

# Capital Region Coordinated Human Services Transportation Plan



**2020-2022**



Capital Region Planning Commission  
14734 S Harrell's Ferry Road  
Baton Rouge, LA 70816



# 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 were 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 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 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 in concert 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, Tangipahoa, 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 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 suburban centers. Towns such as Gonzales in



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

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.

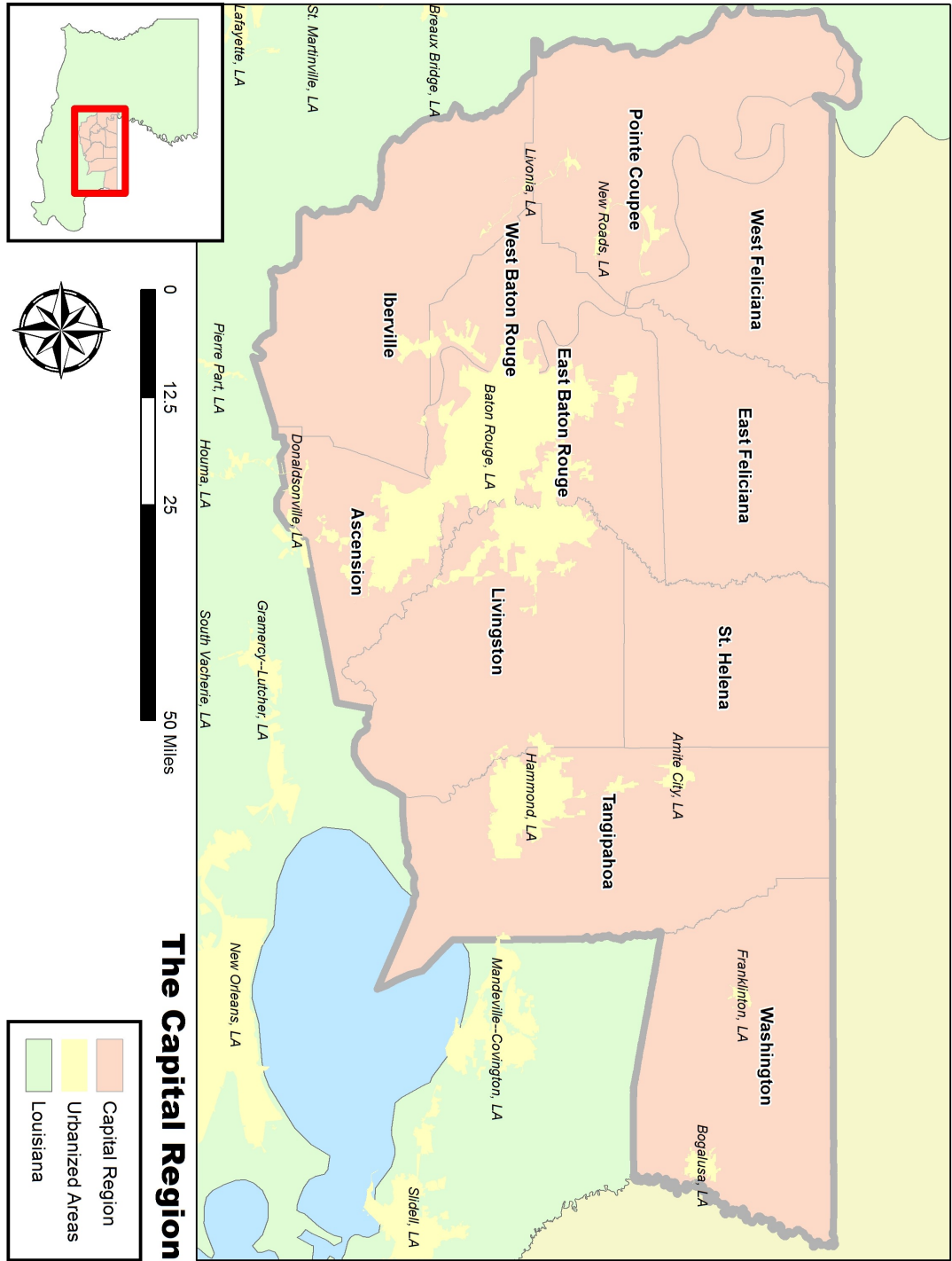
Development in Gonzales, for example, features single-family subdivisions, regional shopping centers, and other automobile-oriented development patterns.



