

# METROPOLITAN PLANNING ORGANIZATION

Coordinated Public Transit - Human Services Transportation Plan for the Savannah Area



PREPARED BY THE CHATHAM COUNTY - SAVANNAH METROPOLITAN PLANNING COMMISSION in cooperation with  
THE CHATHAM AREA TRANSIT AUTHORITY

CORE MPO is the Metropolitan planning Organization (MPO) Responsible for Chatham County transportation planning. The CORE MPO is comprised of the representatives of local, state and federal government and transportation authorities and ensures federal spending on transportation for urbanized areas of over 50,000 people occurs through a comprehensive, cooperative and continuing process involving both the public and policy-makers. The MPC provides staff services to the CORE MPO Board, which is chaired by the chairman of the Chatham County Board of County Commissioners.

Adopted October 24, 2007  
Revised April 30, 2009 and June 22, 2011





# **Coordinated Public Transit - Human Services Transportation Plan for the Savannah Area**

Prepared for  
Chatham County – Savannah Metropolitan Planning Commission  
and the  
Chatham Area Transit Authority

by  
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**IMPROVING YOUR WORLD**  
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Adopted October 24, 2007  
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## **Executive Summary**

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) is the reauthorization of federal transportation legislation enacted in August 2005. SAFETEA-LU mandates greater coordination of funding and services for human services transportation through three programs: the Job Access and Reverse Commute (JARC) program (Section 5316), the New Freedom program (Section 5317), and the Elderly and Persons with Disabilities program (Section 5310). Sections 5316 and 5317 funded projects must be included in a locally-developed coordinated public transit-human services transportation plan beginning in fiscal year 2007.

SAFETEA-LU requires that projects included in the locally-developed, coordinated public transit-human services transportation plan for funding by section 5316 and 5317 program funds be competitively selected. Furthermore, the planning process must include representatives from public, private, and non-profit transportation and human services providers, as well as the general public. The purpose of this Coordinated Plan is to guide funding decisions for the two FTA programs and to broaden the dialogue and support further collaboration between human services agencies and transportation providers. The Plan is a “living document” and will continue to evolve.

The goals of this plan reflect the intent of the human services programs:

1. Improve services to the elderly, handicapped, and limited-income populations. These services include transportation services for accessibility and mobility, public information, and customer service.
2. Improve the efficiency of transportation services by minimizing duplicate services, pooling resources, and improving the overall cost-effectiveness of service provision.
3. Improve the coordination of services and planning efforts. Coordination of both planning and services will facilitate public information, ease of use, and cost-efficiency.

The Coastal Region Metropolitan Planning Organization (CORE MPO) partnered with the Chatham Area Transit Authority (CAT) to lead the coordinated planning effort for the Savannah urbanized area. The Coordinated Public Transit – Human Services Transportation Plan for the Savannah Area (HST) was initially developed in 2007 and was revised in 2009 and 2011 to reflect program or project changes. The planning team included staff representatives from CORE MPO and CAT as well as transportation planning consultants. This coordinated plan has been developed based on the FTA’s Framework for Action process and is consistent with the metropolitan transportation planning process. While the urbanized area, shown in Figure 1, is the focus of this plan, the planning team considered the surrounding non-urbanized areas as well. CORE MPO and CAT, in conjunction with partners, stakeholders and the public established guiding principles to aid in developing strategies and priorities in the plan. These principles include:

- People with specialized transportation needs have a right to mobility;
- In providing public transportation, the needs of the customer should always be kept at the forefront;



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- Gaps in human services transportation services should be eliminated to ensure individuals have a viable transportation option;
- Maximizing efficiency of service delivery will help reduce program costs and reduce gaps in service.

The human services transportation projects were inventoried as a first step in identifying any gaps in service or unmet needs. Tables ES-1 shows the existing services in the Savannah area.

