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# Coordinated Human Services Transportation Plan



SMMPO

Update - December 2018

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**FINAL**



*Prepared by:*

Southeastern Regional Planning and Economic Development District  
88 Broadway · Taunton, MA 02780 · SRPEDD.org



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## Introduction

Federal transit law requires that transportation projects selected for federal funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public”<sup>1</sup>. The Southeastern Massachusetts Coordinated Human Services Transportation (CHST) Plan is being updated by the Southeastern Regional Planning and Economic Development District (SRPEDD) to meet this federal requirement.

This Coordinated Human Services Transportation Plan covers the Southeastern Massachusetts Metropolitan Planning Organization’s (SMMPO) planning area of 27 communities. SRPEDD is the staff to the SMMPO.

SRPEDD Communities	
Acushnet	New Bedford
Attleboro	North Attleborough
Berkley	Norton
Carver	Plainville
Dartmouth	Raynham
Dighton	Rehoboth
Fairhaven	Rochester
Fall River	Seekonk
Freetown	Somerset
Lakeville	Swansea
Mansfield	Taunton
Marion	Wareham
Mattapoisett	Westport
Middleborough	

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<sup>1</sup> FTA Circular C9070.1G



The goal of this Coordinated Plan is to inform proposed projects so that they address one or more of the region's transportation service gaps. This Plan is part of an ongoing communication process between SRPEDD, existing transit users, and agencies who work with and advocate for various populations in the SRPEDD region.

This Coordinated Plan has four parts:

- 1) Inventory of existing transportation resources and services in the SMMPO region;
- 2) Identification of service gaps and regional needs;
- 3) Criteria for evaluation of proposals; and,
- 4) Priorities for funding proposals

## **Background and Formula Funding**

In December 2015, President Obama signed into law a new funding and authorization bill to govern federal surface transportation spending. Fixing America's Surface Transportation (FAST) Act provides needed funds to the Federal Highway (FHWA) and Transit (FTA) Administrations. Through the FTA the FAST Act provides funding for the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funding program.

The Southeastern Massachusetts CHST plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. Any local projects proposed for federal funding under the Enhanced Mobility of Seniors and Individuals with Disabilities funding program (Section 5310) must be included in this CHST plan.

The goal of the Section 5310 funding program

(<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/funding/grants/37971/5310-enhanced-mobility-seniors-and-pwd-fact-sheet.pdf>) is to improve mobility for older adults and people with disabilities by providing capital projects that are planned, designed, and implemented to meet their needs. This program was established in 1975, prior to the Americans with Disabilities Act (ADA) of 1990. Through the FAST Act funding is available for capital, operating, and mobility management projects and services. In Massachusetts, the state funded Mobility Access Program (MAP) is used to provide capital funds for accessible vehicles, computers, and communication equipment in a competitive selection process to eligible recipients.



## Public Participation

The identification of service gaps, like this coordinated plan, is an ongoing process. Communication and input has been received from:

- South East Regional Coordinating Council on Transportation (SERCCOT)
  - The council is made up of representatives from:
    - State and human service agencies
    - Regional Transit Authorities
    - Community and local colleges
    - Medical facilities
    - MassRides
    - Independent Living Centers
    - Councils on Aging
    - Agencies on Aging
    - Career Centers
    - City/Town Human Service Departments
    - Town officials
    - Economic and community development agencies
    - Nonprofit social service agencies
    - Transportation providers
    - Veterans organizations
    - Career centers, Workforce Investment Boards, and employment/staffing agencies
    - and other community members

The needs outlined here have been identified through a variety of input including formal and informal meetings, surveys and ongoing communication with agencies and advocates who work with various population groups, including but not limited to:

- Ongoing SERCCOT meetings with a specific presentation and request for feedback in September 2018
- Ways to Work and School Forum, Pre-survey results and forum comments and feedback, November 2015
- SRTA's Comprehensive Service Assessment, November 2014 (includes input and comments from public meetings that took place February and April 2014)
- GATRA's Regional Transit Plan, September 2015 (includes public meetings that took place in September and October 2014)
- GATRA and SRTA Consumer Advisory Committees (ongoing)
- Unmet Transportation Needs Survey, September 2018



- GATRA's Ride Match search data, comprehensive results pulled dating back to 2012
- Empathy Interviews conducted by members of SERCCOT with their constituents in April 2018
- Presentation and request for feedback at the Bristol Elder Services Advisory Board Meeting, March 2018
- Presentation and request for feedback at Coastline Elderly Services' Council on Aging Directors Meeting, May 2018

In addition, a public forum was held on November 13, 2018 from 9:00 - 10:00AM at the SRPEDD office in Taunton. The purpose of this meeting was to explain the purpose of the plan, highlight survey results from the Unmet Needs Survey that was conducted in September 2018, and elicit feedback about unmet needs in the region.

The plan and highlights of the update were presented at a meeting of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) meeting in August 2018. The presentation included a timeline for the update of the plan with a final plan being released in December 2018. A presentation was also given at the Joint Transportation Planning Group (JTPG) meeting in November 2018.

Following the November 20, 2018 MPO meeting the draft plan was released for public review and two public meetings took place during the first week of December to present the draft to the public. On December 5, 2018 a meeting took place at Coastline Elderly Services in New Bedford and on December 6, 2018 at SRPEDD in Taunton. Draft copies of the plan were made available at both meetings, SERCCOT's December meeting, and on SRPEDD's website.

Maps of the SMMPO region's population statistics related to populations of older adults, persons with disabilities, poverty and unemployment are enclosed in appendix A.

Overall, population density is highest in the cities of Attleboro, Fall River, New Bedford, and Taunton as well as the town of North Attleborough.<sup>2</sup>

Population with a disability is highest in western Attleboro along the Rhode Island border, eastern Raynham, in Taunton just east of downtown, southern Somerset, areas south and east of downtown Fall River, in Dartmouth along Route 6, and in the far northeastern corner of New Bedford.<sup>3</sup>

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<sup>2</sup> 2010 Census

<sup>3</sup> 2008-2012 American Community Survey



Population below poverty level is highest in the downtown areas of New Bedford, Fall River, and Attleboro, east of downtown Taunton and areas south, southern Wareham, downtown Fall River and just to the east, and downtown New Bedford as well as in the areas just south and north of it.<sup>4</sup>

Unemployment in the SMMPO area is highest by far in Fall River and New Bedford. In 2017, the unemployment rates of 6.5% in New Bedford and 6.4% in Fall River are almost twice the state unemployment rate of 3.7%. In addition (in descending order), the towns of Westport, Acushnet, Wareham, the city of Taunton, and the towns of Fairhaven, Dartmouth, Swansea, and Somerset have elevated unemployment rates.<sup>5</sup>

Older adults aged 60+ reside at higher percentages in western Attleboro along the Rhode Island border, eastern Raynham, western Middleborough, eastern and central Carver, Mattapoisett, central Dartmouth along Route 6 and the southeastern corner that borders New Bedford, northern Westport, and Somerset.<sup>6</sup>

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<sup>4</sup> 2010 to 2014 American Community Survey

<sup>5</sup> Executive Office of Labor and Workforce Development

<sup>6</sup> 2010 Census



## Existing Transportation Resources and Services

### Provider Inventory Resources

The Greater Attleboro Taunton Regional Transit Authority (GATRA) hosts and maintains a one-click mobility management website called Ride Match ([www.massridematch.org](http://www.massridematch.org)). Ride Match is a regional directory of transportation options (private, public, and non-profit) for older adults, people with disabilities and anyone needing to travel in Southeastern Massachusetts and beyond. Ride Match has been the recipient of grants from MassDOT in the past few years in order to fund the addition of Regional Transit Authority (RTA) data from across the state, the addition of an address-specific search function in order to better track transportation needs, and to fund a marketing initiative to promote statewide use of Ride Match.



The MassMobility initiative is administered from the Executive Office of Health and Human Services (EOHHS) Human Service Transportation Office in collaboration with MassDOT. It is an initiative to increase mobility for older adults, persons with disabilities, veterans, low-income commuters, and others who lack transportation access in Massachusetts. MassMobility is available to provide technical assistance to organizations, municipalities, and others looking for transportation coordination resources although they do not provide transportation services themselves. More information about MassMobility can be found here <https://www.mass.gov/orgs/massmobility>



## Existing Transportation Options

### Greater Attleboro Taunton Regional Transit Authority (GATRA)

GATRA provides year-round accessible public bus service which consists of a fixed route system in Taunton/Attleboro that extends into Raynham, Norton, Mansfield, Plainville, North Attleboro, and Seekonk. They also have fixed route systems in Franklin, Scituate, Norfolk/Wrentham/Foxborough, Wareham, and in Plymouth where service extends into Kingston, Duxbury, Marshfield, and Pembroke. In 2017, GATRA began a service connecting Wareham and New Bedford in collaboration with SRTA that provides a vital service connecting communities along the south coast with life sustaining social service resources. In 2018, GATRA began a service connecting Wareham and Plymouth fixed route systems and making a connection that allows Wareham residents access to necessary social services.

