



# **Isothermal Region:**

**McDowell, Polk and Rutherford Counties**

## Locally Coordinated Human Service Transportation Plan

**McDowell County Adoption:**

**Polk County Adoption:** 6/17/2013

**Rutherford County Adoption:** 6/3/2013



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**PREFACE**  
**CYCLE AND DURATION OF THE COORDINATED PLAN**

At a minimum, the coordinated plan should follow the update cycles for comprehensive transportation plans (i.e., four years in air quality nonattainment and maintenance areas and five years in air quality attainment areas). However, communities and States may update the coordinated plan to align with the competitive selection process based on needs identified at the local levels. States, regional planning organizations, 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 statewide planning processes, to ensure that selected projects are included in the TIP and STIP, to receive funds in a timely manner. A Coordinated Plan was required as part of the federal funding legislation enacted in 2005 and updated in 2012.

## CHAPTER 1 INTRODUCTION

### **Federal Regulatory Background**

For more than twenty years, the Federal and State governments have been working to better coordinate human service transportation activities it funds. In 1985, during an oversight hearing on Rural Transportation, Congress heard testimony prompted by concerns of the lack of Federal coordination between programs, such as the Department of Health and Human Services (HHS) and the Department of Transportation (DOT).

Aiming to better coordinate activities, the Secretaries of HHS and DOT signed an agreement establishing the Joint DOT/HHS Coordinating Council on Human Service Transportation (CCHST) in 1986. Since the CCHST's creation, the CCHST has concentrated efforts to identify barriers to coordinated transportation. At one time, the agencies identified sixty-four factors that transportation and human service representatives believed were barriers to transportation coordination. Barriers included uncertainty regarding Federal responsibilities for transportation, fragmented accounting and reporting procedures, uncertainty in using resources for recipients other than program constituents, and prohibition against charging fares under the Older Americans Act.

To further support coordination, Congress included several provisions in its 1998 passage of the Transportation Equity Act for the 21st Century (TEA -21), Public Law (PL) 105-178. Most notable was the provision to require Job Access and Reverse Commute (JARC), predecessor program to today's JARC program, projects to be part of a coordinated public transit-human services transportation planning process.

President George W. Bush released an Executive Order on Human Service Transportation Coordination on February 24, 2004, to improve the human service transportation coordination of individuals with disabilities, older adults, and people with lower incomes. The Executive Order established the Interagency Transportation Coordinating Council on Access and Mobility (CCAM), representing 11 Federal departments. CCAM was created to:

- promote interagency cooperation
- establish appropriate mechanisms to minimize duplication and overlap of Federal programs and services so that transportation-disadvantaged persons have access to more transportation services
- facilitate access to the most appropriate, cost-effective transportation services within existing resources
- encourage enhanced customer access to the variety of transportation and resources available
- formulate and implement administrative, policy, and procedural mechanisms that enhance transportation services at all levels:

There are currently 62 Federal programs run by these Federal departments that provide some kind of transportation service for seniors, people with disabilities, or individuals with lower incomes. These funds result in a myriad of services that are not coordinated or managed efficiently at the State or local level.

In May 2005, the CCAM issued a report to the President with recommendations for breaking down Federal barriers to transportation for all transportation-disadvantaged populations. The report detailed action plans for each of the eleven Federal agencies who comprise the CCAM. As a result CCAM launched United We Ride (UWR), a national initiative to implement the requirement of the Executive Order, has a website at [www.unitedweride.gov](http://www.unitedweride.gov).

While it has been a long process, the Federal government is working to strengthen its coordination requirements for human service transportation activities. On August 10, 2005, the Safe, Accountable, Flexible, Efficient, and Transportation Equity Act: A Legacy for Users (SAFETEA-LU) PL 109-059 was signed into law. SAFETEA-LU established a Federal mandate for public transportation and human service coordination planning. Starting in the

Fiscal Year 2007, SAFETEA-LU requires that a human service transportation coordination plan be in place before transportation service providers may acquire funding from four Federal Transit Administration (FTA) programs, Community Transportation Program (Section 5311), the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC, Section 5316), and the New Freedom (Section 5317) Programs.

In 2006, the CCAM issued two policy statements that take important steps to bring Federal programs together to help people with disabilities, older adults, and lower income families get the transportation they need for their day-to-day mobility. The CCAM policy statements focus on two key areas: (1) coordinated human service transportation planning and (2) vehicle sharing. These policies support communities and organizations receiving Federal funding to plan transportation services together and to share resources. The policies were included as part of the recommendations in a 2005 report to the White House on Human Service Transportation Coordination. Each department on the CCAM was charged with taking action to implement these policies.

In 2012, SAFETEA-LU was replaced with MAP-21. MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 continues SAFETEA-LU's requirement of a coordinated plan and United We Ride's goals and objectives are our guide to the formulation of the effort to afford elderly citizens, persons with disabilities and low income populations greater access to transportation services, to reduce duplication of services and, to gain greater efficiencies in the distribution of human transportation services. Encompassed in the coordinated plan must be an assessment of available services, an assessment of clearly defined needs and strategies to address deficiencies for target populations. All projects funded via the aforementioned programs must meet the needs identified in the coordinated plan. Utilizing the Framework for Action, an assessment of the Kerr-Tar RTPO Region was conducted through a Public Transportation - Human Services Workshop. The Framework for Action is a self-assessment tool developed through the United We Ride initiative sponsored by the FTA. The Framework was used to identify areas of success and highlight the actions needed to improve the coordination of human service transportation in the area.

FTA proposed the following key elements be contained in each coordinated plan:

- An assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes;
- An inventory of the available services that identifies areas of redundant service and gaps in service;
- Strategies to address the identified gaps in service;
- Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and,
- Prioritization of implementation strategies

### **Changes in Transportation Law since the Adoption of the 2009 Isothermal Region LCP**

MAP-21 became effective on October 1, 2012 and will remain in effect until September 30, 2014. Funds already obligated for these programs may be expended for current JARC and New Freedom projects through September 30, 2014. The FTA has a webpage devoted to the changes MAP-21 is bringing to federal transportation law, including highlighted changes (PDF) to statutory programs. FTA is the source for official interpretation and guidance of MAP-21's transit provisions.

The American Public Transportation Association (APTA) released an estimate of state-by-state distributions under MAP-21. These may be found at [www.ktcoordinatedplan.com/transit-funding.html](http://www.ktcoordinatedplan.com/transit-funding.html)

### **Coordination Requirements**

Coordination with human services will remain a requirement for FTA grantees across the range of all non-rail FTA programs. Coordination with human services continues to be a requirement of statewide and regional transportation planning, and coordination of service delivery continues to be a requirement in all three core FTA grant programs as authorized by MAP-21: Section 5307, 5310 and 5311.

### **JARC and New Freedom**

Significant changes in MAP-21 include the end of both JARC (Job Access and Reverse Commute) and New Freedom as distinct programs. Both survive as eligible activities. JARC-type projects will be eligible activities under the rural (Section 5311) and urban (Section 5307) funding provisions. New Freedom-type projects will be allowable under Section 5310 regarding seniors and people with disabilities.

JARC activities are given a new definition in MAP-21: "Job access and reverse commute project" means a transportation project to finance planning, capital, and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations." (The old definition under SAFETEA-LU was slightly different, with specific language about vouchers and transit passes.) Vanpool vehicles are now included as permissible expenses.

### **Rural, Small Urban and Other Urban Areas**

In general, there are no significant changes to the eligible uses of FTA funds for capital or operating assistance in either the rural (Section 5311) or urban (Section 5307) grant programs. One new feature under MAP-21 affects grantees in urban areas over 200,000 in population. For those areas with above 200,000 in population, FTA funding for operating expenses will be determined according to a sliding scale -- with 75 and 100 buses as benchmarks. The more buses, the smaller the percentage of FTA funds that may be used for operating expenses. For the most part, areas designated as above 200,000 in population with more than 100 buses will not be eligible to use Section 5307 funds toward operating expenses.

### **Expansion of 5310 Program**

Section 5310 will include more eligible activities to enhance mobility for seniors and people with disabilities. These activities are (1) former New Freedom activities -- improvements that exceed the requirements of the Americans with Disabilities Act (ADA); (2) public transportation projects to improve access to fixed-route transit; (3) public transit projects expressly designed for seniors and people with disabilities, where transit is insufficient, inappropriate or unavailable; and (4) alternatives to public transportation that assist seniors and people with disabilities. "Public transportation projects to improve [seniors' and disabled persons'] access to fixed-route transit" is a newly eligible use of Section 5310 funds.

Whether urban or rural, 55 percent of Section 5310 funds will need to be spent on capital projects that address transportation needs of seniors and persons with disabilities. As was the case under SAFETEA-LU, all Section 5310 projects must be derived from locally developed, coordinated public transit-human services transportation plans. Section 5310 funds will be apportioned as follows. Sixty percent of funds are apportioned to urbanized areas over 200,000 population; 20 percent of funds are apportioned to states for their urbanized areas of less than 200,000 population, and 20 percent of are apportioned to states for their rural areas.

### **Federal Funding Programs**

A brief description of the programs available in our Region and examples of eligible projects for each follows including several additional grant programs available. A matrix of funding opportunities is included in the **Appendix F**.