**Table ES-1 Existing Human Services Transportation Providers**

Provider	Trip Type(s) Served	Eligible Users	Route Type	Funding	Notes
Senior Citizens, Inc.	Any	Elderly and TANF	Demand-Response		DFCS TANF trips provided in coordination with DHR's Coordinated Transportation Program
CAT <sup>3</sup>	Any	All	Fixed Route	Chatham County <sup>1</sup>	DFCS also provides TANF trips in coordination with the DHR Coordinated Transportation Program
CAT Teleride	Any	Disabled <sup>2</sup>	Demand-Response	Chatham County <sup>2</sup>	
Yellow Cab	Any	All	Demand-Response	Private	Only one handicap-accessible taxi cab vehicle available in all of Chatham County as of June 2011
Logisticare	Medicaid (Non-Emergency)	Medicaid Recipients	Demand-Response	Medicaid	Under contract from Department of Community Health
CRC	Any	Any	Demand-Response	DHR	Either origin or destination must be located outside of the Savannah urbanized area for the coastal regional coaches.
CRC	Any	Any	Fixed Route	DHR	CRC started a shuttle operation in 2011 between Savannah and Tybee Island.

Note:

1. The CAT public transit service currently includes two bus route segments and the ferry service that are funded in part by JARC program funds.
2. Teleride service is funded through Chatham County general fund. Disabled individuals that meet ADA standards and register with CAT are eligible for Teleride.
3. CAT started an express bus service on Route 14 in the summer of 2011 to Southside employment centers and plans to expand the express bus service along other routes in the future. CAT is also coordinating with the City of Savannah and taxi companies for an Accessible Taxi program which expects to start operation by the end of 2011 or early 2012.

Abbreviations:

ADA: Americans with Disabilities Act  
 TANF: Transportation Assistance for Needy Families  
 DFCS: Department of Family and Children Services  
 CAT: Chatham Area Transit Authority  
 CRC: Coastal Regional Commission

The 2007 planning process included a resource group of stakeholders and a meeting for the general public to contribute to the plan. The stakeholders and the general public helped the





planning team assess needs including service gaps, identify potential strategies to meet the human services transportation needs, identify resources, and prioritize strategies. They have also guided the plan update process and the annual competitive project selection process.

Needs identified include customer service improvements to on-demand transit scheduling and additional public outreach and information for transportation services. Needs for increased mobility and accessibility include:

- additional Teleride on-demand service,
- service from senior centers and other target populations to retail/grocery destinations,
- expanded service hours on some existing fixed routes to serve employment locations during system off peak times,
- additional accessible taxi cab vehicles, and
- public transit service to new development areas.

Coordination needs include ongoing efforts to coordinate with the Coastal Regional Commission (CRC) and the Liberty Transit for services between the CRC service area, the Hinesville urbanized area, and the Savannah urbanized area.

The planning team also examined the locations of elderly, disabled, and low income populations and target destinations to identify geographic service gaps. Much of the targeted areas are served by existing CAT fixed bus routes. However, the plan recognizes the challenges inherent in serving target populations with fixed route service.

The human services transportation resources in the Savannah area include Section 5316 - JARC funds and Section 5317 – New Freedom funds. The annual allocation is normally a little over \$200,000 in total. The CORE MPO’s annual Transportation Improvement Program (TIP) includes these JARC and New Freedom funds for each fiscal year to implement the projects identified through the competitive project selection process.

With an understanding of the resources available, potential strategies were identified to meet the identified needs and improve the efficiency and customer service of existing transportation services. The selection criteria considered in ranking the potential strategies fall into four categories: consistency with current service or plans, quality of service, implementation, and coordination. Each potential strategy was evaluated against the criteria and assigned a score by assigning a point for each criterion met. Other than the first criterion, each is weighted equally. If the first criterion is met, then the strategy is automatically placed in the Top Tier for funding. Once total scores were developed, the list of strategies was divided into four logical tiers of similarly scoring projects. The selection criteria are:

**Consistency with Current Service or Plans**

- Is this an existing service that would be eliminated without grant funding?
- Does the project meet a transportation need within Chatham County as identified in the MPO’s LRTP or TIP or the CAT’s TDP?
- Does the project coordinate with services outside of Chatham County?



### **Quality of Service**

- Does the service serve key employment destinations (reverse commute or potential low income employment destinations)?
- Does the service extend service hours or geographic service area to fill a gap identified in the plan?
- Does the service serve key human services destinations (medical facilities, DFCS offices, health department, etc.)?
- Does the service address known transportation related issues faced by target populations?
- Does the service simplify use for HST groups?
- Does the service fill gaps in existing infrastructure (related to accessibility, for example)?
- Does the service respond to the travel patterns of local users?
- Does the service improve transfers between operators?
- Does the service improve public awareness and information regarding human services transportation options?
- Does the strategy use technology such as ITS to improve service to target groups?
- Does the project serve or benefit individuals with disabilities, low income, or the elderly?

