential Projects:

- Expand current demand-response system to serve additional trips by increasing capacity/efficiency/flexibility through new paratransit software and programs like New Freedom.
- Expand hours and days of current demand response system to meet additional service needs by using private service transit companies to fill voids outside of Bay Transit's normal business hours, service area, and days.
- Integrate private service providers into new paratransit system via web portal technology.
- Create same day service under current demand-response system by using new paratransit software to increase flexibility in scheduling.
- Provide capability for on-line reservations via website and web portal to new paratransit system.
- Tie into VA211.

Strategy: Expand Outreach and Information on Available Transportation Options in Each Area of the Region, Including Establishment of a Centralized Point of Access

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

Unmet Needs/Issues Strategy Will Address:

- Clearinghouse of available transportation services and related information.
- Promote the relationship between public transit and economic development 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.
- Ensure outreach message is consistent with priorities.
- Utilize technology in outreach efforts.
- Need a formal or informal way to bring parties together (e.g. Aging and Disability Resource Center).

Potential Projects:

- Mobility manager to facilitate access to transportation services, including:
 - Serving as information clearinghouse on available public transit and human services transportation in region.
 - Implement new or expand 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.
- Demonstrate current capacity and overutilization to support need.
- Develop data to support economic benefits of transit to both communities and individuals.
- Implement a coordinated website for transportation services throughout the region that informs, educates, and links customers to available services.
- Train seniors how to use public transportation, take them on an initial ride, and provide free tickets to incentivize use.

- Reach out to veterans on services available, find ways to facilitate visits to Veterans Centers.

<p>Strategy: Continue to Build Coordination Among Existing Public, Private, and Human Service Transportation Providers</p>

One of the issues noted during the initial CHSM planning process workshop was the need for a formalized structure to facilitate the improved coordination of public transit and human services transportation in the region. This strategy presents 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:

- Bay Transit is not particularly “regionalized;” there are problems with too few vehicles to enable cross-county transportation.
- Expanded access to accessible vehicles for people with disabilities.
- Expanded transportation options on evenings/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.
- Transportation to medical facilities.
- Transportation for the general public interested in cost savings/the environment.
- Connect people with businesses and services to promote economic development.
- Ensure outreach message is consistent with priorities.
- Utilize technology and social media to reach target groups.

Potential Projects:

- Mobility broker to facilitate cooperation between transportation providers, including:
 - Help establish inter-agency agreements for connecting services or sharing rides.
 - Arrange trips for customers as needed.
 - Explore technologies that simplify access to information on services.
 - Coordinate services among providers with wheelchair accessible vans so that these resources can be better accessed throughout the community.
 - Use of human service agency transportation providers as feeder service to fixed routes.

- Chair of the CHSM Team bringing members together on a regular basis to coordinate transportation needs/services across organizations.
- Coordinate the development of a shared website across service agencies and providers with links to VA211.
- Implement voucher program through which human service agencies are reimbursed for trips provided for another agency based on pre-determined rates or contractual arrangements.
- Partner with stakeholder groups to educate and inform the public.
- Provide multi-tiered clearinghouse on services.
- Transportation demand management (TDM) and other agencies can distribute each other's promotional materials.
- Interagency referrals would help educate the public.

Strategy: Bring New Funding Partners to Public Transit/Human Service Transportation
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The demand for public transit-human service transportation is growing daily. 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 those riders to their sites. This approach is applicable to both medical and retail establishments already served, as well as new businesses.

Unmet Needs/Issues Strategy Will Address:

- Need ability to tap into non-traditional funding sources; need to expand the breadth of available sources.
- Need to address lack of affordable transportation options.
- Need to expand the capacity for providing transit service; need supplemental service and cross-jurisdictional service.
- Expanded transportation options on evenings/weekends and on a regional level.
- Access to jobs that are located outside the region.
- Transportation to educational programs for people with lower incomes.
- Transportation to medical facilities.
- Transportation for the general public interested in cost savings/the environment.
- Connect people with businesses and services to promote economic development.

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.
- Approach United Way to support local share/transportation programs.
- Find ways to leverage non-traditional revenue into additional funding.
- Develop JARC application.
- Pursue National Center on Senior Transportation (NCST) mobility grants.
- Pursue Kidney Foundation for help with dialysis patients.

<p>Strategy: Implement New Public Transportation Services or Operate Existing Public Transit Services on a More Frequent Basis</p>

New or expanded public transit services in the evenings and weekends should be considered in order to increase mobility options in the region, especially to work locations. In addition, services that allow access to key destinations outside the region are an important need. This strategy should be implemented in conjunction with any recent Transit Development Plans (TDP) conducted by local transit systems in the PDC, as these TDPs contain specific service improvement recommendations.

Unmet Needs/Issues Strategy Will Address:

- Need to expand the capacity for providing transit service.
- Need supplemental service and cross-jurisdictional service.
- Expanded transportation options on evenings and weekends on a regional level.

Potential Projects:

- Increase frequency of public transit services as possible.
- Convert demand-response services to fixed schedule or fixed route as possible.
- Develop application to fund study of potential fixed routes along Rt. 17.
- Look for efficiencies from implementation of paratransit software to redirect resources to fixed route.
- Develop application for employment-oriented services with expanded hours and routes.
- Utilize private providers and human services agencies to provide service when Bay Transit does not have available resources.

<p>Strategy: Provide Flexible Transportation Options and More Specialized or One-To-One Services Through Expanded Use of Volunteers</p>
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A variety of transportation services are needed to meet the mobility needs of older adults, people with disabilities, veterans, and people with lower incomes in the region.

Customers may need more specialized services beyond those typically provided through general public transit services, especially in rural portions of the region. The use of volunteers may offer transportation options that are difficult to otherwise provide. 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 evening/weekends and on a regional level.
- For people with lower incomes, a focus on more trips within the Middle Peninsula, Northern Neck, and Fredericksburg service region.
- Low income persons cannot get to Richmond via Bay Transit (does not go there).
- Need to address lack of affordable transportation options.
- Options beyond public transportation to fill the gaps/limited capacity of vehicles.
- Medical facilities both within and outside the region for those with low incomes, the elderly, veterans, and people with disabilities.

Potential Projects:

- Implement new or expanded volunteer driver program to meet specific geographic or trip purpose needs.
- Implement new or expanded volunteer driver program to provide same day transportation.
- Investigate the lessons learned by Med Carry and other transit agencies.
- Consider funding from 5310 for a vehicle to be shared for volunteer services.

<p>Strategy: Provide Targeted Shuttle and Vanpool Services to Access Employment Opportunities</p>
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Limited transportation services to 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 Needs/Issues Strategy Will Address:

- Access to jobs that are located outside the region.
- It is challenging to get people to jobs outside the region; higher-paid jobs are outside the region.
- Transportation for the general public interested in cost savings/the environment.
- Connect people with businesses and services to promote economic development.
- Centers of employment and commerce to promote economic development.

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.

Strategy: Expand Access to Taxi Services and Other Private Transportation Operators

While taxi service and private transportation providers in the region are extremely limited, providers in the surrounding areas provide additional transportation options. Though taxi and private transportation services are more costly, these services may be the best options for residents, particularly for evenings and weekends and for same-day transportation needs. Subsidizing user costs, possibly through a voucher program, can expand 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 Needs/Issues Strategy Will Address:

- Access to jobs which are outside the region.
- Expanded transportation options on evenings and weekends on a regional level.
- Bay Transit is not particularly “regionalized”; there are problems with too few vehicles to enable cross-county transportation.
- Options beyond public transportation to fill the gaps/limited capacity of vehicles.
- Transportation to medical facilities.
- Medical facilities both within and outside the region for low income, the elderly, Veterans, and people with disabilities.

Potential Projects:

- Implement voucher program to subsidize rides for taxi trips or trips provided by private operators.
- Implement guaranteed ride home program that enables transit customers to use taxi or private transportation providers in case of unexpected emergencies.

Strategy: Develop a Marketing Campaign to Educate Officials, the Business Community, and the General Public on the Efficacy of Transportation Services to Promote Economic Development, Personal Savings, and Environmental Responsibility

Local support is critical to the success of any transit system and even more so in rural areas without large concentrations of paying public to provide a significant portion of the needed funding.

Unmet Needs/Issues Strategy Will Address:

- Need local decision-makers on board to obtain input and funding. Local county boards and county administrators “need to be there from the beginning.”
- Promote the relationship between public transit and economic development 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).
- Need to market transit to businesses.
- Ensure outreach message is consistent with priorities.
- Utilize technology and social media to reach target groups.
- Training for individuals and groups to ride public transportation.

