

**Capital Region**  
**Coordinated Human Services**  
**Transportation Plan**



**August 2018**



Capital Region Planning Commission  
333 N19th Street  
Baton Rouge, LA 70821



## **Acronyms**

ACS: American Community Survey

ADA: Americans with Disabilities Act

ARC: Association of Retarded Citizens

ARRA: American Recovery and Reinvestment Act

CATS: Capital Area Transit System

CHSTP: Coordinated Human Services Transportation Plan

COA: Council on Aging

CRMPO: Capital Region Metropolitan Planning Organization

CRPC: Capital Region Planning Commission

DOTD: Louisiana Department of Transportation and Development

FAST Act: Fixing America's Surface Transportation Act

FTA: Federal Transit Administration

GIS: Geographic Information Systems

JARC: Job Access Reverse Commute

LPTA: Louisiana Public Transit Association

MTP: Metropolitan Transportation Plan

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users

STTARS: Statewide Transit Tracking and Reporting System

TDM: Travel Demand Management

TIP: Transportation Improvement Program

UPWP: Unified Planning Work Program

US DHH: United States Department of Health and Hospitals

US DOT: United States Department of Transportation

# Section 1

## Coordinated Planning and the Capital Region





## **Introduction**

The state of Louisiana and the Capital Region continually strive toward a more complete and coordinated network of publicly-funded transportation services for those who cannot, or choose not to, drive an automobile. In 1999, Louisiana adopted a master plan for economic development which included the goal of establishing public transportation services in all 64 of the state's parishes by 2018. Currently, all eleven parishes in the Capital Region have some form of public transportation, and eight have transit which is available to the general public as opposed to elderly or disabled service only.

The purpose of this Coordinated Human Services Transportation Plan (CHSTP) is to provide a framework for coordination among the various transit services in the Capital Region with the goal of improving overall accessibility and quality of service for all. This plan is an update of the region's previous plan, adopted in 2007, with guidance from the United We Ride initiative. This plan satisfies all coordinated planning requirements of

the FAST Act.

Any transit project selected for funding under section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities requires them to be included in a locally developed, coordinated human services public transportation plan. Some of the goals of coordinated transit planning include:

- Improved efficiency of transit service;
- Elimination of duplicative service;
- Improved reporting and data collection;
- Cost sharing;
- And more centralized planning and management of resources.

Through a process of continuous and improved transit coordination among state and local partners, Capital Region residents may realize the benefits of a more robust, integrated, and seamless public transit system.



## **1.0 Coordinated Planning in Louisiana and the Capital Region**

Beginning in 2007, federal transportation legislation SAFETEA-LU required that all projects selected under the New Freedom, Elderly Individuals and Individuals with Disabilities (5310), and Job Access Reverse Commute (JARC) programs be “derived from a locally developed, coordinated public transit-human services transportation plan.”

The *Coordinating Council on Access and Mobility*, whose membership consists of the US DHH and US DOT, helped facilitate these planning processes by preparing a self-assessment tool for communities and States. This tool, the *Framework for Action for Communities* and the accompanying *Facilitator’s Guide* was used in many of the first coordinated plans in Louisiana. In order to ensure compliance with these new federal regulations, a standardized plan “template” was created and adopted by many Louisiana regions, including the Capital Region. The Capital Region’s first coordinated plan was adopted in 2007 and, under the direction of DOTD, work on the first statewide plan began in 2008.

In 2011, the Louisiana Legislature passed HCR 131 to establish the Human Services Coordinated Transit Working Group. Although this group successfully identified transportation gaps and presented recommended transportation solutions, its legislative authority expired in 2013 and has not been renewed.

In 2013, DOTD introduced the Statewide Transit Tracking and Reporting System (STTARS). The

web-based application allows transit providers to report and track fleet information, ridership, and utilization. Beginning in 2014, each MPO facilitated quarterly meetings with their transit providers and the riding public to identify opportunities for coordination. Additionally, annual training sessions have been held for regional coordinators.

This plan serves as the second and most recent Coordinated Human Services Transportation Plan for the Capital Region. It draws from CRPC’s extensive public outreach as part of its long range transportation planning process, as well as regional quarterly coordination meetings, Census data, and the 2018 Louisiana Statewide Human Services Transportation Coordination Plan. It meets and exceeds all necessary FAST Act requirements.

## **1.1 Transportation Planning in the Capital Region**

Capital Region Planning Commission serves as the staff to the Capital Region Metropolitan Planning Organization (CR-MPO). In addition to programming transportation funds across the region, CRPC staff provides broad planning support to Capital Region Parishes, such as hazard planning, land use planning, and grant application assistance.

The CR-MPO is required to produce the following regional transportation planning products:

- A Metropolitan Transportation Plan (MTP) – Developed with significant public input, the MTP outlines the long-range transportation vision for the region. The MTP contains an agreed-upon list of transportation projects to be funded over the next 20 to 30 years, as well as an unfunded “wish list.” The MTP is updated regularly – the BR-MPO’s most recent update of the MTP is called *Move 2042* and can be found at [www.crpcla.org](http://www.crpcla.org).
- Transportation Improvement Program (TIP) – is a concise list of transportation prioritized projects to be funded across the region over the next four years. This list is taken directly from the MTP.
- Unified Planning Work Program (UPWP) – Outlines and guides the work for MPO staff members for the coming year.

CRPC staff are tasked with the management and facilitation of the regional coordinated human services program, as well as this planning document.

Federal guidelines suggest that the Coordinated Human Services Transportation Plan be updated every 4-5 years along with the MTP.

## 1.2 The Capital Region

The Capital Region is comprised of eleven parishes in southeastern Louisiana: Ascension, East Baton Rouge, East Feliciana, Iberville, Livingston, Point Coupee, St. Helena, Washington, West Baton Rouge, and West Feliciana.

In 2015, the eleven-parish region had a combined population of approximately 1,000,000, spread across dense urban, suburban, and rural areas.

The City of Baton Rouge, located in East Baton Rouge Parish, is the capital of the state of Louisiana and the largest municipality in the region. It is home to many government offices, Louisiana State University, and major employers such as Exxon, Our Lady of the Lake Hospital, BASF Chemical, and L'Auberge Casino.



*The City of Baton Rouge*

Downtown Baton Rouge is characterized by a dense, walkable, urban environment served by fixed-route transit.

Much of the Capital Region is rural, however, and small municipalities such as St. Francisville, Amite, and Franklinton lie outside the urbanized area, and far from a city center.

Finally, some of the region's most rapid development and population growth is occurring in its sub-



*Much of Iberville Parish lies outside the Census designated urbanized boundary.*

urban centers. Towns such as Gonzales in Ascension Parish and Denham Springs in Livingston Parish have experienced significant new retail and residential development over the last decade.