### **Implementation**

- Is there sufficient administrative support to ensure implementation?
- Is a local funding match available?
- Can the service be implemented within a reasonable time frame?
- Can the service maximize use of existing resources (vehicles, funds, etc.)?
- Can the service improve efficiency to the existing service in terms of scheduling, dispatching and monitoring?

### **Coordination**

- Does the strategy improve coordination among service providers?
- Does the service or strategy provide opportunities for collaborative funding between organizations?
- Does the service or strategy minimize duplication of transportation services (e.g. overlapping routes or service areas)?

The highest priority strategies include existing and planned projects. The Top Tier priority strategies are:

- #2 West Chatham route
- #6 Cross-town route



## *Coordinated Public Transit-Human Services Transportation Plan*

- Savannah Belles Ferry service
- Express bus service to better transport target populations
- Expanded bus service or more efficient bus scheduling
- Taxi cab and vanpool operator incentives to purchase accessible vehicles
- Continued activity of the MPO Advisory Committee on Accessible Transportation. This committee serves many roles for the MPO but can also address human services transportation planning and provision within the urbanized area.

Second Tier priority strategies are additions to existing services, including:

- CAT Route 2 service expansion to include midday and increase trip frequency during peak periods
- Coordinate public transit service to Park and Ride lots with CRC and the Liberty Transit to maximize funding and increase use of services
- Improve Teleride operations and explore potential for partnering with the CRC and the Liberty Transit to maximize funding and provide more efficient scheduling
- Fixed route connection from elderly and disabled residential communities to retail destinations (grocery stores, etc.)

The Third Tier of strategies includes longer term strategies to meet identified needs and strategies that may be better suited to other funding sources due to the service area. These mid priority projects include:

- Travel Training outreach and advertising to senior centers, special education classes, neighborhood associations, etc., on how to ride the fixed route bus service
- Purchase additional vehicles for Teleride service
- Public/private partnership outreach programs to employers to develop systems that tie into CAT
- Public/private partnership to enhance employer transit benefits to employees
- Service to regional park and ride lots
- Extend Route 17 service on SR 204 from Savannah Festival Outlet Center to Park and Ride lot at SR 204 and I-95

The lower priority strategies in the Fourth Tier include:

- Travel trainer position and CTAA certification
- User surveys to assist with identifying and mitigating unmet needs
- Create or improve connectivity between Routes 2 and 6 and other CAT fixed routes
- Extend service west of I-95 to new residential development
- Provide security at park and ride lots to increase use



## *Coordinated Public Transit-Human Services Transportation Plan*

In urbanized areas with more than 200,000 people such as the Savannah urbanized area, one or more designated recipients of Sections 5316 and 5317 program funds administer funds received from FTA. The Chatham Area Transit Authority (CAT) has been designated by the governor of Georgia as the designated recipient for 5316 and 5317 program funds in the Savannah area. Designated recipient roles include:

- Conducting a competitive project selection process
- Ensuring projects selected were derived from a locally developed coordinated public transit – human services transportation plan
- Awarding grants to sub recipients
- Managing grant distribution and oversight for sub recipients and
- Submitting reports as required by FTA

By adoption of a Memorandum of Understanding (MOU) between CAT and MPC, CORE MPO conducts the competitive project selection process to avoid conflict of interest between CAT and its sub recipients. The MOU is a part of the Program Management Plan.

The Call for Projects and the competitive project selection process are conducted annually and the Program of Projects is subsequently produced. Then CAT as the Designated Recipient applies for the funds through the FTA TEAM system and allocates them to the sub-recipients when the funds are obligated to the Savannah area.



## Background

### Human Services Transportation

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) is the reauthorization of federal transportation legislation enacted in August 2005. SAFETEA-LU mandates greater coordination of funding and services for human services transportation through three programs: the Section 5316 - Job Access and Reverse Commute (JARC) program, the Section 5317 - New Freedom program, and the Section 5310 - Elderly and Persons with Disabilities program. The JARC program and the New Freedom program are administered by the Federal Transit Administration (FTA), while the Elderly and Persons with Disabilities program is administered by the states. All the programs require a local match – 80/20 for capital improvements and 50/50 for operating costs. Non-DOT federal funds can be used for the match, so long as the federal share of the project does not exceed 95% of the total project cost. The table below shows the human services transit funding and the state and local match requirements.