Potential Projects:

- Develop data to support economic benefits of transit to both communities and individuals.
- Develop data to support environmental impact of public transit, rideshare.
- Create and deliver a strong, consistent message via a comprehensive marketing campaign
- Couple the data with human interest stories on how transit can have a meaningful impact on lives and quality of life.

Coordinated Human Service Mobility Projects

Over the past five years, PDC 17 has embraced the opportunities and funding support outlined in the 2008 CHSM Plan. For example, the Plan's strategies have been incorporated into the various other planning documents which support the development and ongoing delivery of transportation services in the region, including the 2035 Regional Long Range Transportation Plan for the Northern Neck PDC and the TDP for Bay Transit. Achievements toward the accomplishment of the potential projects identified in the original version of the 2008 Plan are recorded below:

Strategy: Continue to Support and Maintain Capital Needs of Coordinated Human Service/Public Transportation Providers

The CHSM Team for PDC 17 and 18 meet regularly throughout the year to discuss the transportation needs of the region. These meetings provide a forum for members to present grant applications for the coming year and seek the Team's support for the request. Presenters typically identify the transportation needs which the request will address and how the funds will be used to advance the provision of transportation services for target audiences. These reviews include all applications for 5310, 5316, 5317, and Senior Transportation Grants. The Team also discusses other grants that do not fall directly under the stated charter of the 2008 Plan, keeping members apprised of activities that will impact transportation services in the region.

- Bay Transit's IT Manager was invited to a meeting of the CHSM Team regarding the implementation of its new paratransit software. The group reviewed the potential benefits of the technology and how it might help address some of the unmet needs identified in the Plan.
- In 2010, the CHSM Team supported a 5310 Capital Program grant for the CSB to purchase two accessible vehicles to transport its program participants. The vehicles were received and put into service in 2011. The CSB submitted another request in 2011 for two additional vehicles. These vehicles will provide capacity for transporting target groups outside the CSB's immediate clientele.

Strategy: Expand Availability of Demand-Response Service and Specialized Transportation Services to Provide Additional Trips for Older Adults, People with Disabilities, People with Lower Incomes, and the General Public

The ability to expand service is severely hampered by the constraints placed on the budgets of funding organizations, particularly in localities where the current economic slowdown had dramatically reduced revenues. Localities are forced to look at all programs for reductions to help balance their budgets. Fortunately the State of Virginia has stepped up with very favorable matching guidelines for the New Freedom Program under 5317.

Bay Transit, the AAA for this region, applied and was approved a grant for New Freedom and began providing rides for people with disabilities under the grant in 2010. A network of transportation providers was developed comprised of public, human services, and private providers that serves the ten counties covered by PDC 17 and 18. Most of the rides are provided by private taxi services, though the CSB provides a significant portion using available capacity in its fleet of staff vehicles. Additionally, the CSB uses participants in its in-house programs as drivers, helping to train and transition these individuals back into the income earning mainstream.

Approximately 250 rides were given in 2010 which grew to over 2,500 in 2011. The program has been extremely successful and volume could easily have been double what was realized except for the constraint of available funds. Additional funding was requested and approved for 2013 to permit the provision of more rides.

New Freedom has helped to meet a number of the needs identified in the Plan, including transportation on evenings and weekends; transportation outside Bay Transit's service area (45 percent of rides in 2011); transportation to educational programs, medical facilities, work, recreation, etc. The program currently supports 12 veterans with disabilities to receive services at McGuires and the Hampton VA Hospital.

Strategy: Expand Outreach and Information on Available Transportation Options in the Region, Including Establishment of a Centralized Point of Access
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An additional area of funding provided under 5317 is Mobility Management. Bay Transit initially hired a part-time consultant to facilitate the development of the 2008 Plan. This position has grown over time and in 2011 Bay Transit created a full-time position to oversee the New Freedom Program and serve as Mobility Manager for the region. The Mobility Manager chairs the CHSM Team, schedules regular Team meetings, and coordinates the Team's efforts to improve transportation in the region. The Mobility Manager is leading efforts to develop a shared website and investigate development of fixed routes in the higher populated centers of the area. A marketing program is also under development.

Recently the Mobility Manager invited the Wounded Warriors of Virginia to a CHSM meeting, resulting in their becoming active, on-going members of the Team.

Strategy: Build Coordination Among Existing Public Transportation and Human Service Transportation Providers

This is an area that is a collaborative effort of the CHSM Team members and a specific focus of the Mobility Manager. The Mobility Manager provides technical expertise and guidance, which facilitated the CSB becoming a transportation provider for people with disabilities under the New Freedom Program. The position is also responsible for developing methods and procedures for private service providers participating in the program, and for recruiting and training them.

Building relationships between CHSM Team members through shared goals and group efforts is fundamental to moving the strategies and priorities of the Plan forward. Team efforts such as development of a shared web-site and interagency referrals are two examples.

Strategy: Bring New Funding Partners to Public Transit/Human Service Transportation

New Freedom and Mobility Management are two programs resulting from new funding via 5317. The accessible vehicles for the CSB via 5310 are another. Efforts are being made jointly with the Wounded Warriors Program to secure funding for transporting veterans to services outside the area. Other applications of note include:

- May 2012. Unsuccessfully applied for DARS Affordable Transportation Options in Rural and/or Underserved Areas.
- Oct. 2012. Applied for and awarded DARS Transportation Services for the Elderly and Disabled Contract.

Strategy: Implement New Public Transportation Services or Operate Existing Public Transit Services on a More Frequent Basis

Implementation of new paratransit software is underway. An integral part of that implementation is revamping processes to gain efficiency and capacity within existing resources. One of the aims of this effort is to redirect resources to fixed routes and increase availability of same day service, thus increasing the amount of services available through the public transit system.

Strategy: Provide Flexible Transportation Options and More Specialized or One-to-One Services through Expanded Use of Volunteers

This is an area for future attention. There is a small volunteer service (Med Carry) currently under the auspices of Bay Transit that will provide the starting point for further development.

Strategy: Provide Targeted Shuttle Services to Access Employment Opportunities

This is an area for further development.

Strategy: Expand Access to Taxi Services and Other Private Transportation Operators

As noted above, the region has implemented a robust and very popular service via New Freedom funding that is largely serviced by taxi and private transportation operators. Development of a complementary voucher program is an area for further investigation.

Strategy: Develop a Marketing Campaign to Educate Officials, the Business Community, and the General Public on the Efficacy of Transportation Services to Promote Economic Development, Personal Savings, and Environmental Responsibility

Development of a marketing package is the responsibility of the Mobility Manager and is being explored.

Coordinated Human Service Mobility Outcomes

Though unmet needs and gaps in transportation services continue to arise, participants in the CHSM planning process see the results of their efforts firsthand, often on a daily basis. The following excerpts demonstrate recent successes that the PDC has had in improving mobility in the region.

- **Feedback on the Bay Transit New Freedom Program**

“You just don’t know how much I appreciate the New Freedom program. I look forward to using the service to visit family members, volunteer at the local historical society, and the local club house. Without New Freedom I wouldn’t get to enjoy these things.” B. Sullivan

“The New Freedom program has been good to me. I enjoy using it to visit my daughter who lives outside of the area. Without the service I wouldn’t get to spend time with her.” F. Baylor

“The New Freedom program allows me the opportunity to visit my son and grandchildren and shop in the city. Since I don’t own a car, this makes it convenient for me to be able to enjoy antique shopping while in the city visiting my family members.” C. Carpin

Appendix A – FTA Guidance on Coordinated Planning Requirements

The following excerpt is from the [U.S. DOT/FTA - Proposed Circular: Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions - FTA C 9070.1 G](#) – posted by FTA on 7/9/13. (Note: At the time of CHSM plan publication, the Proposed Circular had not been finalized. The following proposed language represents the most current FTA guidance available, as of the CHSM plan publication date).

COORDINATED PLANNING

1. THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN. Federal transit law, as amended by MAP-21, requires that projects selected for funding under the Section 5310, program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers and other 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 program. 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. 5310.
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, seniors, 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 MPO, where applicable. The agency leading the planning

process is decided locally and does not have to be the State or 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 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 participation by seniors, individuals with disabilities, representatives of public and private and non-profit transportation and human services transportation providers, and other members of the public. While the plan is only required in communities seeking funding under the Section 5310 program, a coordinated plan should incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact.

