



THE OLD COLONY

2015

HUMAN SERVICE COORDINATION PLAN

FOR THE OLD COLONY REGION

Prepared By

Old Colony Planning Council 70 School St
Brockton, MA 02301



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Updated March 2014

Old Colony Planning Council

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The views and opinions of the Old Colony Planning Council expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation or the Massachusetts Department of Transportation.

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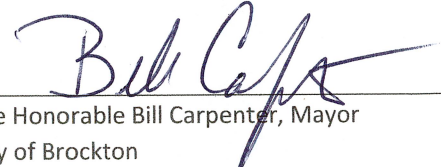
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

**ENDORSEMENT OF
2015 OLD COLONY COORDINATED HUMAN SERVICE TRANSPORTATION PLAN**

This is to certify that the Signatories of the Old Colony Metropolitan Planning Organization, at their Old Colony MPO meeting on January 29, 2015, hereby approve and endorse the 2015 Old Colony Coordinated Human Service Transportation Plan in its entirety for the Old Colony Region, in accordance with the certified 3C Transportation Planning Process.


Frank DePaola, P.E., Acting Secretary and CEO
Massachusetts Department of Transportation


29 Jan 15
Date


The Honorable Bill Carpenter, Mayor
City of Brockton

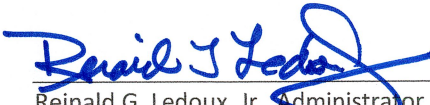
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1.0 Introduction & Background

Introduction

In June of 2012, Congress passed Moving Ahead for Progress (MAP-21), a new federal funding and authorization bill guiding surface transportation spending. After MAP-21 first initial expired back in September 30th, 2014, Congress reauthorized the bill through the Highway and Transportation Act of 2014 extending the life of the bill until May 31st, 2015. As a result of the reauthorization, funding through the 5317 (New Freedom) and 5316 JARC programs have been consolidated into MAP-21. In response to language in MAP-21, which requires that any local project seeking to use 5310 funding must be part of a coordinated human service transportation plan; this Coordinated Human Service Transportation Plan has been developed to guide those seeking to use 5310 funding. This plan addresses concerns of the communities and service providers located in the Old Colony Region, and focuses specifically on the needs of Elderly, Disabled, School Aged and Low income populations, and their transportation needs and services.

Serving the Transportation Disadvantaged

Many people mistakenly assume that individuals with special transportation needs are only those with disabilities or using wheelchairs. In fact, the term “transportation disadvantaged” covers a much larger population spectrum.

Transportation disadvantaged people, otherwise known as individuals with special transportation needs, are those unable to transport themselves due to their age, income, or health conditions. The transportation disadvantaged have different types of transportation requirements as they travel to health centers, school, work, internships, and social activities.

What is Special Needs Transportation?

The most popular mode of transportation for the majority of people in the Old Colony Region is by private automobile; however, by the very definition of special transportation needs, this is not always an available or viable option.

Special needs transportation is defined as any mode of transportation used by those defined as transportation disadvantaged or with a special transportation need. This includes buses that have regular stops (i.e., fixed-route transit for the general public and schools), specialized services such as vans, cabulances, and taxis that pick up people at the curb or door (i.e., demand response or dial-a-ride), rideshare programs, volunteer driver services, ferries, trains, or any federal, state or local funded transportation mode.

The different agencies providing these special transportation services largely fit into three categories: human service transportation, public mass transportation, and student transportation services. However, these designations do not adequately describe the variety of providers or the diversity of people they serve.

In this planning effort, the intent is to use the widest possible interpretation of special needs transportation. This includes transportation services funded and provided by the following:

- Massachusetts Executive Office of Health and Human Services (EOHHS)
- Federal Transit Administration (FTA)
- Local human service departments including programs for children, the elderly, and disability populations
- Public transit
- School districts
- For-profit and non-profit contractors
- Privately funded employer transportation

What is coordinated special needs transportation?

Coordinated special needs transportation occurs when multiple organizations work together to their mutual benefit, taking advantage of existing infrastructure and systems, gaining economies of scale, eliminating duplication, enhancing efficiency, expanding, and/or improving the quality of service in order to better address the transportation needs of the special needs population.

According to the “United We Ride” initiative, coordination makes the most efficient use of limited transportation resources by avoiding duplication caused by overlapping individual program efforts and encouraging the use and sharing of existing community resources.

There are many levels of coordination ranging from the basic sharing of training resources to the full integration of services. Examples of coordinated transportation include:

- Building on the existing transportation broker infrastructure to expand ride brokering to programs other than Medicaid
- Establishing feeder services to connect to fixed transit routes
- Identifying barriers to coordination in the regulatory environment and advocating for change
- Making greater use of technology to find providers and schedule trips
- Finding ways to group riders on the same vehicle van when they are sponsored by different funding agencies
- Leveraging purchasing power for vehicles, fuel, maintenance or training
- Improving communication capabilities
- Utilizing school buses for community transportation
- Coordination with other transit providers, both public and private, to address gaps in service coverage

Regardless of the type of coordination, it can involve the cooperation of:

- Transportation providers: transit agencies, school districts, social service agencies, transportation brokers, private providers, and non-profit transportation programs
- Service providers: doctors scheduling medical appointments based on transportation availability, land use planners including mobility options as part of zoning decisions, developers building “walkable” communities
- People with special transportation needs

As such, this plan brings together services providers, funding sources, riders, and the community at large to improve special needs transportation throughout the Old Colony Region.

Public Participation

This plan was developed through a cooperative effort utilizing an outreach process that was developed by the Regional Coordinating Council, which included a survey that engaged multiple organizations in the medical community, non-profit and private transportation fields, organizations whose mission it is to provide social service, public transportation authorities, and the Commonwealth of Massachusetts. The plan will then presented to the Old Colony MPO, Old Colony JTC, and then released for 30 day public review

Goals of the Human Services Coordination Plan:

- Update inventory of current transportation resources in the region
- Identify gaps and needs of current services available
- Identify ways to address the identified gaps and needs
- Prioritize the needs and services to be addressed

Funding Programs Overview

There are numerous programs in the Moving Ahead for Progress (MAP-21) legislation that address a number of specific transportation needs. The Human Services Coordination plan focuses on the following available programs:

Formula Grants For The Enhanced Mobility of Seniors and Individuals With Disabilities 5310

As a result of the passage of MAP-21, 5317 (New Freedoms Program), 5310 (Elderly and Disabled Program), and 5316 (Job Access and Reverse Commute) funding has been consolidated into 5310 (Formula Grants For The Enhanced Mobility of Seniors and Individuals With Disabilities). Those elements that previously existed in these three previous programs can now be found within the new 5310 program. Funding is allocated for urbanized and rural areas based on the number of seniors and individuals with disabilities.

What does 5310 funding allow?

- 55% of program funds must be used on capital projects that are:
 - Public transportation projects developed to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- 45% of remaining funding can be used for:
 - Public transportation projects that exceed the requirements of ADA.
 - Public transportation projects that improve access to fixed-route service, decreasing the reliance by those individuals with disabilities on complementary paratransit services.
 - Develop alternatives to public transportation that assist seniors and individuals with disabilities.

Other potential funding sources:

Urbanized Area Formula Grants 5307

As a result of MAP-21, the 5307 program has had a number of programs consolidated into it. One such program that is now a part of 5307 is Job Access and Reverse Commute (JARC) program. Activities once eligible under the former JARC program, which focused on providing services to low-income individuals to access jobs, are now eligible under the new 5307 program. Under the new 5307 program, operating assistance is provided with a 50% local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is no minimum or maximum on the amount of funds that can be spent on job access and reverse commute activities.

What does 5307 funding allow?

- Capital projects
- Planning
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

Formula Grants for Rural Areas 5311

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. Just like the 5307 program, 5311 has had program elements from the Job Access and Reverse Commute (JARC) program consolidated into it as well. Activities eligible under the former JARC program, which provided services to low-income individuals to access jobs, are now eligible under the 5311 program. In addition, the formula now includes the number of low-income individuals as a factor. There is no minimum or maximum on the amount of funds that can be spent on job access and reverse commute activities.

What does 5311 funding allow?

- Planning
- Capital
- Operating
- Job access and reverse commute projects
- Acquisition of public transportation services

Table 1: Summary of Funding Programs

Program	Description	Funding Breakdown	Action/Steps
5310 Formula Grants For The Enhanced Mobility of Seniors and Individuals With Disabilities	Provides funding through a formula program 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.	<u>Capital Cost</u> ~ 80% federal funding ~ 20% local matching <u>Operation Assistance</u> ~ 50% federal funding ~ 50% local matching <u>Populations Over 200K</u> ~ 60% allocation <u>Populations Under 200K</u> ~20% allocation <u>Non-Urbanized Areas</u> ~ 20% allocation <u>Administration, Planning, & Technical Assistance Allowance</u> ~ 10% allowance	Yearly application process through Massachusetts Executive Office of Transportation
5307 Urbanized Area Formula Grants	Provides capital and operating assistance for public transit systems	<u>Capital Assistance</u> ~ 80% federal funding ~ 20% local matching <u>Operating Assistance</u> ~ 50% federal funding ~ 50% local matching <u>ADA Paratransit Service utilizing up to 10% recipient's appointment</u> ~ 80% federal funding	Yearly application process through Massachusetts Executive Office of Transportation
5311 Formula Grants for Rural Areas	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	<u>Capital Assistance</u> ~ 80% federal funding ~ 20% local matching <u>Operating Assistance</u> ~ 50% federal funding ~ 20% local matching <u>ADA Paratransit Service utilizing up to 10% recipient's appointment</u> ~ 80% federal funding	Yearly application process through Massachusetts Executive Office of Transportation

Demographics of the Region

The Old Colony Region consists of the City of Brockton and the Towns of: Abington, Avon, Bridgewater, East Bridgewater, Duxbury, Easton, Halifax, Hanson, Kingston, Pembroke, Plymouth, Plympton, Stoughton, West Bridgewater, and Whitman. Figure 1 is a map of communities in the region.

According to the 2010 Census, the Old Colony region had a population of 348,527. This was a 3.7 percent increase over the 2000 regional population of 335,763. Between 2000 and 2010, three communities in the region saw a decrease in population. These Towns were Avon, Brockton, and Stoughton. The Town of Plymouth experienced the largest growth in terms of number of people for the second time in a row, while Abington saw the highest growth rate.

Elderly, disabled, low-income, and youth populations are of the specific interest of the Human Services Coordinated Plan. The following summary breaks down those specific population groups in the region.

A summary of the Old Colony Region:

- 9.4 percent of the population has a disability. A disability is defined by the US Census as “long-lasting physical, mental, or emotional conditions or limitations that affect the ability to perform major life activities”. This population includes both transportation dependant and independent persons.
- 14.7 percent of the population is over age 60. At the age of 60 is when many services become available to seniors. They may or may not be transportation dependant at this age.
- 9.5 percent of the population is low-income as defined by the US Census.
- 21.2 percent of the population is between 5-20 years of age. School aged children and many young adults are transportation dependent.

Table 2 shows youth, elderly, low-income, and disabled populations in the region based on the 2010 US Census. Additionally, the table includes two comparative measures. The first is a comparison, separately, of each of the four population segments as compared to the total population of the each community. The second comparative measure, also by community, each of the four population segments are compared to the total regional population.

Using the 2010 US Census, the region had 33,167 people living below the poverty level. The City of Brockton alone accounts for 51% of the region's population living under the poverty level with 16,777 residents. Those residents make up 17.9% of Brockton's overall population. Brockton's youth population makes up 36.6 % of the regional total, the elderly population is 30.4% of the regional total and the disabled population is 43.2% of the regional total. Being the only city in the region it is reasonable to expect that Brockton would make up the largest share of the regional populations for the youth, elderly, disabled and low-income populations.

Table 2 also displays other interesting figures, one of which is the senior population in the Town of Stoughton. Stoughton accounts for 7.7% of the region's total population, yet Stoughton has the second largest concentration of seniors in the regional totaling 12.5%. Most communities in the region possess senior populations over the regional average of 14.7%. The only towns that did not have senior populations over the regions average were Bridgewater, Duxbury, Hanson, and Plymouth.