**Table 1 Human Service Transportation Funding Categories**

Funding	Federal Share	State Share*	Local Share*
Section 5310 Capital Program	80%	20%	
Section 5310 Operating Program	50%	50%	
Section 5316 Capital Program	80%	10%	10%
Section 5316 Operating Program	50%		50%
Section 5317 Capital Program	80%	10%	10%
Section 5317 Operating Program	50%		50%
Section 5316 and 5317 Vehicles	80%	15%	5%

\*The state and local match percentage might change based on agreements made between the responsible state agencies (such as state DOT) and local agencies (such as transit authorities).

In recognition of the particular mobility challenges for people with disabilities, older adults, low-income individuals, and other target populations for social and health services, President George W. Bush signed an Executive Order in February 2004 to enhance access to transportation for persons who are transportation-disadvantaged. The United States Department of Transportation (USDOT) has subsequently undertaken the United We Ride Program to increase comprehensive and coordinated human services transportation (HST). The USDOT also initiated the Mobility Services for All Americans (MSAA) Program, which focuses on intelligent transportation systems (ITS) solutions such as information technology to enhance human services transportation through improved communications and delivery strategies. The FTA human services programs, described below, are aimed at improving transportation for persons with disabilities, older adults, and low-income individuals.

#### *Section 5310: Elderly Individuals and Individuals with Disabilities Program*

- Provides assistance in meeting the transportation needs of elderly and disabled persons



where public transportation services are unavailable, insufficient or inappropriate

- Funds are available for use in the purchase of services and vehicles
- Passenger trips are primarily provided by private non-profit organizations or public bodies in urbanized, small urban, and rural areas
- Funds are allocated by formula based on the number of elderly individuals as well as individuals with disabilities in each state
- Includes an 80 percent federal match with 20 percent local match

*Section 5316: Job Access and Reverse Commute Program (JARC)*

- Authorized by SAFETEA-LU as a formula program
- Formula allocations are based on the number of low-income persons:
  - 60% of funds go to designated recipients in urbanized areas with populations over 200,000
  - 20% of funds go to states for urbanized areas with populations under 200,000
  - 20% of funds go to states for non-urbanized areas
  - States may transfer funds between urbanized and non-urbanized area programs
- Projects must be included in a locally-developed coordinated public transit - human services transportation plan beginning in Fiscal Year 2007
- Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation
- Funds available for both capital and operating expenditures to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment
- Provides transportation for people in urbanized and non-urbanized areas to suburban employment opportunities

*Section 5317: New Freedom Program*

- Newly established formula funding program in SAFETEA-LU for both capital and operating expenditures for service to the disabled populations
- Provides new public transportation services and facility improvements “to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act” of 1990
- Assists individuals with disabilities, including transportation to and from jobs and employment support services
- The New Freedom Program is intended to fill the gaps between human services and public transportation services previously available and to facilitate the integration of individuals with disabilities into the workforce and full participation in the



community.

- Formula allocations are based on number of persons with disabilities:
  - 60% of funds go to designated recipients in urbanized areas with populations over 200,000
  - 20% of funds go to states for urbanized areas with populations under 200,000
  - 20% of funds go to states for non-urbanized areas
  - States may transfer funds between urbanized and non-urbanized area programs
- Projects must be included in locally-developed coordinated public transit - human services transportation plan beginning in fiscal year 2007
- Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation

## **Georgia's Transit Programs**

The Georgia Department of Transportation (GDOT), in cooperation with the Federal Transit Administration (FTA) and the state's public transit agencies, work together to develop service programs and facility improvements to meet the state's public transportation needs.

One of the missions of GDOT's public transit program is to preserve and enhance the state's facilities and equipment in urban and rural public transit systems. Public transit projects listed in the State Transportation Improvement Program (STIP) are funded with FTA allocations according to the requirements and regulations found in SAFETEA-LU. In urban areas these projects are identified by the MPOs through the transportation planning process and become a part of the short range plan, or Transportation Improvement Program (TIP). GDOT, in cooperation with rural transit operators, identifies rural needs. Urban transit projects are listed for those cities with transit systems in operation and include Albany, Athens, Atlanta, Augusta, Brunswick, Columbus, Gainesville, Hinesville, Macon, Rome and Savannah.

Typical urban transit projects include capital, planning, and operating projects funded through the FTA Section 5307 program and statewide elderly/disabled capital projects funded through the FTA Section 5310 Elderly and Persons with Disabilities program. As mentioned above, the Georgia Department of Human Resources (DHR) is the designated recipient for Section 5310 funds for elderly and handicapped transportation projects.