*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

The 5310 program mandates that federal funding is allocated in the following way:

- 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 Parishes 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 intercity 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 than 15 percent 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 Requirement</b>	<b>2020 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			
	2010	2015	Percent Change
Ascension	107,849	119,455	+ 10.76 %
East Baton Rouge	440,722	446,753	+ 1.37 %
East Feliciana	20,171	19,696	- 2.35 %
Iberville	33,364	33,095	- 0.81 %
Livingston	128,707	137,788	+ 7.06 %
Pointe Coupee	22,757	22,251	- 2.22 %
St. Helena	11,167	10,567	- 5.37 %
Tangipahoa	121,491	128,755	+ 5.98 %
Washington	47,099	46,371	- 1.55 %
West Baton Rouge	23,948	25,490	+ 6.44 %
West Feliciana	15,624	15,385	- 1.53 %
Louisiana	4,533,372	4,670,724	+ 3.03 %

## 2.2 Transit-Dependent Populations

Elderly and disabled residents face unique mobility challenges. They might not have a personal automobile or are unable to travel long distances. This is especially true for elderly and disabled residents in rural areas, far from an urban center with fixed-route transit.

Population Age 65+*			Disabled Population Under 65+*		
Parish	#	% of total population	Parish	#	% of total population
Ascension	12,799	10.7	Ascension	9,720	8.2
East Baton Rouge	57,209	12.8	East Baton Rouge	38,952	8.7
East Feliciana	3,133	16.0	East Feliciana	1,614	8.3
Iberville	4,755	14.4	Iberville	3,589	10.8
Livingston	16,696	12.2	Livingston	12,371	9.0
Pointe Coupee	4,159	18.7	Pointe Coupee	2,662	12.0
St. Helena	1,840	17.5	St. Helena	1,375	13.1
Tangipahoa	17,083	13.3	Tangipahoa	18,590	14.4
Washington	7,803	16.8	Washington	6,561	14.1
West Baton Rouge	3,203	12.6	West Baton Rouge	2,442	9.6
West Feliciana	2,027	13.2	West Feliciana	813	5.3

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



\* ACS 2017 Estimates

## 2.3 Existing Services

Existing Services				
Agency	Clientele	# of Vehicles	Funding Source(s)	Operating Hours
<b>Ascension</b>				
Ascension Parish Council on Aging	Elderly & Disabled	11	5310, local	M-F, 7:30am—4pm
Community Opportunities of East Ascension ARC	Disabled	6	Not an applicant	
Donaldsonville Area ARC, Inc.	Elderly & Disabled	8	5310	M-Sun
<b>East Baton Rouge</b>				
Capital Area Transit System	General Public & Disabled	94	5307, 5339, 5309	7 days, 4:15am—11:30pm
First Transit (LSU Tiger Trails)	General Public & Disabled	31	Private	M-Sat, 7am—3am
Franciscan Pace	Elderly	5	Not an applicant	
Gulf Coast Day Habilitation	Disabled	2	5310	
East Baton Rouge Council on Aging	Elderly & Disabled	16	5310	M-F, 7am—3:30pm
The Center, Inc.			5310	Daily
Lighthouse Louisiana	Blind		Not an applicant	
Gulf Coast Social Services		2	Not an applicant	
Foundations Industries	Disabled		Not an applicant	
<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	8	5310	M-Th, 7:00am—4pm