In addition, the following eight maps are show the current availability of services and the potential needs for services in the region. The maps are a tool to help visualize information as you look at different information and how it affects the region. By looking at both where potential transit users may live and

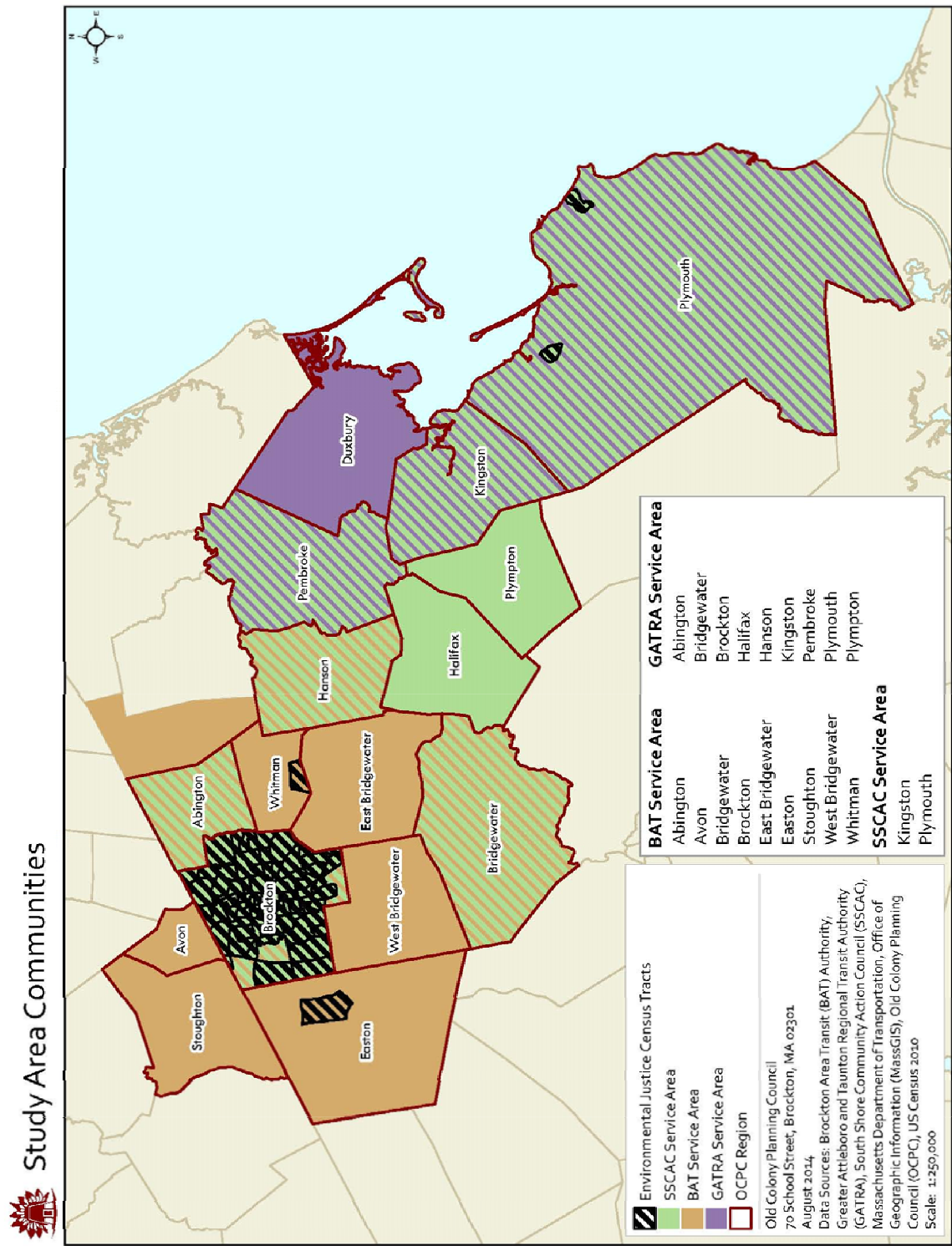
where transit users want to go we can start to put the pieces together in identifying the gaps in the region's transportation infrastructure.

Table 2: Regional Demographics based on the 2010 Census

	% of Total Town/City Population							% of Total Region Population						
	Total Population	Youth (5-20)	Senior (60+)	People with Disabilities	Low-income	Youth (5-20)	Senior (60+)	People with Disabilities	Low-income	Youth (5-20)	Senior (60+)	People with Disabilities	Low-income	Total Population
Abington	15,985	3,886	3,128	1,728	1,770	24.3%	19.6%	10.8%	11.1%	5.3%	6.1%	5.3%	5.3%	4.6%
Avon	4,356	1,122	903	475	440	25.8%	20.7%	10.9%	10.1%	1.5%	1.8%	1.5%	1.3%	1.2%
Bridgewater	26,563	3,707	958	722	915	14.0%	3.6%	2.7%	3.4%	5.0%	1.9%	2.2%	2.8%	7.6%
Brockton	93,810	27,040	15,613	14,117	16,777	28.8%	16.6%	15.0%	17.9%	36.6%	30.4%	43.2%	50.6%	26.9%
Duxbury	15,059	4,308	3,639	979	108	28.6%	24.2%	6.5%	0.7%	5.8%	7.1%	3.0%	0.3%	4.3%
East Bridgewater	13,794	4,046	2,950	1,454	1,399	29.3%	21.4%	10.5%	10.1%	5.5%	5.7%	4.5%	4.2%	4.0%
Easton	23,112	7,620	3,782	1,839	1,883	33.0%	16.4%	8.0%	8.1%	10.3%	7.4%	5.6%	5.7%	6.6%
Halifax	7,518	2,168	1,510	958	944	28.8%	20.1%	12.7%	12.6%	2.9%	2.9%	2.9%	2.8%	2.2%
Hanson	10,209	507	388	121	87	5.0%	3.8%	1.2%	0.9%	0.7%	0.8%	0.4%	0.3%	2.9%
Kingsston	12,629	1,571	2,567	1,480	818	12.4%	20.3%	11.7%	6.5%	2.1%	5.0%	4.5%	2.5%	3.6%
Pemroke	17,837	4,630	2,871	1,711	124	26.0%	16.1%	9.6%	0.7%	6.3%	5.6%	5.2%	0.4%	5.1%
Plymouth	56,468	1,459	1,647	1,041	1,622	2.6%	2.9%	1.8%	2.9%	2.0%	3.2%	3.2%	4.9%	16.2%
Plympton	2,820	654	610	152	220	23.2%	21.6%	5.4%	7.8%	0.9%	1.2%	0.5%	0.7%	0.8%
Stoughton	26,962	5,761	6,429	3,323	3,741	21.4%	23.8%	12.3%	13.9%	7.8%	12.5%	10.2%	11.3%	7.7%
West Bridgewater	6,916	1,687	1,762	871	706	24.4%	25.5%	12.6%	10.2%	2.3%	3.4%	2.7%	2.1%	2.0%
Whitman	14,489	3,803	2,559	1,692	1,613	26.2%	17.7%	11.7%	11.1%	5.1%	5.0%	5.2%	4.9%	4.2%
Total	348,527	73,969	51,316	32,663	33,167									
% of Regional Population						21.2%	14.7%	9.4%	9.5%					

Study Area Communities

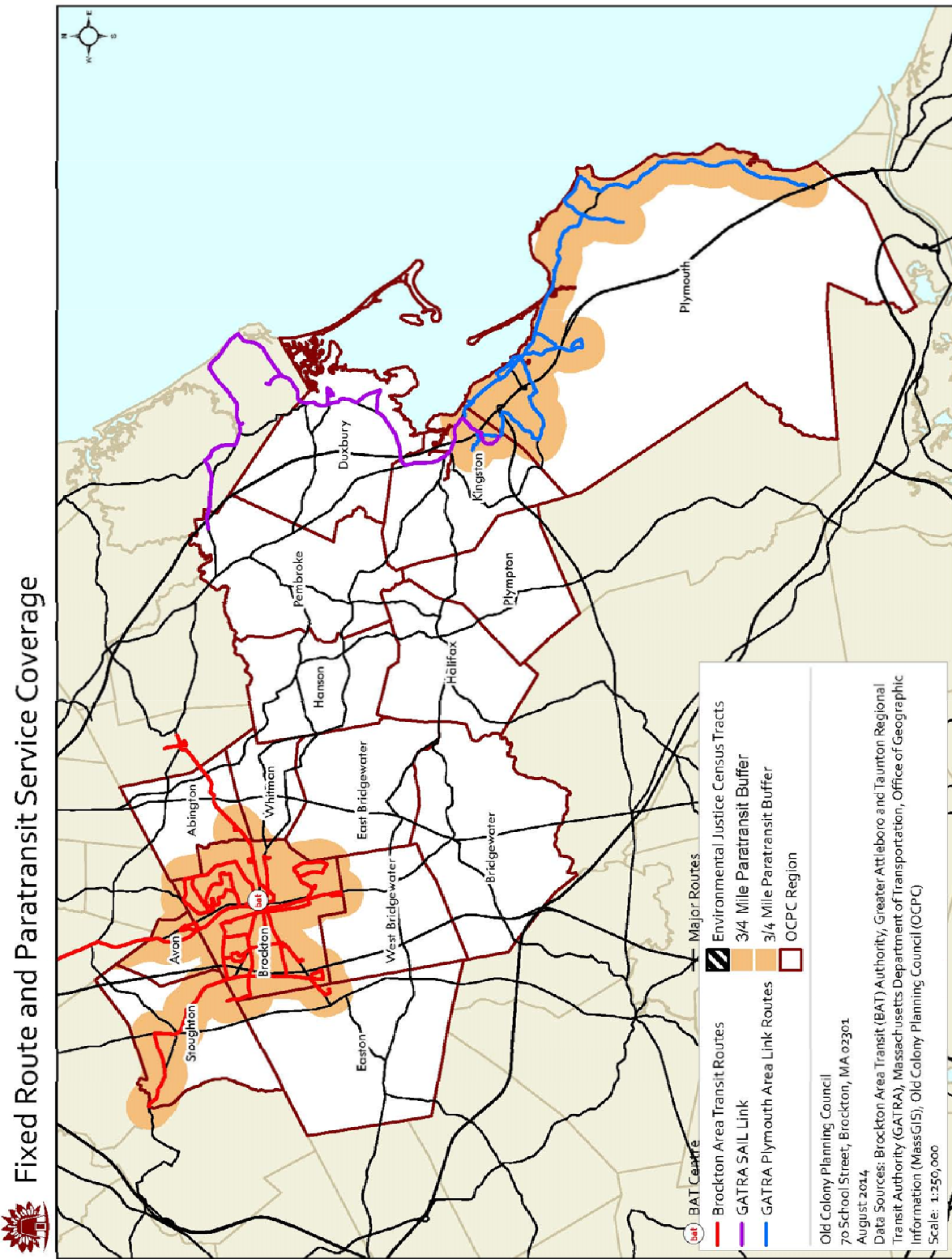
Figure 1



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Fixed Route and Paratransit Service Coverage

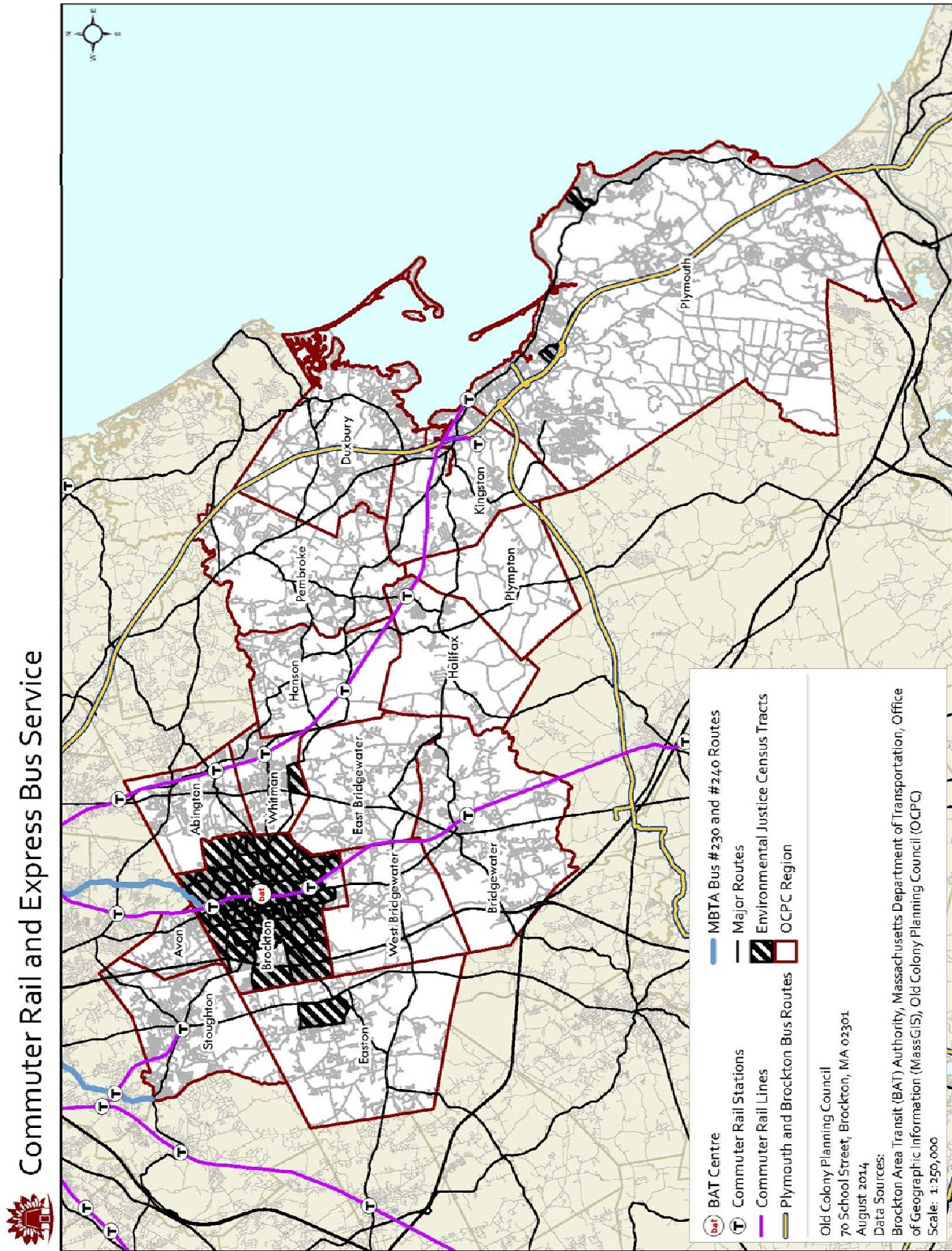
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Commuter Rail and Express Bus Service