While downtown Baton Rouge is experiencing a resurgence of interest in walkable, transit-rich neighborhoods, growth in outlying towns is distinctly suburban.

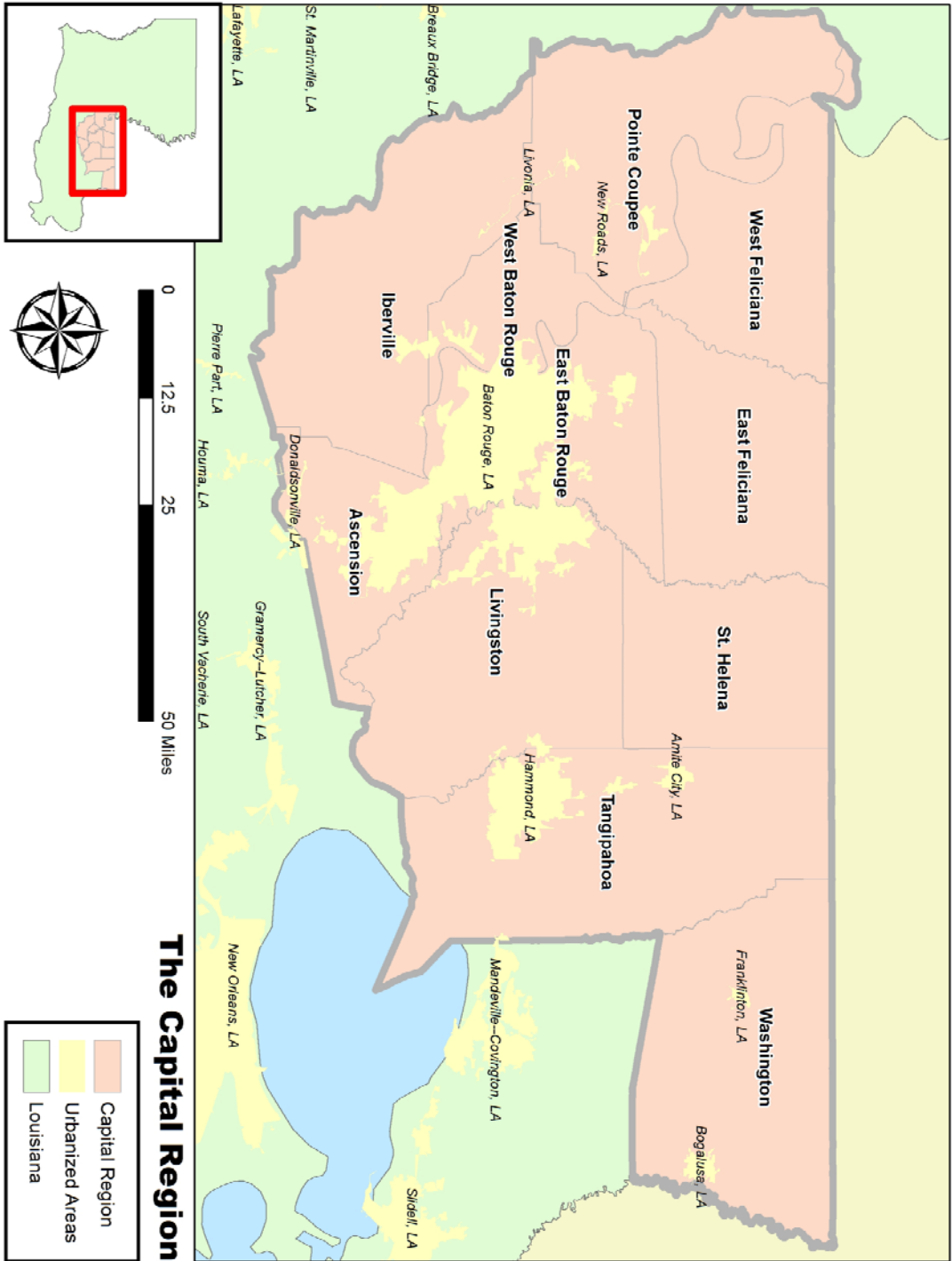
Development in Gonzales, for example, features single-family subdivisions, regional shopping centers, and other automobile-oriented development patterns.



*Tanger Outlet Mall is a popular, regional shopping center in Ascension Parish.*



### 1.3 The Capital Region



## **1.4 CHSTP Regulatory Framework**

All projects selected for funding by the 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program must:

- Be included in a locally developed, coordinated public transit-human services transportation plan;
- The plan must be developed through a process with participation from seniors, the disabled, public, private and nonprofit transportation providers, and other members of the public; and
- The maximum extent feasible, services funded under the 5310 program will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services.

## **1.5 About the 5310 Program**

The 5310 Enhanced Mobility for Seniors and Individuals with Disabilities program provides formula funding to states for assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities. In rural and small urban areas, the state Department of Transportation is the direct recipient. In large urban areas, the direct recipient is chosen by the governor.

At least 55 percent of program funds must be used on capital or “traditional” 5310 projects. Examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices

- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

The remaining 45 percent is for other “nontraditional” projects. Examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs

### **Funding and Match**

- Federal share is 80 percent for capital projects
- Federal share is 50 percent for operating assistance

### **Formula details:**

- Based on Census data, the formula funds are apportioned to each State based on the number of older individuals and individuals with disabilities and allocated by area:
  - Large UZAs: 60%
  - Small UZAs: 20%
  - Rural: 20%
- States can transfer small urban or rural funding to large UZA’s, but not the other way around.

## **1.6 The 5311 Rural Transit Program and the CHSTP**

Unlike previous transportation bills, the FAST ACT does not explicitly require 5311 projects be included in the CHSTP. However, due to the rural nature of many Parish in the study area and the history of cooperation between CRPC and the 5311 grant recipients, the rural transportation needs of the Capital Region will be considered in this plan.

Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or inter-city bus service.

Eligible Activities Include:

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

Funding and Match

- Federal share is 80% for capital projects;
- Federal share is 50% for operating assistance;
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed route paratransit service.

Formula details

- Funds are apportioned to States based on a formula that includes land area,, population, revenue vehicle miles, and low-income individuals in rural areas.

- Intercity Bus Program

Each state must spend no less that 15% of its annual apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with intercity bus providers, that the intercity bus needs of the state are being adequately met.