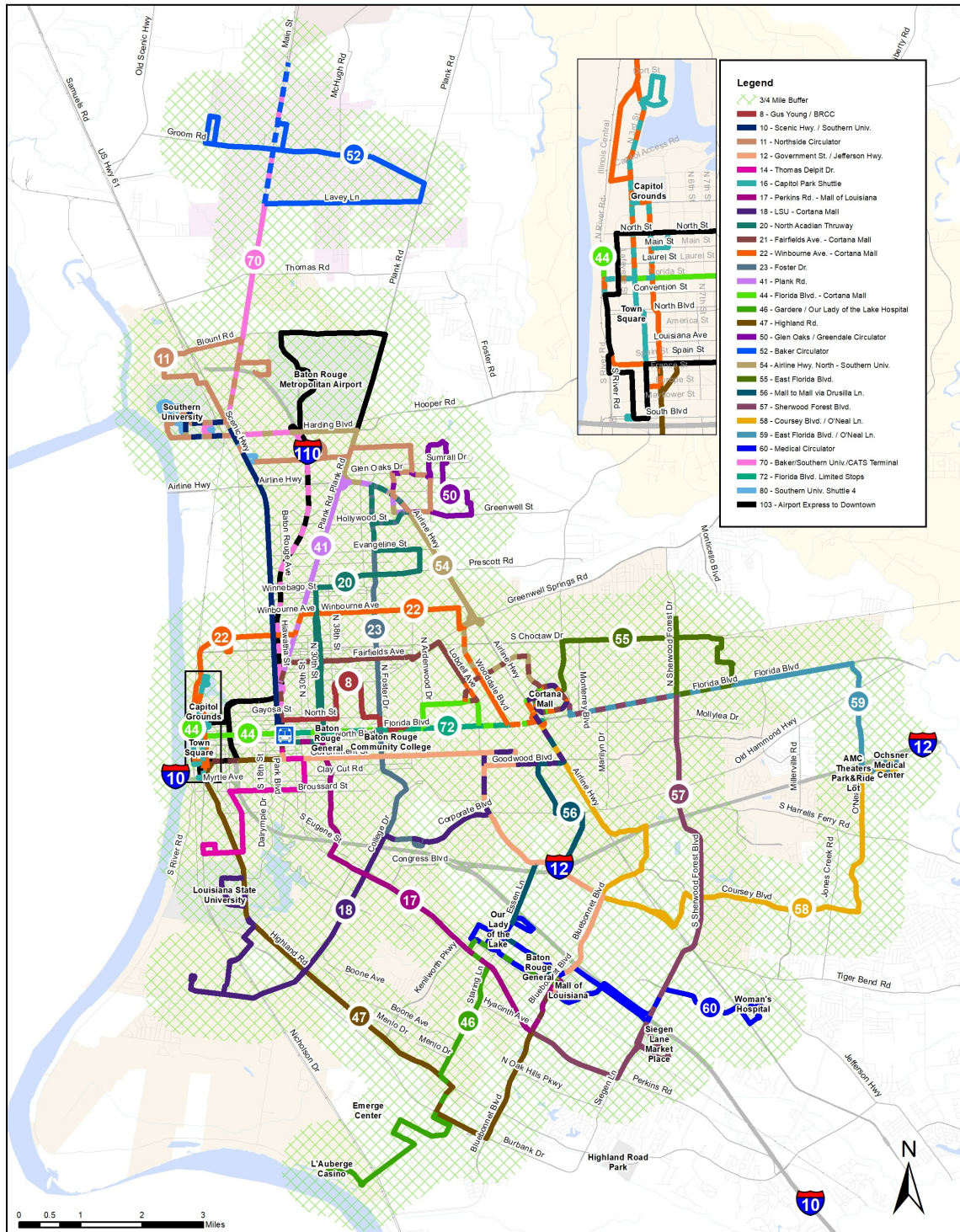
## 2.3 Existing Services

Existing Services				
Agency	Clientele	# of Vehicles	Funding Source(s)	Operating Hours
<b>Iberville</b>				
The ARC—Iberville & West Baton Rouge	Elderly & Disabled	3	5310	M-F, 7:00am—4:00pm
Iberville Sheriff's Office	General Public & Disabled	7	5311, local	M-F, 8:00am—4:30pm
Iberville Parish Transit	General Public & Disabled		Not an applicant	
<b>Livingston</b>				
Livingston Parish Council on Aging	General Public & Disabled	13	5311, local	M-F, 7:30am—2:00pm
<b>Pointe Coupee</b>				
Pointe Coupee Council on Aging	General Public & Disabled	15	5311, 5339, ARRA	M-F, 7:00am—5:00pm
<b>St. Helena</b>				
St. Helena Parish Hospital	Elderly & Disabled	4	5310	M-Sun, 5:00am—10:00pm
St. Helena Council on Aging	General Public & Disabled	7	5311, local	M-F, 7:00am—5:00pm
<b>Tangipahoa</b>				
Options, Inc.	Disabled		5310	Daily
Tangipahoa Voluntary Council on Aging	General Public & Disabled	12	5307, 5311, ARRA, local	M-F, 7:00am—5:00pm
<b>Washington</b>				
Washington Parish Council on Aging	General Public & Disabled	9	5311, ARRA, local	M-F, 6:00am—4:00pm
<b>West Baton Rouge</b>				
West Baton Rouge Council on Aging	Elderly & Disabled	6	5310, local	M-Th, 7:30am—5:30pm