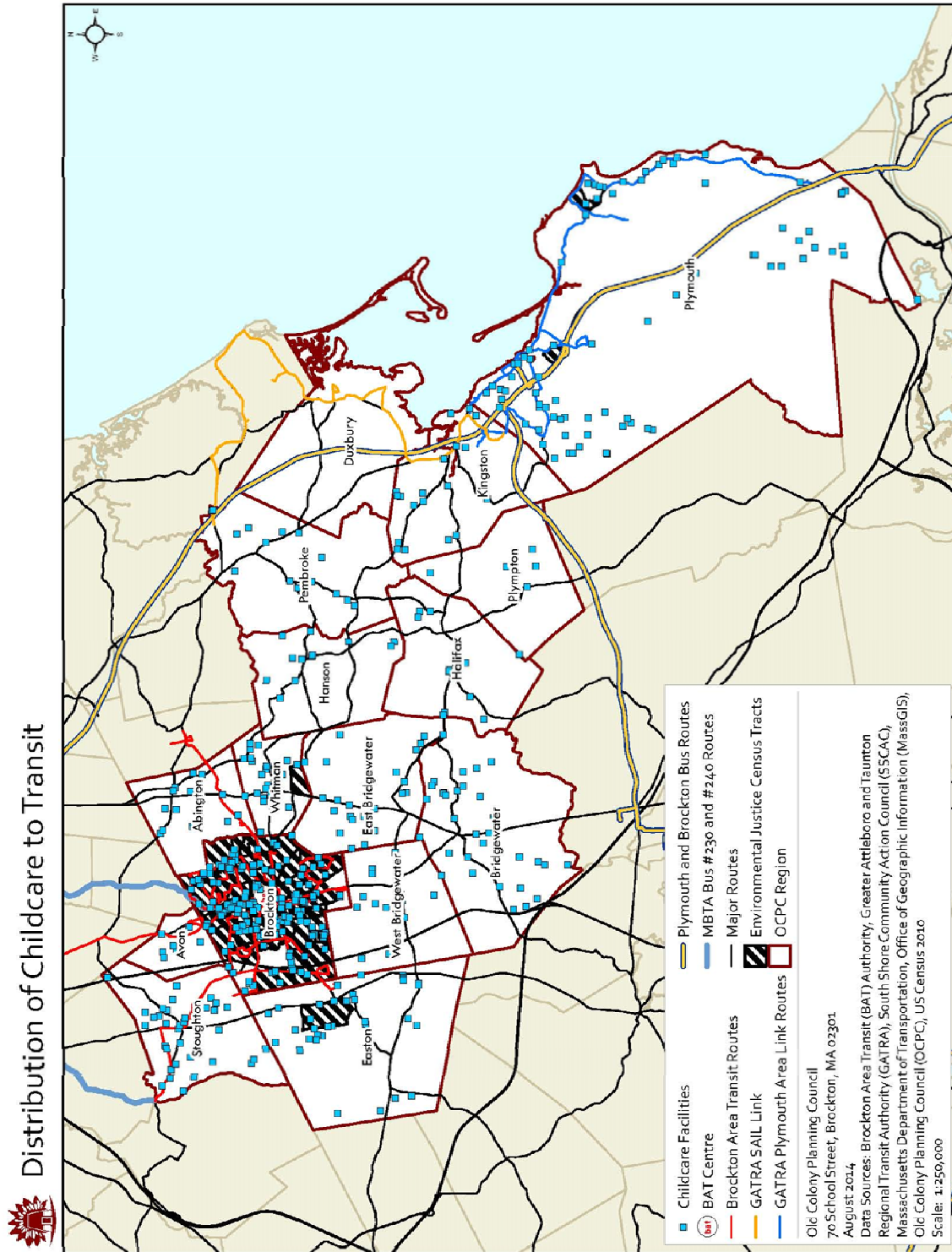
Figure 3



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Distribution of Childcare to Transit

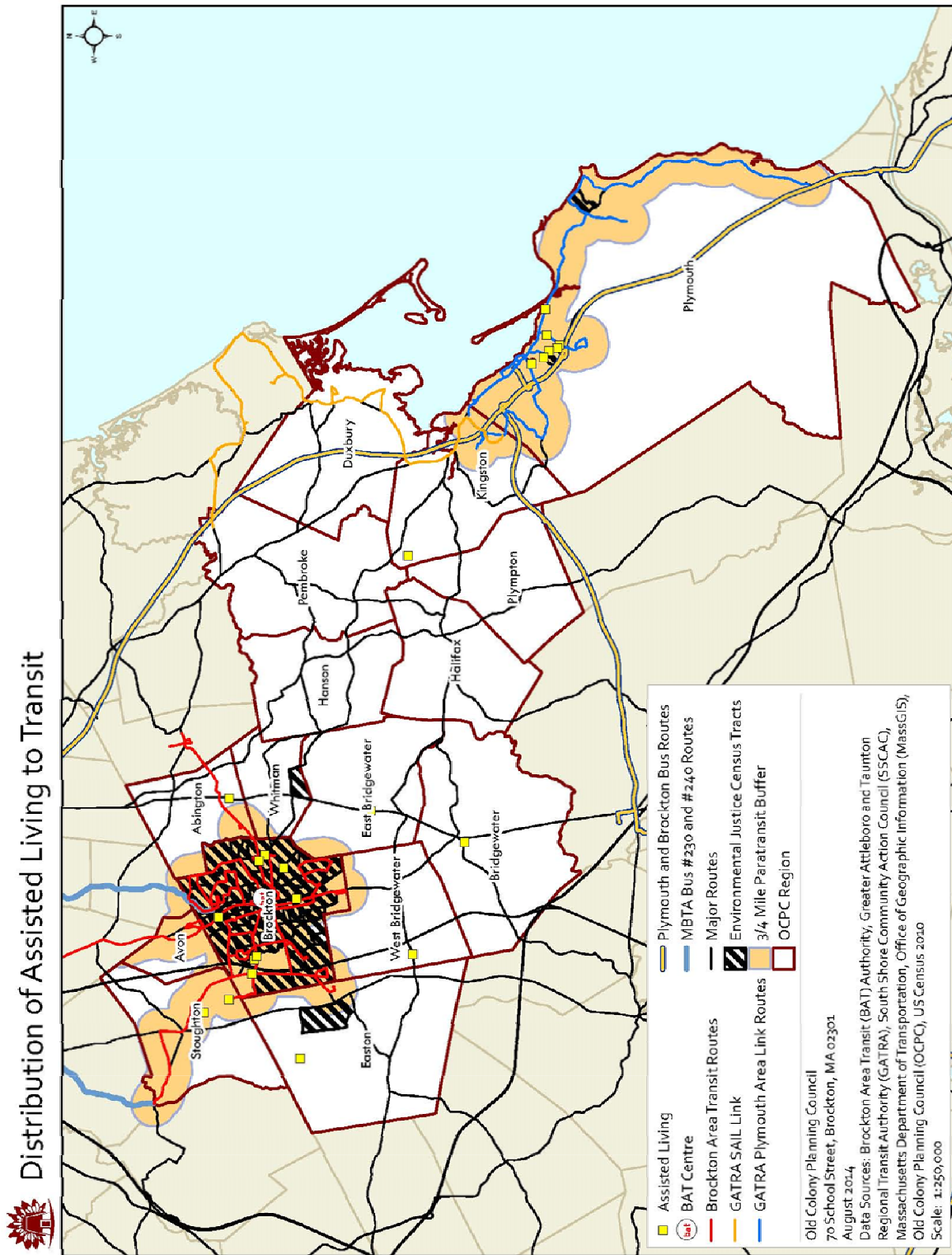
Figure 4



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Distribution of Assisted Living Facilities to Fixed Route & Paratransit

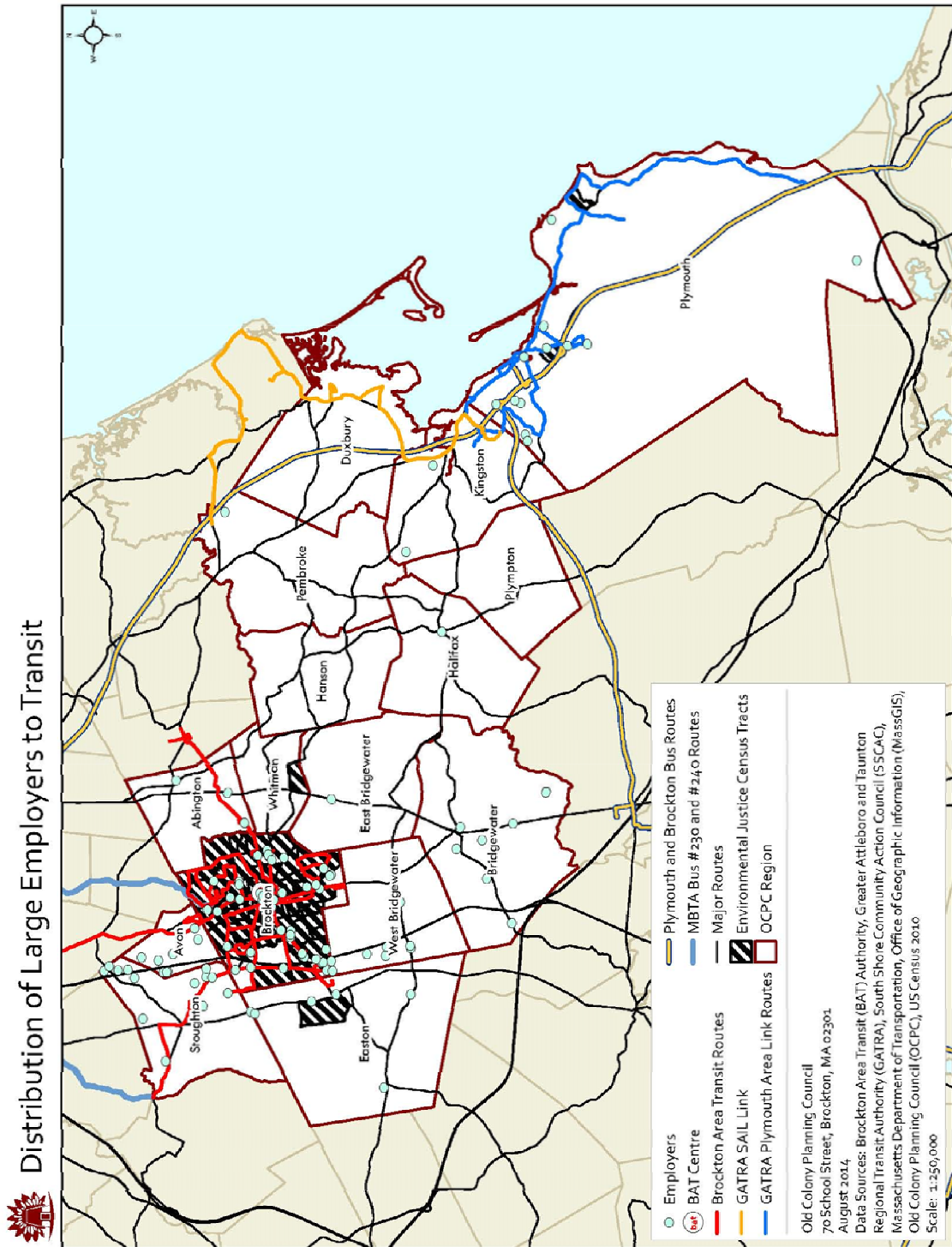
Figure 5



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Distribution of Employers with 50+ Employees to Transit