*The Sunshine Bridge, in rural Iberville Parish.*

## 1.7 CHSTP Checklist

	<b>FAST Act Re- quirement</b>	<b>2018 Capital Region</b>
Plan is locally developed, with input from seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public.	<b>X</b>	<b>X</b>
An assessment of available services that identifies current transportation providers (public, private, and nonprofit);	<b>X</b>	<b>X</b>
An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;	<b>X</b>	<b>X</b>
Projects identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective	<b>X</b>	<b>X</b>
Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.	<b>X</b>	<b>X</b>
Considers the unique challenges of transit in rural areas, and incorporates 5311 Rural Transit Assistance Program recipients into coordinated planning.		<b>X</b>
Considers intercity transportation options such as Greyhound, Megabus, Amtrak, vanpooling, and other commuter services.		<b>X</b>

## Section 2

### Existing Conditions





## **2.0 Introduction**

Sections 2.1-2.2 provides a broad overview of the Capital Region, beginning with a look at its basic demography such as population and income. Sections 2.3—2.7 provide an inventory of existing transit services in the region, with a particular focus on those services which specialize in elderly and/or disabled transport. Finally, section 2.8 discusses various transit gaps in the Capital Region.

## **2.1 Regional Population**

### **Population and Growth Rate**

	<b>2010</b>	<b>2015</b>	
<b>Ascension</b>	107,849	119,455	+ 9.7 %
<b>East Baton Rouge</b>	440,722	446,753	- 1.35 %
<b>East Feliciana</b>	20,171	19,696	+ 2.41 %
<b>Iberville</b>	33,364	33,095	- 0.81 %
<b>Livingston</b>	128,707	137,788	+ 7.06 %
<b>Pointe Coupee</b>	22,757	22,251	+ 2.27 %
<b>St. Helena</b>	11,167	10,567	- 5.37 %
<b>Tangipahoa</b>	121,491	128,755	+ 5.98 %
<b>Washington</b>	47,099	46,371	- 1.55 %
<b>West Baton Rouge</b>	23,948	25,490	+ 6.44 %
<b>West Feliciana</b>	15,624	15,385	- 1.53 %
<b>Louisiana</b>	4,533,372	4,670,724	+ 3.03 %

## 2.2 Transit-Dependent Populations

Elderly and disabled residents face unique mobility challenges. They may be unable to long distances, or have access to a personal automobile at all. This is especially true for elderly and disabled residents in rural areas, far from an urban center with fixed-route transit.

### Population Age 65+

	#	%
<b>Ascension</b>	12,303	10.3
<b>East Baton Rouge</b>	55,397	12.4
<b>East Feliciana</b>	3,171	16.1
<b>Iberville</b>	4,534	13.7
<b>Livingston</b>	16,121	11.7
<b>Pointe Coupee</b>	4,049	18.2
<b>St. Helena</b>	1,838	17.4
<b>Tangipahoa</b>	16,609	12.9
<b>Washington</b>	7,465	16.1
<b>West Baton Rouge</b>	3,109	12.2
<b>West Feliciana</b>	653,901	14

### Disabled Population

	#	%
<b>Ascension</b>	10,942	8.9
<b>East Baton Rouge</b>	44,180	9.9
<b>East Feliciana</b>	2,329	12
<b>Iberville</b>	2,814	14.5
<b>Livingston</b>	16,034	11.6
<b>Pointe Coupee</b>	2,805	12.6
<b>St. Helena</b>	1,740	16.8
<b>Tangipahoa</b>	22,391	16.9
<b>Washington</b>	8,347	17.9
<b>West Baton Rouge</b>	2,862	10.9
<b>West Feliciana</b>	923	6.0

The ACS defines a disability as serious difficulty with one of four basic areas of functioning—hearing, vision, cognition, and ambulation.