- b. Required Elements. Projects selected for funding shall be included in 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 and seniors. 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;
 - (3) Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve 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.
- 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 State or the agency that will serve as the designated recipient for the Section 5310 program. Further, FTA recognizes that many

communities have conducted assessments of transportation needs and resources regarding individuals with disabilities and seniors. 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 new Federal requirements must be met, 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 four other FTA programs – the Metropolitan Planning (Section 5303), Statewide Planning (Section 5304), Formula Grants for Rural Areas (Section 5311), 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, Geographic Information Systems (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 and approved through a process that included

participation by seniors, individuals with disabilities, representatives of public, private, and non-profit transportation and human services providers, and other 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 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 possible 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 program must be “included in a locally developed, coordinated public transit-human services transportation plan” that was “developed through a process that included participation by seniors, individuals with disabilities, representatives of public,

private, and non-profit transportation and human services providers and participation by other 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 and seniors. 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 ADA paratransit providers and agencies administering the projects funded under FTA urbanized and rural 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, including volunteer programs;
- (e) Past or current organizations funded under the Section 5310, JARC, 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 and seniors);
- (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 project 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. FTA expects 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 State's State Management Plan (SMP) and the designated recipient's Program Management Plan (PMP) further described in Chapter VII.

FTA will not formally review and approve coordinated plans. The recipient's grant application (see Appendix A) 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 may 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 must be incorporated into both the TIP and STIP in urbanized areas with populations of 50,000 or more; and incorporated into the STIP for rural areas under 50,000 in population. In some areas, where the coordinated plan or project 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 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.

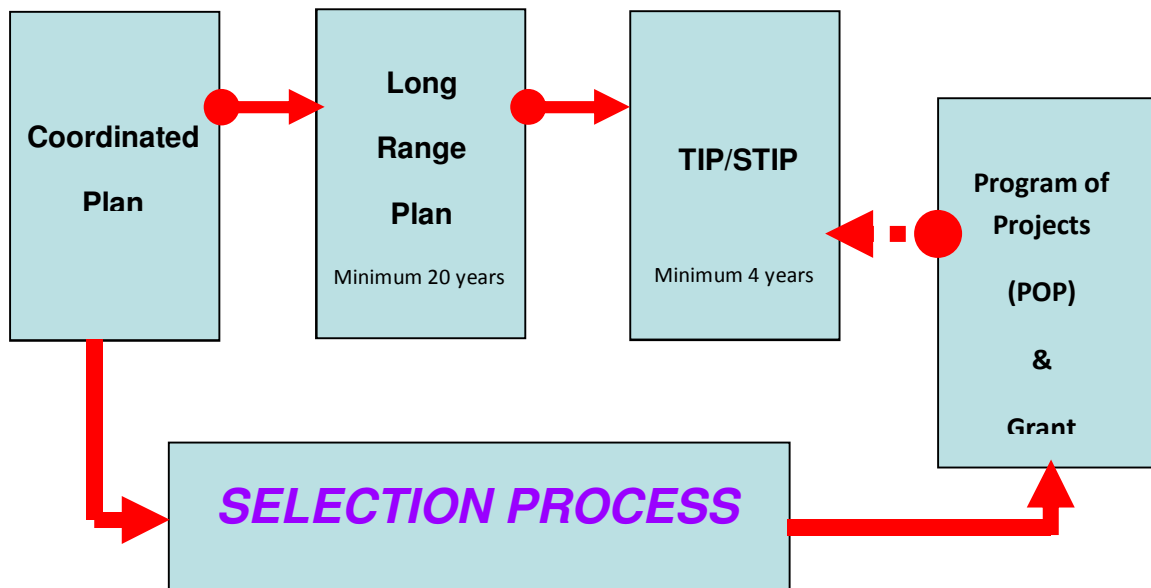
- b. Relationship Between the Requirement for Public Participation in the Coordinated Plan and the Requirement for Public Participation in Metropolitan and Statewide Transportation Planning. Title 49 U.S.C. 5303(i)(6) and 5304(f)(3), as amended by MAP-21, require MPOs and States to engage interested parties 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 MTPs (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). 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 Rural Area Formula Grant 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(b)(5), as amended by MAP-21, requires that, “Each recipient of a grant shall ensure that the proposed 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 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.

The schematic below illustrates the relationship between the coordinated plan and the metropolitan and statewide planning processes.



Appendix B - Federal Programs Available for Use in Coordinated Transportation Arrangements

FEDERAL PROGRAMS AVAILABLE FOR USE IN COORDINATED TRANSPORTATION ARRANGEMENTS

In its 2003 report, the Government Accountability Office (GAO) identified 62 federal programs as having the greatest extent or potential for being used in partnership with Federal Transit Administration programs for serving “transportation disadvantaged” populations. In 2011, GAO revisited this question, and identified 80 such programs in that year’s report and testimony to Congress. On the following pages is a table summarizing salient information about these programs as of FY 2010, plus a dozen others, including the following elements:

- Agency and program name, and web site for additional program information
- Outlays of federal funds in FY 2010, as reported by the Office of Management and Budget, and the amount of federal funds spent specifically on transportation in FY 2009, if known, as reported by GAO.
- Indications as to primary target populations (key: “D” = individuals with disabilities, “E” = elderly persons, “L” = low-income persons or households, “V” = veterans, “Y” = children or youth)
- Indication as to whether the program has a planning mechanism at either a state or metropolitan level
- Indication as to whether the program’s funds can be used for mobility management activities as defined at 49 USC 5302(3)(K)
- Indication as to whether the program’s funds can be used to support call centers or one-call services
- Indication as to whether the program’s funds can be used to purchase transit fares, vouchers, or similar media
- Indication as to whether the program’s funds can be used to help purchase vans, buses or other vehicles

In reviewing and updating this table, these points emerge:

- The GAO 2003 methodology may not be perfect (for instance, it excludes a few agencies and programs, such as Indian Health Service, Indian Reservation Roads and other FHWA programs, that have documented histories of coordinated transit-human services partnerships), but has become a widely referenced basis of discussion.
- Most of the programs identified in 2003 by GAO are still in place (four have dropped, the United We Ride initiative identified two programs that have been added, and the 2011 GAO study identified 18 additional programs which have been added to this inventory).
- Aside from FTA programs, all others are restricted in the populations to be served, such as: persons at poverty or in low-income households (9 programs), youth and children (9

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programs), clientele of specific public health programs (7 programs), persons with disabilities (6 programs), veterans (4 programs), elderly individuals (3 programs), Native Americans (3 programs), and adult job-seekers (3 programs).

- Most of these programs are administered by states, with varying degrees of decision-making at local level. Some programs have planning structures that could, in theory, mesh with DOT statewide transportation planning (18 programs, not including DOT programs), and only 3 non-DOT programs have planning structures that could theoretically mesh with DOT metropolitan planning processes and DOT coordinated human services transportation plans.
- Mobility management activities are at least theoretically allowable under 40 of these programs.
- The establishment and provision of “one-call” coordinated service delivery is allowable under 34 of these programs.
- Transit passes, vouchers, or other forms of fare payment are allowed uses of 35 of these programs’ federal funds.
- Vehicles or other transit-related capital assets can be purchased with 18 of these programs’ federal funds.