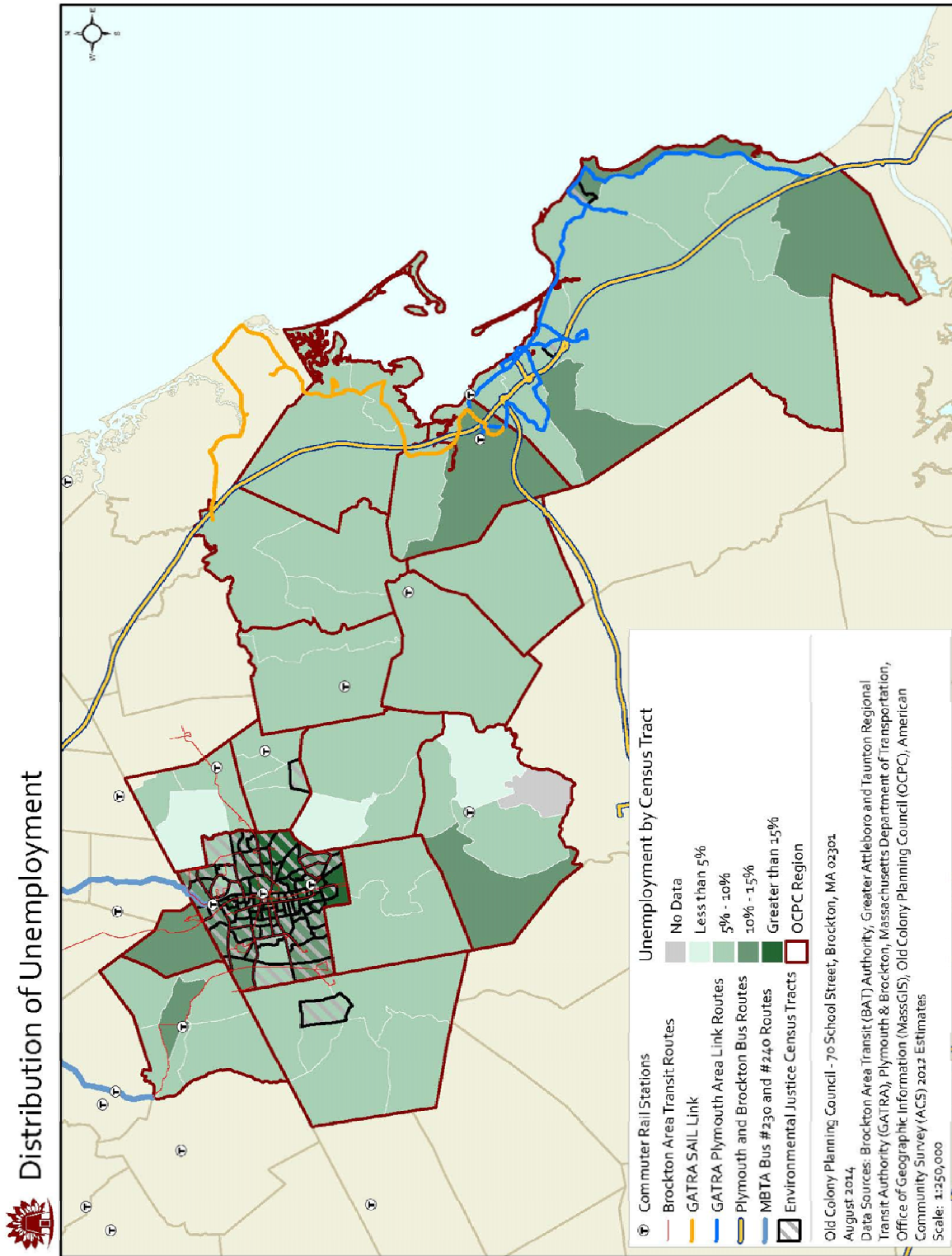
Figure 6



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Distribution of Unemployment

Figure 7

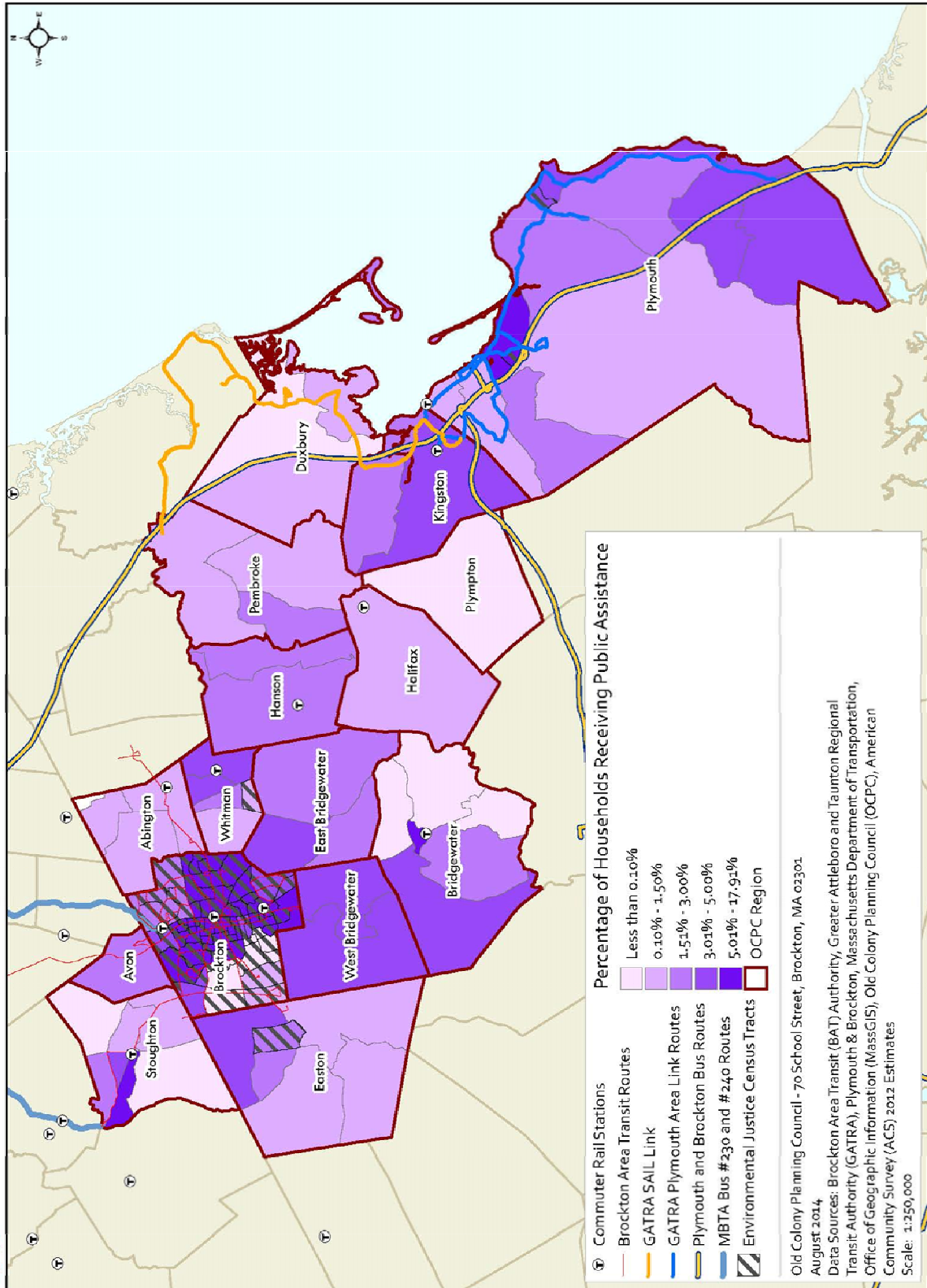


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Distribution of Households on Public Assistance

Figure 8

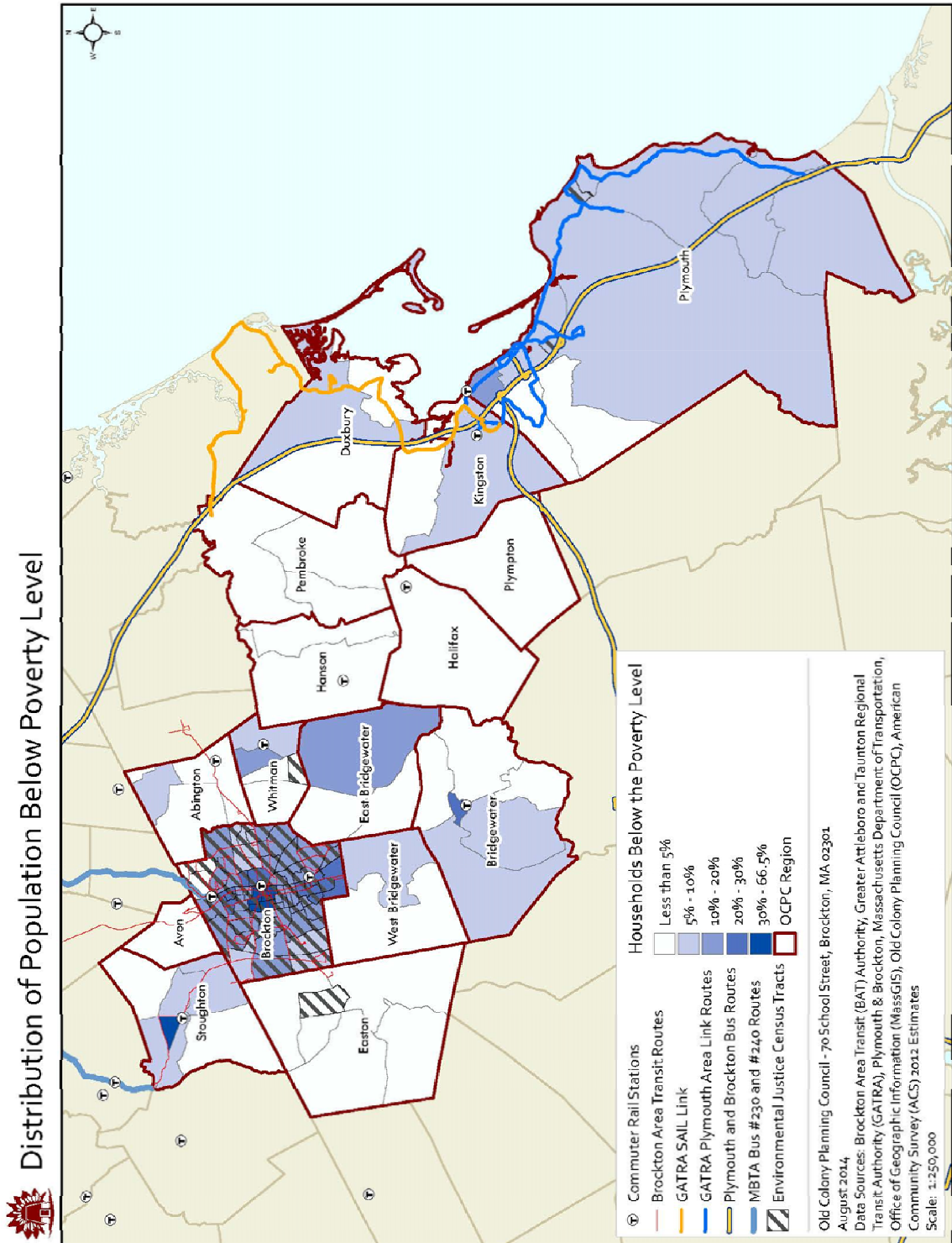
Distribution of Households Receiving Public Assistance



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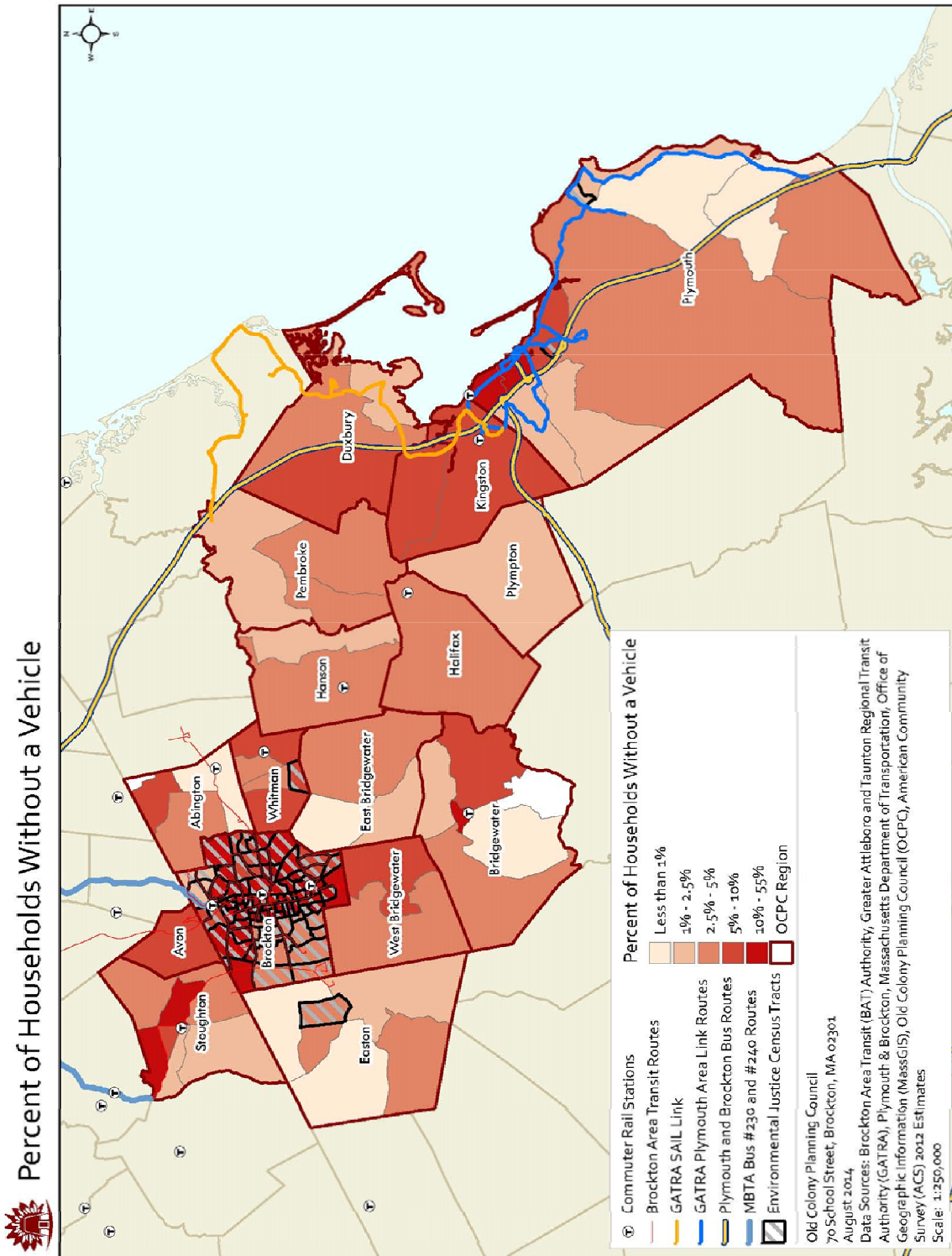
Distribution of Population Below Poverty Level