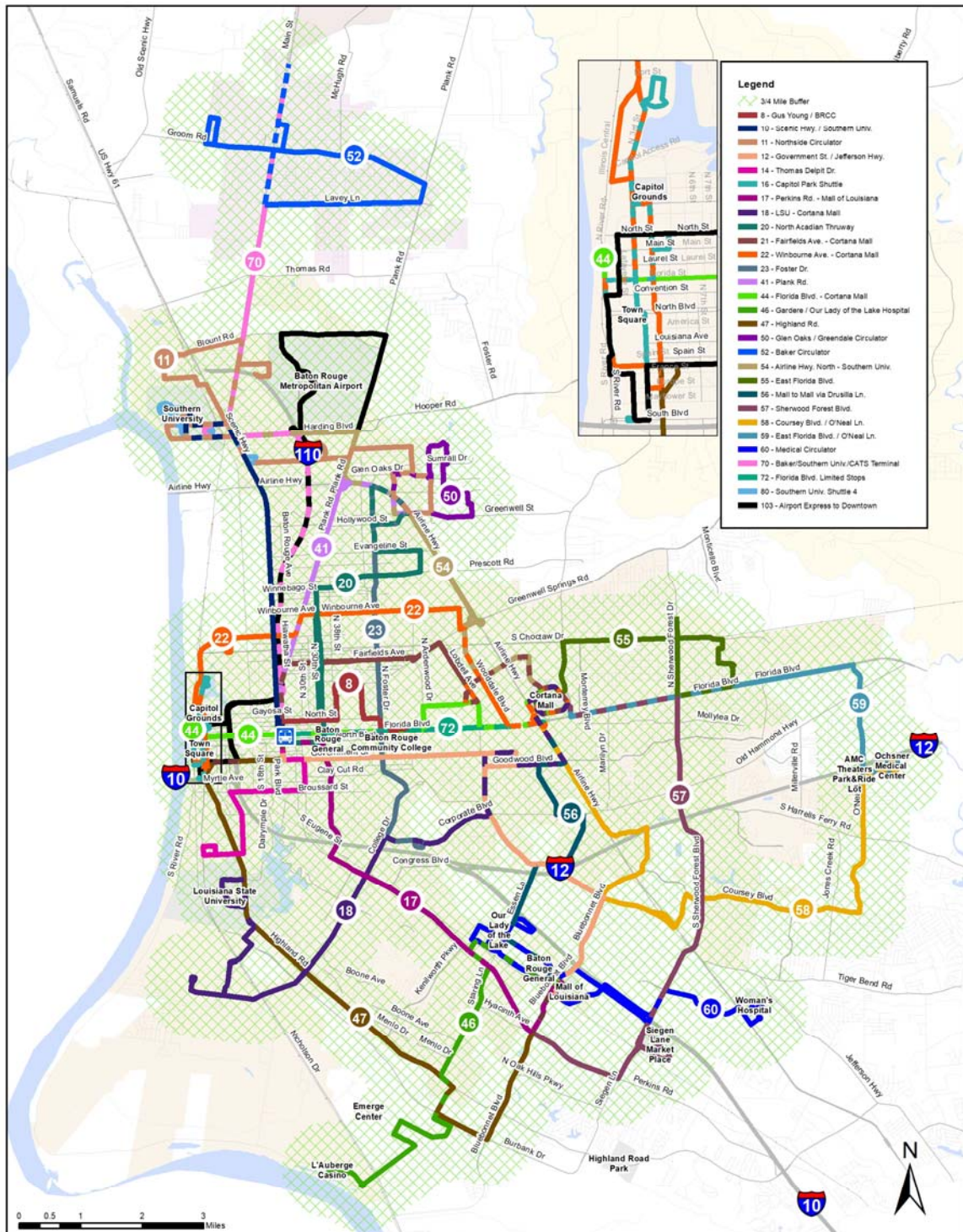


## 2.3 Existing Services

<b>Ascension</b>					
<b>Agency</b>	<b>Clientele</b>	<b># of vehicles</b>	<b>Funding Source(s)</b>	<b>Operating hours</b>	
Ascension Parish Council on Aging	Elderly	14	5310, local	M-F, 7am - 4pm	
Community Opportunities of East Ascension ARC	Disabled	1	5310		
Donaldson Area ARC, Inc	Elderly & Disabled	14	5310	M-F, 7am - 3pm	
<b>East Baton Rouge</b>					
Capital Area Transit System	General Public & Disabled	84	5307, 5339, 5309	7 days, 4:15am - 11:30pm	
First Transit (LSU Tiger Trails)	General Public & Disabled	23	private	M-Sat, 7am - 3am	
Franciscan Pace	Elderly	5	5310		
Gulf Coast Day Habilitation	Disabled	2	5310		
East Baton Rouge Council on Aging	Elderly		5310		
Foundation Industries	Disabled	4	5310		
<b>East Feliciana</b>					
East Feliciana Police Jury	General Public & Disabled	8	5311, ARRA	M-F, 7:30am - 3:30pm	
<b>Iberville</b>					
Iberville Council on Aging	Elderly & Disabled	5	5310	M-Th, 7:00am - 4pm; 7am - 1pm	
The ARC - Iberville & West Baton Rouge	Elderly & Disabled	4	5310		
Iberville Parish Transit	General Public & Disabled	9	5311, local	M-F, 6:30am - 5pm	
<b>Livingston</b>					
Livingston Parish Council on Aging	General Public & Disabled	17	5311, local	M-F, 7:30am - 2pm	
<b>Point Coupee</b>					
Point Coupee Council on Aging	General Public & Disabled	13	5311, 5339, ARRA	M-F, 7am - 5pm	
<b>St. Helena</b>					
St Helena Parish Hospital	Elderly & Disabled	3	5310		
St. Helena Council on Aging	General Public & Disabled	6	5311, local	M-F, 7:30am - 4pm	

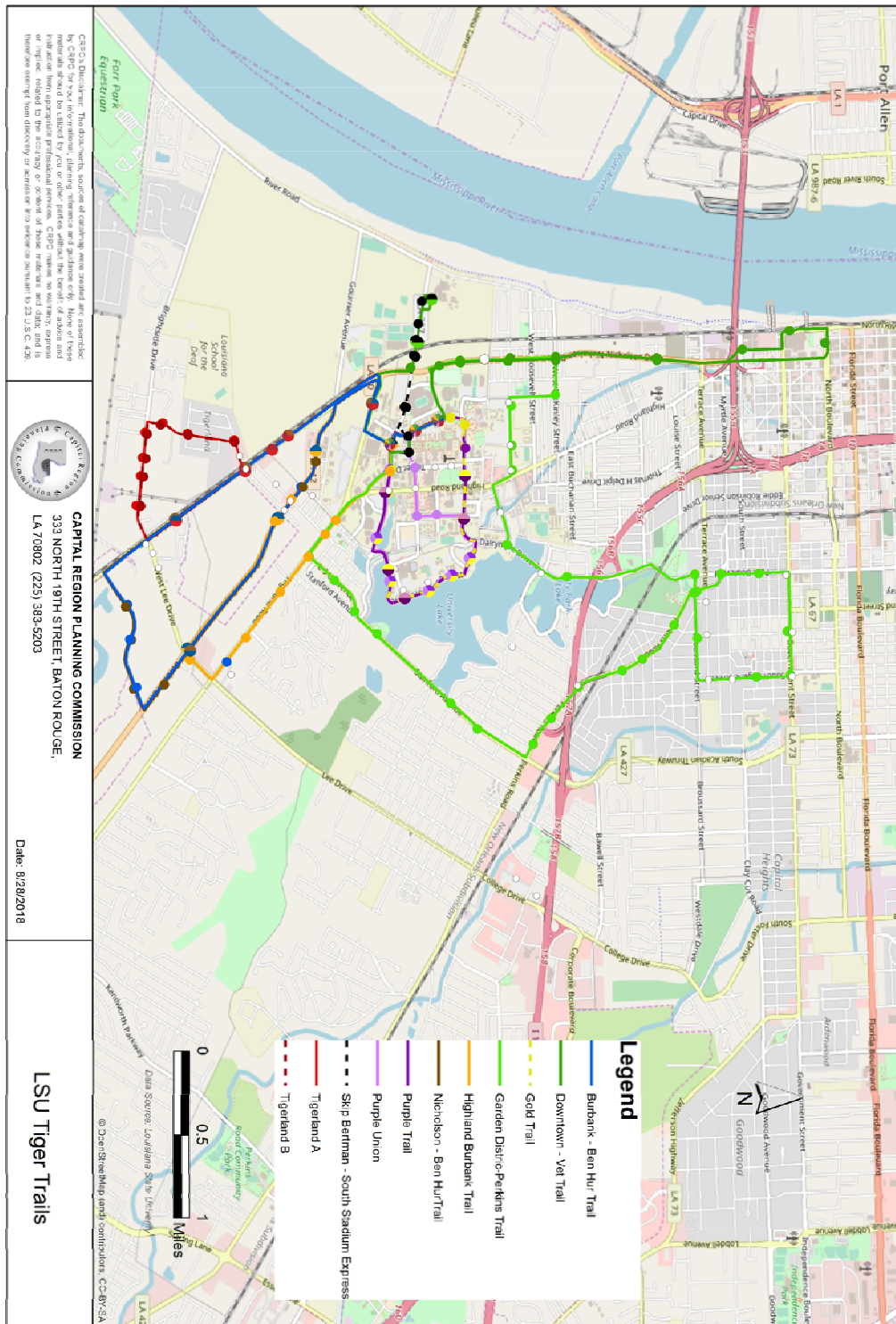
<b>Tangipahoa</b>				
Tangipahoa Voluntary Council on Aging	General Public & Disabled	12	5311, ARRA, local	M-F, 7am - 5pm
<b>Washington</b>				
Washington Parish Council on Aging	General Public & Disabled	10	5311, ARRA, local	M-F, 6am -4pm
<b>West Baton Rouge</b>				
West Baton Rouge Council on Aging	Elderly and Disabled	6	5310	
<b>West Feliciana</b>				
West Feliciana Parish Council on Aging	General Public & Disabled		5310, local	M-Th, 8am - 3pm; F 8am-2pm