## 2.3 Existing Services

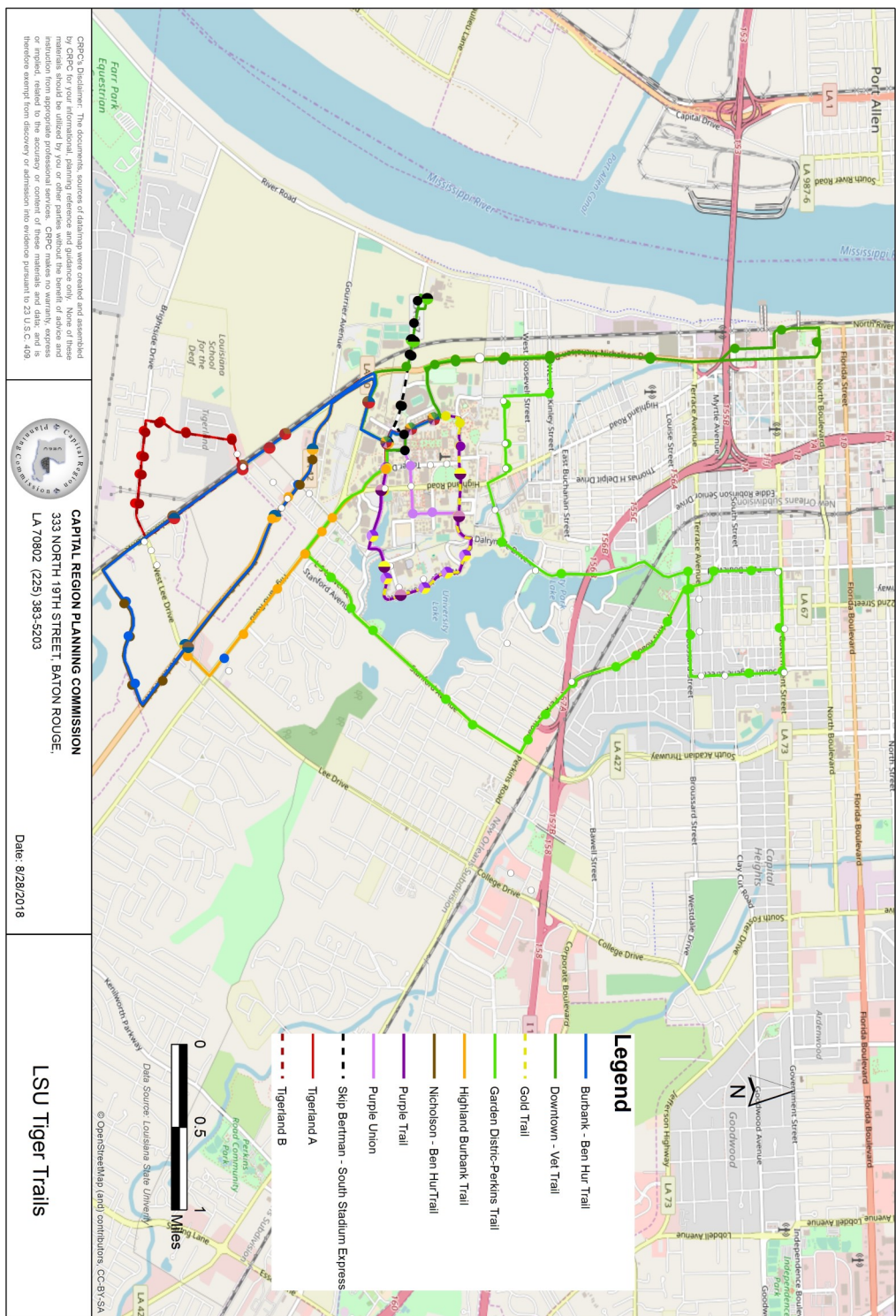
Existing Services				
Agency	Clientele	# of Vehicles	Funding Source(s)	Operating Hours
West Feliciana				
West Feliciana Parish Council on Aging	General Public & Disabled		5310, local	M-F, 7:03am—5:30pm
Other				
Greyhound	General Public		5311	East Baton Rouge, West Baton Rouge, Iberville and Ascension