Figure 9



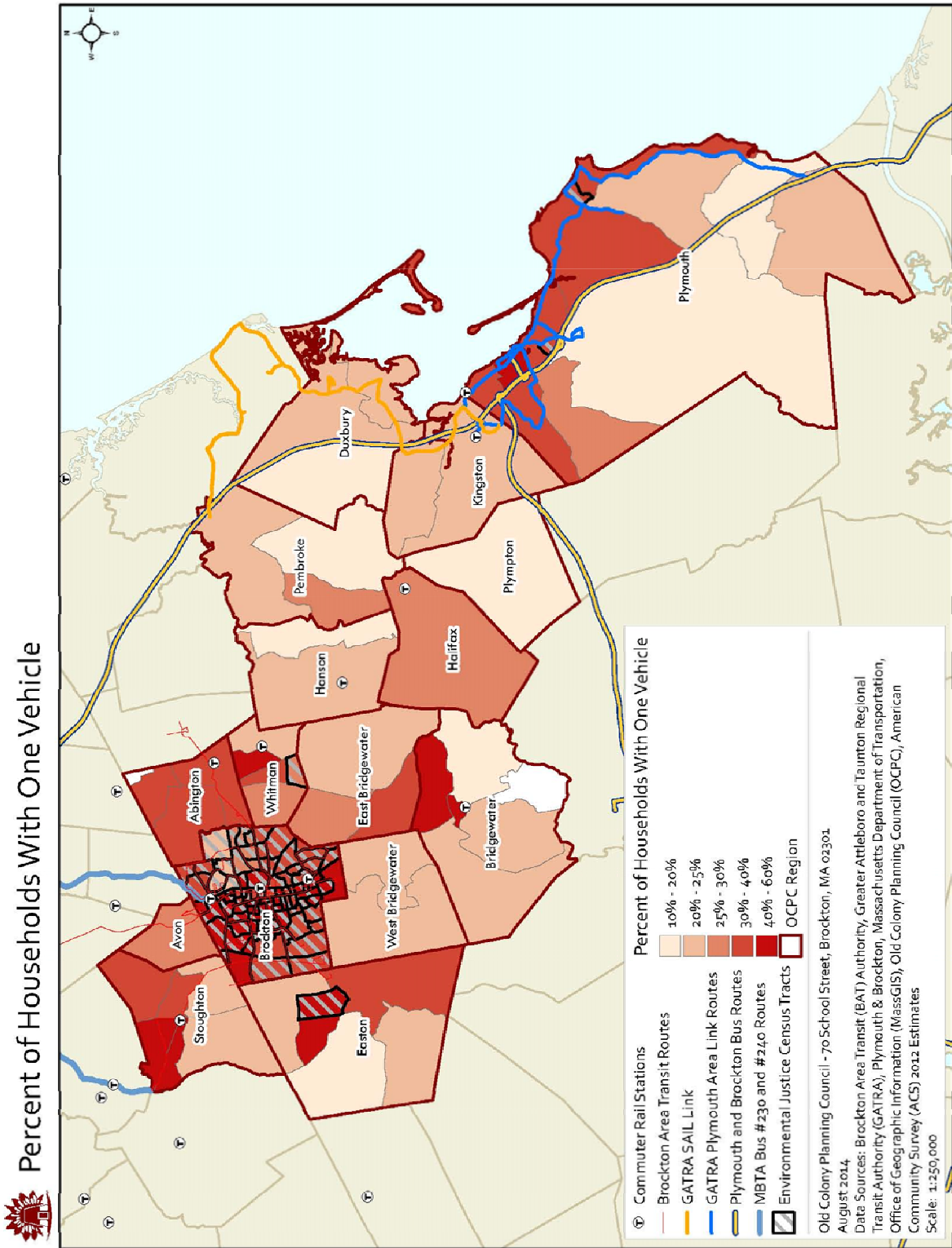
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Census 2010 ~ Percent of Households Without a Car
 Figure 10



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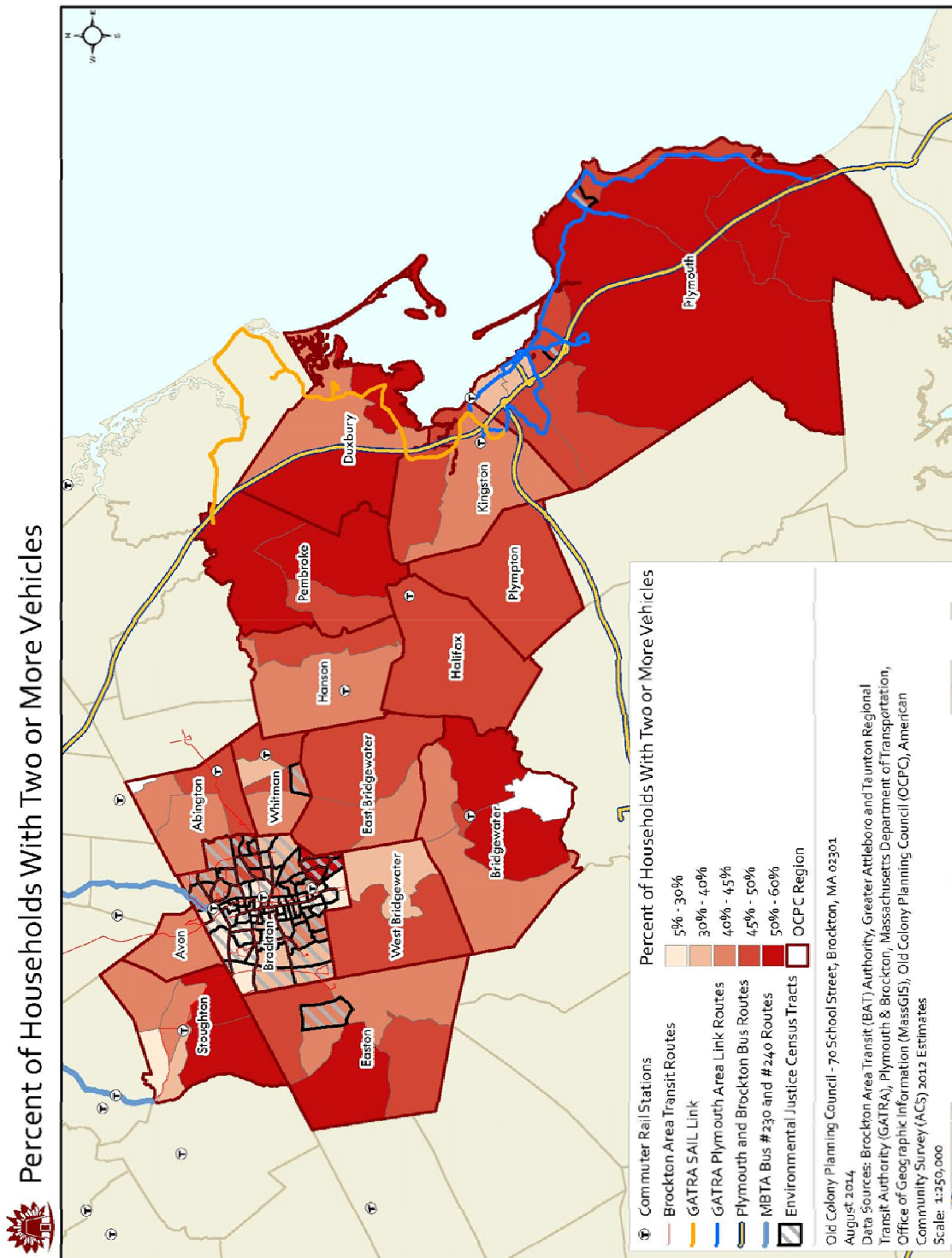
Census 2010 ~ Percent of Households With One Cars
Figure



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Census 2010 ~ Percent of Households With two or More Cars

Figure 12



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2.0 Assessment of current conditions and needs

Both public and private carriers provide human service transportation in the Region. Some agencies focus their services on certain demographics of the population where others offer services to a less defined population, need, or service area. Transportation can be in multiple forms from fixed route bus service to door-to-door van service.

Fixed route service is found in several communities in the Old Colony Region. Brockton Area Transit Authority (BAT) services Brockton and adjacent communities with fixed route and paratransit services. The fixed route is radial in nature with most of the routes beginning and ending at the BAT Intermodal Centre located in the center of Brockton. BAT offers paratransit service through both the DIAL-A-BAT and required ADA rides that complement the fixed route service. In addition, BAT works with local Councils on Aging of member communities in the regional transit authority service area, and with various private operations to coordinate service. The other fixed route service in the Region is operated by the Greater Attleboro Tauton Regional Transportation Authority (GATRA) is the Plymouth Area Link (PAL) located in Plymouth with service to portions of Kingston, Seaside Area Inter-Link (SAIL) which serves Duxbury and Kingston, and the Pembroke Shuttle which provides service to the Hanson MBTA Commuter Rail Station. Plymouth & Brockton (P&B), a private transportation firm, operates the PAL fixed route service. A&A Metro runs the paratransit portion of the PAL service.

BAT and GATRA services are not interlined and a gap does exist between the two fixed route services. Back in 2003 gaps in service were identified in the *Route 3 Corridor Transit Options Study* completed. The study focused on connecting transit services through medical centers, schools, and shopping areas, utilizing trip generators to make the service cost effective. The study suggested the development of three new routes. The first route would connect Bridgewater State University to the Hanover Mall, via Halifax and utilizing Route 58 in Hanson. The second route connects the Brockton Hospital, the South Shore Hospital in Weymouth and the Hanover Mall. The third route connects the PAL service to the Hanover Mall utilizing Route 3A and Route 139.

Beyond fixed route service; there is a mixture of availability and frequency of services; utilizing vans, town cars, and other smaller vehicles. For example, many of the region's Councils on Aging have their own vehicles with which they provide service to the community. These vehicles may be driven by a volunteer or a paid driver from the COA staff, and the vehicles may be a minibus, a van that is lift equipped, or a non-lift equipped vehicle. The available transportation service depends on the community. Some communities are able to provide the services to their seniors and people with disabilities; others struggle to provide basic services to their local residents.

In addition to the Councils on Aging, there are private companies that offer a mixture of services. Two of the larger private carriers in the region are Bill's Taxi/A&A Metro and Habilitation. Both companies offer a mixture of services from contract work with local agencies, such as public schools, councils on aging, and regional transit authorities but also, their services are available to private citizens as well. Both companies have vans that are lift equipped and are they only taxi services in the region with the ability to service wheelchair dependent customers.

To facilitate understanding, the following section provides a brief description of some of the transportation services available in the region. The companies and services described are by no means an exhaustive list of the services available in the region.

Brockton Area Transit Authority (BAT)

Summary of services

BAT offers both fixed route and DIAL-A-BAT services. The fixed route service covers Brockton in a radial fashion, and portions of Abington, Avon, Easton, Stoughton, and Randolph. BAT provides the required ADA service within the $\frac{3}{4}$ mile area of the fixed route corridors with the exception of route 12 Ashmont. BAT provides demand response and contract services to the communities in the transit authority as well. The authority includes the following communities: Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Hanson, Stoughton, West Bridgewater, and Whitman.

Examples of gaps in services

The DIAL-A-BAT covers the entire city of Brockton, as well as limited service to the Towns of Abington, Avon, Bridgewater, Easton, East Bridgewater, Hanson, Stoughton, West Bridgewater, and Whitman. There is a need for transit beyond the current service area, specifically with the DIAL-A-BAT service. BAT addresses ways to increase service to underserved populations, and has extended hours of operation, and will develop new routes when fiscally possible while continuing running service that is financially responsible. Capital purchases, including technology, can increase BAT's ability to be efficient with resources, and provide a better transportation service as well.