## 2.4 Fixed Route & ADA Para Transit Coverage

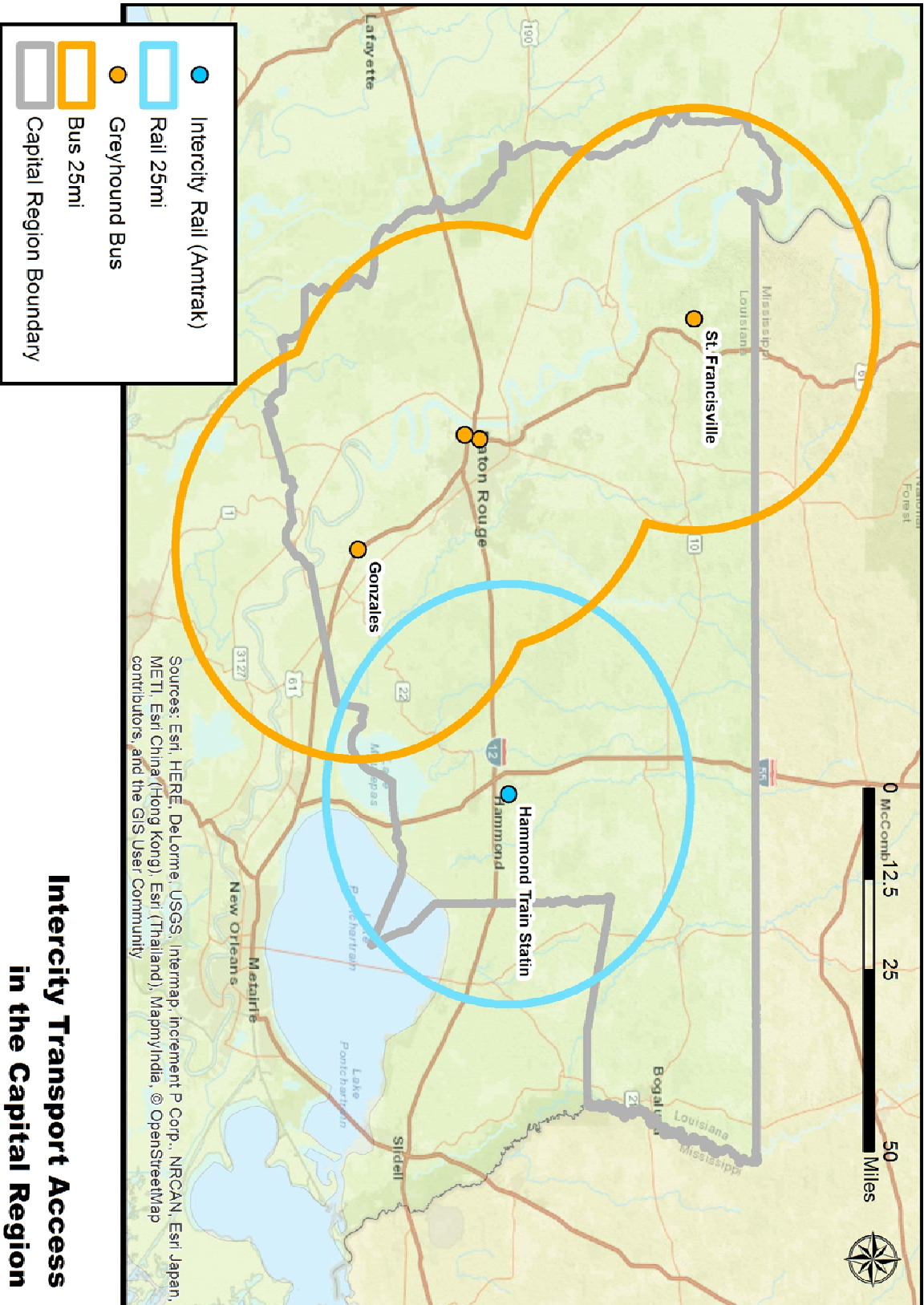




## 2.5 Tiger Trails Fixed-Route Service



## 2.6 Intercity Terminals



## **2.7 Travel Demand Management**

In order to address traffic congestion and provide additional transportation options to Capital Region residents, CRPC began a travel demand management pilot program in 2017 entitled *Commuter Krewe of Louisiana*.

While the pilot program will examine a broad range transportation options, particular emphasis will be placed on carpool and vanpool commuter options.

Target outreach will educate commuters on the benefits of carpooling and offer games, prizes, and other incentives to drivers.

An in-depth vanpooling analysis will be conducted including a study of funding options along with park and ride data to determine feasibility.

It is our hope that the pilot program will encourage commuters across the region to consider options beyond a single occupancy vehicle, and potentially establish regular vanpools and park and ride facilities.



## **2.8 Service Gaps**

Although a network of rural, urban, and specialty transit providers exist across the Capital Region, significant transportation needs continue to go unmet. In a recent survey conducted by the Louisiana Department of Transportation, 34% of respondents reported being unable to go where they needed to due to lack of transportation.

For the purposes of this plan, gaps in transportation service have been divided into five categories: funding, temporal, spatial, awareness, and institutional.

- **Funding**

Funding gaps arise when insufficient funds are available for the capital and/or operation of transportation service.

Although Chapter 53 programs subsidize much of the cost of providing transit service, local jurisdictions are often unable or unwilling to provide matching funds to leverage these grants. Where funding is limited and transit vehicles become booked to capacity, riders are turned away, limiting their mobility and access.

- **Temporal**

Temporal gaps refer to the time of day or week when transit service is unavailable. In the City of Baton Rouge, there are few temporal gaps as CATS operates seven days per week until 11pm and LSU Tiger Trails offers some service until 3am and later.

Elsewhere in the region, however, most demand responsive transportation providers only operate Monday—Friday, until approximately 4pm. This makes weekend and evening transportation difficult, resulting in a temporal gap for many riders.

- **Spatial**

Spatial gaps refer to one's inability to access transit due to lack of coverage in a particular geographic area.

The most significant spatial gaps in the Capital Region can be found in West Baton Rouge, West Feliciana, and rapidly growing Ascension Parish, where there is no transit service available to the general public. Lack of transit in these parish's hinders mobility of many residents, particularly those in rural areas. Both parishes could substantially improve mobility by taking advantage of Rural Transit 5311 funding.