GATRA offers ADA paratransit service to persons with disabilities within  $\frac{3}{4}$  mile of a fixed bus route as well as community-wide dial-a-ride service for older adults and persons with disabilities of any age in all 28 GATRA communities. Limited long distance medical transportation is available in certain towns. A Boston Hospital Bus service is available from the greater South Shore Hospital area. This service is available to seniors and persons with disabilities in the towns of Duxbury, Hanover, Marshfield, Kingston, Pembroke, Plymouth, and Scituate. GATRA also contracts with transportation vendors and provides brokerage service in Southeastern Massachusetts for eligible consumers of MassHealth (for Medicaid recipients), Department of Developmental Disabilities (for DDS and Day Habilitation Program clients), Department of Public Health (for children receiving Early Intervention services), Massachusetts Rehabilitation Commission, Massachusetts Commission for the Blind, and the Department of Mental Health.

### Southeastern Regional Transit Authority (SRTA)

SRTA provides fixed route bus service in the cities of New Bedford and Fall River that extends out into the towns of Fairhaven, Dartmouth, Westport, Somerset, and Swansea.

ADA paratransit service is available in all ten SRTA communities for persons with disabilities seven days a week and until 10:00PM Monday-Friday. As a result of coordination between SRTA and the COAs in the region, SRTA now offers a Boston Hospital Shuttle that runs between New Bedford (one day a week)/Fall River (one day a week) and Boston. The service is primarily for older adults, persons with disabilities, and veterans.



### **Councils on Aging (COAs)**

Most COAs in the GATRA region have a contract with GATRA to provide ADA and/or Dial-a-Ride service to persons with disabilities and older adults with GATRA vans. Some COAs also have their own vans and provide local group trips to grocery stores and recreational activities.

In the SRTA area, COAs provide transportation to older adults in their cities/towns. In many of these communities, COAs are the only providers of affordable curb-to-curb transportation to medical appointments, shopping, and other trip types for those who either can't ride a fixed route bus or live in an area not served by the transit authority.

### **Commuter Bus**

Bloom Bus Lines, Plymouth & Brockton Street Railway Company, Peter Pan Bus Company, and DATTCO offer commuter bus service in the SRPEDD region.

**Bloom Bus Lines** provides service between Taunton and Boston.

**Plymouth & Brockton Street Railway Company** provides service between Boston, Plymouth, and Cape destinations.

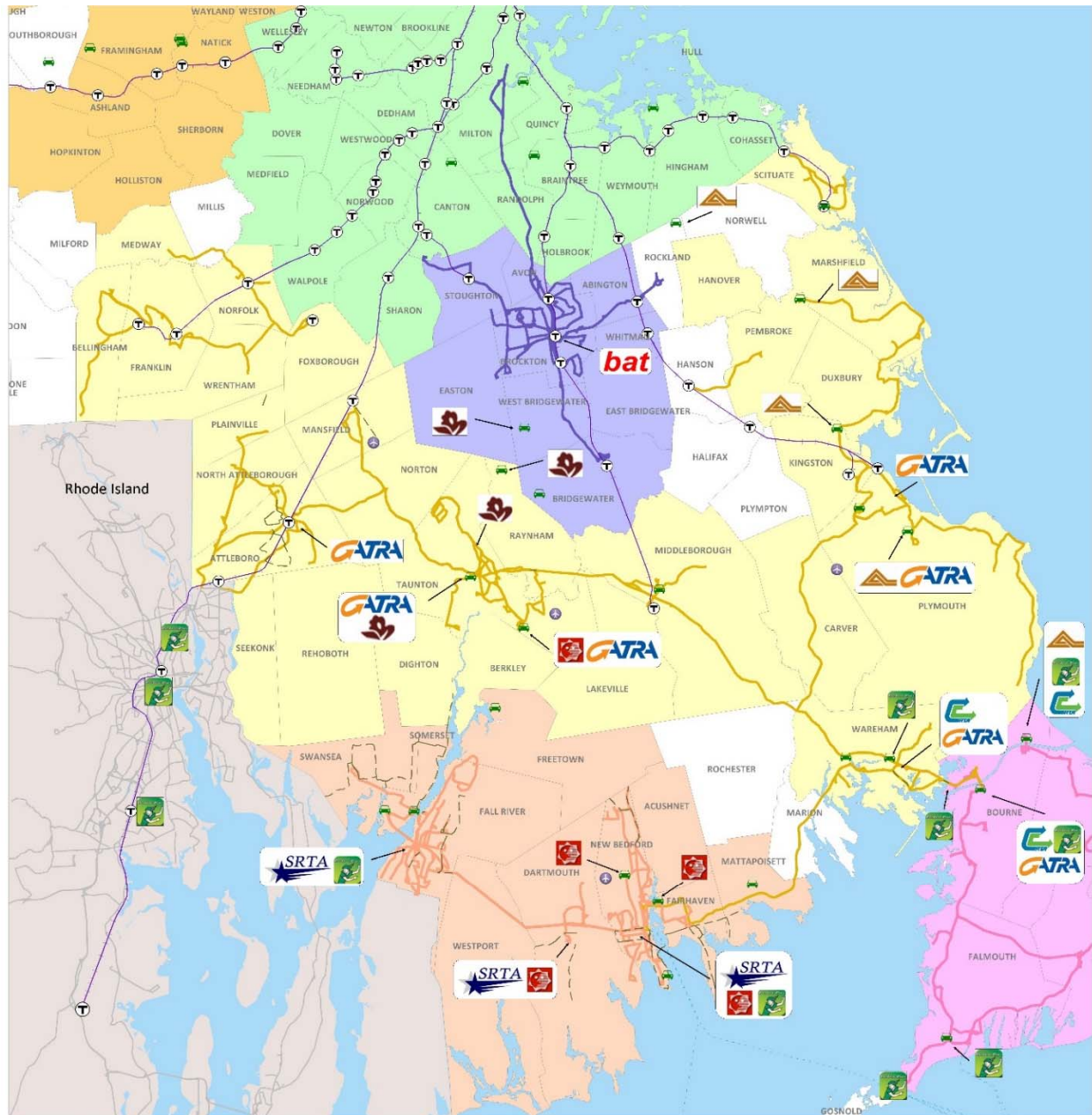
**Peter Pan Bus Company** provides service between Bourne, New Bedford, Fall River, and Providence as well as Bourne, Wareham, and Boston.

**DATTCO** provides service between Fairhaven, New Bedford, Taunton, and Boston.

More transportation providers are available on the Ride Match website ([www.massridematch.org](http://www.massridematch.org)).



# Regional Transportation Map



## Regional Transit Authority

- Brockton Area Transit
- Cape Cod Regional Transit
- Greater Attleboro/Taunton
- Massachusetts Bay Transit
- Southeastern Regional Transit
- Metro West

## Bus Routes

- Brockton Area Transit
- Cape Cod Regional Transit
- Greater Attleboro/Taunton
- Southeastern Regional Transit
- Rhode Island Public Transit

## Commuter Bus Stops

- Bloom Bus Lines
- DATTGO
- Peter Pan
- Plymouth & Brockton

- Park & Ride Lots
- Bicycle Path/Lane
- Off or On Road
- Ferry Routes



Data Sources: SRPEDD, MassGIS  
 Author: Jennifer Chaves  
 Date: October 2018



## Identification of Service Gaps and Regional Needs

### Empathy Interviews

Empathy interviews are used in planning models (specifically design thinking) as a method for gauging need in a holistic manner in order to get a full picture of an unmet need and devise a solution to meet that need. The interviews are meant to be a conversation with the end user that garners more information than a traditional survey. As part of SERCCOT's work to identify needs and fill gaps in the region, SERCCOT members interviewed their clients/constituents in April 2018 to get a full picture of their transportation needs. A brief training was conducted with members based on a more in-depth design thinking training offered by the National Center for Mobility Management (NCMM).

The surveys showed that older adults in general and those that also have a disability specifically are isolated and depend on family and friends for most of their transportation needs. Those who use a wheelchair are even more isolated due to the lack of personal accessible vehicles. For those that use public transit, they are able to go to local medical appointments and shopping but stated that they are unable to visit family or friends that live outside the area covered by the transit authority. In general, there were several instances in the interviews where there was a need to travel one town over but were not able to due to the destination being in another transit authority's service area or in another state. Several interviewees also mentioned the high cost of taking a cab, the lack of accessible taxi services, and safety concerns when using taxi or ride sharing services.