A study completed for MARTA in 2005 identified what the baseline of services would be for each of the regional transit authorities based upon regional characteristics. This study identified that BAT, as an urban transportation system needed to increase service by approximately 33,000 hours to provide the base level service need by the communities in the transit authority area and an additional 17,000 hours of service to meet most of the local needs for transit service. The baseline service for an urban system is defined as 15 to 30 minute head ways in the peak period and 30 to 60 minute headways in a base period, with service running from 6 AM to 10PM on the weekdays and 7AM to 8PM on the weekends. This baseline service addresses service previously eliminated areas and where there has been growth in the demand for transportation in that region. Additionally, any new fixed route service would also need the complementary paratransit buffer of $\frac{3}{4}$ of mile incorporated into the existing paratransit network. It should be noted BAT has extended service hours in the morning and evening on weekdays and weekends in attempt to meet these recommendation.

Greater Attleboro Taunton Regional Authority (GATRA)

Summary of service

GATRA is the regional transit authority that oversees the Plymouth Area Link (PAL) service and its accompanying paratransit service along with service in Duxbury and Kingston with the SAIL bus, and in Pembroke with the Pembroke Shuttle serves to the Hanson MBTA Commuter Rail Station and service to Boston from those fore mentioned communities via its Boston Hospital Bus. GATRA has contractors that operate the transit service in Duxbury, Kingston, Plymouth, and Pembroke along with all its transit service. Plymouth & Brockton Street Railway Company operates the fixed route service and A&M Metro runs the paratransit service. GATRA offers other services such as a travel-training program to help new riders understand the transportation service.

Examples of gaps in service

The PAL service and the OWL service in Wareham, although nearby, are not connected. This disconnect can also be seen between the Pembroke Shuttle and SAIL bus service. The PAL service in Plymouth and Kingston covers a large area, with limited frequency, making it challenging for riders to utilize public transportation for commuting to work and medical appointments. Additionally, because of the amount of area covered by the fixed route service, the paratransit service is challenged with covering the service area in the manner deemed by ADA. Plymouth is, in terms of land area, the largest municipality in the Commonwealth, meaning that transportation service in this community in particular is a challenge because of the extensive distance just for trips in town.

The 2005 MARTA study identified that approximately 6,032 hours of services are needed to bring GATRA-PAL up to an acceptable service level. This is utilizing approximately 30 minute headways as identified in the MARTA study. Increasing the amount of service enhances the transportation system for all users making it a better and more convenient option with more trip options.

South Shore Community Action Council (SSCAC)

Summary of services

South Shore Community Action Council is a private non-profit agency that provides essential services to low-income individuals and families in the area, one of which is transportation service to communities in and out of the Old Colony Region. SSCAC provides transportation to the elderly, handicapped, disabled, and low income, participants in SSCAC programs and other state and federal programs. SSCAC fills in the gaps in service for people that often have no other mode of available transportation. They take people to adult day health programs, dialysis, doctor and dental visits, non-emergency hospital trips, shopping trips, social/ recreational events, employment/welfare to work programs, educational facilities, and service to Metro Boston hospitals. SSCAC has the ability as a private company to service individuals beyond the community boundaries that often are found with other forms of public transportation. SSCAC completes approximately 65,000 trips annually.

Examples of gaps in services

SSCAC serves such a variety of clients that often have no other means of transportation. SSCAC struggles with operational costs, like other transportation companies, with escalating fuel and employee health care costs. There are more citizens in need of transportation services that SSCAC would be willing to service, if additional operational support for the service could be found.

Plymouth & Brockton Street Railway Company

Summary of services

Plymouth and Brockton (P&B) is a private company offering fixed route long distance service. The routes generally run north-south with the most frequent trips leaving from Plymouth, Kingston, Rockland, and Duxbury, with terminus locations in Downtown Boston, Logan Airport, and Providence, RI. P&B recently started servicing Providence, RI, with buses servicing the Towns of Plymouth, Middleboro, Tauton, and Somerset before arriving in Providence. Most of P&B trips are providing service predominantly for the commute to work in Boston and trips to Logan Airport. P&B also runs trips south through Cape Cod. Trips from Plymouth heading north towards Boston begin as early as 3:50 AM. Trips

heading south to Providence start at 9:00AM. The last trip to leave Boston traveling south towards Plymouth is at 11:15PM and 6:30PM north to Plymouth from Providence.. Plymouth and Brockton has wheelchair accessible coaches. On average, Plymouth & Brockton carries about 28,000 people from the region to points in Boston.

P&B is also the contractor that operates the fixed route PAL, SAIL, and the Pembroke Shuttle service to the Hanson MBTA Commuter Rail Station for GATRA. P&B operates in the towns of Duxbury, Kingston, Pembroke, and Plymouth on behalf of GATRA in the Old Colony Planning Council Region. This relationship with GATRA gives them a greater understanding of public transportation needs in the area for both local and long distance commuting transportation. PB is always looking to enhance intermodal connections between its public transit services, P&B commuter buses, rail, and other transportation options in the area.

Examples of gaps in service

Plymouth and Brockton is currently at capacity on their peak rush hour service trips to Boston. Additional trips to Boston would improve service for the people commuting to the city and would ease the crush on vehicle trips. P&B is also interested in meeting interurban transportation needs, with the possibility of connecting the different RTAs. For example, interurban bus service could be established between Plymouth and Brockton, or Brockton and Taunton, and then passengers would either end their destination or connect to a local transportation services.

Habilitation Assistance Corporation

Summary of services

Habilitation transportation branch, Access Express, is a private company that provides a variety of services. Services include transportation to: adult day care programs, medical appointments, either local or Boston, shopping trips, day habilitation programs, charter trips, paratransit contract for portions of the GATRA and Cape Cod Regional Transit Authority area, and privately scheduled trips.

Services are provided by contracted agreement or by individual arrangement for transportation. The company also offers charter trips with mini-buses; open to anyone who is able to pay for the services. Access Express provides about 2,000 rides a week across its spectrum of transportation programs and needs. The company utilizes a mixture of vehicles consisting mostly of wheelchair lift equipped vans, but is complemented with 15 passenger vans, sedans, and minibuses. The company is licensed both as a taxi service and as a charter service.

Examples of gaps in service

Habilitation Assistance Corporation is at an advantage being a private company. They receive no operational or capital assistance from the federal or state government. The advantage is that they can choose the services they provide and the contracts that they accept, without concerns of state and federal regulations that are associated with financial assistance. This enables Habilitation to efficiently manage their operational costs because they can modify their services quickly without waiting for a grant opportunity or having to have public hearings to discuss the changes.

Taxi Companies

Summary of services

There are many taxi companies in the region with services open to anyone with the economic means to pay. Some of the taxi companies also do contract work with different services in the region. The trips are provided for purposes such as medical, social, and employment and they are not limited to the types of services they can provide and who they provide them to, as they are private companies.

Only one taxi company in the region is equipped to provide service to individuals in a wheelchair or needing a lift assisted entry a van. Bills Taxi/A&A Metro Transportation in Bridgewater have vehicles that can accommodate passengers needing a lift. Bill's Taxi is unique in that it provides service through contracts to local schools for special needs transportation and the Councils on Aging for a variety of contracted services.

Examples of gaps in service

Similar to other private companies the taxi companies do not receive operational assistance that requires them to run service under prescribed parameters. As a private business, they can adjust swiftly to market conditions, such as higher fuel costs for the vehicles or increased health care for employees, and pass those costs on to their customers. The challenge is that many of these companies do not purchase wheelchair accessible vans because of the higher expense and the lack of demand.

Commuter Shuttles

Summary of services

Besides Plymouth and Brockton, there are other commuter shuttles in the region. Bloom Bus Lines, Inc. provides commuter bus service to Boston, with pickups starting in Tauton Bus Terminal, and at regional pick up locations beginning at the Dog Track in Raynum, Route 138 and Oxford Street in Tauton, park and ride parking lot at Route 106 and Route 24 in West Bridgewater, and by request at the Westgate Mall in Brockton. DATTCO runs commuter shuttle service in Taunton just outside of the Old Colony region.

Examples of gaps in service

Commuter services are great opportunities to connect urban centers. The challenge is that there are often no other public transportation services available to the park and ride lots that the carriers serve, making intermodal connections difficult. Most commuter bus services, similar to many commuter rail services, pick up from a park and ride lot, limiting the availability of the transportation services to those with a car. Investigating ways to increase intermodal connections and service the commuting population would increase the availability and need for this type of service.

Councils on Aging

Summary of services

The local Councils on Aging offer a variety of services depending on the need and the financial support of that particular community. Many COAs receive vehicles through the MAP program and BAT often assists COAs in the region with vehicle procurement and other transportation related issues. A summary of services offered by the local COAs and other public transportation services can be found on Table 3.

Example of gaps in services

The Councils on Aging have some of the most direct access to the elderly and disabled population in a community. They promote a variety of programs to enhance the quality of life but the challenge usually comes down to money for the purchase vehicles, the operations of vehicles, and the repair vehicles. This, in turn, limits the more localized connection and puts more pressure on other transportation resources to provide the services for those in need. Additionally, with the more recent economic pressures, many COA's transportation programs are the first to receive a reduction in funding when communities' have to reconcile their annual budgets. Some communities, such as Bridgewater, have managed to continue services with generous local support. Others, such as Abington, have taken the strategy of simply discontinuing service a couple of days month.

Finding ways to maintain transportation to these senior populations should be a consideration in any transportation program.

Old Colony Area Agency on Aging

Summary of services

The Old Colony Area Agency on Aging is responsible for the establishment of a comprehensive, coordinated system of community-based supportive services and nutrition services for the elders in our region. To achieve this goal, the Old Colony -AAA administers grant funding authorized under the Older Americans Act of 1965. This funding is allocated through the Massachusetts Executive Office of Elder Affairs. One of the many services that the Area Agency on Aging provides is transportation for seniors through the use of volunteer drivers.

Example of gaps in services

The Area Agency on Aging serves 23 communities in southeastern Massachusetts. By serving such a large area the Agency can provide transportation services beyond community and regional boundaries.

Table 3: Summary of Council on Aging Services				
Community	Services	Notes about services	Fixed Route Services	Commuter Rail Station
Abington	Dial-A-BAT, COA, Fixed Route, Commuter Rail	The COA uses Dial-A-BAT first and COA vans for all other things, such as: shopping trips and trips in Abington and surrounding towns. The town has a commuter rail station with no fixed route service to the station.	Limited, BAT Route 5 to Walmart in Abington	YES
Avon	Dial-A-BAT, COA, Fixed Route	The COA uses COA van first then Dial-A-BAT, trips to Avon and surrounding towns and the COA has a morning church trip.	Limited, BAT Route 1& Route 12	NO
Bridgewater	Dial-A-BAT, COA, Fixed Route, Commuter Rail	Dial-A-BAT for most trips, COA van is for limited use such as: prearranged group trips and transportation to the Tuesday luncheon. Commuter Rail station is serviced by BSU transportation but it is not open year round.	BSU operates about 9 months out of the year.	YES
Brockton	Dial-A-BAT, SSCAC, Fixed Route, Commuter Rail	Dial-A-BAT is the primary provider of trips for both recreation and medical purposes. All three commuter rail stations have fixed route services, the Brockton station is adjacent to the BAT Intermodal Centre	Extensive BAT coverage	YES (3 stations)
East Bridgewater	Dial-A-BAT, COA, SSCAC	Dial-A-BAT for most trips, COA van is for prearranged group trips	NO	NO
Hallifax	COA, SSCAC, Commuter Rail	COA vans are for individual and prearranged group trips, destinations in town and surrounding communities and trips to Boston for medical purposes. The COA also has a Wednesday morning church trip. The commuter rail station in town has no fixed route service to it. COA trips are to support programs at the center and adult day care programs, because of limited resources the COA depends on surrounding COA's for support. The commuter rail station has no fixed route service to it. Hanson has recently joined Dial-A-BAT service.	NO	YES
Hanson	COA, SSCAC, Commuter Rail		NO	YES

Table 3: Summary of Council on Aging Services				
Community	Services	Notes about COA services	Fixed Route Services	Commuter Rail Station
Kingston	Dial-a-ride, fixed route, SSCAC, Commuter Rail	COA service can be used for: shopping, medical appointments, social and recreational purposes. The commuter rail stations has fixed route service available to it on a limited frequency. The community also has limited fixed route service.	GATRA	YES
Easton	COA, Dial-a-ride, Fixed Route	COA provides medical, shopping, trips around town and surrounding communities. Services also available through the DIAL-A-BAT	Limited, BAT Route 9	NO
Pembroke	COA, SSCAC	COA provides trips for food shopping, lunch, activities, mall, medical. Recently GATRA had begun offering dial-a-ride services in the community	GATRA	NO
Plymouth	Dial-a-ride, fixed route, SSCAC, Commuter Rail	Transportation for both senior and ADA service is provided by Churchill Transportation. Services include shopping trips, medical trips, social and ADA required rides. The physical geography of Plymouth makes it difficult to offer more than a two days of service to non ADA riders in the southern part of town. The commuter rail station has non peak train service and fixed route service available to it on a limited frequency.	GATRA	YES (4 daily non peak trains)
Plympton	SSCAC	Plympton is currently trying to find a way to get cost effective service to their senior population.	NO	NO
Stoughton	Dial-A-BAT, COA, Fixed Route, Commuter Rail	COA provides service to Stoughton and surrounding towns, medical, shopping trips on Tuesday. DIAL-A-BAT service is also available.	Limited, BAT Route 14 & Mini Mailler	YES
West Bridgewater	Dial-A-BAT, COA, Commuter Rail	Dial-A-BAT for most trips and COA van will take people to local destinations.	NO	NO
Whitman	Dial-A-BAT, COA	Dial-A-BAT for medical and individual trips, COA will arrange group trips to different shopping areas and senior activities the COA van is not for individual trips	NO	YES

COA = Council on Aging
SSCAC = South Shore Community Action Council

3.0 Unmet Service Needs

Not unlike other areas of Massachusetts and the nation there is an increased demand for public transportation. This trend is only going to increase as the Baby Boomers start to retire and demand a more personal transportation experience for their needs. The struggle is providing this service at a reasonable cost to the community. Door-to-door service is expensive, which is why other transit solutions, such as fixed route or flex route services, are solutions that should be explored.