## 2.4 Fixed Route & ADA Para Transit Coverage



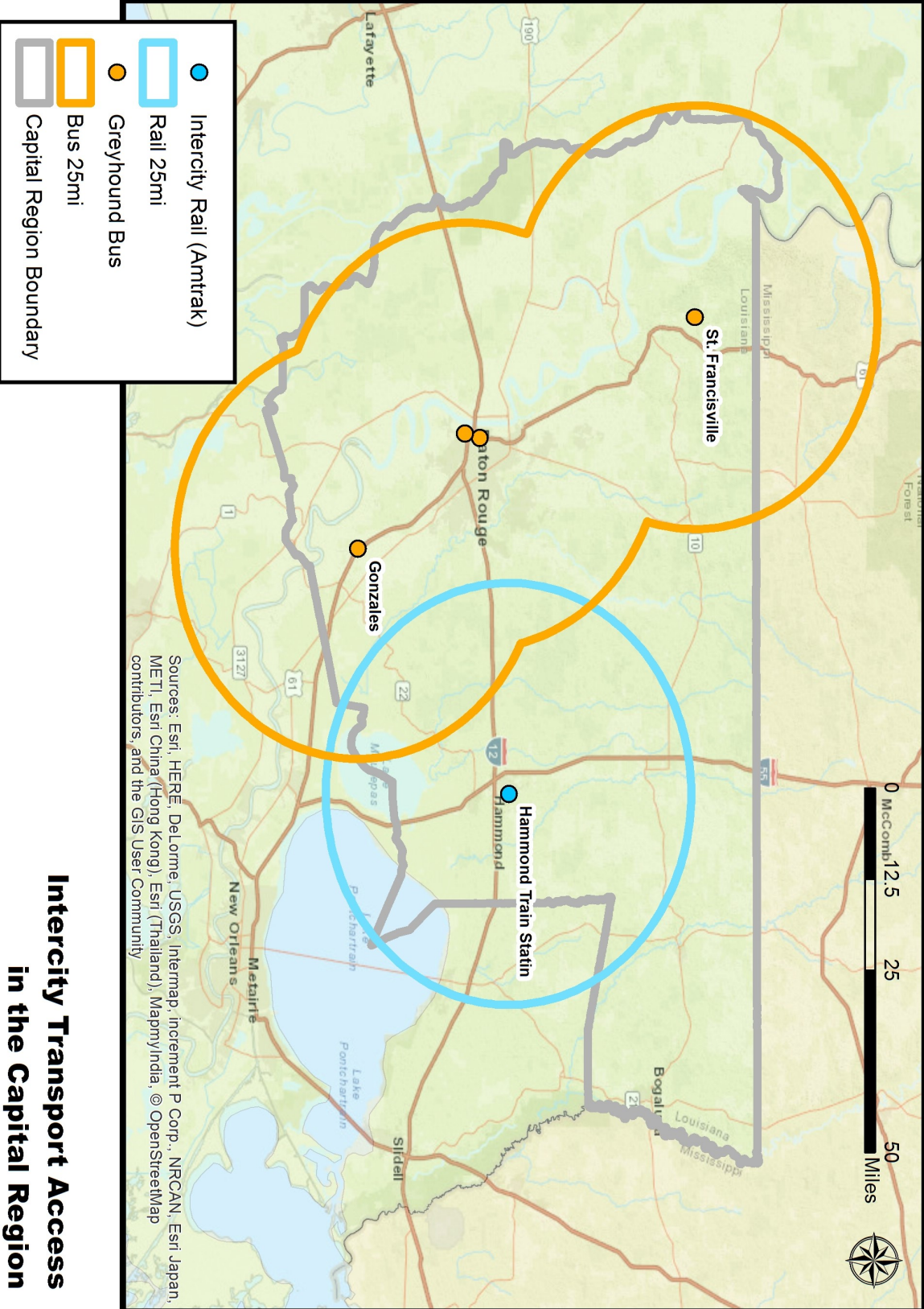


# 2.5 Tiger Trails Fixed-Route Service





## 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 of 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 four categories:

### **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 parishes hinder the 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. Additionally, conflicting drug and alcohol testing requirements between state and federal agencies create headaches for transit providers and concerns over insurance liability prohibit transit agencies from sharing vehicles with one another.