### Unmet Transportation Needs Survey

In February 2014, GATRA, SRTA, SRPEDD, and BAT (Brockton Area Transit Authority) conducted a survey to obtain and record unmet transportation needs in Southeastern Massachusetts. In order to update this data and allow us to compare current needs with those that we obtained in 2014, SRPEDD in collaboration with SERCCOT, conducted the same survey in September 2018 with a few additions. The survey was sent to stakeholders across the region that represent human service agencies, municipalities, social service agencies, and non-profit organizations. The survey was completed by 56 stakeholders. In addition to the agency survey, SRPEDD rephrased the questions for direct public transit and transportation users. This survey was distributed via SERCCOT members and was available on SRPEDD's Facebook Page in English, Spanish, Portuguese, and Haitian Creole.

The agency survey identified the top ten towns in Southeastern Massachusetts with the highest unmet transportation needs (in order of priority) as: Fall River, New Bedford, Taunton,



Wareham, Norton, Somerset, Marion, Fairhaven, Swansea, Mattapoisett, Dighton, Dartmouth, and Attleboro.

When asked if there are destinations in Southeastern Massachusetts that people could not reach because of the lack of transportation, 84% of the agencies and 50% of the individuals who responded to the question answered yes. Respondents identified the following destinations/needs that could not be reached because of a lack of transportation:

- Medical Appointments in general and specifically in Dartmouth
- Job Interviews specifically in Taunton from the south
- Boston Hospitals
- Travel between Taunton and Brockton (for access to courts, hospitals, and Massasoit Community College)
- Travel between Taunton and Fall River (for access to courts, hospitals, and Bristol Community College)
- VA hospital in Providence
- Department of Transitional Assistance (DTA) (locations in Brockton and New Bedford specifically)
- Registry of Motor Vehicles
- MassHealth office in Taunton
- Immigration office in Boston
- More Service to Myles Standish Industrial Park in Taunton and New Bedford Industrial Park
- Later service for 2<sup>nd</sup> and 3<sup>rd</sup> shift workers in the industrial parks
- Patriot Place in Foxborough for employment
- Plymouth/Wareham and Cape Cod Community College in Hyannis
- Additional transportation between Wareham and New Bedford

66% of the respondents to the agency survey answered that their client/constituents have missed work or lost their job due to a lack of reliable transportation. Individual respondents also indicated that the lack of transportation kept them from getting to job interviews or keeping a job.

82% of the respondents to the agency survey answered that their client/constituents have missed a medical appointment or were unable to get medical attention due to a lack of transportation.



## Survey Trends

- The overall need for transportation is increasing
- There is a need for expanded night and weekend (Sunday) hours
- Transit routes in different regions need to link up
- In some areas there is a lack of long distance medical transportation
- More direct routes between cities in Southeastern Massachusetts (i.e. Attleboro to Fall River; Taunton to Brockton; Taunton to Fall River; Fall River to Providence)
- Medical and Employment transportation needs stood out as the most urgent

## Service Gaps and Regional Needs that have been Identified in the SRPEDD Region

### Extended Service Hours

Transit hours of operation are not adequate to address the primary types of employment in the area. The need for evening and weekend service has been repeatedly expressed by communities and individuals throughout the region and is considered to be a top priority transit need. Many jobs filled by low-income individuals are in retail, manufacturing, warehousing, and services. Companies in the manufacturing and medical service sectors often have second and third shifts. The fact that bus service ends so early in the day has also limited the number of high school students that seek internships after school through school-to-work programs.

### Transportation to Suburban Jobs and other Employment Transportation

Employment in the region is rapidly growing outside of existing transit service areas, which are primarily in the four cities (New Bedford, Fall River, Taunton and Attleboro). New development, primarily medical, warehousing and retail, continues to occur in suburban towns that have limited or no transit service. Access to this development and the employment it creates cannot be served efficiently by traditional fixed route service. This suburban sprawl strains existing transit route systems and much of this development is unserved or underserved by transit. Alternately, there is also a need for those that live in suburban areas unserved by fixed routes to get to urban areas for medical, employment, and educational needs.

There is a need for expanded general use on demand transportation to get people to employment locations. The lack of flexible, reliable transportation is hindering the ability to get and keep employment. Partnering with ride sharing companies to provide expanded hours, first/last mile connections, and guaranteed ride home services to complement the existing transit service would strengthen the transportation network and benefit regional transit, riders, and employers.



Low-income individuals who are seeking employment are in need of assistance with public transportation passes in order to get them to/from employment agencies, job interviews, and other social and human service appointments. There is a growing need for financial assistance to support transportation for individuals seeking employment that occurs prior to the individual finding work.

### **Large Industrial Parks**

Most business parks in the region receive some level of transit service, but it is inadequate for many workers. Parks are usually located on the outskirts of the city and cover tens or hundreds of acres. Roadways are not designed for transit service and there are no sidewalks for pedestrians. Providing better service to these locations is a challenge to the existing transit systems.

### **Geographical Service Connections**

Many gaps exist in the transit system within the SRPEDD region, as well as from the SRPEDD region to other regions and across the Rhode Island state line. Connections are needed to bridge the transit gaps between urban areas to cover the entire SRPEDD area and beyond, whether it is connecting SRTA with GATRA, GATRA with BAT, GATRA and SRTA with RIPTA or connecting local bus service to commuter bus or rail. Gaps exist for both fixed route and paratransit services. Where there is no fixed route service, paratransit services are usually limited to areas within each town. Providing connections to other transit services would help to expand mobility and access for persons with disabilities, for people seeking employment and for others.

- Connecting cities/towns in Southeastern Massachusetts is needed. New service and/or additional service is needed for travel between:
  - Taunton and Fall River
  - Taunton and Brockton
  - Attleboro and Fall River
  - Wareham and New Bedford (beyond the Wareham-New Bedford Connection)
  - New Bedford and Taunton (beyond what DATTCO provides)

### **Infrequent Transit Service**

Where fixed route service exists in the GATRA service area, it is usually at a one-hour frequency, which is inadequate for most people, especially those making work trips. The current fixed route SRTA service also operates at one-hour headways on certain routes outside of the urban centers of Fall River and New Bedford.



### **Mobility Training and Education about Existing Services**

Surveys and interviews indicate that more people would access existing transit services if they were trained how to do so. Training for people of all ages with disabilities, would provide increased independence for these individuals into the future. GATRA has a travel training program and a dedicated travel trainer who travels across the region and does one on one and group travel training sessions. This service provides those in the GATRA region with the opportunity to familiarize themselves with the service and truly take advantage of it. There is a need for travel training and education about available services in the SRTA service area.

Throughout the SRPEDD region there is a consistent need for education and information about existing transit and community transportation services. There is also a need to communicate information to non-English speaking, or illiterate populations. Mobility management projects would help address these needs. The South East Regional Coordinating Council on Transportation (SERCCOT) works to bring stakeholders together and share information about available transportation options across the region and beyond.

### **Child Care Transportation**

Even if transit is paid for, it is difficult for parents who do not have a car to arrange to drop off children on their way to work and pick them up on the way home. Coordinating child care and employment transportation is an obstacle for many people trying to transition from welfare to work. Locating child care at transit centers or at employment centers is one option.

### **Long Distance Medical Transportation**

The need for long distance transportation exists throughout the region. For those with certain MassHealth plans, transportation service to/from medical appointments exists. Beyond that there is an urgent need to get to local, neighboring town, and long distance (specifically Boston) medical appointments. Ride Match search function analysis shows that there have been over 1,200 searches for transportation between locations in southeastern Massachusetts and Boston.



### **Additional Unmet Needs**

- Older, disabled elders who are frail and who need extra assistance for all trips require service beyond the curb-to-curb transportation that is currently available.
- Transportation specific to educational destinations across southeastern MA and in the surrounding regions. Specifically, Bristol Community College locations in Fall River, Taunton, and Attleboro; Massasoit Community College in Brockton; and Cape Cod Community College in Hyannis
- Transportation for low-income youth to/from medical appointments during school hours and to/from after school programs for students whose parents do not own a vehicle.
- Transportation from long-term drug treatment facilities to required court appearances.
- Transportation to homeless shelters.

### **Criteria for Evaluation of Proposals**

Proposals to address the above service gaps should have affirmative answers to the following questions in order to receive consideration for funding.

1. Does the proposal address gaps in current service provisions as defined in the local coordinated plan?
2. Can the proposal be achieved with the given technical capacity of the project sponsor?
3. Does the proposal serve a population and geographic area of need?
4. Does the proposal outline the operating, capital, and administrative costs?
5. Does the proposal outline the source of matching funds?
6. Does the proposal make use of available resources and leverage resources, including through coordination, to the extent possible?

### **Examples of Potential Projects**

The following service options are just some possible ideas to receive funding under the 5310 program.