Examples of Service Gaps

Reaching out to segments of the population currently being underserved by public transportation is a challenge. Many of these groups have various needs and have limited resources to achieve their organization's goals. The following organizations are illustrative of the type of services needed in the area, is by no means an exhaustive list.

Brockton Area ARC Inc.

Brockton Area ARC is an organization that provides a variety of services to individuals with disabilities. Examples of these services are: job training, traveling training, and job placement. Currently one of the greatest challenges for the organization is getting people to their jobs. Many of the individuals they service cannot drive and are public transportation dependent, but often the jobs are not where public transportation is available.

Councils on Aging

The Councils on Aging have some of the most direct access to the elderly and disabled population in a community. They promote a variety of programs to enhance quality of life but the challenge usually comes down to money, to purchase vehicles, to run the operations of vehicles, and to repair the vehicles. This limits the more localized connection and putting more pressure on other transportation resources to provide the services for the need. Communities in the region that are members of BAT have expressed interest in expanding the paratransit service that already exists in their communities. Additionally, communities in the region that are not members of BAT could be eligible for paratransit services if they were to join the authority.

CareerWorks

CareerWorks serves job seekers and employers in Brockton, Abington, Avon, Bridgewater, East Bridgewater, Easton, Hanson, Stoughton, West Bridgewater, and Whitman. CareerWorks offers a host of services for the job seeker providing workshops, counseling and resources to help clients find jobs. They also work with other similar agencies in the unemployment office, transition assistance, and the YouthWorks program.

Veterans

Veterans are in need of transportation to Veteran's Hospitals and Clinics. The combination of the continuation of US war efforts and increased combat technology has decreased the overall death rate, but increased the amount of soldiers coming home with injuries. Many of these former soldiers are transportation dependent to access the services available to them at the VA Hospitals and Clinics.

Currently, shuttles run by the VA travel from Jamaica Plain and West Roxbury to the VA Hospital in Brockton. The VA Hospital is also serviced by BAT. Even with this service, a gap in services exists for the transportation dependent veterans who struggle to find transportation to the services they need. Veterans that are transportation dependent need to use the same services as the rest of the transportation dependent population. Veterans need to be able to get to services, work, and social activities.

Sidewalk and Pedestrian Path Snow Removal

Snow fall during the winter months in the Old Colony Region is nothing new and is expected. While roads in the Region are kept clear of snow, which helps the RTAs and those organization that provide transportation services deliver these services to the riding public, sidewalks and pedestrian paths are an afterthought or just completely forgotten when it comes to snow removal. What needs to be remembered is that the transportation system is a holistic network and no one component of that network should be neglected or forgotten – Sidewalks and pedestrian paths are a part of the transportation network. When sidewalks and pedestrian paths are not cleared of snow, pedestrians and those with mobility issues struggle to reach their destinations and public transit stops in a safe, comfortable, and timely manner. Sidewalks and pedestrian paths need to be cleared of snow to facilitate the ease of travel by those that use public transportation and other transportation services provided by other organizations.

4.0 Strategies to Address Unmet Service Needs

1. Protect and strengthen existing transportation services
 - a. Support, strengthen, and maintain the existing network of public and private transportation providers (protect the assets that are in place that the community has invested in)
 - b. Pursue a funding strategy that leverages local, state, federal and private resources
 - c. Allocate available public and private resources to implement plan goals
 - d. Provide vehicles to serve the transportation disadvantaged of the Old Colony Region
2. Improve intra-community transportation services
 - a. Establish a system of intra-“community” transportation services that connect population centers with shuttles and vanpools between communities
 - b. Support and coordinate participation in the car pool and van pool programs
 - c. Provide improved services to human services populations, elderly and persons with disabilities, and people with low incomes
 - d. Focus public transportation on access to social and medical services, jobs, shopping, education and recreation
 - e. Encourage and support multi-modal options including pedestrian and bicycle usage
 - f. Provide expanded fixed route service to employment centers, educational and residential development, such as the South Weymouth Naval Air Station Redevelopment and Massasoit Community College
3. Increase accessibility to transportation services
 - a. Identify “underserved” areas (geography) and population (demographics)
 - b. Identify transportation-dependent populations geographically
 - c. Evaluate the effectiveness of existing transportation services
 - d. Institute an ongoing evaluation process focused on system effectiveness and efficiency.
 - e. Operate a clearinghouse for transportation information

- f. Develop an ongoing public education program focused on commuting and transportation services
 - g. Provide transportation options that are sustainable and environmentally sensitive
 - h. Maintain public transportation services that are fast, fair, flexible and frequent
 - i. RTAs and organizations providing transportation services should coordinated sidewalk and pedestrian path snow removal with Towns and Cities in their service area.
 - j. A regional sidewalk and pedestrian path snow removal plan should be developed, implemented, and followed by all Towns, Cities, homeowners, property owners businesses, and places of worship.
4. Coordinate Transportation Services
- a. Identify or develop a regional coordinating entity with the authority, expertise and capacity to coordinate transportation services
 - b. Coordinate transportation services with surrounding communities outside of the region
 - c. Build tools for a coordination system of public transportation services, including (1) conduct a comprehensive market analysis to inform investment and programming decisions, (2) develop a model agreement to coordinate transportation services, and (3) develop a model process to attract new public and private investors and service partners

There are many ways to address the four strategies to provide services identified, as unmet service needs. The following are examples of the types of services that would facilitate achieving this strategy.

System Preservation

In difficult economic times, more public transportation is needed, not less, but it is often the first to go. The region has come to depend on transportation service already provided in the Old Colony Region, especially those transportation services provides by the Regional Transportation Authorities (RTA), the Brockton Area Transit Authority (BAT) and the Greater Attleboro Tauton Regional Transit Authority (GATRA). The RTAs have expressed the importance of Federally and Commonwealth adopted “state of good repair” and “system performance” policies and the needed to adhere to these policies in regards to system preservation. In addition, funding resources for transit operations, capital, and other currently productive programs should not be diverted to unproven and untested enterprises, which could deteriorate and cannibalize existing levels of transit service. The first step in maintaining dependable public transportation is maintaining the current system.

Increased Fixed Route Service Hours

The region has varied frequency of service. Increasing service hours makes fixed route transportation a viable choice in transporting people to jobs, medical appointments, and social engagements.

Accessibility enhancement

Accessibility enhancements can include curb cuts, information kiosks, travel training, signage and shelters, etc.

Increased Fixed Route Service Area

The region also has a varying degree of fixed route coverage. Service in some areas is close by and convenient and other areas have no service at all. Addressing these concerns based on the populations

needs will help transport people to medical appointments, and provide connectivity to employment and education facilities as well.

Same Day Service

The transportation services that are available in the region are, at best, those that are scheduled 24 hours in advance. The ability to provide same day service gives the users that need the service increased flexibility in planning their transportation to work and medical appointments.

Increased Paratransit Services Hours

There is always a need for more service and longer service hours. As such, it is a challenge to develop a schedule around limited hours of service.

Increased Paratransit Service Area

Much like increasing the services hours, increasing the service area gives patrons of the service a greater ability to access the services they need.

Development of Volunteer Driver Programs

Volunteer drivers can be a low cost way to meet the transportation needs of community members. Coordination of volunteers is the biggest challenge.

Volunteer Program Administrator

Many local transportation programs depend on volunteer drivers. With the support of a volunteer program administrator for the region, one individual, rather than each COA, can do the task of finding drivers, training them, and arranging their schedules.

Development of rider education program

Many individuals new to transit often do not take advantage of programs simply because they are unaware of the services. Rider education can be for all users of public transportation services and it helps the rider become more comfortable with the service and to understand what is expected of them in the role of customer.

Increase the availability of lift accessible vehicles to the disabled population

One problem in particular is the availability of lift accessible vehicles within the private carrier sector. Most taxi companies do not have lift vans for services because the difference in the cost to purchase a lift vehicle versus a non-lift equipped sedans and is more than what the company can expect to receive as a return on investment on that lift equipped vehicle.

Expand Paratransit buffer beyond $\frac{3}{4}$ of a mile

Expanding the Paratransit buffer offers more flexibility in destination choices to the individual dependent upon the service.

Sunday Service

Expanding the Sunday service offers more flexibility to those individuals' dependent on the service

Increased Access to Employment Centers

Increased access to employment centers helps low income, disabled, and the elderly have access to jobs that they would not be able to access without a car.

Increased Access to Education Centers

Increased access to education centers helps low income, disabled and the elderly have access to education that they would not be able to access without a car. These skills can help these individuals acquire jobs or promotions in their current work.

Add service to areas and needs currently being under served.

In the region, there are so many needs that it would be difficult to describe them in detail. Additional services hours, additional service, more vehicles, more drivers, greater access to technology; voucher systems, volunteer driver programs, and training program are just some of the kinds of services that are needed as part of the Human Services Transportation network. Individual needs are often going to be addressed in different ways and a simple "one solution fits all" is not a realistic possibility.

Promote the use of transit by workers with non-traditional work schedules

Increasing the hours of availability of transit on late nights and weekends increases the accessibility to jobs for workers who work the non-traditional work shift.

Promotion of use of transit vouchers

Promotion of transit use by appropriate agencies utilizing transit vouchers for welfare recipients and eligible low income individuals can assist getting people to jobs and eventually out of these programs

Promotion of use of employer provided transportation including the transit pass benefit program

Transportation benefit programs can benefit both employers and the employees.

Promotion of use of bus, train, carpool, vans and other transfer services for reverse commute by which workers are transported to suburban job sites.

Promote increased transit connections

Increased transit connections provide more flexibility and options, specifically to transit dependent populations. It increases accessibility to jobs, medical, and social needs.

5.0 Prioritization of Strategies & Evaluation

Prioritization

1. Maintain current services, system preservation and transportation program
2. Operational Costs versus Capital Costs
3. Invest in programs for projects that improve community access and increase ridership
4. Provide incentives for projects that emphasize coordination, collaboration, and transit connectivity
5. Assure access, safety, and security for the individuals, groups, and stakeholders served.
6. Ensure vehicle provision to serve the transportation disadvantaged populations of the Old Colony Region

Evaluation

Projects are evaluated with the following quantitative methods in mind:

- **Maintain existing transportation structure**

The addition of services may cause new services to struggle if the current transportation infrastructure is struggling to maintain a base level of service.

- **Increase in Access to Jobs**

What are the potential or actual jobs accessed by transit services, including the auxiliary benefits to service. Would the individuals using the service been able to access the job in another way?

- **Increase Quality of Services**

Does the proposal increase the quality of services, expanded hours, same day service, and passenger enhancements? How and why the services are enhanced, the target population and expected use.

- **Increase in Riders**

How many customers use the service? If the service is an additional service to complement existing service, how many new riders to the system will be added in addition versus transit riders already utilizing the system?

- **Increase Connectivity to Communities with Improved Access**

Scoring Criteria

Project Needs, Goals, and Objectives (40 points each): The project should directly address transportation gaps and/or barriers identified in the Human Services Coordination Transportation Plan. Applications should state the overall goals and objectives of the proposed project and demonstrate how the project is consistent with the objectives of the 5310 and other grant providing programs

Implementation Plan (20 points total): Project sponsors should identify a target population of the proposed project and indicate the percentage of the region's target population that will be serviced by the proposed project. Project sponsors should also identify existing transportation operations in the project area. For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, describe the proposed implementation steps, and identify a timeline for carrying out the plan. The project application should indicate the number of persons expected to be served and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project. For projects seeking funds for capital purposes, the applicant must provide a solid rationale for the use funds for this purpose and demonstrate that no other sources of funds are available or are sufficient to meet this need. Also, the applicant must provide an implementation plan and timeline for completing the capital project.

Management Capability (25 points total): Projects managed by experienced transportation providers will be scored higher than organizations new to transportation services. Project proposals will need to comply with the Certifications and Assurances as described by the Federal Transit Administration.

Project Budget (15 points total): Projects must submit a defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. The project sponsor shall demonstrate how using this funding leverages resources to the maximum possible extent.

Coordination/ Programs Outreach (15 point total): Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project.