- **Institutional**

Institutional gaps refer to the difficulties caused by the rules and regulations which govern transportation at the federal, state, and local level.

For example, 5307, 5310, 5311 grant programs create funding silos which make the provision of a flexible transit service difficult for providers. Parishes with both rural and urbanized municipalities must patch together a network of transit service, relying on different funding sources depending on the rider's address. Conflicting drug and alcohol testing requirements between state and federal agencies create headaches for transit providers. Concerns over insurance liability prohibit transit agencies from sharing vehicles with one another, which could allow them to be used in service more efficiently.

Many institutional gaps and silos undermine the provision of efficient, coordinated transit service.



## **Section 3**

# **Planning Goals, Objectives, and Strategies**



### **3.1 Coordination Goal**

The overarching goal of transit coordination in the Capital Region is to:

**C**ontinuously improve the efficiency with which limited transportation resources are utilized in order to offer the safest and most convenient transit options possible, improving quality of life in the Capital Region.

The following short and long term objectives can be pursued by Capital Region providers to work toward our goal:

### **3.2 Short-Term Objectives**

The following objectives of the Capital Region Coordinated Human Services Transportation Committee have been prioritized for the short-term. These are objectives for which measurable progress can be made utilizing existing resources, and within time lines of 1-3 years.

- **Objective 1: Continue and Expand Quarterly Coordination Meetings**
  - Quarterly, regional meetings of the transit providers in the region serve as the corner stone of coordination in the region. The conversations which these meetings generate often lead to identification of common concerns, discussion of best practices, and further opportunities for coordination. Over the past several years, meeting attendance has been comprised almost entirely of demand response transit providers and DOTD personnel. These quarterly meetings may be even more useful with participation from fixed-route 5307 providers, private transportation providers, and the riding public.
  - **Strategy 1.1:** Continue facilitating four quarterly coordination meetings per fiscal year.
  - **Strategy 1.2:** Increase participation from 5307 urban providers, private providers, and the riding public.

- **Objective 2: GIS Mapping & Analysis**

- GIS mapping is a powerful tool which may be utilized to improve coordination in the Capital Region. By geocoding the origins and destinations of transit providers' demand response vehicles, providers and coordinators alike may gain a better understanding of transportation demand and unmet needs in the region. CRPC has the software and technical capacity in-house to assist the transit providers, and explore how GIS mapping may be of use to them.
  - **Strategy 2.1:** Identify a transit provider(s) interested in sharing data to explore how GIS mapping may be of use to their agency.
  - **Strategy 2.2:** Work with the interested providers on mapping transit trips, client addresses, etc. Overlay with Census datasets such as income, age, etc. to gain a better understanding of transit activity and need in the region.
  - **Strategy 2.3:** Present results of mapping exercise at a regional coordination meeting, and/or other relevant workshops.

- **Objective 3: Regional Training & Workshops**

- Transit providers are subject to numerous training requirements such as driver safety, computer skills, and grant application procedures. The training needs provide an opportunity for coordination such as group courses or workshops at convenient locations and times. In 2018, for example, Rural Transit Assistance Program funding was utilized to host a regional wheelchair tie down training course in Baton Rouge. Many different agencies were in attendance, resulting in 36 newly certified drivers.
  - **Strategy 3.1:** Continue to identify the training needs of our regional providers, and facilitate appropriate training sessions.

- **Objective 4: Research Best Practices**

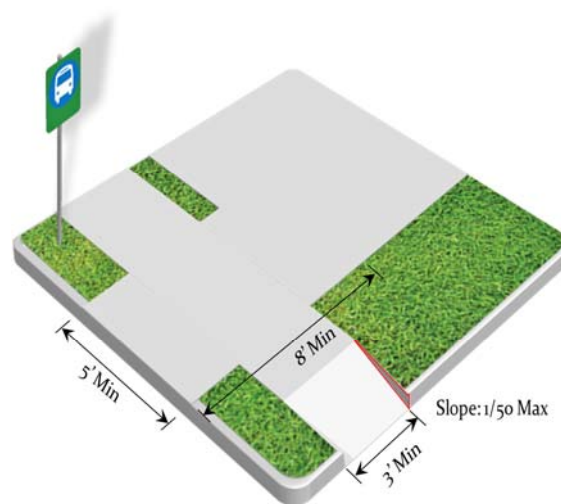
- A number of regions and counties across the U.S. have developed transit coordination methods which could benefit the Capital Region. Learning from our regional peers could provide many opportunities to implement best practices from around the country.
  - **Strategy 4.1:** Research coordination around the United States, and identify regions with exemplary coordination models.
  - **Strategy 4.2:** Work with local partners to establish peer-to-peer knowledge sharing workshops with regions whose coordination efforts may be useful to the Capital Region.

- **Objective 5: Awareness**

- Many Capital Region residents are unaware of the transit services that exist in their area, or how to utilize them. Coordinated marketing / advertising can help raise transit awareness among the general public.
  - **Strategy 5.1:** Support coordinated marketing and awareness of transit services in the Capital Region.

- **Objective 6: Pedestrian Planning for Transit Access**

- The City of Baton Rouge, along with many of the smaller municipalities across the region, suffer from a dangerous lack of pedestrian infrastructure. This makes accessing transit stops difficult, dangerous, or impossible for many residents, especially for the disabled. CRPC transportation planners can assist transit providers, human service agencies, and local municipalities with pedestrian infrastructure planning.
  - **Strategy 6.1:** Assist local stakeholders with pedestrian planning for improved transit access.



*An example of an ADA-compliant transit stop, with safe access for all riders. Pedestrian infrastructure planning can improve access to transit.*

### **3.3 Long-Term and Statewide Strategies**

The following coordination objectives have been prioritized as long term due to the following reasons:

- Anticipated timeline of completion is greater than 3 years
- Require a high level of statewide and/or inter regional coordination efforts to accomplish.

These long-term objectives have been informed by the *Louisiana Statewide Human Services Transportation Coordination Plan (April 2018)*.

- **Objective 1: Establish a One-Click / One Call Service Center**

A One-Click/One Call Service center would provide a centralized dispatch for residents to access all transportation services available in the region. In addition to being more convenient for the public, such a clearing house has the potential to streamline scheduling, billing, grant applications, data collections, and other tasks.

- **Objective 2: Establish an Interagency Coordination Council**

An independent, interagency council would oversee all human services transportation in the state of Louisiana and work to implement state-wide coordination goals.

- **Objective 3: Partner with LPTA on Insurance Pooling**

By spreading risk across multiple providers, the opportunity exists to reduce insurance costs for transit vehicles. The Capital Region can work with our state partners to identify insurance pooling opportunities.