**Section 5311*****Job Access Reverse Commute (JARC)***

The JARC program existed under the previous transportation legislation, the Transportation Equity Act for the 21st Century (TEA-21) and SAFETEA-LU. JARC was created to help address the transportation needs of unemployed and underemployed persons trying to access jobs. Public transit primarily serves people entering the central city area; however entry-level jobs were being created in the suburbs. Examples of eligible projects include:

- Public transit late-night and weekend service.
- Public transit guaranteed ride home program
- Expanding fixed-route transit routes
- Vanpools or shuttle services to improve access to employment or training
- Car loan programs that assist individuals in purchasing and maintaining vehicles
- Promotion of public transit for non-traditional work schedules
- Voucher programs targeted to persons entering the workforce or on welfare

**Section 5311*****New Freedom***

The purpose of New Freedom is to expand transportation services for the elderly and persons with disabilities beyond what is required by the Americans with Disabilities Act (ADA). New Freedom projects must be new service, defined as not in service as of August 10, 2005. Examples of eligible projects include:

- Expansion of paratransit service beyond the ¾ mile required by ADA
- Expansion of current hours of operation for paratransit services that are beyond those provided on fixed route services
- Same day ADA service
- Door-through-door service-provision of escorts
- Purchasing vehicles for new accessible taxi, ride sharing and/or vanpool programs
- Expense related to new voucher programs offered by human service providers
- New volunteer driver and aide programs
- Operational planning for the purchase of intelligent transportation technologies



## **Section 5310**

### **Elderly Persons and Persons with Disabilities**

This program existed under the previous transportation legislation. The 5310 program provides funds for capital costs associated with providing services to older adults and people with disabilities; generally accessible vehicles are purchased for nonprofit organizations

- Purchase of service (POS): the acquisition of transportation service under a purchase of service contract with a public transportation provider
- Vehicles
- Mobility managers and related activities
- Radio and communication equipment
- Vehicle shelters
- Wheelchair lifts and restraints
- Computer hardware and software

### **Other State and Federal Transportation Grant Funding Opportunities**

#### **Transportation Demand Management (TDM) Program**

*Funding Source:* State and Federal (Congestion Mitigation and Air Quality) Purposes: This program is Urban by its very nature. It funds programs that encourage ridesharing arrangements such as carpools and vanpools and the use of public transit and other alternative transportation in an effort to reduce congestion and vehicle emissions. State funds are matched dollar-for-dollar by local funds.

*Eligible Recipients:* Public bodies responsible for promotion of TDM activities that may provide services such as carpool/vanpool matching and vehicles for use in vanpooling. It is the intent of the program to fund only one organization per region with the temporary exception of the Triangle area but requiring that certain program components, such as marketing activities, be coordinated in one regional marketing program.

#### **Technology Grant (Community Transportation Systems)**

The North Carolina Department of Transportation Public Transportation Division (PTD) encourages North Carolina's Community Transportation Systems to employ advanced technologies to foster increased efficiencies in the State by providing grants for qualifying transportation systems. Technologies that may be eligible for this grant include:

- Advanced Scheduling Software
- Maintenance Software
- Mobile Data Computers/Automatic Vehicle Locators (MDC/AVL)
- Integrated Voice Response Systems (IVR)

First, the Community Transit System must be identified as eligible for the technology in the Technology Implementation Plan. Next, the business practices and policies of the transit system must be reviewed and adapted where necessary.

#### **Public Transportation Grant Program**

*Funding Source:* State Purposes: Matches NCDOT statewide grants and local Federal capital and planning grants. Also funds the Apprentice and Intern Programs and the Transportation Demand Management Program. Program funds short-term demonstration projects and those ineligible for Federal funding.

*Eligible Recipients:* Local governments, nonprofit organizations, community transportation systems, transportation authorities and institutions of higher education.

**Apprentice and Intern Programs**

*Funding Source:* State  
*Purposes:* Funds the work experience for selected recent graduates and graduate students in public transportation. Apprentices, who are recent graduates, work full time for a 12-month period. Interns, who are graduate students, work approximately 12 weeks full time during the summer between their two years of graduate school and approximately 10 hours a week during the fall and spring semesters of their second year

*Funding:* Up to 90% of eligible costs

*Eligible Recipients:* All State transit systems are eligible to receive reimbursement of project costs for salary, benefits and travel within specified guidelines

**Rural Operating Assistance Program (ROAP)**

Part 1: Elderly and Disabled Transportation Assistance Program (EDTAP)

*Funding Source:* State

*Purposes:* Provides operating assistance for the transportation of the State's elderly and disabled citizens

*Funding:* 100% of cost of service

*Eligible Recipients:* County governments

Part 2: Rural General Public Program

*Funding Source:* State

*Purposes:* Funds community transportation systems that serve the general public in the State's rural areas

*Funding:* Up to 90% of cost of service

*Eligible Recipients:* County governments

Part 3: Employment Transportation Assistance Program (ETAP)

*Funding Source:* State

*Purposes:* Funds transportation service to employment for low-income individuals. Also supports the NC Rural Vanpool Program

*Funding:* Provides up to 100% of cost of service

*Eligible Recipients:* County governments.

Additional information and funding resources are contained in Appendix F (Federal Programs Available for Use in Coordinated Transportation Plans).

## **CHAPTER 2 PLAN APPROACH**

Projects funded through the Elderly and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316 - JARC) and New Freedom (Section 5317) programs require the development of a local, coordinated public transit-human services transportation plan, subsequently commonly referred to as the Locally Coordinated Plan or LCP, which should incorporate private and non-profit transportation and human services providers and the general public.

Completing this planning process required the participation of many organizations and agencies and the creation of a planning team. The Kerr-Tar Regional Transportation planning team was comprised of representatives of the following organizations:

- Employment Security Commission (ESC)
- Isothermal Area Agency on Aging (AAA)
- Isothermal Planning & Development Commission (IPDC)
- Isothermal Rural Transportation Planning Organization (IRPO)
- Isothermal Workforce Development Agency (IWIA)
- NCDOT Public Transportation Division
- Polk County Transit (PCT)
- Rutherford County Department of Social Services (RDSS)
- Isothermal Community College

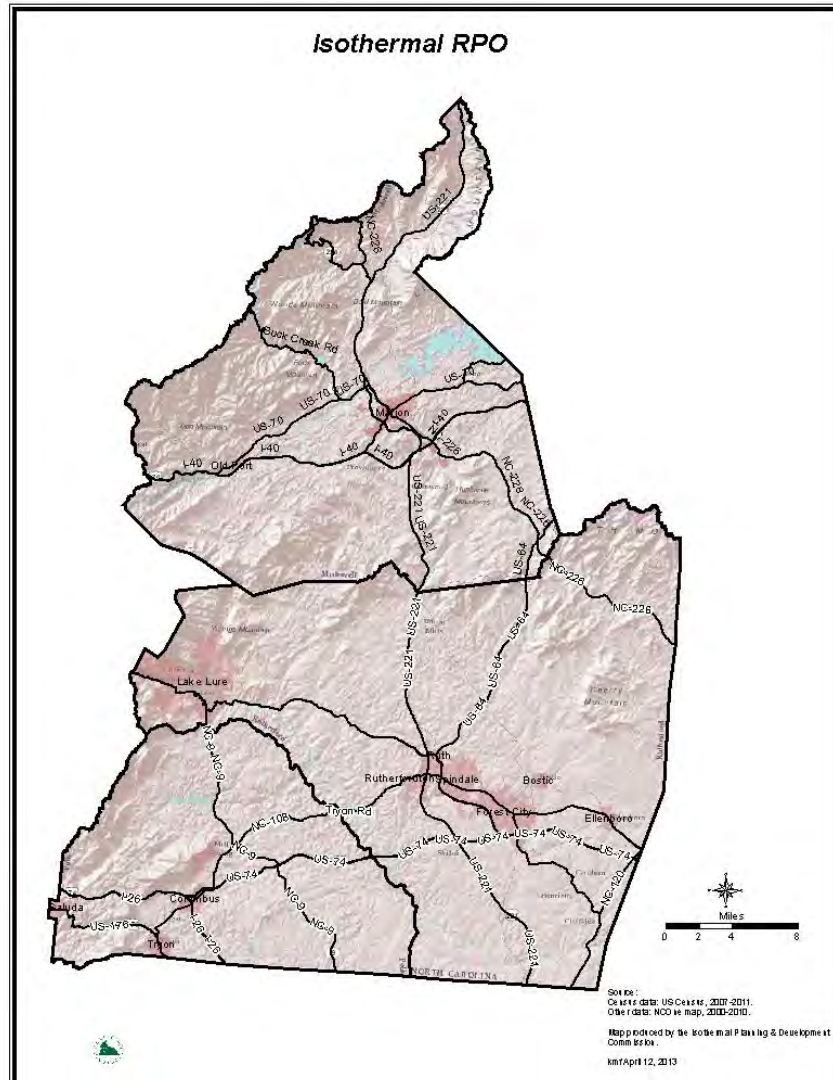
Isothermal Rural Transportation Planning Organization (IRPO) served as the lead agency to convene two workshops held on May 1, 2013 in Rutherfordton, NC and May 23 in Columbus, NC. Stakeholders were invited to participate in the workshop to identify needs and gaps in the current transportation service. Unmet needs were identified and prioritized during the workshop.

The results from this workshop are the foundation for the Locally Coordinated Human Service Transportation Plan (LCP or Plan) and will guide the application process and project selection. The organizations that participated in the workshop represent a broad array of interests and included city/town/county staff, transportation advisory boards, local urban, and out of county public transportation providers, health care professionals, ADA advocates, human service agencies, hospitals, adult day care, sheltered workshops, vocational rehabilitation services, and faith based community. Stakeholders listed above participated in the identification or prioritization of coordinated transportation needs.

The organizations and agencies that attended the Local Coordinated Plan workshop can be found in Appendix D.

Appendix C is copy of the invitation letter sent to invitees.

## CHAPTER 3 ISOTHERMAL REGIONAL PLANNING AREA



### **Isothermal Planning & Development Commission (IPDC) and the Isothermal Rural Transportation Planning Organization**

MAP-21 establishes a formal definition and scope of work for Regional Transportation Planning Organizations (RTPOs) to serve areas outside the boundaries of Metropolitan Planning Organizations (MPOs). It states that “a State may establish and designate regional transportation planning organizations to enhance the planning, coordination, and implementation of statewide strategic long-range transportation plans and transportation improvement programs, with an emphasis on addressing the needs of nonmetropolitan areas of the State.” North Carolina’s Regional Transportation Planning Organizations (RTPOs) grew out of the 1998 federal Transportation Equity Act for the 21st Century, which encouraged participation of local officials and the public in the transportation planning process.

In response, the North Carolina General Assembly in 1997-1998 mandated that the state Board of Transportation, Transportation Secretary and Department of Transportation establish RTPOs as a counterpart to the existing Metropolitan Planning Organizations (MPOs). MPOs had been mandated earlier as a condition of receiving federal financial assistance for transportation planning in areas containing an urbanized population of 50,000 or more. RPOs in North Carolina must contain at least three contiguous counties with a combined population of at least 50,000.

In July 2000, the General Assembly amended its legislation to establish a continuing, comprehensive and cooperative rural transportation planning process. It charged the RPOs with four core duties:

- Develop long-range local and regional multi-modal transportation plans in cooperation NC Department of Transportation.
- Provide a forum for public participation in the regional transportation planning process.
- Develop and prioritize suggestions for transportation projects to be included in the state Transportation Improvement Program (TIP).
- Provide transportation-related information to local governments and other interested organizations and persons.