<i>Agency & Program</i>	<i>FY2010 Funding (& transportation amount, if known)</i>	<i>Primary Target Population</i>	<i>Who are the main direct recipients of Federal funds?</i>	<i>Statewide and/or Metropolitan (or equiv) Planning?</i>	<i>Is Mobility Management Eligible?</i>	<i>Can One-Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purchased?</i>	<i>Can Vehicles be Purchased?</i>
U.S. DEPARTMENT OF AGRICULTURE								
<i>Food and Nutrition Service</i>								
SNAP Employment and Training Program (formerly Food Stamp Employment and Training Program) http://www.fns.usda.gov/snap/rules/Memo/Support/employment-training.htm State nutrition agencies may receive grants from USDA to provide employment and training services for participants in their Supplemental Nutrition Assistance Program (formerly known as “Food Stamps”). Transportation services connected with participants’ job search, job training and job retention can be eligible uses of these funds, at a state’s discretion.	\$344m	L	States	N	N	N	N	N
Hunger-Free Communities http://www.fns.usda.gov/outreach/grants/hfc_grants.htm The Hunger-Free Communities grants are a one-time opportunity for funds aimed at helping communities increase food access by promoting coordination and partnerships between public, private and non-profit partners.	\$5m	L	Local entities	N	N	Y	Y	Y
<i>USDA Rural Development</i>								
Community Facilities Loans and Grants http://www.rurdev.usda.gov/HCF_CF.html Community Facilities Programs provide loans and grants and loan guarantees for water and environmental projects, as well as community	\$490m (in lending authority)	Other	Local entities	N	N	N	N	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
facilities projects. Community facilities projects develop essential community facilities for public use in rural areas and may include hospitals, fire protection, safety, as well as many other community-based initiatives, including rural transit facilities.								
DEPARTMENT OF EDUCATION								
<i>Office of Elementary and Secondary Education</i>								
21st Century Community Learning Centers http://www2.ed.gov/programs/21stcclc/index.html This program supports the creation of community learning centers that provide academic enrichment opportunities during non-school hours for children, particularly students who attend high-poverty and low-performing schools. The program helps students meet state and local student standards in core academic subjects, such as reading and math; offers students a broad array of enrichment activities that can complement their regular academic programs, including transportation services related to these activities; and offers literacy and other educational services to the families of participating children.	\$1.2b	Y	States	N	N	N	N	N
<i>Office of Innovation and Improvement</i>								
Voluntary Public School Choice http://www2.ed.gov/programs/choice/index.html This program supports efforts to establish or expand intradistrict, interdistrict, and open enrollment public school choice programs to provide parents, particularly parents whose children attend low-performing public schools, with expanded education options. Programs and projects assisted are required to use a portion of the grant funds to provide the students selected to participate in the program with transportation services, or the cost of transportation, to and from the public elementary schools and secondary schools, including charter schools, which the students choose to attend under the program. The nature of how funds may be spent on transportation services will hinge, in large part, on each state's unique requirements concerning school bus transportation.	\$26m	Y	States, local entities	N	N	N	N	N
<i>Office of Special Education and Rehabilitative Services</i>								
Special Education State Grants (Assistance for Education of All Children with Disabilities) Special Education Pre-School Grants Special Education Grants for Infants and Families http://www2.ed.gov/about/offices/list/osep/osep/programs.html The Office of Special Education Programs (OSEP) supports a comprehensive array of	\$11.5b	Y	States	State	N	N	N	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
programs and projects authorized by the <i>Individuals with Disabilities Education Act (IDEA)</i> that improve results for infants, toddlers, children and youth with disabilities. Transportation is a critical element to these programs' success, but the nature of how these funds may be spent on transportation services will hinge, in large part, on each state's unique requirements concerning school bus transportation.								
Centers for Independent Living Independent Living State Grants http://www.rsa.ed.gov/programs.cfm?pc=CIL&sub=purpose Independent Living Services for Older Individuals Who Are Blind http://www2.ed.gov/programs/rsailob/index.html Supported Employment Services for Individuals with Most Significant Disabilities http://www.rsa.ed.gov/programs.cfm?pc=SE&sub=purpose Through a combination of formula-based grants to states' independent living councils, grants to individual centers for independent living, grants to states to provide independent living for older persons who are blind, and grants to help support employment opportunities for individuals with significant disabilities, persons with disabilities receive training, counseling, advocacy and supportive services that enable them to be more fully integrated into the mainstream of American society.	\$255m	D	States	N	Y	Y	Y	Y
Vocational Rehabilitation Grants http://www.rsa.ed.gov/programs.cfm?pc=BASIC-VR&sub=purpose Vocational rehabilitation grants are distributed to state rehabilitation agencies on a formula basis to provide a full range of rehabilitative services. Funds may be used for transportation to these services.	\$3.1b Trans- port: \$79.4m	D	States	State	Y	N	Y	N
Vocational Rehabilitation Projects for American Indians with Disabilities http://www2.ed.gov/programs/vramerind/index.html The purpose of this program is to assist tribal governments to develop or to increase their capacity to provide a program of vocational rehabilitation services, in a culturally relevant manner, to American Indians with disabilities residing on or near federal or state reservations. Funds may be used for transportation to these services.	\$43m	D	Tribes	N	Y	N	Y	N
DEPARTMENT OF HEALTH AND HUMAN SERVICES								
<i>Administration for Children and Families</i>								
Social Services Block Grant http://www.acf.hhs.gov/programs/ocs/ssbg/index.html Also known as Title XX, this program provides formula funds to state welfare agencies for the provision of social services, often including	\$1.7b	L	States	State	Y	Y	Y	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
transportation, that help individuals reduce welfare dependency, achieve economic self-sufficiency, or forestall unnecessary use of institutional care. Many states rely of this program to fill programmatic gaps that cannot be addressed through TANF (see below).								
Child Care and Development Fund http://www.acf.hhs.gov/programs/ccbf/ The CCDF program is authorized by the Child Care and Development Block Grant Act and Section 418 of the Social Security Act and assists low-income families in obtaining child care so that they can work or attend training and/or education activities. The program also improves the quality of child care and promotes coordination among early childhood development and afterschool programs.	\$2.1b	Y	States	State	Y	N	Y	N
Head Start http://www.acf.hhs.gov/programs/ohs/ Head Start is a program of comprehensive services for economically disadvantaged preschool children. Funds are distributed to tribes and local public and nonprofit agencies to provide child development and education services, as well as supportive services such as transportation. Head Start funds are used to provide transportation services, acquire vehicles and provide technical assistance to local Head Start centers.	\$7.2b	Y	Local entities	N	Y	N	Y	Y
Refugee and Entrant Assistance Programs http://www.acf.hhs.gov/programs/orr/ This is a family of programs that distribute funds on reimbursement, formula and discretionary bases for cash medical assistance and social services to refugees. A leading program goal is to help refugees quickly achieve economic self-sufficiency. Transportation is supported when provided as a component of these services.	\$563m	other	States	N	Y	Y	Y	N
Developmental Disabilities Basic Support and Advocacy Grants (State Councils on Developmental Disabilities and Protection and Advocacy Grants) http://www.acf.hhs.gov/programs/add/addprogram.html Developmental Disabilities Projects of National Significance http://www.acf.hhs.gov/programs/add/pns/pns.html The Administration on Developmental Disabilities (ADD) provides formula-based grants to state agencies serving the developmentally disabled, and also awards discretionary grants for demonstrations and special projects that address the unique needs of persons with developmental disabilities. Among the activities supported through these various grants are employment-, training- and housing-related services. Transportation often figures into ADD-funded projects and services.	\$130m	D	States	State	Y	Y	N	N
Temporary Assistance to Needy Families http://www.acf.hhs.gov/programs/ofa/tanf/index.html	\$16.5b Trans-	L	States	State	Y	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
States receive these formula grants, known as TANF, to provide cash assistance, work opportunities, and necessary support services for needy families with children. States may choose to spend some of their TANF funds on transportation and related services needed by program beneficiaries.	port: \$355.3m							
Community Services Block Grant http://www.acf.hhs.gov/programs/ocs/csbq/index.html Under this family of programs, states and tribes receive funding to provide a broad range of services for low-income persons. Most of the funds in this set of programs are awarded as formula-based grants to states, which pass them on to local community action programs. An important component of these community services programs is the Job Opportunities for Low-income Individuals (JOLI) program, through which the federal Office of Community Services awards discretionary grants to local non-profits who are creating employment and business opportunities for welfare recipients and other low-income individuals. Transportation services are commonly provided in both the block grant and JOLI programs.	\$700m	L	States	N	Y	Y	Y	Y
Transitional Living Program for Older Homeless Youth http://www.acf.hhs.gov/programs/fysb/content/youthdivision/programs/tlpfactsheet.htm The Transitional Living Program provides competitive grants to support projects that provide long-term residential services to homeless youth ages 16-21. The services offered are designed to help young people who are homeless make a successful transition to self-sufficient living. Transitional living programs are required to provide youth with stable, safe living accommodations, and services – sometimes including transportation – that help them develop the skills necessary to become independent.	\$39m	Y	Local entities	N	N	N	Y	N
Native American Programs http://transition.acf.hhs.gov/programs/ana/programs The Administration for Native Americans promotes social and economic self-sufficiency in communities through its Social and Economic Development Services (SEDS) grants. These competitive financial assistance grants support locally determined projects designed to reduce or eliminate community problems and achieve community goals, which can include strategies for addressing transportation and mobility goals.	\$22m	Other	Tribes	N	Y	Y	Y	Y
Native Employment Works (Tribal Work Grants) http://www.acf.hhs.gov/programs/ofa/programs/new The purpose of the Native Employment Works (NEW) program is to make work activities available to Native Americans. Allowable activities include educational activities, training	\$8m	L	Tribes	N	N	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
and job readiness activities, employment activities, and supportive and job retention services such as transportation; child care; items such as uniforms, clothing, tools, and eyeglasses that are needed for employment or training; medical services; counseling, et al.								
Chafee Foster Care Independence Program http://www.acf.hhs.gov/programs/cb/programs_fund/state_tribal/jh_chafee.htm The John H. Chafee Foster Care Independence Program offers assistance to help current and former foster care youths achieve self-sufficiency. Grants are offered to States and Tribes who submit a plan to assist youth in a wide variety of areas designed to support a successful transition to adulthood. Activities and programs include, but are not limited to, help with education, employment, financial management, housing, emotional support and assured connections to caring adults for older youth in foster care. The program is intended to serve youth who are likely to remain in foster care until age 18, youth who, after attaining 16 years of age, have left foster care for kinship guardianship or adoption, and young adults ages 18-21 who have "aged out" of the foster care system.	\$140m	Y	States Tribes	State Tribal	Y	N	Y	N
Administration on Aging								
Supportive Services and Senior Centers http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/supportive_services/index.aspx Through this program, authorized under Title III-B of the Older Americans Act, funds are awarded by formula to state units on aging for the purpose of providing supportive services to older persons, including the operation of multi-purpose senior centers. In turn, states award funds to area agencies on aging, most of whom use a portion of their funding allocations to help meet the transportation needs of older persons.	\$368m Trans- port: \$72.3m	E	States	State Metro	Y	Y	Y	Y
Services for Native American Elders (Program for American Indian, Alaskan Native and Native Hawaiian Elders) http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/Native_Americans/index.aspx Authorized by Title VI of the Older Americans Act, this program supports nutrition, information and referral, multi-purpose senior centers and other supportive services for American Indian Alaskan Natives and Native Hawaiian elders. Transportation is among the supportive services provided through this program. Federally recognized tribes, Alaska native corporations and Native Hawaiian organizations are the only eligible grant recipients.	\$28m	E	Tribes	N	Y	Y	Y	Y
Centers for Disease Control and Prevention								
Communities Putting Prevention to Work http://www.cdc.gov/communitiesputtingpreventionontowork/	\$5m	Other	Local entities	N	Y	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
First established under the American Recovery and Reinvestment Act, and then continued under the Affordable Care Act, Communities Putting Prevention to Work (CPPW) is a locally driven initiative supporting 50 communities to tackle obesity and tobacco use. Through CPPW, these communities are implementing environmental changes to make healthy living easier, such as improving means for safe active transportation for pedestrians, bicyclists and transit users; ensuring provision of healthy food and beverage options in schools; limiting exposure to secondhand smoke; and increasing available tobacco cessation resources.								
Centers for Medicare and Medicaid Services								
Medicaid http://www.cms.gov/home/medicaid.asp Medicaid is a state-federal partnership that ensures medical assistance to qualified low-income persons and persons with disabilities. States are mandated to provide certain categories of health care, and some choose to expand these benefits as appropriate for their beneficiary population. There is a federal mandate for states to arrange the provision of transportation when necessary for accessing health care, but each state may set their own guidelines, payment mechanisms, and participation guidelines for these transportation services. Over the past dozen years, federal legislation has expanded the scope of mandated Medicaid coverage: the 1999 Ticket to Work and Work Incentives Improvement Act required a Medicaid safety net of continued health coverage and related services for qualified persons with disabilities who are entering the workforce. The 2010 Affordable Care Act requires states to extend Medicaid eligibility to all persons at or below 133 percent of the federal poverty line.	\$286.2b Trans- port: \$704.0m	L	States	State	Y	Y	Y	N
Children's Health Insurance Program (State Children's Health Insurance Program) http://www.cms.gov/home/chip.asp States receive formula-based funds under this program to initiate and expand child health assistance for uninsured, low-income children. States may accomplish this goal either by providing health insurance benefits to eligible children, or by expanding the coverage of their Medicaid program (see above) to include these children under those benefits. In either case, state may choose to include transportation as a covered benefit.	\$10.7b Trans- port: \$4.5m	Y	States	State	Y	Y	Y	N
Health Resources and Services Administration								
Health Centers Program (Community Health Centers) http://bphc.hrsa.gov/ Federal funds are allocated to community-based health centers in medically underserved	\$2.1b Trans- port: \$24.3m	L	Local entities	N	N	N	N	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
areas, migrant and seasonal farmworker communities, public housing sites, and at locations provide medical care to homeless persons. Funds may be used to provide transportation services as necessary for the delivery of primary health care services. A few community health centers provide transportation services directly, and some others contract with other providers to meet their transportation needs.								
State Health Access Program (Healthy Communities Access Program) http://www.hrsa.gov/statehealthaccess/index.html This program of competitive grants builds on existing models of health care service integration to help health care providers develop integrated, community-wide health systems that serve the uninsured and underinsured. Grants are designed to increase access to health care by eliminating fragmented service delivery, improving efficiencies among safety net providers, and by encouraging greater private sector investment. To the extent that participating networks choose to include transportation services as part of their funded health care "safety net," such services can be supported with these funds.	\$75.0m	L	States	N	N	Y	N	N
HIV Care ("Ryan White") Formula Grants http://hab.hrsa.gov/ Authorized under the Ryan White AIDS CARE Act, these comprise a set of programs that help communities provide emergency assistance, comprehensive HIV/AIDS care, early intervention, dental services, education and outreach, training, and pediatric services to children with HIV/AIDS. Some of these funds are awarded on a formula basis to state public health agencies, others are awarded directly to health agencies in communities disproportionately affected by HIV/AIDS, and some funds are available for competitive, discretionary grants. In many communities, health agencies use a small portion of these funds to contract for, or reimburse, necessary transportation services.	\$2.3b	Other	States	State	Y	Y	N	Y
Maternal and Child Health Block Grant (Maternal and Child Services Grants) http://mchb.hrsa.gov/programs/default.htm Most of these funds are distributed to states as formula-based block grants to help provide health services to mothers, infants and children. There are particular emphases on caring for children with special health care needs and children in low-income families. Some of these funds are reserved to help support competitive grants for special projects of regional or national significance. Both formula and discretionary grants' funds may be used to support transportation that is part of these grants' services.	\$661m	Other	States	N	N	Y	N	N
Rural Health Program Grants	\$107m	Other	States	N	Y	Y	N	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
(Rural Health Care, Rural Health Network, and Small Health Care Provider Grants). http://www.hrsa.gov/ruralhealth/grants/index.html Through this initiative, state offices of rural health receive funds for discretionary grants to rural hospitals that then form integrated networks to address community health needs, such as the formation of rural health maintenance organizations, co-located health and social services, telemedicine, or transportation services as needed for rural residents' health care. A portion of these programs' funds are reserved for federally awarded demonstration grants to expand or enhance the availability of health services in rural areas.	Trans- port: \$187K							
Healthy Start Initiative http://mchb.hrsa.gov/healthystart/phase1report/ This initiative supports a community-oriented approach to reducing infant mortality. A total of 94 Healthy Start communities have been designated to demonstrate this program. There are no funds for replication or for additional sites. Transportation services that help link pregnant women and new mothers to necessary health care and related services are provided in some of the initiative's locations.	\$105m	Y	Local entities	N	N	N	Y	Y
Indian Health Service								