- **Objective 4: Develop a Volunteer Driver Program**

Hiring and retaining qualified drivers represents a significant challenge for many small transit providers. These challenges could potentially be alleviated by a volunteer driver program in the Capital Region.



## How can I learn more?

The website for the Capital Region Coordinated Human Service Transportation Committee is:

[www.CapitalRegionTransportation.wordpress.com](http://www.CapitalRegionTransportation.wordpress.com)

Or, follow the Capital Region Planning Commission on Social Media to learn more about transportation planning:



Or find us at [www.crpcla.org](http://www.crpcla.org)

## Appendix A

### Vehicle Inventory

Model	Make	Year	Put in Svc	Type	Condition	Reg Seats	Accessible
<b>Ascension Council on Aging, Inc</b>							
Uplander	Chevrolet	2008	4/4/08	5310	Excellent	6	1
Caravan	Dodge	2005	8/18/05	5310	Fair	6	
E350	Ford	2008	3/14/08	5310	Good	8	2
E-350 Candidate	Ford	2008	7/29/08	5310	Good	8	2
E450 Bus	Ford	2010	10/21/10	5310	Poor	12	0
Eldorado minivan	ford	2010	2/25/10	5310	Good	6	1
FORD	FORD	2014	8/31/15	5310	Excellent	12	2
Ford Cutaway	Ford	2010	10/21/10	5310	Fair	12	2
Ford Goshen Coach	Ford	2011	5/7/12	5310	Excellent	12	2
Startrans	Ford	2008	5/1/08	5310	Good	12	2
Supreme Candidate	Ford	2009	5/18/09	5310	Fair	8	2
ECII	FORD ELKHART COACH	2017	12/28/17	5310	Excellent	12	2
ECII	FORD ELKHART COACH	2018	8/15/18	5310	Excellent	8	2
ECII	FORD ELKHART COACH	2018		5310	Excellent	12	2
<b>Donaldson Area ARC, Inc.</b>							
UPLANDER	CHEVROLET	2008		5310	Fair	-6	1
GRAND CARAVAN	DODGE	2010		5310	Fair	-6	0
VAN	DODGET	2001		5310		6	
E350 12M	FORD	2008		5310	Fair	-12	0
E350 7-1MR	FORD	2008		5310	Fair	-7	-1
ECII	FORD ELKHART COACH	2018	2/23/18	5310	Excellent	12	2
DODGE	MINIVAN	2005		5310	Fair	-6	0
FORD	SUPERCARGO	2005		5310	Fair	-8	-1
CHEV	VAN	2017	10/31/17	5310	Excellent	8	

East Feliciana Council on Aging							
Uplander	CHEVROLET	2008	8/22/08	5311	Good	6	1
Caravan	Dodge	2016	5/2/16	5311	Excellent	5	1
FORD-ECII	ELKHART COACH/ELKC	2018	4/5/18	5311	Excellent	12	2
FORD E456	Ford	2016	10/26/16	5311	Excellent	12	2
Transtech 220	Ford	2011	2/18/11	5311	Good	12	2
Versa Shuttle	FORD	2013	10/2/13	5311	Excellent	12	0
ECII	FORD ELKHART COACH (64607)	2018	4/5/18	5311	Excellent	12	2
Elkart	Goshen Coach	2015	8/26/15	5311	Excellent	12	2
Foundation Industries, Inc.							
Grand Caravan	Dodge	2010	7/13/10	5310	Fair	7	1
E450	Elco	2010	3/1/10	5310	Excellent	12	1
EC3	Ford	2010	12/1/10	5310	Fair	8	1
ELKART	GOSHEN	2016	2/8/17	5310	Excellent	12	2
Francisacan PACE, Inc.							
Entervan	Dodge Caravan/ Braun	2017	2/14/18	5310	Excellent	5	2
Entervan	Dodge Caravan/ Braun	2017	2/14/18	5310	Excellent	5	2
Entervan	Dodge Caravan/ Braun	2017	2/14/18	5310	Excellent	5	2
ECII	FORD ELKHART COACH	2018	8/14/18	5310	Excellent	12	6
ECII	FORD ELKHART COACH	2018	8/14/18	5310	Excellent	12	6
Gulf Coast Teaching Family Services, Inc.							
GCII	Ford	2011	6/18/12	0	Fair	12	2
GCII	Ford	2012	6/18/12	0	Excellent	12	2
Iberville Sheriff's Office							
EXPRESS VAN	CHEVROLET	2010	7/1/10	5311	Excellent	8	
Impala	Chevy	2009	3/1/09	5311	Fair	5	
Caravan	Dodge	2017	5/2/17	5311	Excellent	6	
Caravan	Dodge	2017		5311	Excellent	6	
FORD	ELDORADO	2016	11/12/15	5311	Excellent	8	2
FORD	ELDORADO	2016	11/16/15	5311	Excellent	8	2
EXPLORER	FORD	2004		5311	Fair	6	
VAN	FORD	2013	2/17/14	5311	Excellent	7	1
VAN	FORD	2013	2/17/14	5311	Excellent	7	1

Livingston Council on Aging							
CARAVAN	DODGE	2016	1/3/17	5311	Excellent	5	1
E350	FORD	2006	1/3/17	5311	Good	10	2
E350	FORD	2011	1/20/17	5311	Good	12	2
E350 SUPER DUTY	FORD	2009	3/9/10	5311	Good	12	0
E-350 Super Duty	Ford	2017	3/15/17	5311	Excellent	12	2
E-350 Super Duty	Ford	2017	3/15/17	5311	Excellent	12	2
E-350 Super-duty	Ford	2017	3/15/17	5311	Excellent	12	2
E450 SUPER DUTY	FORD	2008	9/22/16	5311	Fair	12	2
E450 SUPER DUTY	FORD	2008	8/25/08	5311	Good	12	2
EC II	FORD ELKHART COACH (UNIT 62172)	2018	2/22/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62173)	2018	2/23/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62174)	2018	2/23/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62175)	2018	2/23/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62171 )	2018	2/22/18	5311	Excellent	12	2
ECII	FORD ELKHART COACH (UNIT64558)	2018	5/4/18	5311	Excellent	12	2
ECII	FORD ELKHART COACH (UNIT64560)	2018	5/4/18	5311	Excellent	12	2
ECII	FORD ELKHART COACH (UNIT64559)	2018	5/4/18	5311	Excellent	12	2