Isothermal Planning and Development staff and the state Department of Transportation (NCDOT) created a Memorandum of Understanding (MOU) for operating the RTPO. Participating county and municipal governments reviewed and approved the MOU in 2002. The Isothermal Rural Planning Organization (Kerr-Tar RPO) was officially chartered by NCDOT in February 2002.

#### **Previous and Ongoing Human Service Planning Efforts**

During the two May workshop planners from IRPO presented information on data collected about the region. This data includes:

- Population Groups of the Region
- Income Levels of the Region
- Vehicles per Household in the Region

## CHAPTER 4 INVENTORY OF PUBLIC TRANSPORTATION SERVICES

The Isothermal region is served by three separate Transit Authorities (Rutherford County Transit, Polk County Transit, and McDowell County Transit). Polk and Rutherford are housed by the county and McDowell County is housed by a non-profit organization. TARC and Polk provide general public transit service with complementary ADA paratransit as well as provide direct transportation services to human service agencies. McDowell County provides direct human service transportation to its members.

- Rutherford County Transit operates a variety of services in Rutherford County, including deviated fixed route service centered in Rutherfordton, Spindale, and Forest City. It also operates a limited demand response service to the rural areas of the county. It provides limited services for elderly/disabled, workers and veterans. It provides contracted services to DSS, vocational workshop and the Rutherford County Senior Center.
- Polk County Transit Authority offers demand response service for travel to work, day care, school, college, medical and personal care appointments, and shopping. It provides service to Human Service agencies in the county. It has contracted services (fixed rates) for vocational services, Polk County Meeting Place DSS. In addition, it provides a bi-weekly scheduled out of county retail trip (limited in-county retail destinations) and airport round-trips.
- McDowell County offers selected human service and medical trips with no general public service

### Other Transportation Services

Other agencies that currently provide their clients with transportation using in-house resources in the region include the following (this is not an all-inclusive list):

- There are two retirement communities in Polk County that run a shuttle service to transport their residents.
- Several of the larger Long Term Care facilities in region utilize their own vans to transport their residents.
- Rutherford Counties have Taxi services
- A variety of for profit and non-profit agencies/medical providers have vans and small buses.
- Churches throughout the region provide limited service to their member utilizing their own vehicles.
- There is no inter-city travel within the three counties (i.e. No Greyhound)

## **CHAPTER 5 NEEDS ASSESSMENT**

Two key sources of information describe Isothermal’s human transportation service providers as well as their needs. The first was a survey distributed specifically for the 2008 coordination plan. The second was through meetings of Isothermal human services agencies and other stakeholders conducted in November 2011 and updated in May 2013.

### **Survey**

In addition to the statistical information provided in Section 2.2, a number of human and other service providers were surveyed to determine the nature of their services as well as factors that could help or hinder coordination. This section summarizes that survey.

In late 2008, about 25 surveys were distributed to Isothermal region service providers. The survey was distributed at the meetings and by mail with invitations to the meetings. One questionnaire was returned. The survey covered 17 areas including:

- Descriptive information about provider (budget, number of vehicles, quantity of service provided)
- Types of clients and destinations served
- Times of day and days of week of service
- Vehicle restrictions
- Use of advanced technology
- Areas of interest with respect to coordination

Key observations from the survey are:

- The region is comprised of three, relatively large distinct counties
- Varied destinations are served, but the primary issue is duplication of services
- While some coordination is used, help could be used in scheduling

### **Public Workshops**

During the course of the project, the Isothermal Rural Planning Organization sponsored five meetings in 2008, and two in May 2013 and staff attended other healthcare related meetings. These were attended by representatives of human service agencies and transportation providers. The meetings were held to facilitate discussion about transportation issues and potential strategies to address these issues. All five meetings advanced the development of the coordination plan through the identification of transportation gaps, discussion regarding the barriers to and opportunities for coordination. Short summaries from each meeting are included in Appendix A, and the discussions at these meetings served as the basis for the identified gaps and associated strategies.

Finally the Workshop Coordinator listed an extensive array of possible strategies that might be applicable to serve the identified needs had been established by the participants. Participants added to this array as they explored each need, i.e. expanded public education and information campaigns, constructing shelters for transit riders, etc.

## Gaps Identified

As a result of facilitated meetings, there are numerous gaps in human service transportation within the Isothermal region that were identified. The list of gaps is not intended to be inclusive of all gaps, but the gaps identified are considered by meeting participants as the most significant and should be the focus of projects and strategies funded.

Many of the gaps in transportation for the Isothermal region stem from its size geographically and the number of remote rural areas that are difficult to serve. Transportation providers cited the long travel times to remote areas and limited resources (vehicles and revenue) contribute to these issues. The group identified several rural areas that need more service including: Bostic, Washburn, Caroleen-Avondale-Henrietta, Green Creek, and Harris communities. The concept of hidden rural poverty surfaced. Rural areas, especially in Polk County and in the more remote areas of Rutherford County, have small pockets of poverty that go unnoticed. These clusters are often members of the same family with limited ability to access basic services by transit or other means.

Several populations were considered to be underserved; the most notable of which were low and fixed income individuals just above the Medicaid threshold that need transportation to basic services. Many of these individuals are either elderly or live in the remote areas of the region. The group also felt that seniors have difficulty in getting to destinations, other than senior centers, primarily for basic needs like groceries and other non-medical services. The NC JobLink/WIA staff expressed concern for their clients, who have been through career training programs and placed into jobs, who find that transportation is a critical barrier to maintaining their employment. Veterans were also mentioned, especially medical transit to Rutherford VA Clinic and VA Hospital in Asheville.

In summary, the groups identified these issues/gaps (the highlighted gaps were identified as the highest need):

- Need for more service and additional vehicles (more days, hours, geographic coverage)
- Lack of enough deviated fixed route transit in the Region
- Need for general public transit in McDowell County
- Better access for remote/underserved clients
- Improved service to existing employers and coordinate with out of area service providers to better support low-income and newly employed clients
- Need for after-hours non-emergency transportation (Urgent Care) or increasing existing after-hours transit
- Need for last-minute transportation to medical, workplace and other locations
- Improved access for Veterans to medical and non-medical locations
- Reduced cost allocation among operators
- Need for a centralized distribution center (Regional Transit Center)
- Need for expanded service to area grocery stores, farmer's market and food banks for low-income clients
- Need for shuttle to area tourist destinations, to relieve existing congestion.
- Need for permanent bus stop/shelters on route in Rutherford County

Additionally, there were coordination gaps identified. Specifically,

- Improved accessibility to services with a one-stop call center to help individuals identify potential service providers
- Improved scheduling coordination between all transit agencies in western North Carolina



- Create coordinated model between Transit systems and EMS for non-emergency transportation services, primarily for current Medicaid population.
- Utilize out of town shuttle schedules between all three counties to coordinate daily and weekly trips.
- Utilize software to schedule coordination of out of county retail and/or employment transportation
- Utilize non-traditional partners (taxi cabs, churches, non-profits, etc.) to provide cost-effective after-hours service and to provide more efficient and effective service to remote areas in the Region

The Needs evaluation process has revealed that there are long lists of project needs in each of the IRPO counties, even for the near term. Projects must be selected that will address current needs, that will likely produce favorable impacts, and that will tackle core issues with broad service implications. This will help eliminate replications, redundancies and inefficiencies and will provide the greatest returns for the limited funds that are available. Projects must also be selected that bring not only immediate benefits and improvements but will also contribute to favorable results beyond and before the Plan's renewal in two years. The most helpful resources in identifying and confirming the most needed projects to be funded in any of the county organizations will include the American Public Transportation Association, the Community Transportation Association of America, the Transit Cooperative Research Program of the Transportation Research Board, peer transit agencies, and professional consultants and experts.

The following factors should be considered in selecting and evaluating the merits of individual projects:

- Maintaining a healthy balance between operating assistance projects with capital projects. Operating assistance projects should be maximized based on match funds from locally available resources to meet the greatest number of needs and to provide the greatest degree of service flexibility. Capital projects may be advantageous in the near-term along travel corridors and in areas where the service demands are greatest and will help build service capacities in later years.
- Projects that support and optimize schedule adherence for fixed route deviated and demand response services will enhance benefit-cost for the agency and will support further expansion of services.
- Projects that will serve districts that are being developed based on smart growth and mixed-use principles will provide favorable returns and will actually provide a wider array of services to adjoining areas. The application of smart growth principles in land use will adequately serve many employments and medical travel needs.
- The IRPO region will continue to need enhanced, expanded and reliable employment travel services to employment centers outside the Isothermal region including Asheville, Charlotte, Greenville-Spartanburg. In some instances, it may be advantageous to consider the pooling of funds and resources to initiate these services until satisfactory ridership levels are established along specific travel corridors.

## **CHAPTER 6 NEEDS and STRATEGIES**

Below is representative list of needs and action strategies. It is neither exhaustive nor prescriptive.

Need: Additional transit vehicles to provide additional service and reduce demand of existing fleet

Action Strategy: Apply for FTA Section 5310 and 5311 funds to help pay for additional vehicles

Action Strategy: Dedicate local revenue stream for transit services in order to allow for more reliable planning and service provision.

Need: Dedicated public lots for car pools, van pools, and scheduled bus service to pick up and drop off passengers

Action Strategy: Incorporate recommendations from Plan into local subdivision and development regulations to require or recommend provision as a part of site plan.

Action Strategy: Work with NCDOT where excess public land is made available to develop public parking lots.

Need: Awareness of existing van pool operations

Action Strategy: Place links to CATS van pool programs on municipal web sites

Action Strategy: Educate chambers of commerce, workforce development organizations, and employers about eligibility and process for area van pool programs.

Need: Van pools opportunities for workers and residents in the Study Area

Action Strategy: Apply for 5311 funds to help pay for new van pool routes.

Action Strategy: Educate employers, workforce development agencies, and chambers of commerce of availability of van pool programs

Need: Awareness of existing ride-matching web sites

Action Strategy: Place links to <http://www.sharetheridenc.org> on municipal, economic development, chamber of commerce, workforce development, and other relevant web sites

Need: Better integrate demand-response, local and express bus routes

Action Strategy: Establish drop off and pick up times for local and demand-response services that allow for seamless transfer from express bus routes

Need: New scheduled routes for crossroad communities

Action Strategy: Based on initial test runs; apply for 5310 and 5311 funds to help pay for extended scheduled service to remote areas.