- Expansion of paratransit service beyond the  $\frac{3}{4}$  mile required by the ADA
- Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed route services
- Implementation of same day service



- Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
- Flex route or new feeder service for access to commuter bus, rail, or defined fixed route service beyond ADA requirements
- Taxi reimbursement for (accessible) taxis
- Operation of one-stop traveler call centers
- Purchase of accessible taxis
- Purchase of ITS or other computer or hardware systems
- Voucher program to be used to provide work trips from a human service or transportation provider or mileage reimbursement for a volunteer driver that cannot otherwise be met due to lack of availability of options
- Travel training
- Coordinating COA service between multiple towns to serve a common destination and reduce service duplication
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies
- Start up of a new volunteer driver programs or enhancements to increase the capacity of existing volunteer driver programs
  - Using volunteer drivers to fill gaps in current RTA or COA transportation services or expand long distance medical transportation offerings

## **Priorities for Funding of Proposals**

The Massachusetts Department of Transportation has stated that its priorities for funding will be directed to:

1. Focus on funding operations over capital; and
2. Provide connections to other transit services.

**SRPEDD's priorities for funding have been determined through the public input process. Three service gaps were clearly and consistently identified by stakeholders. In order, the top three priorities are:**

- **Extended service hours (evenings and weekends);**
- **Connections between transit areas, different types of services, and gateway cities;**
- **Long distance medical transportation.**



All eligible proposals will be considered for funding.

### **Eligibility**

Eligible Recipients for funding include: private non-profits; state and local government authorities or tribes; and operators of public transportation services, including private providers of public services. Recipients will be responsible for complying with all Federal Transit Administration requirements.

### **Funding**

Successful proposals may be funded for up to three years. Funded projects will be programmed in the SMMPO Transportation Improvement Program.

These programs require a 50% match of net operating costs; a 20% match is required for capital projects. The matching fund requirement is to encourage coordination with other human service programs. Sources for the match may include other federal funding, as long as it is not federal Department of Transportation funding. Match sources could include the Temporary Assistance for Needy Families program (TANF) from the Department of Health and Human Services, Welfare to Work (WtW) and Workforce Innovation and Opportunity Act (WIOA) from the Department of Labor, Housing and Urban Development (HUD), local appropriations, private donations, human service contract revenue, and documentable non-cash contributions of volunteer services or in-kind contributions.



## **APPENDIX A – Maps**

Map of SRPEDD Communities

Map of Regional Transportation

Map of 2010 U.S. Census Urbanized Areas

Map of Population Density by Census Tract

Map of Total Population with a Disability by Census Tract

Map of Percent Poverty by Census Tract

Map of 2013 Unemployment Rates by Community

Map of Percent Population 60+ by Census Tract

Map of Percent Population 75+ by Census Tract

Map of Percent Population 85+ by Census Tract

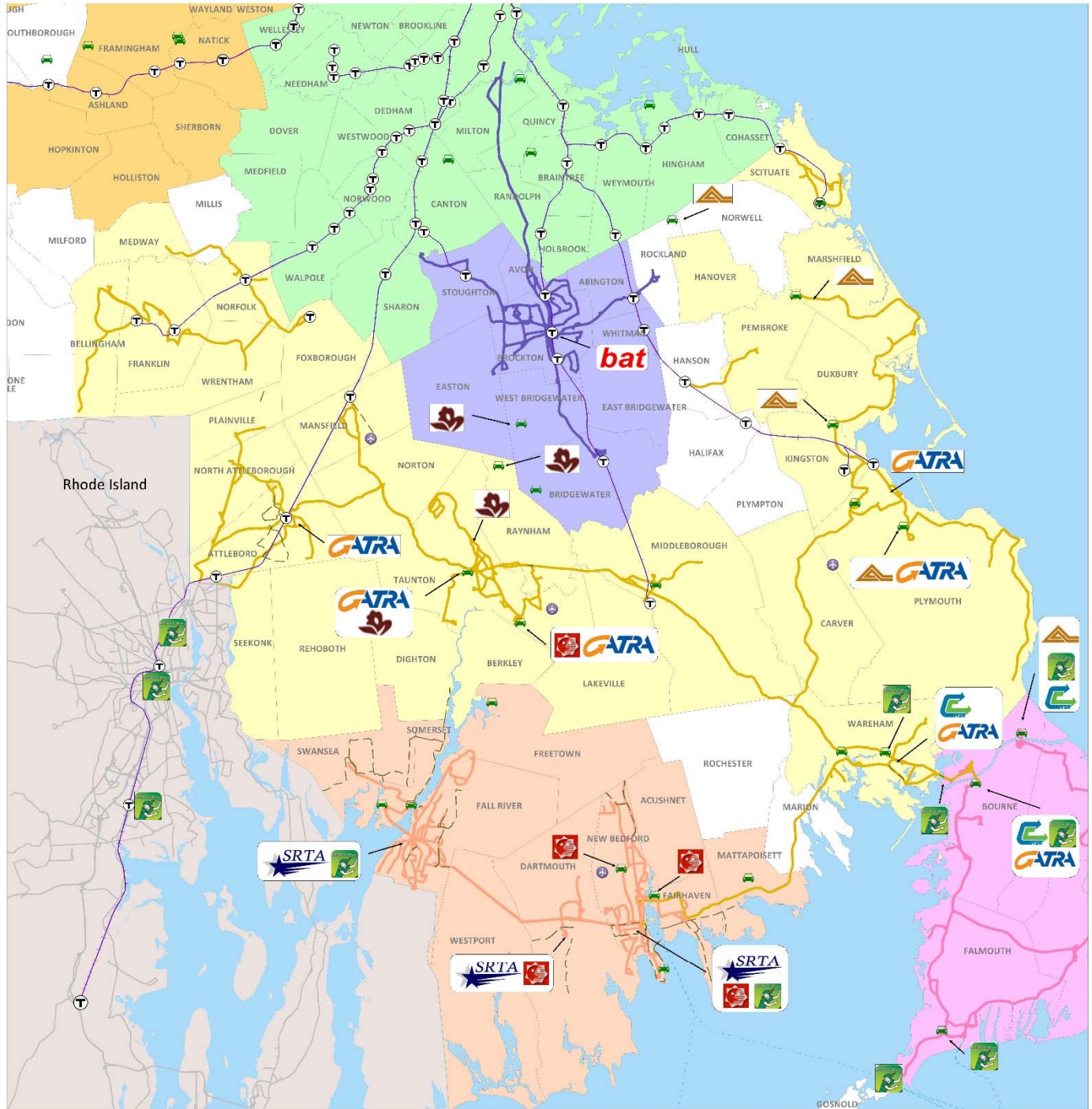


## Southeastern Regional Planning & Economic Development District





# Regional Transportation in Southeastern Massachusetts



## Regional Transit Authority

- Brockton Area Transit
- Cape Cod Regional Transit
- Greater Attleboro/Taunton
- Massachusetts Bay Transit
- Southeastern Regional Transit
- Metro West

## Bus Routes

- Brockton Area Transit
- Cape Cod Regional Transit
- Greater Attleboro/Taunton
- Southeastern Regional Transit
- Rhode Island Public Transit