Options, Inc.							
Supreme Senator II	Chevy	2012	7/13/12	5310	Poor	12	2
Eldorado Amerivan Pt	Dodge	2010	3/5/10	5310	Fair	7	1
EC II	ELKHART COACH	2017	2/16/17	5310	Excellent	8	2
EC II	Elkhart Coach	2017	2/16/17	5310	Excellent	8	2
EC II	ELKHART COACH	2018	5/16/18	5310	Excellent	12	2
4DR WAGON	Ford	2016	6/6/16	5310	Excellent	8	2
E 350	FORD	2014	3/20/14	5310	Good	12	0
E-250	FORD	2013	7/16/13	5310	Good	7	1
E-250	FORD	2013	7/18/13	5310	Good	7	1
E-350 SD	FORD	2013	4/22/13	5310	Good	15	0
EC1 Economy	Ford	2008	3/29/16	5310	Fair	0	0
Elkhart Coach	Ford	2018	12/15/17	5310	Excellent	12	2
F-350	Ford	2009	2/4/09	5310	Good	12	
F-350	Ford	2009	2/4/09	5310	Good	12	
F-350	Ford	2009	7/15/09	5310	Good	15	0
F-350	Ford	2012	1/1/12	5310	Good	12	0
F-550	Ford	2012	1/1/12	5310	Good	16	2
F-550 XL	Ford	2012	1/30/13	5310	Good	16	2
F-650 Super	Ford	2011	5/19/11	5310	Good	16	2
Glaval Entourage	Ford	2012	3/9/12	5310	Good	16	2
SENATOR SII	Ford	2014	4/11/14	5310	Excellent	12	2
SRW SD F-250	Ford	2009	2/4/09	5310	Poor	6	-3
EC II	FORD ELKHART COACH	2018	5/16/18	5310	Excellent	12	2
EC II	FORD ELKHART COACH	2018	5/16/18	5310	Excellent	12	2
ECII	FORD ELKHART COACH	2018	12/15/17	5310	Excellent	12	2
Ford	Glaval Entourage	2012	3/19/12	5310	Good	16	2
Ford Impulse - E-450 SD Cutaway	GOSHEN COACH	2015	8/27/15	5310	Good	12	2
Ford Impulse Ford E-450 SD Cutaway	GOSHEN COACH	2015	8/27/15	5310	Good	12	2



Pointe Coupee Council on Aging							
ENTERVAN	DODGE/ BRAUN (UNIT 66592)	2018	4/13/18	5311	Excellent	5	2
EC3	Ford	2013	10/1/15	5311	Excellent	7	1
EC3	Ford	2013	10/30/14	5311	Excellent	7	1
Eldorado	Ford	2016	11/9/15	5311	Excellent	8	2
VAN	Ford	2013	10/1/13	5311	Excellent	12	0
Van	Ford	2013	11/27/13	5311	Excellent	7	1
EC II	FORD ELKHART COACH (UNIT 62155)	2018	2/24/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62176)	2018	3/9/18	5311	Excellent	8	2
EC II	FORD ELKHART COACH (UNIT 62177)	2018	3/9/18	5311	Excellent	8	2
ECII	FORD ELKHART COACH (UNIT 64605)	2018	4/13/18	5311	Excellent	8	2
Ford Coach	GOSH	2016	7/26/16	5311	Excellent	12	2
Ford Coach	GOSH	2016	7/26/16	5311	Excellent	12	2
Ford Coach	GOSH	2016	7/26/16	5311	Excellent	12	2
St. Helena COA							
ELCO	ELCO	2010	5/16/18	5311	Good	12	2
ELDO	FORD	2016	12/1/15	5311	Excellent	8	2
ELDO	FORD	2016	12/1/15	5311	Excellent	8	2
ELDO	FORD	2016	12/1/15	5311	Excellent	8	2
PARATRANS- IT	FORD	2015	10/5/15	5311	Excellent	12	2
TRANSIT	FORD	2016	12/1/15	5311	Excellent	15	0
The Center Inc.							
E350	Ford	2006	9/22/14	5310	Good	12	2
E350	Ford	2008		5310	Good	6	1
Gosh Coach	Ford	2016		5310	Excellent	0	0
GOSH COACH	FORD	2016		5310	Excellent	12	6
GOSH COACH	FORD	2016		5310	Excellent	12	6
ECII	FORD ELKHART COACH	2018	8/14/18	5310	Excellent	12	6

Tangipahoa Voluntary Council on Aging							
GRAN	DODGE	2005	3/23/04	5311	Good	6	0
VAN	DODGE	2005	4/27/04	5311	Fair	6	0
FORD	E350	2017	1/31/17	5311	Excellent	12	2
EC II	ELKHART COACH	2017	2/7/17	5311	Excellent	24	
ECII	ELKHART COACH (UNIT64602)	2018	5/4/18	5311	Excellent	16	2
BUS	FORD	2013	10/22/13	5311	Excellent	12	2
BUS	FORD	2013	10/31/13	5311	Excellent	8	2
Bus	FORD	2013	9/26/13	5311	Excellent	8	2
E 350	FORD	2016	11/16/15	5311	Excellent	8	2
FORD	Ford	2009	11/10/16	5311	Good	8	2
VAN	FORD	2008	2/4/09	5311	Good	7	1
Ford	GOSC	2017	12/8/16	5311	Excellent	12	2
Washington Parish Council on Aging							
CARAVAN	DODGE	2017	3/15/17	5311	Excellent	5	1
Amerivan	ElDorodo	2010	9/1/10	5311	Fair	7	1
E450 Cuta- way	ElDorodo	2010	10/29/10	5311	Fair	12	2
E-350 Super Duty Van	Ford	2010	9/1/10	5311	Fair	7	1
GLAVAL- Cutaway Bus	Ford	2013	8/8/13	5311	Good	16	2
EC II	FORD ELKHART COACH (UNIT 62166)	2018	2/23/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62167)	2018	2/22/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62168)	2018	2/23/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62169)	2018	2/22/18	5311	Excellent	12	2
EC II	FORD ELKHART COACH (UNIT 62170)	2018	2/23/18	5311	Excellent	13	2

West Baton Rouge Council on Aging							
RAM 3500	DODGE	2003		5310	Good	9	12
VERSA SHUTTLE	ELDDORADO NATIONAL FORD	2012		5310	Good	8	1
EC3	FORD	2008		5310	Good	12	0
GVWR9500	FORD	2008		5310	Good	12	0
VERSA SHUTTLE	FORD	2012		5310	Good	8	1
TRANSIT 350	NEW ENGLAND WHEELS	2016		5310	Excellent	9	
West Feliciana Parish Council on Aging							
AVENGER	DODGE	2014	5/14/18	5311	Excellent	4	0
GRAND CARAVAN	DODGE	2014	10/1/14	5311	Good	7	0
E-350 SUPER DUTY XL	FORD	2013	12/19/14	5311	Good	15	0
E-450	FORD	2008	7/7/17	5311	Good	12	2