Need: Deviated fixed Route Service in McDowell County (City of Marion, US-70 Corridor)

Action Strategy: Apply for Rural General Public funding from NCDOT.

Need: Additional services to Human Service Agencies

Action Strategy: Continue to pursue partnerships and opportunities to expand transit services to special needs populations.

Need: Greater service from senior centers for shopping, grocery, pharmacy and , farmers market trips

Action Strategy: Explore 5310 funding for senior center originated trips

Need: Providing service to very rural participants is a serious deterrent to full participation in senior and workshop activities. Providing person specific transit is cost prohibitive.

Action Strategy: Look into mobility management funding to fund study showing ways to potentially coordinate with other human service participants (agencies)

Need: Multi day-Long haul transit trips are cost prohibitive, remove vehicles from active service, and ineffective for transit to operate

Action Strategy: Encourage nontraditional partners (i.e. American Cancer Society) for participation through volunteer drivers and possible reimbursement for volunteer mileage

Need: A spatial disconnect exists between affordable housing and job locations in the Hickory Nut Gorge. Due to topography constraints enhancing pedestrian and bicycle activity is cost prohibitive.

Action Strategy: Apply for 5311 funding to provide job related transportation to the major employment centers in the Hickory Nut Gorge area

Need: Critical Care needs

Action Strategy: Explore outside agency volunteer driver reimbursement options for patients requiring critical dialysis care

Need: Limited transportation services to area veterans

Action Strategy: Explore van purchase options with area VSO (Veteran's Service Offices) to provide agency specific trips to in county office and out of area VA hospital trips

Need: Cost effective and predictable transportation expenses for sheltered workshops (Rutherford Life Services, Polk Vocational Services)

Action Strategy: Apply for 5310, 5311 funding

Action Strategy: Explore using voucher based system

Action Strategy: Move towards integrated transportation services and away from agency dedicated routes

## **CHAPTER 7 SUMMARY**

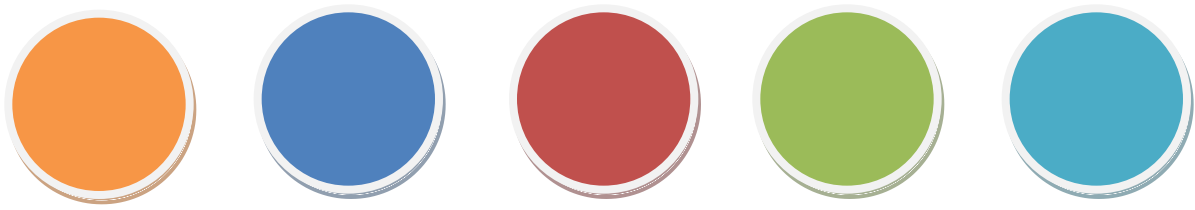
Many of the invited stakeholders assisted in developing the coordinated plan for the Isothermal RPO. The plan follows the required steps:

- Assess available services (public, private and nonprofit),
- Identify transportation needs for individuals with disabilities, older adults and people with low incomes,
- Develop strategies and/or activities to address the identified gaps and achieve efficiencies, where possible, in service delivery,
- Identify priorities for implementing the strategy/activities based on resources, time, and feasibility for implementation.

Upon approval by the NCDOT Public Transportation Division, and the County Commissioners, the plan will serve as document that will support future requests for funding targeted at the low income, elderly persons and disabled individuals who reside in the Isothermal Region.

As the designated lead transportation providers in the region per the counties' Boards of Commissioners, Rutherford County Transit and Polk County Transit Authority are familiar with the federal and state rules, laws and regulations' pertaining to United States Department of Transportation's funding programs. In an effort to prevent duplication of service to ensure compliance with the complex program requirements, both RCT and PCTA can provide service under contract to entities that might be selected for funding under Sections 5310, 5311, 5316 and 5317 Programs, among other related programs.

Fund metrics will be developed for each of the programs upon award of a grant. Quarterly and annual performance and financial reporting is required. Furthermore, the programs have to be implemented consistent with federal and state policies, rules and regulations and with the NCDOT State Management Plan for the four programs.



# APPENDIX

## Appendix A: Isothermal Region Demographic Profile

The Isothermal region is comprised of three counties in Western North Carolina: Polk, Rutherford, and McDowell.

### Overall Population

According to data provided by Economic Modeling Specialists International (EMSI), in 2013, the combined population of the Isothermal region is 134,354 persons, an increase of 1,354 residents since the 2010 U.S Census was completed. Rutherford was the largest county in the region at 68,291 persons, while Polk County was the smallest at 20,457. Between 2000 and 2010, population in North Carolina grew by 18.5 percent. Overall, the Isothermal region grew at a slower rate, 8.12 percent. Polk County grew by 11.9 percent, Rutherford County grew by 7.8 percent, and McDowell County grew by 6.7 percent.

### Elderly Population

Using the 2010 U.S Census data it is estimated that 13.1% percent of North Carolina's population was 65 years and over. All counties in the Isothermal region had greater proportions of persons age 65 and over than was found statewide. For the Isothermal region, the average proportion of persons over the age of 65 years is 19.8%. The proportion of persons age 65 and over in Polk County was 24.7 percent, one of the highest in North Carolina, with Rutherford and McDowell Counties' proportion at 17.8 and 17 percent respectively.

### Disabled Population

According to the 2011 American Community Survey, there are 1,252,711 persons age five and over were identified with a disability in North Carolina. The Isothermal region had a slightly higher proportion of persons with disabilities than found statewide, 22.96 percent (28,766 persons). McDowell County had the greatest percentage of persons with disabilities at 22.3 percent (10,081 persons), followed by Polk County at 12% percent (2,465), and Rutherford County at 18.7 percent (12,828 persons).

### Persons below the Poverty Level

Using 2010 U.S Census data, 16.1 percent of North Carolina's population was living in poverty. Rutherford County had 20.5% persons living below the poverty line, with McDowell at 18.5%, and Polk at 11.8

### Median Household Income

According to the 2010 U.S Census, the median household income in North Carolina was \$45,291 which is higher than all three Isothermal counties. Polk County had the highest income level at \$43,332, with McDowell at \$35,230, and Rutherford County at \$37,218.

### Change in Daytime Population

All three counties of the Isothermal Region have diverse commuting patterns. More than 56% percent (5202 persons) of Polk County's population leaves the county for work according to the American Community Survey

estimate, 2006-2010. 36 percent (7763 persons) of McDowell County workers leave the county daily, and Rutherford sends 35.5 percent (10706 persons) out of the county daily.

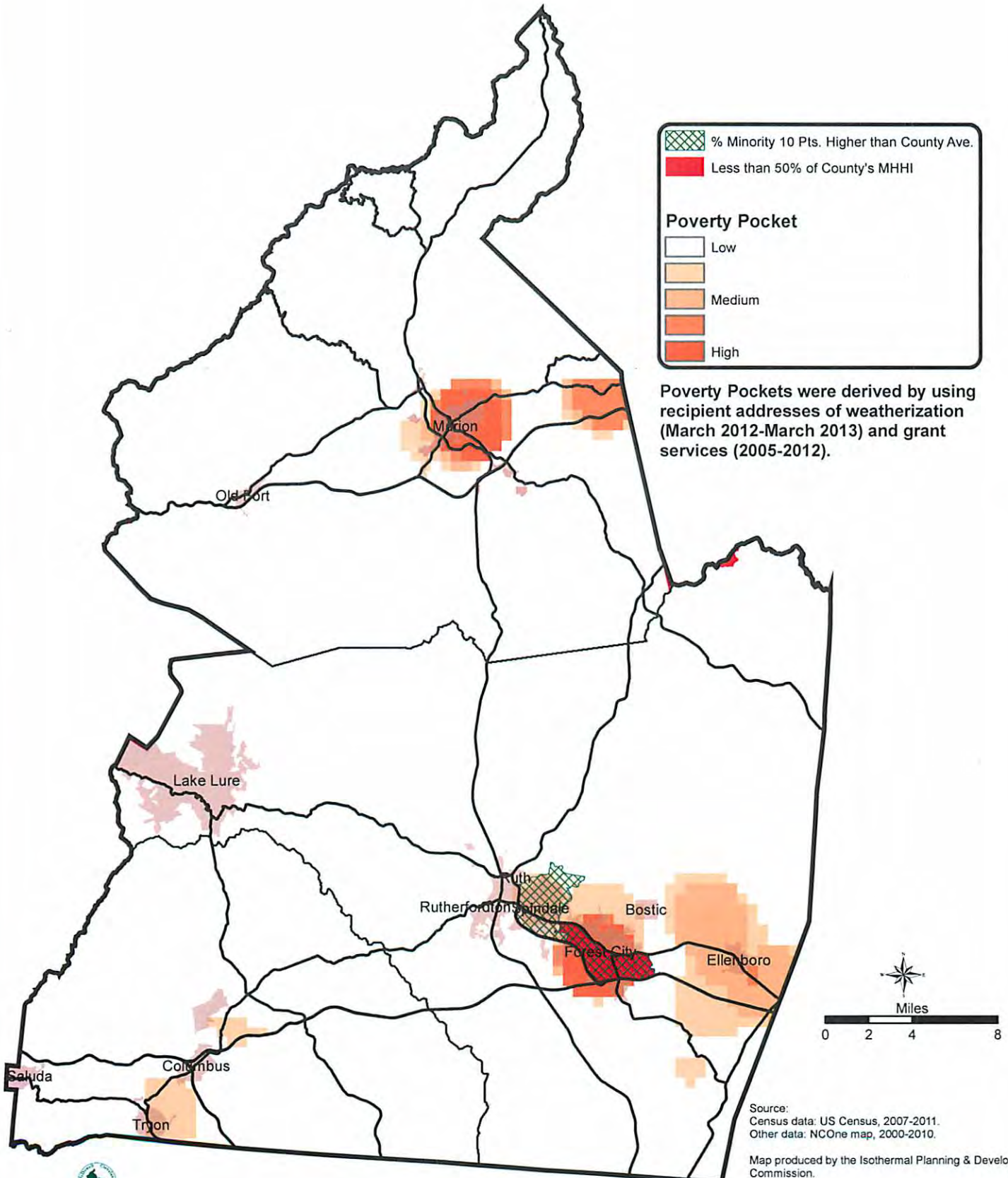
### **Demographic Summary**

The Isothermal region is experiencing drastic changes in populations. All three counties are aging rapidly, losing young families, and sending those who remain further and further to search for work. The Isothermal Region continues to become a retirement destination as shown by its increases (sometimes drastic) in retirement age residents. The Isothermal Region is also becoming bedroom communities to our rapidly expanding cities. Commuters are our greatest underserved population, with the regions rapidly aging communities posing as the regions second highest need.