## Commuter Bus Stops

- Bloom Bus Lines
- DATTCO
- Peter Pan
- Plymouth & Brockton

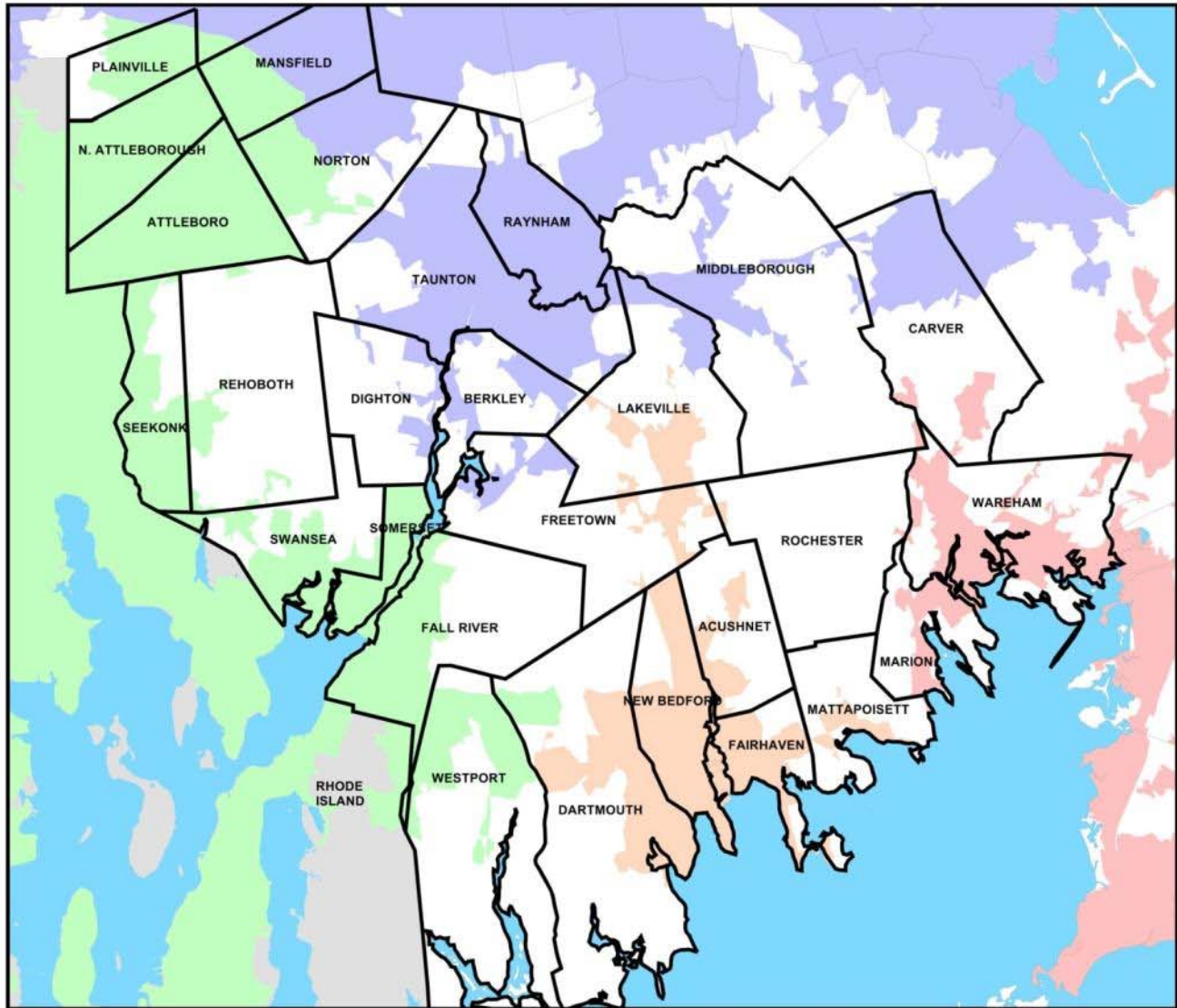
- Park & Ride Lots
- Bicycle Path/Lane
- Off or On Road
- Ferry Routes



Data Sources: SRPEDD, MassGIS  
 Author: Jennifer Chaves  
 Date: October 2018



# SRPEDD Urbanized Areas



## 2010 Urbanized Areas

- Barnstable
- Boston
- New Bedford
- Providence



0 10  
Miles

Southeastern Regional Planning and Economic Development District 88 Broadway, Taunton, MA 02780 Sources: SRPEDD, MassGIS, Census 2010  
Maps produced by SRPEDD are for the sole purpose of aiding regional planning decisions and are not warranted for any other use. This map is not intended for engineering, legal or survey purposes.



# Population Density

2010 Census Data

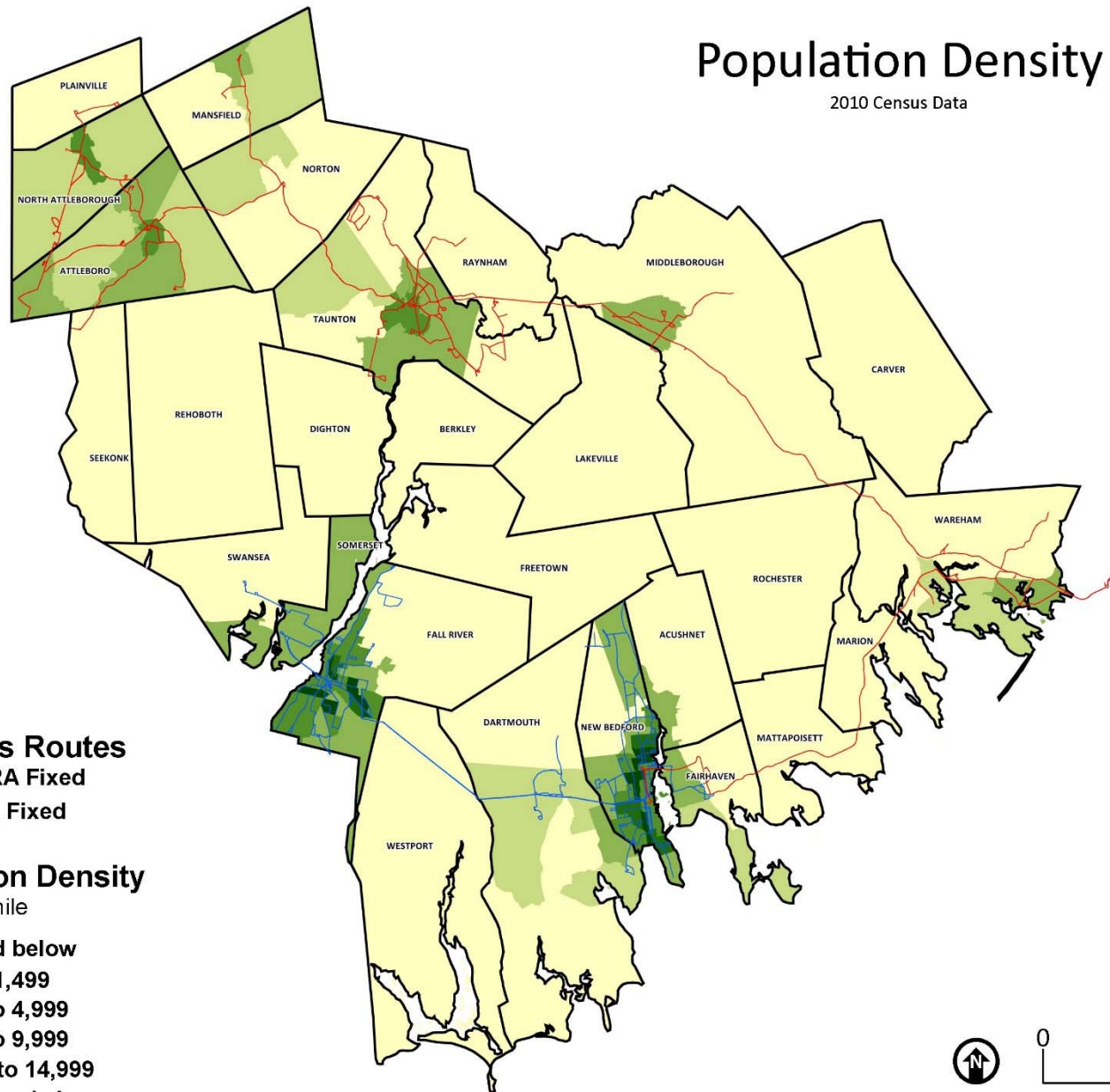
## Fixed Bus Routes

- GATRA Fixed
- SRTA Fixed

## Population Density

per square mile

- 799 and below
- 800 to 1,499
- 1,500 to 4,999
- 5,000 to 9,999
- 10,000 to 14,999
- 15,000 and above