## 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 as a way 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 cornerstone 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 transit providers 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 and age 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

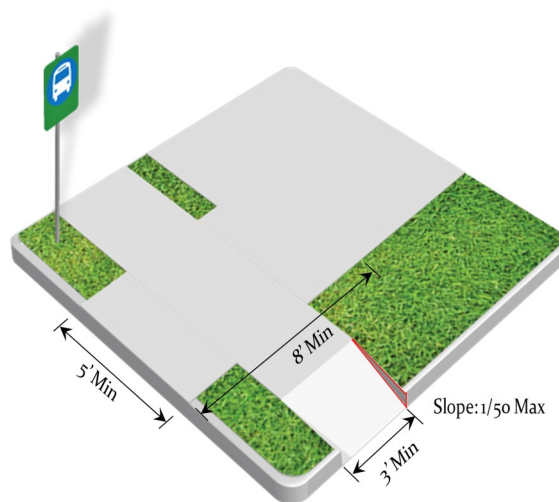
Many Capital Region residents are unaware of the transit services that exist in their area or how to utilize them. Coordinated marketing / advertising can help raise transit awareness among the general public.

- **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 lack of pedestrian infrastructure. This makes accessing transit stops difficult, dangerous, or impossible for many residents; especially 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 for 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 are supported 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, the service center 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 presents 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 Planning Commission:

[www.crpcla.org](http://www.crpcla.org)

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





## Appendix A

Vehicle Inventory							
Model	Make	Year	Put in Service	Type	Condition	Reg Seats	Accessible
Ascension Council on Aging, Inc.							
Uplander	Chevrolet	2008	4/4/08	5310	Excellent	6	Yes
E350	Ford	2008	3/14/08	Local	Good	8	Yes
E350 Candidate	Ford	2008	7/29/08	5310	Good	6	Yes
E450 Bus	Ford	2010	10/21/10	5310	Poor	12	Yes
Eldorado minivan	Ford	2010	2/25/10	5310	Good	6	Yes
Ford	Ford	2014	8/31/15	5310	Excellent	12	Yes
Ford Goshen	Ford	2011	5/7/12	5310	Excellent	12	Yes
ECII	Ford Elkhart	2017	12/28/17	5310	Excellent	12	Yes
ECII	Ford Elkhart	2018	8/15/18	5310	Excellent	8	Yes
ECII	Ford Elkhart	2018	7/3/18	5310	Excellent	12	Yes
ECII	Ford Elkhart	2018	8/24/18	5310	Excellent	9	Yes
Donaldsonville Area ARC, Inc.							
Uplander	Chevrolet	2008	9/30/08	5310	Fair	6	Yes
Grand Caravan	Dodge	2010	11/30/11	5310	Fair	6	No
E350 12M	Ford	2008	8/29/08	5310	Fair	12	No
E350 7-1MR	Ford	2008	12/31/08	5310	Fair	7	Yes
ECII	Ford Elkhart	2018	2/23/18	5310	Excellent	12	Yes
Caravan	Dodge	2018	2/14/19	5310	Excellent	5	Yes
Super Cargo	Ford	2005	8/10/07	5310	Fair	8	No