## Appendix B: Demographic Maps



# Pockets of Poverty: Isothermal RPO



Poverty Pockets were derived by using recipient addresses of weatherization (March 2012-March 2013) and grant services (2005-2012).

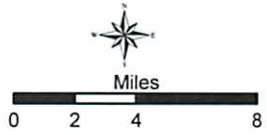
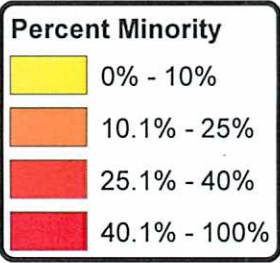
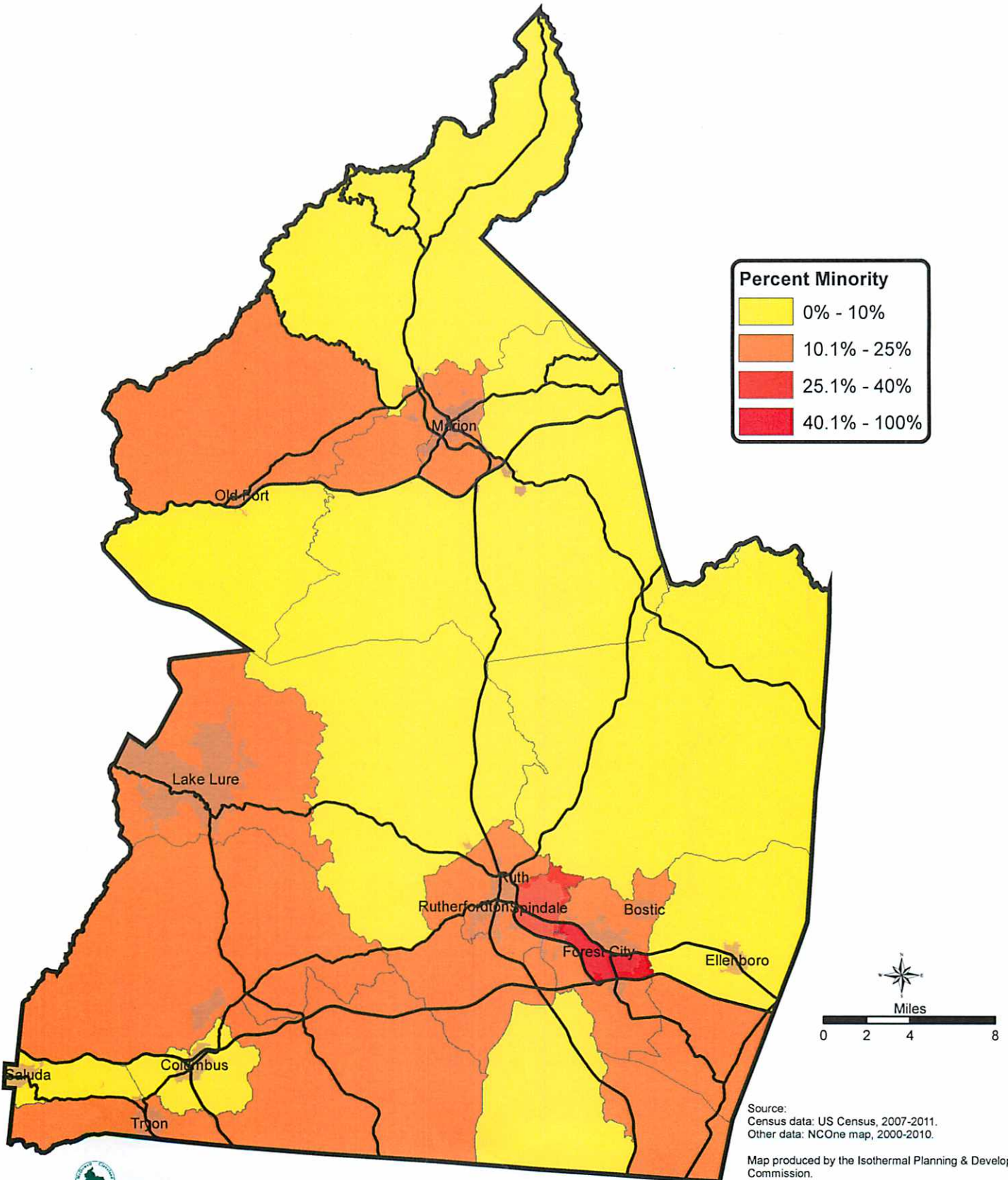
Source:  
Census data: US Census, 2007-2011.  
Other data: NCOne map, 2000-2010.

Map produced by the Isothermal Planning & Development Commission.

kmf April 12, 2013



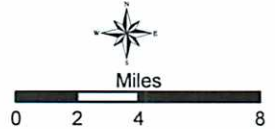
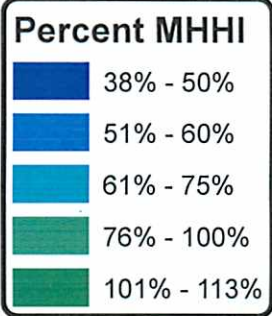
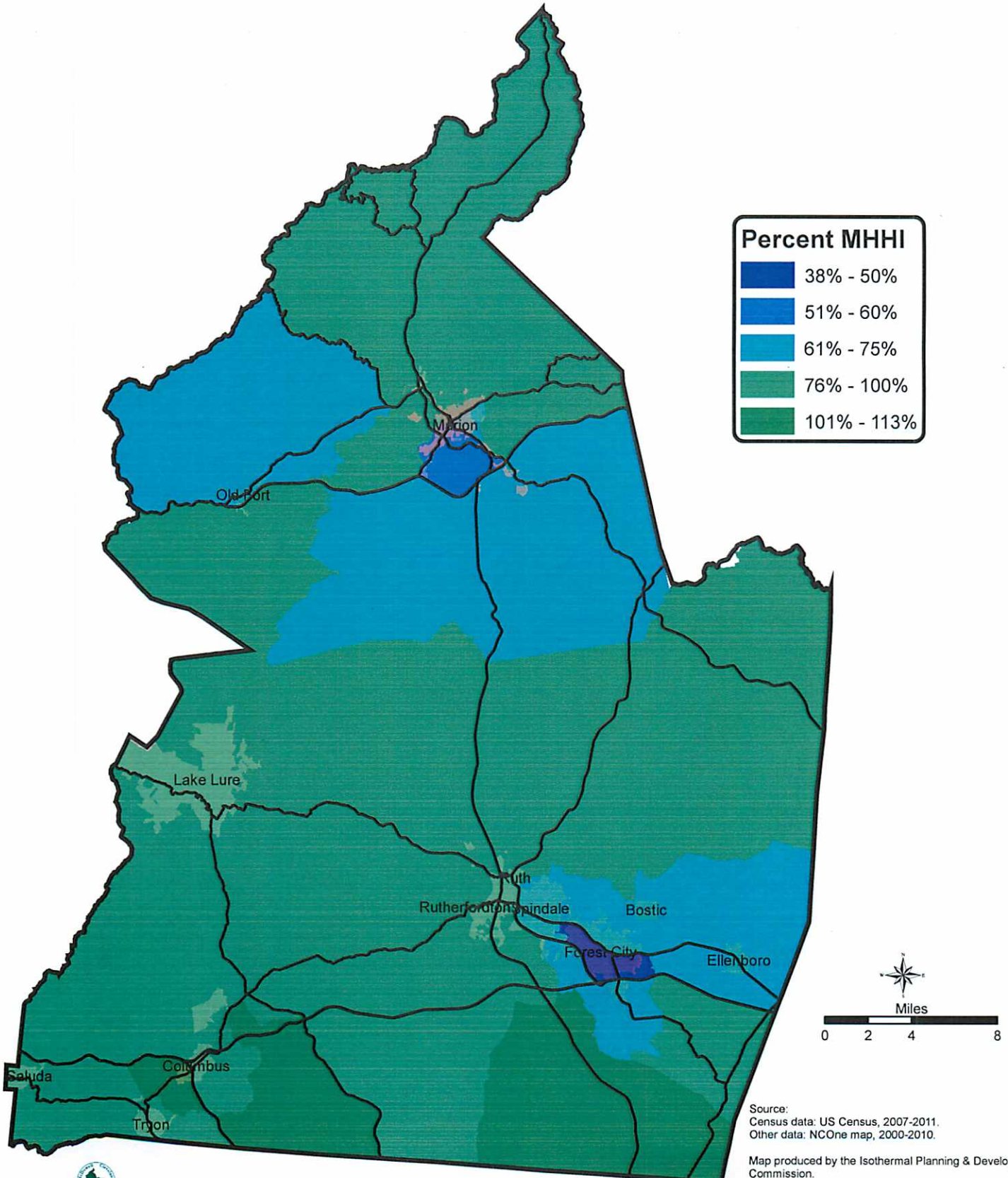
# Percent Minority: Isothermal RPO



Source:  
Census data: US Census, 2007-2011.  
Other data: NCOne map, 2000-2010.  
Map produced by the Isothermal Planning & Development Commission.  
kmf April 12, 2013