# Total Population with a Disability

2008 to 2012 ACS Data

## Fixed Bus Routes

— GATRA Fixed

— SRTA Fixed

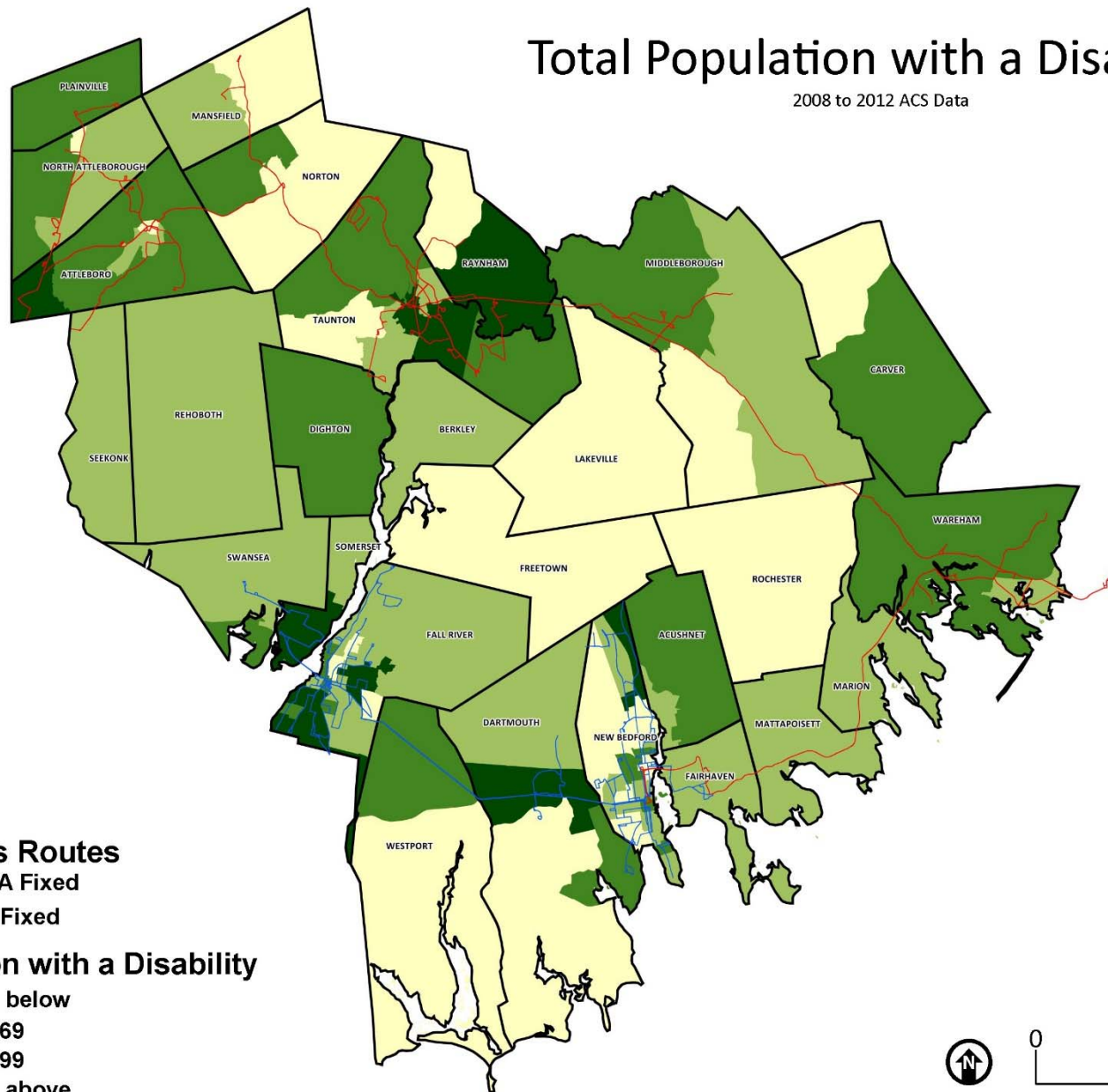
## Population with a Disability

496 and below

470 to 669

670 to 899

900 and above





# Percent of Population Below Poverty Level

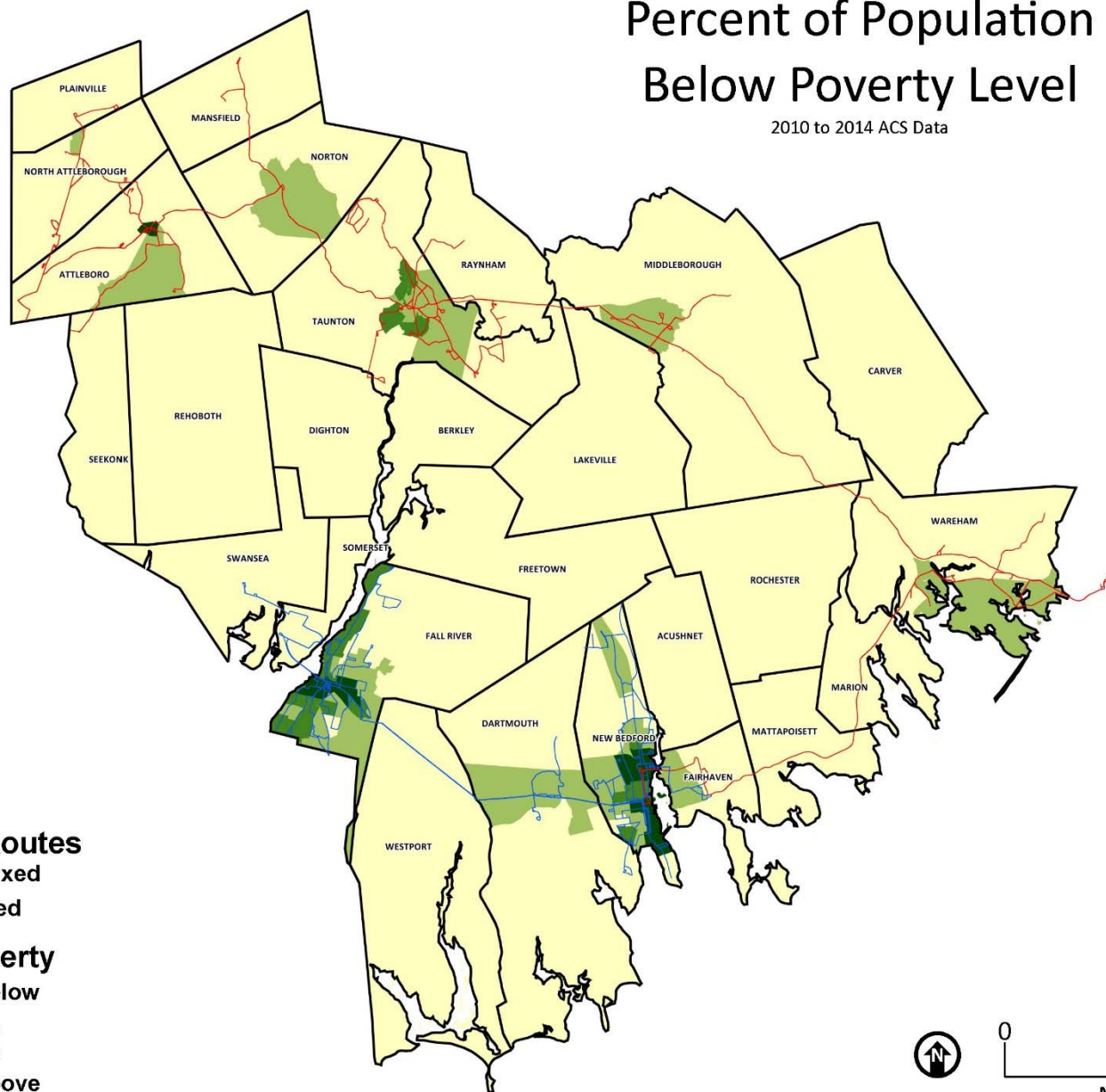
2010 to 2014 ACS Data

## Fixed Bus Routes

- GATRA Fixed
- SRTA Fixed

## Percent Poverty

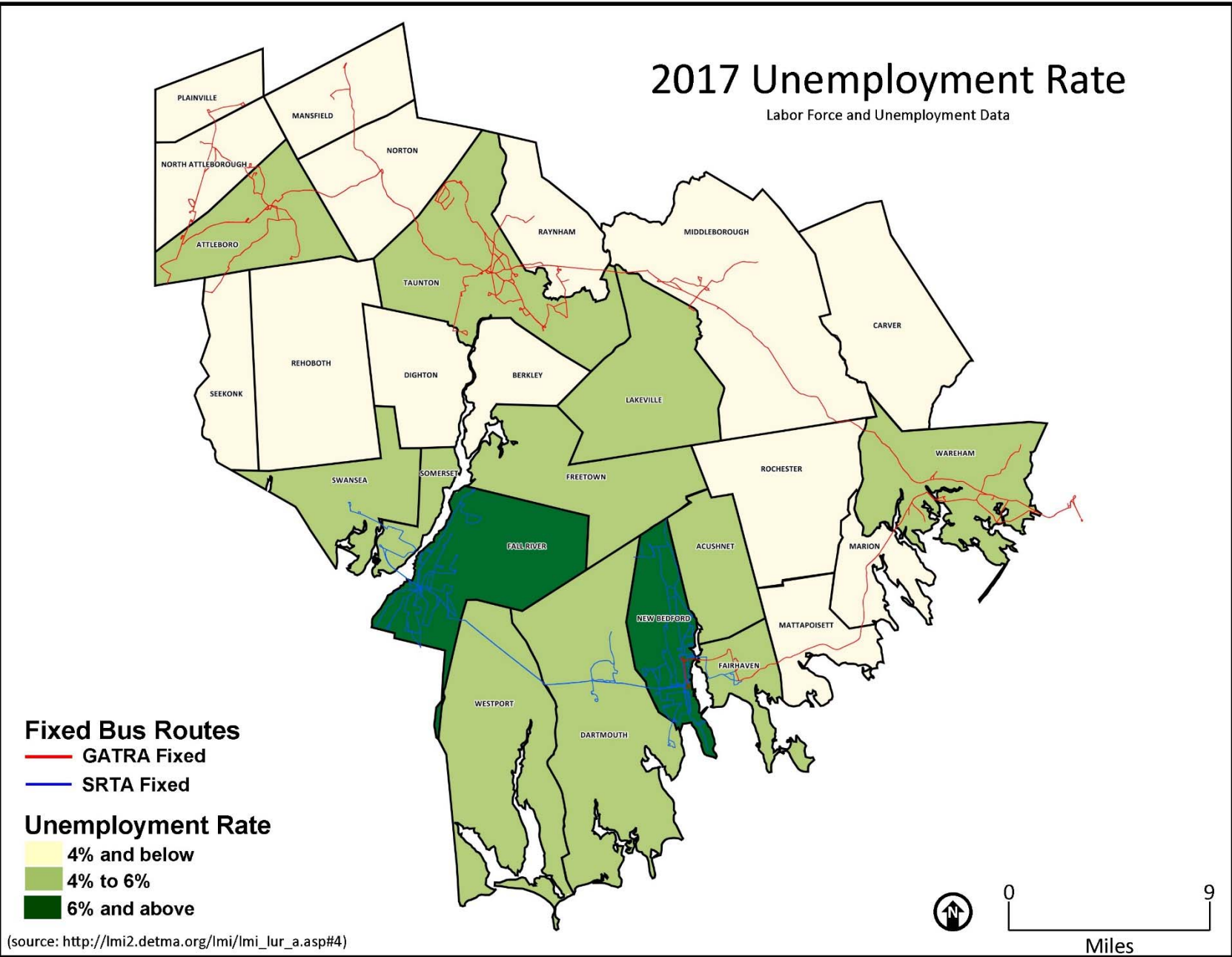
- 10% and below
- 11% to 20%
- 21% to 30%
- 30% and above