Urban Indian Health Program http://www.ihs.gov/nonmedicalprograms/urban/UIHP.asp The Indian Health Service addresses the health care needs of urban American Indian and Alaska Native populations by funding 34 urban Indian health organizations operating at 41 sites located in cities throughout the United States. These health organizations engage in a variety of activities, ranging from the provision of outreach and referral services to the delivery of comprehensive ambulatory health care. Services currently include medical services, dental services, community services, alcohol and drug abuse prevention, education and treatment, AIDS and sexually transmitted disease education and prevention services, mental health services, nutrition education and counseling services, pharmacy services, health education, optometry services, social services (including transportation), and home health care.	\$43m Trans- port: \$27K	Other	Local entities	N	N	N	Y	N
Community Health Representatives http://www.ihs.gov/NonMedicalPrograms/chr/ The Indian Health Service typically does not provide direct transportation services. Instead, it relies on its network of Community Health Representatives (CHRs) to provide not only health outreach and health promotion services, but also to provide transportation as needed for American Indians and Alaska Natives to access the medical services at IHS facilities.	n/a	Other	IHS- em- ployed CHRs	N	N	N	N	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
Office of Community Planning and Development								
Community Development Block Grant http://www.hud.gov/offices/cpd/communitydevelopment/programs/ The Community Development Block Grant (CDBG) program supports a wide variety of community and economic development activities, with priorities determined at the local level. Some communities have used CDBG funds to assist in the construction of transportation facilities or for operating expenses and vehicle acquisition for community transportation services. Most CDBG funds are distributed on a formula basis to entitled cities, states and urban counties, but some funds are retained for national community development initiatives.	\$3.9b Trans- port: \$4m	L	States, local entities	State Metro	Y	Y	Y	Y
Emergency Solutions Grants (formerly Emergency Shelter Grants) http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/homeless/programs/esg The purpose of the Emergency Solutions Grant (ESG) program is to assist individuals and families quickly regain stability in permanent housing after experiencing a housing crisis or homelessness. ESG funds are available for five program components: street outreach, emergency shelter, homelessness prevention, rapid re-housing assistance, and data collection through the Homeless Management Information System. Transportation costs related to emergency shelter services are eligible under this program.	\$250m	Other	States, local entities	N	N	N	Y	N
Housing Opportunities for Persons with AIDS http://www.hud.gov/offices/cpd/aidshousing/index.cfm The Housing Opportunities for Persons with AIDS (HOPWA) program provides grants for housing and supportive services for low-income persons with HIV/AIDS and their families. Grants may be used to provide transportation services to assist clients in accessing health care and other services. Most of this program's funding is awarded on a formula basis to state and city governments, who then may contract with local providers of transportation and other services.	\$314m Trans- port: \$2.6m	Other	States, local entities	State Metro	Y	Y	Y	N
Supportive Housing and Related Programs for the Homeless http://www.hud.gov/offices/cpd/homeless/programs/shp/ Through programs authorized by the McKinney-Vento Act, HUD helps local governments and private nonprofits provide housing and supportive services to homeless persons. Transportation is among the services many of these local housing providers seek to furnish for their residents. Most McKinney Act	\$1.7b Trans- port: \$43.0m	Other	States, local entities	N	Y	Y	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
funds are awarded by formula to states and localities, but some are available for competitive grants from HUD's headquarters offices. Another aspect of the McKinney-Vento Act is that it requires federally owned facilities or property that no longer is needed for federal purposes to be considered first for use to serve the needs of the homeless before being considered for sale or transfer to non-federal entities.								
Office of Public and Indian Housing								
HOPE VI (Revitalization of Severely Distressed Public Housing) http://www.hud.gov/offices/pih/programs/ph/hope6/index.cfm These grants allow public housing authorities to improve the living environments for residents of severely distressed public housing through demolition, revitalization or replacement of housing units. This program's funds also may be used to promote sustainable community development and supportive services, including transportation. HOPE VI funds may be used as matching funds for Federal Transit Administration programs.	\$120m	L	Local entities	N	Y	Y	Y	Y
Moving to Work http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/mtw Moving to Work (MTW) is a demonstration program for public housing authorities (PHAs) that provides them the opportunity to design and test innovative, locally-designed strategies that use Federal dollars more efficiently, help residents find employment and become self-sufficient, and increase housing choices for low-income families. MTW gives PHAs exemptions from many existing public housing and voucher rules and more flexibility with how they use their Federal funds, including some opportunities to include transportation services as appropriate to local priorities.	\$3.8b	L	Local entities	N	Y	N	Y	N
Resident Opportunities and Self Sufficiency Service Coordinators (ROSS) http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/ross/about The purpose of the ROSS Service Coordinator program is to provide funding to hire and maintain Service Coordinators who will assess the needs of residents of conventional Public Housing or Indian housing and coordinate available resources in the community to meet those needs. This program works to promote the development of local strategies to coordinate the use of assistance under the Public Housing program with public and private resources, for supportive services and resident empowerment activities. These services should enable participating families to increase earned	\$66m	L	Local entities	N	Y	N	N	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
income, reduce or eliminate the need for welfare assistance, make progress toward achieving economic independence and housing self-sufficiency, or, in the case of elderly or disabled residents, help improve living conditions and enable residents to age-in-place.								
Choice Neighborhoods http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/cn Choice Neighborhoods grants transform distressed neighborhoods and public and assisted projects into viable and sustainable mixed-income neighborhoods by linking housing improvements with appropriate services, schools, public assets, transportation, and access to jobs.	\$122m	L	Local entities	N	N	N	N	N
Office of Housing								
Supportive Housing for the Elderly http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/eld202 Also known as Section 202, this program helps expand the supply of affordable housing with supportive services for the elderly. It provides very low-income elderly with options that allow them to live independently but in an environment that provides support activities such as cleaning, cooking, transportation, etc.	\$411m	E	Local entities	N	Y	N	Y	N
Supportive Housing for Persons with Disabilities http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/disab811 Through the Section 811 Supportive Housing for Persons with Disabilities program, HUD provides funding to develop and subsidize rental housing with the availability of supportive services, including transportation, for very low-income adults with disabilities.	\$115m	D	Local entities	N	Y	N	Y	N
Congregate Housing Services Program http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/chsp Although HUD has made no new grants under this program since 1995, it continues to provide technical assistance to assist previous recipients in their efforts to provide meals and other supportive services needed by frail elderly residents and residents with disabilities in federally subsidized housing.	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Office of Sustainable Housing and Communities								
Sustainable Communities Initiative http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/ The objective of the Sustainable Communities Initiative is to stimulate more integrated and sophisticated regional planning and outcomes that guide state, metropolitan and local investments in land use, transportation and house, as well as challenging localities to undertake zoning and land use reforms. This	\$102m	Other	States, local entities	Y	Y	Y	N	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
initiative has undertaken national competitive challenge grants, competitive regional planning grants, and competitive capacity building grants.								
DEPARTMENT OF INTERIOR								
<i>Bureau of Indian Affairs</i>								
Tribal Human Services http://www.bia.gov/WhoWeAre/BIA/OIS/HumanServices/index.htm The Bureau of Indian Affairs' Division of Human Services provides direct funding to individuals and activities related to social services, welfare assistance, Indian child welfare and tribes' human services program administration.	\$118m	Other	Tribes, Individ- uals	N	Y	Y	Y	N
Tribal Community, Economic & Workforce Development http://www.bia.gov/WhoWeAre/AS-IA/IEED/DWD/index.htm The Bureau of Indian Affairs' Division of Workforce Development manages a wide variety of job placement and training activities to promote job training and employment opportunities. These include coordination of federal employment and training resources for tribes, providing training for economic development opportunities towards job creation, and administering other tribal job training programs.	\$42m	Other	Tribes	N	Y	Y	Y	N
<i>Bureau of Indian Education</i>								
Indian Schools Student Transportation Assistance for Indian Children with Severe Disabilities Administrative Cost Grants for Indian Schools Indian Education Assistance to Schools http://www.bie.edu/Schools/PrimarySecondary/index.htm The Bureau of Indian Education oversees a total of 183 elementary and secondary schools, located on 64 reservations in 23 states. Of these, 59 are BIE-operated and 124 are Tribally-operated under BIE contracts or grants. The Bureau also funds or operates off-reservation boarding schools and peripheral dormitories near reservations for students attending public schools. BIE provides for school bus transportation of children to and from its schools. Furthermore, BIE provides for the educational needs of Indian children with disabilities, including their necessary transportation, in compliance with the Individuals with Disabilities Education Act.	\$147m Trans- port: \$50.5m	Y	Tribes	N	N	N	N	Y
Family and Child Education http://www.bie.edu/Programs/FACE/index.htm Known by its acronym as FACE, this program was initiated in 1990, and currently has programs in 44 Bureau of Indian Education (BIE) funded schools. It was designed as a family literacy program, and has become an	\$11m	Y	Tribes	N	N	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& transportation amount, if known)</i>	<i>Primary Target Population</i>	<i>Who are the main direct recipients of Federal funds?</i>	<i>Statewide and/or Metropolitan (or equiv) Planning?</i>	<i>Is Mobility Management Eligible?</i>	<i>Can One-Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purchased?</i>	<i>Can Vehicles be Purchased?</i>
integrated model for an early childhood/parental involvement program for American Indian families in BIE-funded schools. The goals of the FACE program are: to support parents/primary caregivers in their role as their child's first and most influential teacher; to increase family literacy; to strengthen family-school-community connections; to promote the early identification and services to children with special needs; to increase parent participation in their child's learning; to support and celebrate the unique cultural and linguistic diversity of each American Indian community served by the program; and to promote lifelong learning. Transportation in support of these goals may be provided.								
DEPARTMENT OF LABOR								
<i>Employment and Training Administration</i>								
Trade Adjustment Assistance Training Grants http://www.doleta.gov/tradeact/ The Trade Adjustment Assistance (TAA) program is a federal program that provides a path for employment growth and opportunity through aid to US workers who have lost their jobs as a result of foreign trade. The TAA program seeks to provide these workers with opportunities to obtain the skills, resources and support they need to become reemployed.	\$685m	Other	States	N	Y	N	Y	N
Welfare to Work Grants for Tribes <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Welfare to Work for States and Local Governments <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Work Incentive Grants <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Workforce Investment Act Adult & Dislocated Worker Programs http://www.doleta.gov/programs/general_info.cfm Workforce Investment Act Youth Activities http://www.doleta.gov/youth_services/ Native American Employment and Training http://www.doleta.gov/dinap/ National Farmworker Jobs Program (Migrant and Seasonal Farmworker Program) http://www.doleta.gov/MSFW/html/NFJP.cfm The Workforce Investment Act (WIA) authorizes funding to state, tribal and local workforce development agencies for a variety of employment and training services for youths, adults, dislocated workers, migrant and seasonal farmworkers and their families, and Native Americans. These funds may be used to help provide transportation to training programs for program participants.	\$3.5b	Other	States	State Metro	Y	Y	Y	N
Youthbuild http://www.doleta.gov/youth_services/youthbuild.cfm	\$116m	Y	Local entities	N	N	N	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
Youthbuild is an alternative education program that assists youth who are often significantly behind in basic skills with obtaining the education and employment skills necessary to achieve economic self-sufficiency, while also providing these disadvantaged youth with opportunities for meaningful work, fostering a commitment to community development among youth in low-income communities, and expanding the supply of permanent affordable housing by utilizing the energies and talents of disadvantaged youth.								
Youth Opportunity Grants <i>[identified in 2003, but since discontinued]</i>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Senior Community Service Employment Program http://www.doleta.gov/seniors/ This program, authorized at Title V of the Older Americans Act, provides formula grants to states, and grants to national nonprofit organizations, for subsidized employment and related services for low-income elders. Transportation is among the services provided through this program.	\$820m	E	States	N	Y	Y	Y	N
Employment Standards Administration								
Black Lung Benefits Program http://www.dol.gov/owcp/dcmwc/regs/compliance/bltable.htm Coal industry workers who have been disabled from pneumoconiosis, or "Black Lung Disease," and the widow(er)s and surviving dependents of these workers, receive monthly cash payments and other benefits from the Black Lung Disability Trust Fund. In addition to the cash payments, which carry no restriction on their use, persons disabled due to pneumoconiosis are reimbursed for their travel to and from necessary medical care; these reimbursements can be for payments to transportation providers.	\$596m	Other	Eligible individuals	N	Y	N	Y	N
Office of Job Corps								
Job Corps http://www.jobcorps.gov/home.aspx Job Corps is an alternative education and training program that helps young people from low-income households earn a high school diploma or GED, and find and keep a good job.	\$1.7b	Y		N	N	N	Y	N
Veterans' Employment and Training Service								
Veterans Workforce Investment Program (Veterans' Employment Program) http://www.dol.gov/vets/programs/vwip/main.htm Homeless Veterans Reintegration Project http://www.dol.gov/vets/grants/hvrp.htm The Labor Department's Veterans' Employment and Training Service addresses the specific needs of veterans, including veterans with disabilities, as they transition from military service to non-military employment. Working	\$43m	V	State	State	Y	Y	Y	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
through state and local workforce agencies, veterans groups, and One-Stop Career Centers, a variety of job search, training, transitional assistance and necessary supportive services, occasionally including transportation, are provided to veterans, with particular emphasis paid to addressing the needs of veterans with disabilities and homeless veterans.								
DEPARTMENT OF TRANSPORTATION								
<i>Federal Transit Administration</i>								
Over-the-Road Bus Accessibility Grants http://www.fta.dot.gov/funding/grants/grants_financing_11856.html This is a program of grants to help private operators of over-the-road buses finance a portion of their costs in complying with unique aspects of the Americans with Disabilities Act that pertain to these vehicles and their operations. NOTE: This program discontinued as of FY 2013, per MAP-21.	\$6m	Other	Private bus companies	N	N	N	N	N
Transit Capital Assistance for Elderly Persons and Persons with Disabilities http://www.fta.dot.gov/funding/grants/grants_financing_3556.html Known by its authorizing legislation as Section 5310, this program provides formula funding to state for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of elders and persons with disabilities. With a limited number of exceptions, funds may be used only for capital expenses or purchase-of-service agreements. States receive these funds on a formula basis. NOTE: This program revised significantly in FY 2013, per MAP-21.	\$176m	E. D	States	State	Y	Y	N	Y
Job Access and Reverse Commute Program http://www.fta.dot.gov/funding/grants/grants_financing_3550.html The Job Access and Reverse Commute program (JARC) promotes transportation services in urban and rural areas that assist welfare recipients and low-income individuals in accessing employment opportunities. Funding is distributed by formula to urbanized areas over 200,000 population, and to states for projects in rural areas and in urbanized areas of less than 200,000 population. NOTE: This program discontinued as of FY 2013, per MAP-21.	\$163m	L	States, local entities	State Metro	Y	Y	N	Y
Federal Transit Formula Grants – Nonurbanized (“rural”) Areas http://www.fta.dot.gov/funding/grants/grants_financing_3555.html Commonly known by its authorizing legislation as Section 5311, this is a program of formula funding to states for the purpose of supporting public transportation in areas with populations of less than 50,000. Funds may be used to support administrative, capital or operating	\$633m	Other	States	State	Y	Y	Y	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
costs of local transportation providers. States are to spend 15 percent of their funding allocations on rural intercity bus needs, unless their governor certifies these needs already are adequately met. States may distribute funding to public, private non-profit, or tribal organizations.								
Federal Transit Formula Grants – Urbanized Areas http://www.fta.dot.gov/funding/grants/grants_financing_3561.html Commonly known by its authorizing legislation as Section 5307, this program provides formula-based funding for transit projects in urbanized areas with populations greater than 50,000. In areas with populations greater than 200,000, funds are apportioned directly to designated recipients in the urbanized area, and may be used almost solely for capital expenses, although both preventive maintenance and mobility management activities are considered eligible capital expenses (these urbanized areas also may spend up to 10 percent of their Section 5307 allocations on the costs of their ADA complementary paratransit operations, and are required to spend 1 percent of their allocations on safety and security, and 1 percent on transit enhancements). In urbanized areas with populations between 50,000 and 200,000, Section 5307 funds may be used either for capital or operating costs, and typically are allocated to states for distribution among the smaller urbanized areas within the state.	\$4.9b	Other	States, local entities	State Metro	Y	Y	Y	Y
New Freedom Program http://www.fta.dot.gov/funding/grants/grants_financing_3549.html The New Freedom formula grant program aims to reduce barriers to transportation services and expand the transportation mobility options available to persons with disabilities act beyond the requirements of the Americans with Disabilities Act of 1990 (ADA). Funds are available to provide both capital and operating assistance to projects that provide accessible transportation services beyond the accessible transportation requirements of the ADA. Projects must be derived from a locally developed, coordinated public transit-human services transportation plan. NOTE: This program discontinued as of FY 2013, per MAP-21.	\$90m	D	States, local entities	State Metro	Y	Y	Y	Y
Federal Transit Capital Investment Grants http://www.fta.dot.gov/funding/grants/grants_financing_3557.html Commonly known by its authorizing legislation as Section 5309, this is a program of capital assistance grants for (a) new rail and other fixed-guideway transit systems, (b) modernization of existing rail and other fixed-guideway systems, and (c) buses and bus facilities. NOTE: This program revised significantly in FY 2013, per MAP-21.	\$3.3b	Other	States, local entities	State Metro	N	N	N	Y