# Percent Median Household Income (HUD): Isothermal RPO



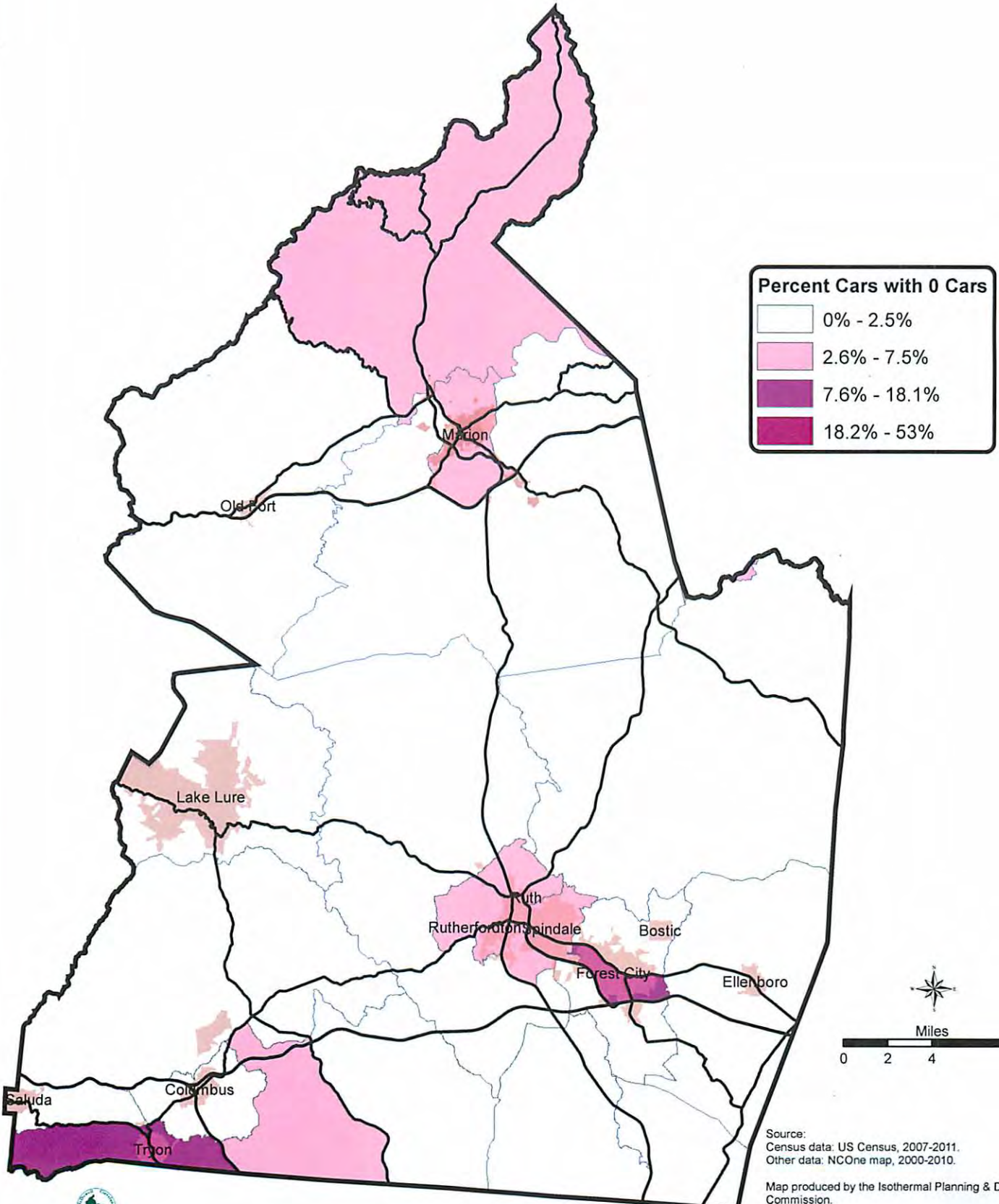
Source:  
Census data: US Census, 2007-2011.  
Other data: NCOne map, 2000-2010.

Map produced by the Isothermal Planning & Development Commission.

kmf April 12, 2013



# Percent of Households with Zero Cars: Isothermal RPO



Source:  
Census data: US Census, 2007-2011.  
Other data: NCOne map, 2000-2010.

Map produced by the Isothermal Planning & Development Commission.

kmf April 12, 2013



Appendix C:

# **COMMUNITY INPUT SESSION**

## **Coordinated Transit Plan**

### *Polk, County*



**May 23, 2013**

**3:00pm to 5:00pm**

**40 Courthouse Square Columbus, NC 28722**

Polk County Transportation invites you to provide input to help us understand our community's transportation needs. Your feedback will be used to identify priorities and strategies for the transit system. If you have information to offer, but are unable

## Appendix D: November 2008 Meeting Summaries

↓ Partners ↓  
 Tryon Estates Van Inventory  
address  
map  
 ↳ Certain day service  
 Laurel Hurst/Woods  
 Daycare/school bus  
 Church vans  
 VA volunteers

<p>Jobs</p> <p>Spartanburg</p> <p>Greenville</p> <p>Hendersonville</p> <p>Asheville/Charlotte</p> <p>Camden/Elberton</p>	<p>Health Group:</p> <p>1) To jobs</p> <p>2) Medical <span style="float: right;">Get checked regularly</span></p> <p>3) Urgent Care</p>
--	---

**Polk County Workshop:  
November 4, 2008  
Isothermal Community College**

Churches and retirees are a huge asset in moving people. How can we better utilize them?

Commuters and Medical Customers are often going to the same places. Can we rideshare?

We need to have a better way of communicating across County/State Lines. Human Service Providers would like to be able to see transit scheduling to make the process easier.

We need more and better data about where people are going? What kind of jobs are they leaving here for? How can we better provide service to the hidden pockets of Rural Poverty?

Non-Emergency Care is a large problem in Polk County. People can not afford ambulance; do not have access to care beyond normal working hours.



Piggybacking  
Regional Coordination  
 Green River Baptist Association  
 Minnitico ESL/ICC  
 Fellowship Baptist

**Rutherford County Workshop**  
**November 6, 2008**  
**Rutherford County Annex**

Similar issues as Polk County however much more focused on Jobs.  
 Lack of Jobs, Lack of access to jobs, going further for jobs,

Rutherford County also has a higher percentage of urban Poverty with less rural poverty.

Potential Partners

Nursing Homes	Where are we going?
Churches	Charlotte
Taxi	Asheville
	Spartanburg
	Shelby

Employment Transit

Needs assessment <sup>Commuters</sup> <sup>Lat-of town</sup>

Hidden Rural Poverty !!  
 - unemployed/underemployed  
 - Retained

Urgent Care !!!

Regional Coordination  
 After Hours!





Van pools - Employers  
 - Park + Ride  
 I.D. Clusters of Activity

Job training  
 Senior Center VA For  
 DSS - Va Rehab Providers  
 Elected officials  
 Co-sponsors  
 Section 8

Schools • Partners  
 Tax  
 Churches  
 Law Enforcement? - Prison  
 Other Transit Providers  
 RATARC  
 Hicking  
 Nursing Homes

GROUP 1

- New Service - Marion  
 (2) Rest of County
- Co: Where needed  
 Shipping  
 Medical } All over

When Co - GP

- Demand Response
- Deviated Fixed Route

GENERAL POPULATION Day 4 Meeting

GROUP 2

- Deviated Fixed Route - General Pop  
 ↳ Not currently done
- Commuters -> Baxter  
 ↳ After hours 30-30-17
- RATARC runs Fixed Route
- Cost Revenue Neutral

McDowell County Workshop; November 18, 2008-  
 Lack of General Public Transit. Improve job access.



## Appendix E: May 2013 Meeting Summaries

May 7, 2013 Meeting—IPDC offices in Rutherfordton, NC

Attendance was light, representing IRPO and Rutherford County Transit. The conversation centered on difficulties of serving remote clients in the County. There was also discussion about the needs of veterans and the likelihood that those needs will be increasing, given the aging population and returning veterans from Iraq and Afghanistan. An interesting conversation around bus stops/shelters identified their need in the County. Also, better coordination with DOT and local partners for bus pull-offs, and park and ride locations.

Another theme was coordination, specifically across-county coordination, especially for medical trips. Another identified gap was the lack of general public transit in McDowell County. RCT would like to work with McDowell County to provide that service.

Rural poverty was mentioned and the continuing need for transportation for low-income households that are often remote to work, the doctor's office and other activities.

May 23, 2013—Polk County offices in Columbus, NC

Attendance at this meeting was approximately 15. The sign-in sheet is attached. At this meeting, there was great discussion around the gaps in Polk County. The re-occurring themes in the discussion revolved around a need for after-hours services for all groups to get to medical, fitness, work and return. Also, there was a need for last-minute transportation to various locations. This need also included weekend hours, especially for low-income workers.

Polk County currently has no fixed route service. There were several attendees who saw this as a gap and a fixed route could provide benefits to all, including low-income, elderly, disabled and school children. There was a noted gap for school children to get to/from after-school activities and summer school.

A proposed strategy revolved around a rate analysis, to better structure rates to the groups and perhaps, be able to provide better service to clients. While there was no need for bus shelters currently, the attendees mentioned the need for greater connectivity to other modes of transportation at typical destinations. This was seen as a way to better serve clients.

Isothermal Regional Human Service Transportation Coordination Plan  
 Community Input Session - Polk County  
 May 23, 2013

Please Sign in

Name	Organization	Address	Email
Dewell Carswell	Retired	328 W McGuinn Rd Mill Spring	Carswell9852@yahoo.com
Rachel Ramsey	Steps to HOPE	60 Ward St. R.O.B. 518 Col.	Rachelramsey@stepstohope.org
Beth Guin	"	"	richardson@stepstohope.org
Ernie Kan	Town Of Columbus	PO Box 854 Columbus 28722	erniekan@windstream.net
Subbiah Johnson	EDC	Box 308 Col	ljohnson@polknc.org
Jonathan Karpis	Town of Columbus	PO Box 146 Columbus	manager@colombusnc.com
Brooklyn Duggan	WHTN		Ferg1958@westernhighlands.org
Aaron Greene	ETOC / Schools	125 E. Mills St. Columbus, NC 28722	agreen@polkschools.cooperiva.com
Elaine Bailey	Looper Riis	Mill Spring 28756	elaine.bailey@polknc.org
Christy Beddingfield	Life Care	79 Carmel Ln. Columbus, NC 28722	cdunaway@rutherfordlifefirst.com
How Parton	DSS	731 Wolverine Trail Mill Spring, NC	lparton@polknc.org
MEG ROGERS	TOWN OF TRYON TRIA TRIVANTARISM FEP	301 N. TRADE ST TRYON NC 28782	mer@tryon-nc.com
Pam Doty	Senior Center	7.5 Carmel Lane Columbus	meetingplacepan@windstream.net

# Isothermal leading discussion on transit plan

The Isothermal Rural Planning Organization (RPO) is hosting a series of community input sessions in the region to solicit input for a coordinated transit plan for Rutherford, Polk and McDowell Counties.

This plan is expected to be an update to an existing plan and is developed through a partnership among the Isothermal RPO and the community transportation providers for each county.