<b>Vehicle Inventory</b>							
<b>Model</b>	<b>Make</b>	<b>Year</b>	<b>Put in Service</b>	<b>Type</b>	<b>Condition</b>	<b>Reg Seats</b>	<b>Accessible</b>
<b>Donaldsonville Area Arc, Inc.</b>							
Van	Chevrolet	2017	10/31/17	5310	Excellent	8	Yes
<b>East Baton Rouge Council on Aging</b>							
Elkhart Coach	Elkhart	2019	5/9/19	5310	Excellent		Yes
Elkhart Coach	Elkhart	2019	5/22/19	5310	Excellent		Yes
Elkhart Coach	Elkhart	2019	5/22/19	5310	Excellent		Yes
Elkhart Coach	Elkhart	2019	5/22/19	5310	Excellent		Yes
Elkhart Coach	Elkhart	2019	5/9/19	5310	Excellent		Yes
<b>East Feliciana Parish Police Jury</b>							
Caravan	Dodge	2016	5/2/16	5311	Excellent	5	Yes
Elkhart Coach	Elkhart	2019	4/3/19	5311	Excellent	12	Yes
E450	Ford	2016	10/26/16	5311	Excellent	12	Yes
Versa Shuttle	Ford	2013	10/2/13	ARRA	Excellent	12	No
Ford ECII	Elkhart	2018	4/5/18	5311	Excellent	12	Yes
Elkhart Coach	Goshen	2015	8/26/15	5311	Excellent	12	Yes
<b>Franciscan Pace, Inc.</b>							
Caravan/Braun	Dodge	2017	2/14/18	5310	Excellent	5	Yes
Caravan/Braun	Dodge	2017	2/14/18	5310	Excellent	5	Yes
Caravan/Braun	Dodge	2017	2/14/18	5310	Excellent	5	Yes
Elkhart Coach	Ford	2018	8/14/18	5310	Excellent	12	Yes
Elkhart Coach	Ford	2018	8/14/18	5310	Excellent	12	Yes

<b>Vehicle Inventory</b>							
<b>Model</b>	<b>Make</b>	<b>Year</b>	<b>Put in Service</b>	<b>Type</b>	<b>Condition</b>	<b>Reg Seats</b>	<b>Accessible</b>
<b>Gulf Coast Teaching Family Services, Inc.</b>							
GCII	Ford	2011	6/18/12	N/A	Fair	12	Yes
GCII	Ford	2012	6/18/12	N/A	Excellent	12	Yes
<b>Iberville Sheriff's Office</b>							
Express Van	Chevrolet	2010	7/1/10	Local	Excellent	8	No
Van	Dodge	2017	1/7/19	5311	Excellent	8	Yes
Caravan	Dodge	2017	5/2/17	Local	Excellent	6	No
Caravan	Dodge	2017	5/2/17	Local	Excellent	6	No
Eldorado	Ford	2016	11/12/15	5311	Excellent	8	Yes
Eldorado	Ford	2016	11/16/15	5311	Excellent	8	Yes
Van	Ford	2013	2/17/14	5311	Excellent	7	Yes
Van	Dodge	2017	1/7/19	5311	Excellent	7	Yes
<b>Livingston Council on Aging</b>							
Caravan	Dodge	2016	1/3/17	5311	Excellent	5	Yes
E350 Super Duty	Ford	2017	3/15/17	5311	Excellent	12	Yes
E350 Super Duty	Ford	2017	3/15/17	5311	Excellent	12	Yes
E350 Super Duty	Ford	2017	3/15/17	5311	Excellent	12	Yes
E350 Super Duty	Ford	2008	9/22/16	5311	Fair	12	Yes
Elkhart Coach	Ford	2018	2/22/18	5311	Excellent	12	Yes
Elkhart Coach	Ford	2018	2/23/18	5311	Excellent	12	Yes
Elkhart Coach	Ford	2018	2/23/18	5311	Excellent	12	Yes

<b>Vehicle Inventory</b>							
<b>Model</b>	<b>Make</b>	<b>Year</b>	<b>Put in Service</b>	<b>Type</b>	<b>Condition</b>	<b>Reg Seats</b>	<b>Accessible</b>
<b>Livingston Council on Aging</b>							
Elkhart Coach	Ford	2018	2/23/18	5311	Excellent	12	Yes
Elkhart Coach	Ford	2018	2/22/18	5311	Excellent	12	Yes
Elkhart Coach	Ford	2018	5/4/18	5311	Excellent	12	Yes
Elkhart Coach	Ford	2018	5/4/18	5311	Excellent	12	Yes
Elkhart Coach	Ford	2018	5/4/18	5311	Excellent	12	Yes
<b>Pointe Coupee Council on Aging</b>							
Van	Ford	2013	10/1/13	ARRA	Excellent	12	No
Van	Ford	2013	11/27/13	ARRA	Excellent	7	Yes
EC3	Ford	2013	10/30/14	ARRA	Excellent	7	Yes
EC3	Ford	2013	10/1/15	ARRA	Excellent	7	Yes
Eldorado	Ford	2015	11/9/15	5311	Excellent	8	Yes
Ford Coach	Gosh	2016	7/26/16	5311	Excellent	12	Yes
Ford Coach	Gosh	2016	7/26/16	5311	Excellent	12	Yes
Ford Coach	Gosh	2016	7/26/17	5311	Excellent	12	Yes
ECII	Ford	2018	2/24/18	5311	Excellent	12	Yes
ECII	Ford	2018	3/9/18	5311	Excellent	8	Yes
ECII	Ford	2018	3/9/18	5311	Excellent	8	Yes
ECII	Ford	2018	4/13/18	5311	Excellent	8	Yes
Entervan	Dodge	2018	4/13/18	5311	Excellent	5	Yes
Elkhart Coach	Elkhart	2019	4/2/19	5311	Excellent	8	Yes