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<i>Agency & Program</i>	<i>FY2010 Funding (& transportation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
Federal Highway Administration								
Indian Reservation Roads http://fh.fhwa.dot.gov/programs/irr/ The Indian Reservation Roads Program addresses transportation needs of tribes by providing funds for planning, designing, construction and maintenance activities. These funds may be used for the capital and operating costs of tribal transit programs, as based on plans that assess the condition and relative need of all transportation infrastructure on Indian reservations.	\$450m	Other	Tribes	Tribal	N	N	N	Y
DEPARTMENT OF VETERANS AFFAIRS								
Veterans Health Administration								
Veterans Medical Care Benefits http://www.va.gov/health/MedicalCenters.asp Veterans are eligible for a wide range of hospital-based and outpatient medical services. The Dept of Veterans Affairs (VA) will reimburse eligible veterans for some transportation to covered medical care. In addition, many VA Medical Centers work with volunteer networks to provide transportation for veterans seeking health care, and there occasionally are opportunities for transportation providers to contract directly with VA Medical Centers to provide some services. A growing number of VA Medical Centers have transportation mobility managers, and those VA Medical Centers participating in VA's Veterans Transportation Service provide transportation services above and beyond volunteer networks and individual reimbursements. VA also has specific funding opportunities for organizations serving homeless veterans.	\$36.1b Trans- port: \$314.8m	V	Individ- uals	N	N	N	Y	N
Homeless Providers Grant and Per Diem Program http://www.va.gov/homeless/gpd.asp This is a program of annual discretionary grants to community agencies that provide services to homeless veterans. The purpose is to promote the development and provision of supportive housing and/or supportive services with the goal of helping veterans achieve residential stability, increase their occupational skills and income, and obtain greater self-determination.	\$122m Trans- port: \$283K	V	Local entities	N	N	N	N	Y
Veterans Benefits Administration								
Automobiles and Adaptive Equipment http://www.vba.va.gov/VBA/benefits/factsheets/index.asp The Dept of Veterans Affairs (VA) will pay for the acquisition of an accessible personal vehicle, or for the adaptation of a personal vehicle, to accommodate a veteran or service member with certain disabilities that resulted from an injury or disease incurred or aggravated during active military service.	\$75m	V	Individ- uals	N	N	N	N	N