This coordinated transit plan will identify transit needs, priorities and strategies, for inter-county transit service in the region. Coordinated transit plans in rural areas have traditionally focused primarily on meeting the needs of the elderly and disabled, and not on serving commuters. Concerns over fuel prices, potential changes to Medicaid transportation and new commuting patterns have changed that discussion.

This plan will identify service needs and potential projects. Certain funding sources require

that this planning takes place first before the transit providers can apply for funds.

As part of the planning process, a public workshop is scheduled in Polk County to solicit information on gaps in service and potential solutions from interested citizens and those who work with transit regularly.

### Polk County

Location: R. Jay Foster Hall of Justice

Bryant Womack Justice and Administration Building

Address: 40 Courthouse St, Columbus, NC 28722

Date: May 23, 2013

Time: 3-5 p.m.

Anyone who has questions or would like to provide feedback but cannot attend the meeting can contact the RPO staff member, Karyl Fuller, at 828-287-2281 or [kfuller@regionc.org](mailto:kfuller@regionc.org) or Dianne Timberlake, PCTA Director, at 828-894-8203 or [dtimberlake@polknc.org](mailto:dtimberlake@polknc.org).

- article submitted by Dianne Timberlake

# Saluda Duplicate Bridge Club results

Results for the Saluda DBC game played on 6 May are as follows: **First:** Pinckney Clement and Joan Vitalich; **Second:** Clara Carter.

Games are played each Monday

at 1:30 p.m. at the Saluda Center with a discussion session at 12:45 p.m. prior to the game. A partner is guaranteed.

- article submitted by Tollie Ross

Kenneth Pierce  
Cell (864) 590-8993



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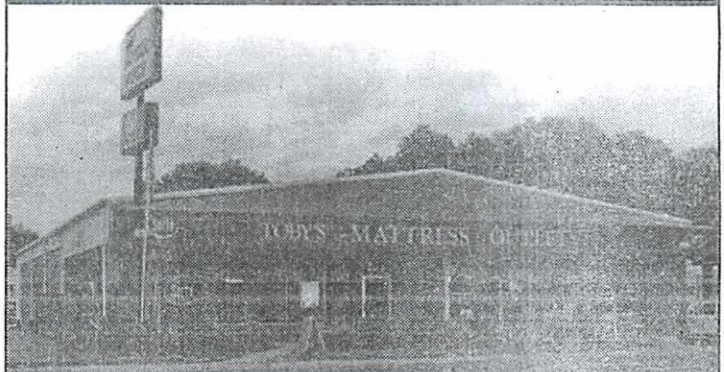
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**PUBLIC INVOLVEMENT NOTICE**  
**LOCALLY COORDINATED TRANSIT PLAN**

The Isothermal Rural Planning Organization is working with Polk County Transportation Authority, Rutherford County Transit, and McDowell County Transit to update a Locally Coordinated Transit Plan. The goal of this plan is to identify opportunities to provide a better level of service to the population. We are holding a Public Workshop to solicit input from the local stakeholders and the public on:

**May 23rd, 2013 from 3:00-5:00 PM**  
**at Polk County Offices**  
**40 Courthouse St., Columbus NC 28722**

A copy of the current document is available online at [www.regionc.org](http://www.regionc.org).

Esta información está disponible en español o en cualquier otro idioma bajo petición. Por favor, póngase en contacto con Karyl Fuller al (828)351-2331 o en 111 W. Court St., Rutherfordon, NC de alojamiento para esta solicitud.

MAY 23 2013

ay, at Cliffside Baptist Church. The body will lie in state one hour before service time at the church. Entombment will follow at Rutherford County Memorial Cemetery with military honors being accorded by the Rutherford County Honor Guard. The family will receive friends

from 6:30 until 8:30 p.m. on Monday at the funeral home. Memorial donations are suggested to Cliffside Baptist Church, PO Box 336, Cliffside, NC 28024. Harrelson Funeral and Cremation Services is caring for the family of Mr. Quinn.

SPE  
AN

# AFFIDAVIT OF PUBLICATION STATE OF NORTH CAROLINA RUTHERFORD COUNTY

I, a Notary Public of said County and State, duly sworn, and authorized by law to administer oaths, personally

Dr. Douglas  
certified  
Surgery, **Bobbie Greene**  
James H

Medicine, sworn, deposes and says: that they are  
State Un  
complete  
Customer Sales Representative  
internship

Wake Forest, or other officer or employee authorized to make this  
Baptist DAILY COURIER, a newspaper published, issued and entered as  
training in the town of FOREST CITY, in said County and State; that they  
Gray/Wake this affidavit and sworn statement; that the notice or other  
Center, a true copy of which is attached hereto, was published in THE  
Orthopa  
Arthritis  
Center. On the following dates:

**April 30, 2013**

Dr. Fr

■ Joi

kn

newspaper in which such notice, paper, document, or legal  
rev was published was, at the time of each and every such publication, a  
■ Unintentionally all of the requirements and qualifications of Section 1-597 of the  
es of North Carolina and was a qualified newspaper within the meaning  
rep 97 of the General Statutes of North Carolina.

■ Art

### PUBLIC INVOLVEMENT NOTICE LOCALLY COORDINATED TRANSIT PLAN

The Isothermal Rural Planning Organization is working with Polk County Transportation Authority, Rutherford County Transit, and McDowell County Transit to update a Locally Coordinated Transit Plan. The goal of this plan is to identify opportunities to provide a better level of service to the population. We are holding a Public Workshop to solicit input from the local stakeholders and the public on:

May 7th, 2013 from 2:00-4:00 PM at Isothermal Planning & Development Commission  
111 W. Court St., Rutherfordton, NC 28139

A copy of the current document is available online at [www.regionc.org](http://www.regionc.org).

Esta información está disponible en español o en cualquier otro idioma bajo petición. Por favor, póngase en contacto con Karyl Fuller al (828)351-2331 o en 111 W. Court St., Rutherfordton, NC de alojamiento para esta solicitud.

## Points to Ponder

This the 21st day of May, 2013.

*Bobbie Greene*

Bobbie Greene, Customer Sales Representative

Sworn to and subscribed before me this the 21st day of May, 2013

*Cindy D. Branch*

Cindy D. Branch, (Notary Public)

My commission expires: February 18, 2017.

## Appendix F: Funding Opportunities Matrix

## **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



**NATIONAL RESOURCE CENTER FOR HUMAN SERVICE TRANSPORTATION COORDINATION  
INVENTORY OF FEDERAL FUNDING FOR COORDINATED TRANSPORTATION SERVICES  
APPENDIX, PAGE 3**

<i>Agency &amp; Program</i>	<i>FY2010 Funding (&amp; 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>
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.								
<b>DEPARTMENT OF EDUCATION</b>								
<i>Office of Elementary and Secondary Education</i>								
21 <sup>st</sup> Century Community Learning Centers <a href="http://www2.ed.gov/programs/21stcccl/index.html">http://www2.ed.gov/programs/21stcccl/index.html</a> 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 <a href="http://www2.ed.gov/programs/choice/index.html">http://www2.ed.gov/programs/choice/index.html</a> 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 <a href="http://www2.ed.gov/about/offices/list/osers/osep/programs.html">http://www2.ed.gov/about/offices/list/osers/osep/programs.html</a> The Office of Special Education Programs (OSEP) supports a comprehensive array of	\$11.5b	Y	States	State	N	N	N	Y

**NATIONAL RESOURCE CENTER FOR HUMAN SERVICE TRANSPORTATION COORDINATION  
INVENTORY OF FEDERAL FUNDING FOR COORDINATED TRANSPORTATION SERVICES  
APPENDIX, PAGE 5**

Agency & Program	FY2010 Funding (& transportation amount, if known)	Primary Target Population	Who are the main direct recipients of Federal funds?	Statewide and/or Metropolitan (or equiv) Planning?	Is Mobility Management Eligible?	Can One-Call Services be Funded?	Can Transit Fares/ Vouchers be Purchased?	Can Vehicles be Purchased?
transportation, that help individuals reduce welfare dependency, achieve economic self-sufficiency, or forestall unnecessary use of institutional care. Many states rely on this program to fill programmatic gaps that cannot be addressed through TANF (see below).								
<p>Child Care and Development Fund  <a href="http://www.acf.hhs.gov/programs/ccb/">http://www.acf.hhs.gov/programs/ccb/</a>                      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.</p>	\$2.1b	Y	States	State	Y	N	Y	N
<p>Head Start  <a href="http://www.acf.hhs.gov/programs/ohs/">http://www.acf.hhs.gov/programs/ohs/</a>                      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.</p>	\$7.2b	Y	Local entities	N	Y	N	Y	Y
<p>Refugee and Entrant Assistance Programs  <a href="http://www.acf.hhs.gov/programs/orr/">http://www.acf.hhs.gov/programs/orr/</a>                      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.</p>	\$563m	other	States	N	Y	Y	Y	N
<p>Developmental Disabilities Basic Support and Advocacy Grants                      (State Councils on Developmental Disabilities and Protection and Advocacy Grants)  <a href="http://www.acf.hhs.gov/programs/add/addprogram.html">http://www.acf.hhs.gov/programs/add/addprogram.html</a>                      Developmental Disabilities Projects of National Significance  <a href="http://www.acf.hhs.gov/programs/add/dns/dns.html">http://www.acf.hhs.gov/programs/add/dns/dns.html</a>                      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.</p>	\$130m	D	States	State	Y	Y	N	N
<p>Temporary Assistance to Needy Families  <a href="http://www.acf.hhs.gov/programs/ofa/tanf/index.html">http://www.acf.hhs.gov/programs/ofa/tanf/index.html</a></p>	\$16.5b Trans-	L	States	State	Y	N	Y	N