Vehicle Inventory							
Model	Make	Year	Put in Service	Type	Condition	Reg Seats	Accessible
Pointe Coupee Council on Aging							
Elkhart Coach	Ford	2019	4/2/19	5311	Excellent	12	Yes
St. Helena Council on Aging							
Elco	Elco	2010	5/16/18	Other	Good		Yes
Paratransit	Ford	2015	10/5/15	5311	Excellent		Yes
Eldorado	Ford	2016	12/1/15	5311	Excellent		Yes
Eldorado	Ford	2016	12/1/15	5311	Excellent		Yes
Eldorado	Ford	2016	12/1/15	5311	Excellent		Yes
Impulse	Goshen Coach	2015	9/10/15	5311	Excellent		Yes
Transit	Ford	2016	12/1/15	Local	Excellent		No
Tangipahoa Council on Aging							
Bus	Ford	2013	10/31/13	ARRA	Excellent	8	Yes
Gran	Dodge	2005	3/23/04	Local	Good	6	No
Bus	Ford	2013	9/26/13	ARRA	Excellent	8	Yes
Bus	Ford	2013	10/22/13	ARRA	Excellent	12	Yes
Goshen	Ford	2017	12/8/16	Local	Excellent	12	Yes
Minivan	Dodge	2005	4/27/04	Local	Fair	6	No
Van	Ford	2008	2/4/09	Local	Good	7	Yes
Bus	Ford	2016	11/16/15	5311	Excellent	8	Yes
Bus	Ford	2009	11/10/16	Local	Good	8	Yes
ECII	Elkhart Coach	2017	2/7/17	5311	Excellent	24	No



Vehicle Inventory							
Model	Make	Year	Put in Service	Type	Condition	Reg Seats	Accessible
Tangipahoa Council on Aging							
ECII	Elkhart Coach	2018	5/4/18	5311	Excellent	16	Yes
Elkhart Coach	Elkhart	2019	4/2/19	5311	Excellent	16	Yes
Washington Council on Aging							
E350 Super Duty	Ford	2010	9/1/10	Local	Fair	7	Yes
Amerivan	Eldorado	2010	9/1/10	Local	Fair	7	Yes
Glaval	Ford	2013	8/8/13	ARRA	Good	16	Yes
Caravan	Dodge	2017	3/15/17	5311	Excellent	5	Yes
ECII	Ford Elkhart	2018	2/22/18	5311	Excellent	12	Yes
ECII	Ford Elkhart	2018	2/22/18	5311	Excellent	12	Yes
ECII	Ford Elkhart	2018	2/23/18	5311	Excellent	12	Yes
ECII	Ford Elkhart	2018	2/23/18	5311	Excellent	12	Yes
ECII	Ford Elkhart	2018	2/23/18	5311	Excellent	13	Yes
West Baton Rouge Council on Aging							
GVWR 9500	Ford	2008	4/28/09	5310	Good	12	No
EC3	Ford	2008	4/28/09	5310	Good	12	No
Versa Shuttle	Ford	2012	4/27/12	5310	Good	8	Yes
Transit 350	New England Wheels	2016	1/25/16	Local	Excellent	9	No
Elkhart Coach	Elkhart	2019	4/9/19	5310	Excellent	12	Yes
Versa Shuttle	Ford	2012	4/27/12	5310	Good	8	Yes