Program Effectiveness and Performance Indicators (5 points total): The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is an appropriate match of service delivery to need and is a cost-effective approach. Project sponsors should identify measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service and steps to be taken if original goals are not achieved. Sponsor should describe steps to measure the effectiveness and magnitude of the impact that the project will have on residents.

Innovation (5 points total): The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Scoring Matrix

Questions	Points
Project Needs, Goals, and Objectives	40
Does the project address a transportation gap and/or barrier identified in the Human Services Coordination Transportation Plan	20
Does the project establish, preserve or improve mobility for a target population?	10
What percentage of the region's target population is served by the project?	5
Does the applicant provide income and unemployment figures for the target population?	5
Implementation Plan	20
Does the applicant provide an implementation plan for the project, including key personnel and demonstrating the agency's ability to complete the project?	5
Does the applicant provide a timeline for completing the project?	5
Does the applicant identify available transportation operators in the project area?	5
What is the extent of the service provided by the project (Days and Hours)?	5
Management Capability	25
How long has the applicant been providing transportation service?	10
Does the applicant demonstrate the ability to comply with all FTA Certifications and Assurances?	10
Has the applicant previously served the target populations?	5
Project Budget	15
Did the applicant submit a letter of commitment or other proof of the matching funds?	5
Does the project leverage resources to the maximum possible extent?	5
Does the applicant provide methods to sustain service after the grant period?	5
Coordination/ Program Outreach	15
Does the project involve collaboration by at least one other group not including the entity providing the matching funds?	10
Does the application include a letter of support from the involved entities?	5
Program Effectiveness and Performance Indicators	5
Is there a methodology identified to measure and evaluate the impact of the project in meeting its identified goals?	5
Innovations	5
Does the project contain innovative ideas that could be applied elsewhere?	5
Total	125

Appendix



U.S. Department of Transportation
Federal Transit Administration

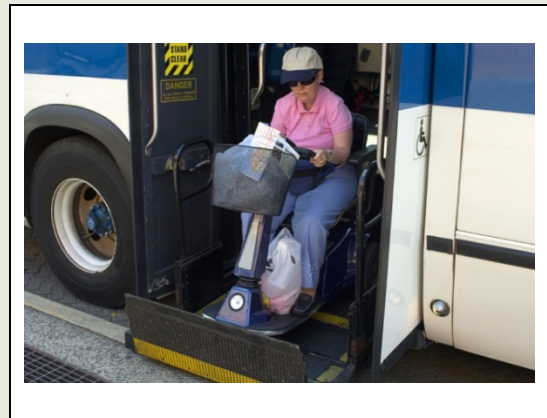


**FACT SHEET:
ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES
SECTION 5310**

	FY 2013 (in millions)	FY 2014 (in millions)
Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities	\$254.8	\$258.3

Purpose

This program is intended 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.



Statutory References

49 U.S.C. Section 5310 / MAP-21 Section 20009

Eligible Recipients

- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities

- 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:
 - Public transportation projects that exceed the requirements of the ADA.
 - 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.

What's New?

- Consolidates New Freedom Program and Elderly and Disabled Program.
- Operating assistance is now available under this program.

Funding

- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- Federal share for capital projects (including acquisition of public transportation services) is 80%.

(cont.)

Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities

Funding (cont.)

- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
 - 60% to designated recipients in urbanized areas with a population over 200,000.
 - 20% to states for small urbanized areas.
 - 20% to states for rural areas.

Ongoing Provisions

- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must 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.
- Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
URBANIZED AREA FORMULA GRANTS
SECTION 5307 & SECTION 5340**

	FY 2013 (in millions)	FY 2014 (in millions)
5307 Grants	\$4,367.95	\$4,428.65
Passenger Ferry Grants	\$30.00	\$30.00
5307 Program Total	\$4,397.95	\$4,458.65
Growing States/High Density Formula (5340)	\$518.70	\$525.90

Purpose

This program provides grants to Urbanized Areas¹ (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation’s urbanized areas, which depend on public transportation to improve mobility and reduce congestion.



Statutory References

49 U.S.C. Sections 5307, 5336, and 5340 / MAP-21 Sections 20007, 20026

Eligible Recipients

FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities

- Capital projects.
- Planning.
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low-income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).

¹ An area with a population of 50,000 or more, defined and designated in the most recent decennial census as an ‘urbanized area’ by the U.S. Secretary of Commerce.

Urbanized Area Formula Grants

What's New?

- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded).
- Transit enhancements are removed and replaced by more narrowly defined “associated transportation improvements.” Recipients must expend at least 1% of their 5307 apportionment on these improvements.
- Funding provided by other government agencies or departments that are eligible to be expended on transportation may be used as local match.
- Certain expenditures by vanpool operators may be used as local match.
- MAP-21 removes eligibility for the transfer of 5307 transit funds to highway projects.

Ongoing Provision

- Recipients must expend 1% for transportation security projects or certify that it is not necessary to do so.

Funding

- Federal share is 80% for capital assistance.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

Formula

- For areas of 50,000 to 199,999 in population, the formula is based on population and population density, and number of low-income individuals.
- For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density and number of low-income individuals.

Passenger Ferry Grant Program

- \$30 million is set aside for passenger ferry grants, to be allocated through competitive selection.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.



U.S. Department of Transportation
Federal Transit Administration



**FACT SHEET:
 FORMULA GRANTS FOR RURAL AREAS
 SECTION 5311**

	FY 2013 (in millions)	FY 2014 (in millions)
5311 Grants	\$537.6	\$545.6
Tribal	30.0	30.0
Appalachian Region	20.0	20.0
Rural Transit Assistance Program	11.9	12.2
5311 Program Total	\$599.5	\$607.8

Purpose

This program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.



Statutory References

49 U.S.C. Section 5311 / MAP-21 Section 20010

Eligible Recipients

- States, Indian tribes
- Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient.

Eligible Activities

- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

What's New?

- Low-income populations in rural areas now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.
- Planning is now an eligible activity.
- The Tribal program provides \$25 million in formula funds and \$5 million for discretionary awards.
- Appalachian Development Public Transportation Assistance Formula Program is a set-aside program.
- Administration, planning, and technical assistance set-aside for states reduced to 10% from 15%.
- Cost of unsubsidized portion of privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.
- Certain expenditures by vanpool operators may be used as local match.

(cont.)

Formula Grants for Rural Areas

Funding

- Federal share is 80% for capital projects.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.

Rural Formulas

- 83.15% of funds apportioned based on land area and population in rural areas
- 16.85% of funds apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas.

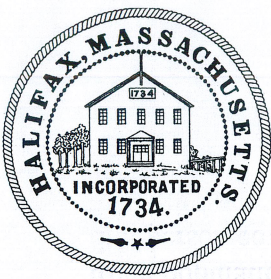
Tribal Programs

- \$5 million discretionary tribal program.
- \$25 million tribal formula program for tribes providing public transportation.
- Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands.

Appalachian Development Public Transportation Assistance Formula Program

- \$20 million formula program for states in the Appalachian Region.

For additional information on FTA and MAP-21, visit www.fta.dot.gov/map21.

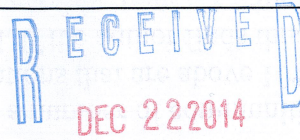


TOWN OF HALIFAX
Commonwealth of Massachusetts

Town Administrator
499 Plymouth Street
Halifax, MA 02338

Telephone: 781-294-1316
Fax: 781-294-7684
E-mail: cseelig@town.halifax.ma.us

December 18, 2014



Mr. Paul Chenard
Old Colony Planning Council (OCPC)
70 School Street
Brockton, MA 02301

Dear Mr. Chenard,

This is a comment concerning the **Draft 2014 Old Colony Human Service Transportation Coordination Plan**.

The last sentence of the last paragraph on page 7 reads:

“It is also interesting to note that the town of Halifax, which makes up 2.2% of the regions’ [sic] population, has a disabled population that is 12.7% of the total town population.”

However, the author does not state why this is interesting.

The attached scatterplot of the data shows that there are a number of communities with between 0% and 5% of the region’s population but have disabled populations that are above 10% of the total town population. Therefore, Halifax is not unique in this regard. If the author finds this to be interesting, that person could also note that Plymouth, with 16.2% percentage of the region’s population, has a disability population percentage of just 1.8%.

Either the line concerning Halifax should be deleted or the author should explain the reasoning behind this comment and also include notes concerning the variances the author sees with other communities.

Sincerely,

Charlie Seelig
Halifax Town Administrator

Brockton Area Transit Authority
155 Court Street, Brockton, MA 02302-4608
telephone 508-588-2240
fax 508-584-1437
Bill Carpenter, Advisory Board Chairman
Reinald G. Ledoux, Jr., Administrator

January 28, 2015

bat

Pasquale Ciaramella, Director
Old Colony Planning Council
70 School Street
Brockton, MA 02301

Re: Human Service Transportation Plan

Dear Mr. Ciaramella:

The Brockton Area Transit Authority (BAT) is in receipt of the draft Human Service Transportation Plan that was developed by the Old Colony Planning Council (OCPC) and offers the following comments:

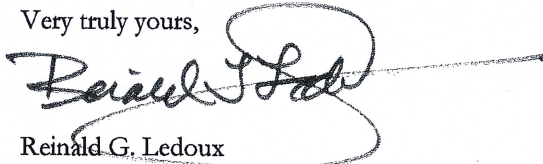
Whereas BAT provides public mass transportation service in the region, it recognizes the importance of providing coordinated transportation in an efficient and effective manner for all citizens. BAT also recognizes the reliance on our service to individuals with disabilities and mobility challenges and applauds OCPC's efforts in the development of a transportation planning document that attempts to identify the needs and gaps in transportation throughout the region.

BAT would like to emphasize the importance of both federally and state adopted "state of good repair" and "system preservation" policies for existing transportation services that communities and individuals have come to rely upon. BAT would be concerned and not support a program that would force the diversion of necessary operating and capital resources from existing programs that would cannibalize and deteriorate existing levels of service. Additionally, BAT would not support the diversion of resources to unproven and untested enterprises that would result in a reduction of BAT's existing and required capital funding needs.

The human service transportation plan should seek to establish criteria for measuring any potential new program with a goal of not diverting existing efforts as identified through various existing transportation plans. If, however, new programs are started, it is critical that these programs be facilitated through the regional transit authorities and regional planning agencies to help assure adequate coordination, monitoring, oversight and delivery.

Thank you for the opportunity to comment. Please feel free to call if any questions should arise.

Very truly yours,



Reinald G. Ledoux
Administrator

RGL:kr

From: Laferrara, Joanne [<mailto:jlaferrara@Gatra.org>]

Sent: Tuesday, January 06, 2015 11:42 AM

To: Paul Chenard (pchenard@ocpcrpa.org)

Subject: Request

Hi Paul,

Frank and I were reading the minutes from the last Council Meeting. Could we have a copy of the Human Service Plan draft? Also the Regional Transportation Plan if you have a draft. After reviewing maybe you and I could meet after the GCAC meeting to go over any comments we might have.

Thanks so much and Happy New Year.

Joanne

Joanne LaFerrara
Director of Customer Relations
GATRA
508-823-8828 Ext 275
jlaferrara@gatra.org
www.gatra.org

Paul Chenard

From: Laferrara, Joanne <jlaferrara@Gatra.org>
Sent: Wednesday, January 07, 2015 4:04 PM
To: 'Paul Chenard'
Cc: Gay, Francis
Subject: RE: Request

Paul,
A quick review of the draft has shown some major discrepancies in our service area and operators. Please give me a call when you have a chance.

Joanne

From: Paul Chenard [<mailto:pchenard@ocpcrpa.org>]
Sent: Wednesday, January 07, 2015 10:04 AM
To: Laferrara, Joanne
Subject: RE: Request

Hi Joanne,

How are you and how are things at GATRA? I hope you had a good Christmas and New Years. If you follow the link below, you will be able to download the draft Old Colony Coordinated Human Service Transportation Plan report. Unfortunately the file is too large to email you directly. The Regional Transportation Plan (RTP) is currently in the data gathering stage and there is no report to provide you at this moment, but as soon as the draft RTP is ready, I will provide you with a copy.

On another note, is there any new news pertaining to GATRA in regards to a JTC update?

<https://www.dropbox.com/s/xim5qbop2ikxzzw/Human%20Coordination%20Service%20%20Plan%20Nov%202014.pdf?dl=0>

Happy New Year,

Paul Chenard
Transportation Planner
Old Colony Planning Council (OCPC)
70 School Street, Brockton, MA 02301
Phone: 508-583-1833 Ext: 215 Fax: 508-559-8768
Email: pchenard@ocpcrpa.org
www.ocpcrpa.org



Paul Chenard

From: Laferrara, Joanne <jlaferrara@Gatra.org>
Sent: Thursday, January 08, 2015 2:09 PM
To: Paul Chenard (pchenard@ocpcrpa.org)
Subject: Duxbury Seniors

Hi Paul,

According to the 2010 census, Duxbury has 3,530 seniors.

Hope this helps.

Joanne LaFerrara
Director of Customer Relations
GATRA
508-823-8828 Ext 275
jlaferrara@gatra.org
www.gatra.org