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Agency & Program	FY2010 Funding (& transportation amount, if known)	Primary Target Population	Who are the main direct recipients of Federal funds?	Statewide and/or Metropolitan (or equiv) Planning?	Is Mobility Management Eligible?	Can One-Call Services be Funded?	Can Transit Fares/ Vouchers be Purchased?	Can Vehicles be Purchased?
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.								
<p>Chafee Foster Care Independence Program  <a href="http://www.acf.hhs.gov/programs/cb/programs_fund/state_tribal/ih_chafee.htm">http://www.acf.hhs.gov/programs/cb/programs_fund/state_tribal/ih_chafee.htm</a>                      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.</p>	\$140m	Y	States Tribes	State Tribal	Y	N	Y	N
<b>Administration on Aging</b>								
<p>Supportive Services and Senior Centers  <a href="http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/supportive_services/index.aspx">http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/supportive_services/index.aspx</a>                      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.</p>	\$368m  Transport: \$72.3m	E	States	State Metro	Y	Y	Y	Y
<p>Services for Native American Elders (Program for American Indian, Alaskan Native and Native Hawaiian Elders)  <a href="http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/Native_Americans/index.aspx">http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/Native_Americans/index.aspx</a>                      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.</p>	\$28m	E	Tribes	N	Y	Y	Y	Y
<b>Centers for Disease Control and Prevention</b>								
<p>Communities Putting Prevention to Work  <a href="http://www.cdc.gov/communitiesputtingpreventionto/work/">http://www.cdc.gov/communitiesputtingpreventionto/work/</a></p>	\$5m	Other	Local entities	N	Y	N	Y	N

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Agency & Program	FY2010 Funding (& transportation amount, if known)	Primary Target Population	Who are the main direct recipients of Federal funds?	Statewide and/or Metropolitan (or equiv) Planning?	Is Mobility Management Eligible?	Can One-Call Services be Funded?	Can Transit Fares/ Vouchers be Purchased?	Can Vehicles be Purchased?
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.								
<p>State Health Access Program (Healthy Communities Access Program)  <a href="http://www.hrsa.gov/statehealthaccess/index.html">http://www.hrsa.gov/statehealthaccess/index.html</a>                      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.</p>	\$75.0m	L	States	N	N	Y	N	N
<p>HIV Care ("Ryan White") Formula Grants  <a href="http://hab.hrsa.gov/">http://hab.hrsa.gov/</a>                      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.</p>	\$2.3b	Other	States	State	Y	Y	N	Y
<p>Maternal and Child Health Block Grant (Maternal and Child Services Grants)  <a href="http://mchb.hrsa.gov/programs/default.htm">http://mchb.hrsa.gov/programs/default.htm</a>                      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.</p>	\$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 &amp; Program</i>	<i>FY2010 Funding (&amp; 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>
<p>Special Diabetes Program for Indians  <a href="http://www.ihs.gov/MedicalPrograms/Diabetes/index.cfm?module=programsSDPI">http://www.ihs.gov/MedicalPrograms/Diabetes/index.cfm?module=programsSDPI</a>                      This is a program to treat and prevent diabetes among American Indians and Alaska Natives. Grants are provided on a discretionary basis to IHS, tribal and urban Indian Health programs to provide community-based diabetes treatment and prevention services, including the transportation aspects of diabetes countermeasures such as physical fitness and access to nutrition</p>	\$112m  Transport: \$359K	Other	IHS facilities and programs	N	Y	N	Y	N
<b>Substance Abuse and Mental Health Services Administration</b>								
<p>Community Mental Health Services Block Grant  <a href="http://www.samhsa.gov/about/cmhs.aspx">http://www.samhsa.gov/about/cmhs.aspx</a>                      The Community Mental Health Services Block Grant is a formula grant awarded to states and territories to improve access (including transportation, if necessary) to community-based health care delivery systems for adults with serious mental illnesses and children with serious emotional disturbances.</p>	\$400m	Other	States	State	Y	Y	N	N
<p>Substance Abuse Prevention and Treatment Block Grants  <a href="http://www.samhsa.gov/grants/blockgrant/">http://www.samhsa.gov/grants/blockgrant/</a>                      States receive these formula-based grants to address substance abuse prevention, treatment, recovery supports and other services (sometimes including transportation) that will supplement services covered by Medicaid, Medicare and private insurance.</p>	\$1.8b	Other	States	N	Y	Y	N	N
<p>Comprehensive Community Mental Health Services Program for Children and Their Families  <a href="http://www.samhsa.gov/grants/">http://www.samhsa.gov/grants/</a>                      Under this program, competitively selected communities provide coordinated mental health services to children and families through a system of care that is not limited to traditional mental health services, but may also offer services such as respite care, tutoring, vocational counseling, legal services, peer-to-peer and family-to-family support systems, and therapeutic recreation, along with the possibility of necessary transportation for these services.</p>	\$85m	Other	Local entities	N	N	N	Y	N
<p>Access to Recovery  <a href="http://www.atr.samhsa.gov/">http://www.atr.samhsa.gov/</a>                      Access To Recovery (ATR) is a program of three-year competitive grants program funded by the Substance Abuse and Mental Health Services Administration, Center for Substance Abuse Treatment. ATR provides vouchers to clients for purchase of substance abuse clinical treatment and recovery support services. The goals of the program are to expand capacity, support client choice, and increase the array of faith-based and community based providers for clinical treatment and recovery support services, including transportation.</p>	\$95m  Transport: \$3.0m	Other	Local entities	N	N	N	Y	N
<b>DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT</b>								

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Agency & Program	FY2010 Funding (& transportation amount, if known)	Primary Target Population	Who are the main direct recipients of Federal funds?	Statewide and/or Metropolitan (or equiv) Planning?	Is Mobility Management Eligible?	Can One-Call Services be Funded?	Can Transit Fares/ Vouchers be Purchased?	Can Vehicles be Purchased?
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.								
<b>Office of Public and Indian Housing</b>								
<p>HOPE VI (Revitalization of Severely Distressed Public Housing) <a href="http://www.hud.gov/offices/pih/programs/ph/hope6/index.cfm">http://www.hud.gov/offices/pih/programs/ph/hope6/index.cfm</a></p> <p>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.</p>	\$120m	L	Local entities	N	Y	Y	Y	Y
<p>Moving to Work <a href="http://portal.hud.gov/hudportal/HUD?src=/proram_offices/public_indian_housing/programs/oh/mtw">http://portal.hud.gov/hudportal/HUD?src=/proram_offices/public_indian_housing/programs/oh/mtw</a></p> <p>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.</p>	\$3.8b	L	Local entities	N	Y	N	Y	N
<p>Resident Opportunities and Self Sufficiency Service Coordinators (ROSS) <a href="http://portal.hud.gov/hudportal/HUD?src=/proram_offices/public_indian_housing/programs/ph/ross/about">http://portal.hud.gov/hudportal/HUD?src=/proram_offices/public_indian_housing/programs/ph/ross/about</a></p> <p>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</p>	\$66m	L	Local entities	N	Y	N	N	N

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<i>Agency &amp; Program</i>	<i>FY2010 Funding (&amp; 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>
initiative has undertaken national competitive challenge grants, competitive regional planning grants, and competitive capacity building grants.								
<b>DEPARTMENT OF INTERIOR</b>								
<i>Bureau of Indian Affairs</i>								
Tribal Human Services <a href="http://www.bia.gov/WhoWeAre/BIA/OIS/HumanServices/index.htm">http://www.bia.gov/WhoWeAre/BIA/OIS/HumanServices/index.htm</a> 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, Individuals	N	Y	Y	Y	N
Tribal Community, Economic & Workforce Development <a href="http://www.bia.gov/WhoWeAre/AS-IA/IEED/DWD/index.htm">http://www.bia.gov/WhoWeAre/AS-IA/IEED/DWD/index.htm</a> 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 <a href="http://www.bie.edu/Schools/PrimarySecondary/index.htm">http://www.bie.edu/Schools/PrimarySecondary/index.htm</a> 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  Transport: \$50.5m	Y	Tribes	N	N	N	N	Y
Family and Child Education <a href="http://www.bie.edu/Programs/FACE/index.htm">http://www.bie.edu/Programs/FACE/index.htm</a> 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 &amp; Program</i>	<i>FY2010 Funding (&amp; 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>
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 <a href="http://www.doleta.gov/seniors/">http://www.doleta.gov/seniors/</a> 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
<b>Employment Standards Administration</b>								
Black Lung Benefits Program <a href="http://www.dol.gov/owcp/dcmwcreas/compliance/bltable.htm">http://www.dol.gov/owcp/dcmwcreas/compliance/bltable.htm</a> 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
<b>Office of Job Corps</b>								
Job Corps <a href="http://www.icbcorps.gov/home.aspx">http://www.icbcorps.gov/home.aspx</a> 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
<b>Veterans' Employment and Training Service</b>								
Veterans Workforce Investment Program (Veterans' Employment Program) <a href="http://www.dol.gov/vets/programs/vwip/main.htm">http://www.dol.gov/vets/programs/vwip/main.htm</a> Homeless Veterans Reintegration Project <a href="http://www.dol.gov/vets/grants/hvrp.htm">http://www.dol.gov/vets/grants/hvrp.htm</a> 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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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.								
<p>Federal Transit Formula Grants - Urbanized Areas  <a href="http://www.fta.dot.gov/funding/grants/grants_finance_3561.html">http://www.fta.dot.gov/funding/grants/grants_finance_3561.html</a>            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.</p>	\$4.9b	Other	States, local entities	State Metro	Y	Y	Y	Y
<p>New Freedom Program  <a href="http://www.fta.dot.gov/funding/grants/grants_finance_3549.html">http://www.fta.dot.gov/funding/grants/grants_finance_3549.html</a>            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. <i>NOTE: This program discontinued as of FY 2013, per MAP-21.</i></p>	\$90m	D	States, local entities	State Metro	Y	Y	Y	Y
<p>Federal Transit Capital Investment Grants  <a href="http://www.fta.dot.gov/funding/grants/grants_finance_3557.html">http://www.fta.dot.gov/funding/grants/grants_finance_3557.html</a>            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. <i>NOTE: This program revised significantly in FY 2013, per MAP-21.</i></p>	\$3.3b	Other	States, local entities	State Metro	N	N	N	Y

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Agency & Program	FY2010 Funding (& transportation amount, if known)	Primary Target Population	Who are the main direct recipients of Federal funds?	Statewide and/or Metropolitan (or equiv) Planning?	Is Mobility Management Eligible?	Can One-Call Services be Funded?	Can Transit Fares/ Vouchers be Purchased?	Can Vehicles be Purchased?
<b>CORPORATION FOR NATIONAL AND COMMUNITY SERVICE</b>								
National Senior Service Corps <a href="http://www.seniorcorps.gov">http://www.seniorcorps.gov</a> 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
<b>SOCIAL SECURITY ADMINISTRATION</b>								
Ticket to Work Program <a href="http://www.ssa.gov/work/aboutticket.html">http://www.ssa.gov/work/aboutticket.html</a> 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