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<i>Agency & Program</i>	<i>FY2010 Funding (& trans- portation amount, if known)</i>	<i>Pri- mary Target Popu- lation</i>	<i>Who are the main direct recipi- ents of Federal funds?</i>	<i>Statewide and/or Metropol- itan (or equiv) Planning?</i>	<i>Is Mobility Manage- ment Eligible?</i>	<i>Can One- Call Services be Funded?</i>	<i>Can Transit Fares/ Vouchers be Purch- ased?</i>	<i>Can Vehicles be Purch- ased?</i>
CORPORATION FOR NATIONAL AND COMMUNITY SERVICE								
National Senior Service Corps http://www.seniorcorps.gov Senior Corps connects volunteers age 55+ with community service opportunities where they are needed most, and provides limited stipends and transportation reimbursements when needed for successful program participation. The three components of the Senior Corps are the Foster Grandparent Program, the Senior Companion Program, and RSVP (the Retired Senior Volunteer Program)	\$205m	E	Local entities, individuals	N	N	N	Y	N
SOCIAL SECURITY ADMINISTRATION								
Ticket to Work Program http://www.ssa.gov/work/aboutticket.html Under the Ticket to Work program, Social Security beneficiaries may receive "tickets" that help connect them with designated employment networks, where they can obtain employment services vocational rehabilitation services, or other support services necessary to achieve a vocational goal.	\$84m	D	Individuals	N	Y	Y	Y	N