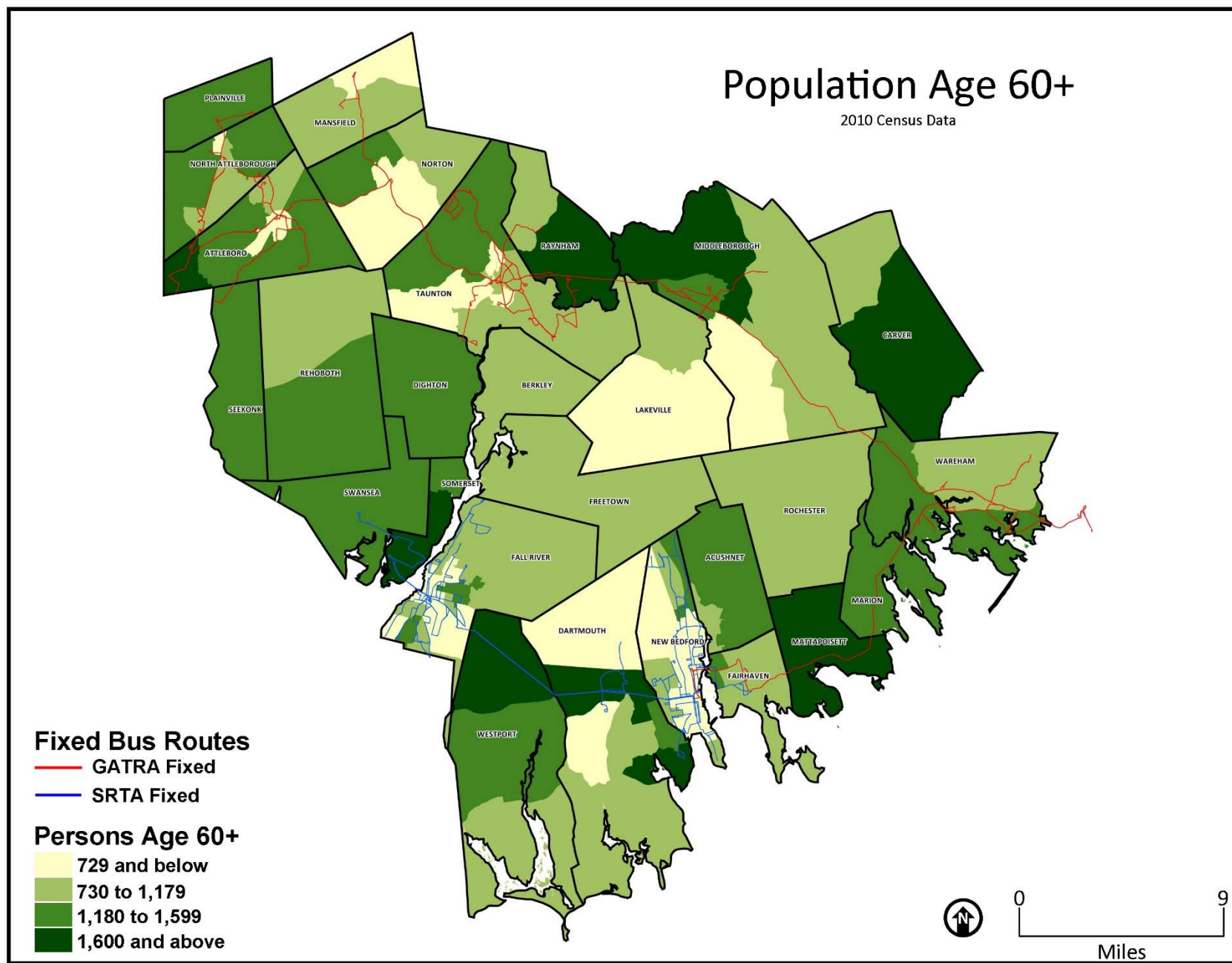


# 2017 Unemployment Rate

Labor Force and Unemployment Data









# Population Age 75+

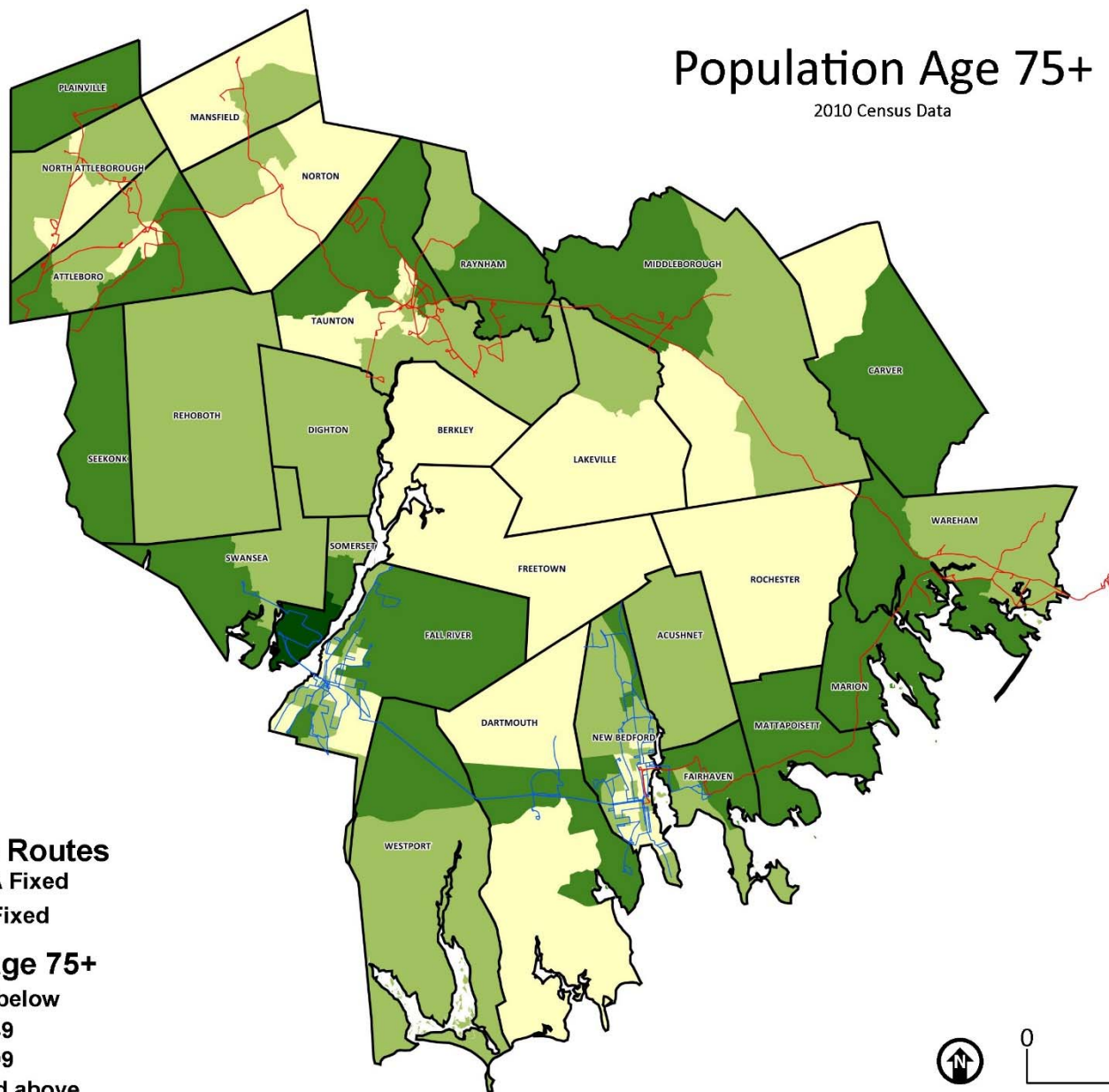
2010 Census Data

## Fixed Bus Routes

- GATRA Fixed
- SRTA Fixed

## Persons Age 75+

- 248 and below
- 249 to 449
- 450 to 999
- 1,000 and above





# Population Age 85+

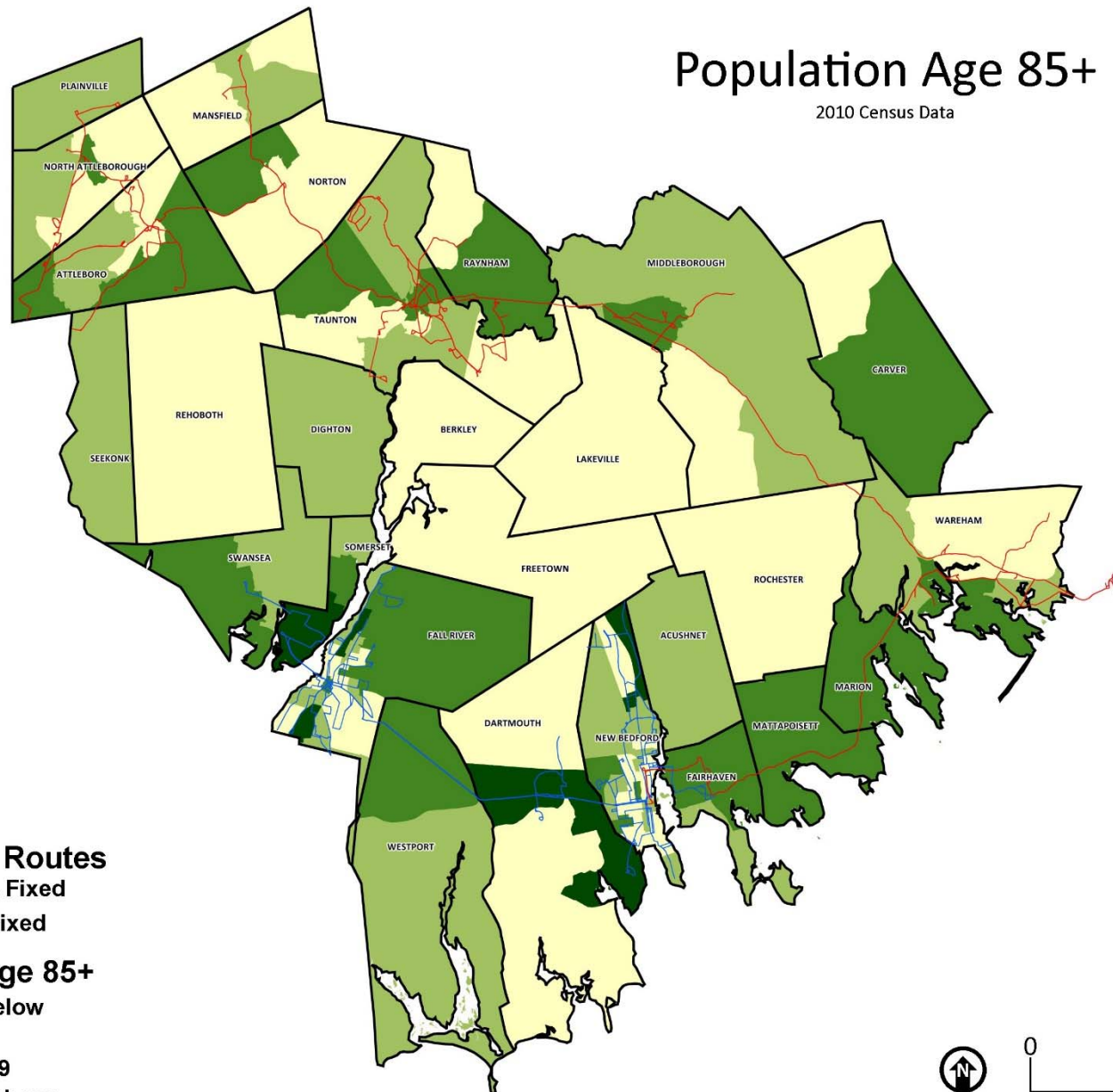
2010 Census Data

## Fixed Bus Routes

- GATRA Fixed
- SRTA Fixed

## Persons Age 85+

- 79 and below
- 80 to 139
- 140 to 249
- 250 and above





## APPENDIX B – Fact Sheet on Section 5310 Funding



U.S. Department of Transportation  
Federal Transit Administration



### FACT SHEET:

#### ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

##### Chapter 53 Section 5310

	FY 2015/ MAP-21	FY 2016 (in millions)	FY 2017 (in millions)	FY 2018 (in millions)	FY 2019 (in millions)	FY 2020 (in millions)
5310 Formula Grants	\$258.3	\$262.95	\$268.21	\$273.84	\$279.65	\$285.58
Discretionary Pilot Program	n/a	<u>\$2.00</u>	<u>\$3.00</u>	<u>\$3.25</u>	<u>\$3.50</u>	<u>\$3.50</u>
<b>5310 Total</b>	\$258.3	\$264.95	\$271.21	\$277.09	\$283.15	\$289.08

#### PROGRAM PURPOSE:

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

**Statutory References:** 49 U.S.C. Section 5310 / FAST Act Section 3006

**Program Guidance:** [FTA Circular C. 9070.1G Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions.](#)

#### Eligible Recipients:

Formula funds are apportioned to direct recipients:

- States for rural and small urban areas (small UZAs) and designated recipients chosen by the Governor of the State for large urban areas (large UZAs); or
- State or local governmental entities that operates a public transportation service.
- Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan.
- The selection process may be: Formula-based, Competitive, or Discretionary and subrecipients can include: States or local government authorities, private non-profit organizations, or operators of public transportation.

#### Eligible Activities:

- 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; and mobility management programs.
- Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
- The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. 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; and mobility management.

#### What’s Changed?

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds.
- FTA shall disseminate a collection of *Best Practices* to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports.
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility - open to 5310 recipients and subrecipients – to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community One-Call/One-Click Centers, etc.
- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

#### Funding:

##### Federal Share:

- 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 adults and individuals with disabilities and allocated by area:
  - Large UZAs: 60%
  - Small UZAs: 20%
  - Rural: 20%
  - States can transfer small urban or rural allocations to large UZA’s but not the other way around.

##### Other:




- Match can come from other Federal (non-DOT) funds. This can allow local communities to implement programs with 100 percent federal funding. One example is Older Americans Act (OAA) Title IIIB Supportive Services Funds:  
[http://www.aoa.gov/OAA\\_programs/OAA/resources/faqs.aspx#Transportation](http://www.aoa.gov/OAA_programs/OAA/resources/faqs.aspx#Transportation)
- 5310 program recipients may partner with meal delivery programs such as the OAA-funded meal programs (to find local programs, visit: [www.Eldercare.gov](http://www.Eldercare.gov)) and the USDA Summer Food Service Program <http://www.fns.usda.gov/sfsp/summer-food-service-program-sfsp>. Transit service providers receiving 5310 funds may coordinate and assist in providing meal delivery services on a regular basis if they do not conflict with the provision of transit services.
- FTA requires its formula grantees to provide half fare service for fixed route service supported with FTA funds to older adults and individuals with disabilities who present a Medicare card:  
[http://www.fta.dot.gov/documents/14\\_Half\\_Fare\\_TriennialGuidance\\_FY2011.pdf](http://www.fta.dot.gov/documents/14_Half_Fare_TriennialGuidance_FY2011.pdf)
- A person whose addiction to drugs poses a substantial limitation on one or more major life activities is a person with a disability and is eligible to receive transportation through the section 5310 program, including to a drug treatment center.

For Additional Information on FTA and the FAST Act, please visit: [www.fta.dot.gov/fastact](http://www.fta.dot.gov/fastact)




## APPENDIX C – MassDOT Community Transit Grant Program

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Rail and Transit Division

RELATED TO 

Community Transit Grant Program


# Community Transit Grant program details and eligibility

Funding program details, including project and applicant eligibility requirements, are included below.

## FTA Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities grant program


The FTA Section 5310 program helps fund mobility management activities, operational costs, and the purchase of capital equipment to meet the mobility needs of seniors and people with disabilities.

### Additional Resources

 FTA Section 5310 & Massachusetts MAP Grant Programs Summary Sheet (PDF 260.83 KB)


CONTACT

Community Transit Grant Program

 Address

10 Park Plaza, Boston, MA 02116

[directions ↗](#)

 Online

Alex Cox [alex.cox@dot.state.ma.us](mailto:alex.cox@dot.state.ma.us)

Visit <https://www.mass.gov/community-transit-grant-program> for more information and to view upcoming grant application training dates.