Appendix C – Population Statistics

PDC17 Demographics (Census 2010)

County/City	Block Group Number	Area (Sq. Miles)	2010 Population	2010 Persons/ Sq. Mile
Lancaster	511030301001	17.65	625	35.4
Lancaster	511030301002	24.50	815	33.3
Lancaster	511030301003	13.94	902	64.7
Lancaster	511030301004	14.78	1,158	78.4
Lancaster	511030302001	21.42	1,084	50.6
Lancaster	511030302002	8.64	1,088	126.0
Lancaster	511030302003	6.81	1,030	151.2
Lancaster	511030302004	3.92	896	228.6
Lancaster	511030303001	4.01	929	231.9
Lancaster	511030303002	3.10	760	245.3
Lancaster	511030303003	5.92	1,129	190.6
Lancaster	511030303004	8.57	975	113.7
Northumberland	511330201001	7.40	808	109.2
Northumberland	511330201002	23.14	1,485	64.2
Northumberland	511330201003	18.64	1,610	86.4
Northumberland	511330202001	27.61	1,240	44.9
Northumberland	511330202002	16.97	1,281	75.5
Northumberland	511330202003	30.71	614	20.0
Northumberland	511330203001	12.23	751	61.4
Northumberland	511330203002	6.83	756	110.7
Northumberland	511330203003	3.51	742	211.3
Northumberland	511330203004	7.78	615	79.1
Northumberland	511330203005	16.86	1,302	77.2

County/City	Block Group Number	Area (Sq. Miles)	2010 Population	2010 Persons/ Sq. Mile
Northumberland	511330203006	19.62	1,126	57.4
Richmond	511590401001	42.37	1,146	27.1
Richmond	511590401002	29.83	1,469	49.2
Richmond	511590401003	22.75	1,550	68.1
Richmond	511590401004	40.29	1,251	31.1
Richmond	511590402001	26.01	2,931	112.7
Richmond	511590402002	30.24	907	30.0
Westmoreland	511930101001	10.65	932	87.5
Westmoreland	511930101002	14.30	1,055	73.8
Westmoreland	511930101003	13.02	764	58.7
Westmoreland	511930101004	10.24	482	47.1
Westmoreland	511930101005	20.20	1,116	55.3
Westmoreland	511930101006	23.31	885	38.0
Westmoreland	511930102001	22.50	1,300	57.8
Westmoreland	511930102002	8.70	960	110.3
Westmoreland	511930102003	28.55	1,238	43.4
Westmoreland	511930103001	14.43	1,689	117.0
Westmoreland	511930103002	44.43	1,290	29.0
Westmoreland	511930104001	8.09	908	112.3
Westmoreland	511930104002	9.14	1,255	137.4
Westmoreland	511930104003	0.52	1,226	2,353.3
Westmoreland	511930104004	0.44	1,278	2,876.7
Westmoreland	511930104005	0.85	1,076	1,272.2

Appendix D- Demographics of Potentially Transit Dependent Persons

PDC17 Demographics (American Community Survey 2005-2009)
Classifications: 1= Very Low, 2=Low, 3=Moderate, 4=High, 5=Very High

Block Group Number	County/City	Dis-abled (16+)	Disabled Classification	Older Adults (65+)	Older Adult Classification	Autoless House holds	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
511030000000	Lancaster	0	1	0	1	0	1	0	1	1	1
511039901001	Lancaster	67	1	169	1	26	2	27	1	3	1
511039901002	Lancaster	50	1	511	4	160	5	236	5	3	3
511039901003	Lancaster	40	1	173	1	6	1	0	1	1	1
511039901004	Lancaster	87	2	86	1	90	5	179	3	4	2
511039902001	Lancaster	73	1	333	2	26	2	163	3	1	1
511039902002	Lancaster	53	1	336	2	13	1	101	1	1	1
511039902003	Lancaster	155	4	205	1	61	5	137	2	4	2
511039902004	Lancaster	117	3	272	2	10	1	60	1	1	1
511039903001	Lancaster	49	1	371	3	11	1	142	2	1	1
511039903002	Lancaster	21	1	209	1	0	1	219	4	2	1
511039903003	Lancaster	52	1	651	5	14	1	11	1	1	1
511039903004	Lancaster	36	1	237	1	0	1	14	1	1	1
511330000000	Northumberland	0	1	0	1	0	1	0	1	1	1
511339901001	Northumberland	113	3	298	2	27	2	138	2	2	2
511339901002	Northumberland	90	2	229	1	0	1	33	1	2	1
511339901003	Northumberland	134	3	410	3	32	3	81	1	1	2
511339902001	Northumberland	88	2	184	1	28	2	104	1	3	1
511339902002	Northumberland	154	4	474	4	0	1	88	1	2	2
511339902003	Northumberland	133	3	265	2	9	1	385	5	2	2
511339903001	Northumberland	67	1	193	1	20	1	0	1	1	1
511339903002	Northumberland	65	1	273	2	28	2	0	1	2	1

Block Group Number	County/City	Dis-abled (16+)	Disabled Classification	Older Adults (65+)	Older Adult Classification	Autoless House holds	Autoless Household Classification	Below Poverty	Below Poverty Classification	TDIP	TDI
511339903003	Northumberland	65	1	189	1	16	1	60	1	1	1
511339903004	Northumberland	37	1	297	2	0	1	0	1	1	1
511339903005	Northumberland	52	1	352	3	44	5	277	5	2	3
511339903006	Northumberland	100	2	537	5	22	2	65	1	1	2
511599901001	Richmond	34	1	149	1	0	1	92	1	1	1
511599901002	Richmond	116	3	399	3	51	5	132	2	2	2
511599901003	Richmond	96	2	193	1	29	3	113	2	1	2
511599901004	Richmond	70	1	408	3	9	1	183	3	2	2
511599902001	Richmond	194	5	345	2	0	1	161	3	1	3
511599902002	Richmond	103	2	159	1	30	3	75	1	2	1
511939901001	Westmoreland	161	4	344	2	58	5	124	2	4	2
511939901002	Westmoreland	75	1	261	1	17	1	80	1	1	1
511939901003	Westmoreland	64	1	110	1	7	1	45	1	1	1
511939901004	Westmoreland	49	1	79	1	0	1	20	1	1	1
511939901005	Westmoreland	103	2	134	1	28	2	91	1	2	1
511939901006	Westmoreland	69	1	104	1	0	1	0	1	1	1
511939902001	Westmoreland	50	1	260	1	12	1	100	1	1	1
511939902002	Westmoreland	82	1	188	1	17	1	137	2	1	1
511939902003	Westmoreland	88	2	169	1	6	1	71	1	1	1
511939903001	Westmoreland	95	2	291	2	24	2	324	5	1	3
511939903002	Westmoreland	81	1	257	1	33	3	265	5	3	2
511939904001	Westmoreland	64	1	214	1	0	1	86	1	1	1
511939904002	Westmoreland	96	2	249	1	0	1	141	2	1	1
511939904003	Westmoreland	60	1	153	1	37	4	82	1	1	5
511939904004	Westmoreland	150	4	156	1	15	1	365	5	3	5
511939904005	Westmoreland	74	1	418	3	14	1	159	3	1	5