GDOT is the designated recipient of FTA funds for areas with a population under 200,000 and also provides one half of the local share for transit projects in those areas, which include Albany, Athens, Gainesville, Hinesville, Macon and Rome. Atlanta, Augusta, Savannah and Columbus urbanized areas have populations of over 200,000 and receive transit funds directly from FTA. The Department also provides one half of the local share of matching funds for capital projects in these areas.



## **Georgia's Transit Funding Sources**

**Federal Transit Funding Sources** – The federal-aid funds are based on estimates of federal revenues available to Georgia through the Transit Trust Fund and from earmarked funds in SAFETEA-LU. The federal transit funds require a local match that can be provided by the State or the local transit agency based on established agreements.

**State Funding Sources** – The State Legislature provides one-half of the required twenty percent match for federal transit funding through the General Fund.

**Local Transit Funding Sources** – Local funds will be needed to match federal-aid. These funds are acquired through local sales taxes, special taxing districts, property taxes as well as the general tax digest.

## **Federal and State Requirements for Coordination**

The current Federal transportation legislation, SAFETEA-LU, requires a locally developed, coordinated public transit - human services transportation plan by 2007 as a condition to receive funding under all FTA human services programs. These include:

- Section 5310: Elderly Individuals and Individuals with Disabilities Program
- Section 5316: Job Access and Reverse Commute Program (JARC)
- Section 5317: New Freedom Program

All projects funded by these programs must be included in this coordinated plan and must have been competitively selected. Furthermore, SAFETEA-LU legislation requires that the planning process includes representatives from public, private, and non-profit transportation and human services providers, as well as the general public.

## **Need for Coordination**

Within the context of human services transportation, coordination refers to agencies, jurisdictions and nonprofit organizations working together to maximize transportation services for people with disabilities, low-income populations and older adults and the elimination of service gaps. Various state and federal funding streams have different administrative and eligibility requirements which complicate the coordination of public transit and human services transportation. In its Report 91, the Transit Cooperative Research Project defined coordination as "...a technique for better resource management. It means working together with people from different agencies and backgrounds. It requires shared power, shared responsibility, management, and funding."<sup>1</sup>

The purpose of this Coordinated Plan is to guide funding decisions for the Sections 5316 and 5317 FTA programs and to broaden the dialogue and support further collaboration between human services agencies and transportation providers. This collaboration and coordination will better serve persons with disabilities, individuals with limited incomes and older adults. The Plan is a "living document" and will continue to evolve.

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<sup>1</sup> Executive Summary. Economic Benefits of Human Service Transportation and Transit Services. TCRP Report 91. Transportation Research Board, 2003.



## Goals of the Plan

The plan goals were developed in collaboration with a planning partner and stakeholder resource group and members of the public. In accordance with the intent of human services programs, the goals of this plan are as follows.

1. Improve services to the elderly, handicapped, and limited-income populations. These services include transportation services for accessibility and mobility, public information, and customer service.
2. Improve the efficiency of transportation services by minimizing duplicate services, pooling resources, and improving the overall cost-effectiveness of service provision.
3. Improve the coordination of services and planning efforts. Coordination of both planning and services will facilitate improved dissemination of public information, ease of use, and cost-efficiency.

## Regional Planning Approach

The Coastal Region Metropolitan Planning Organization (CORE MPO) partnered with the Chatham Area Transit Authority (CAT) to lead the coordinated planning effort for the Savannah Urbanized Area in 2007. The planning team included staff representatives from CORE MPO and CAT as well as transportation planning consultants. CORE MPO led the plan update process in later years. This coordinated plan has been developed and updated based on the FTA's Framework for Action<sup>2</sup> process and is consistent with the metropolitan transportation planning process. While the Savannah urbanized area, shown in Figure 1, is the focus of this plan, the surrounding non-urbanized areas are considered as well. This plan can be included as a part of the long range transportation plan, but is intended to be adopted as a separate, stand-alone document by the CORE MPO.

According to Federal guidance, the coordinated public transit - human services transportation plan must:

- Identify the transportation needs of individuals with disabilities, older adults, people with low incomes,
- Provide strategies for meeting those local needs, and
- Prioritize transportation services for funding and implementation.

This coordinated plan identifies the transportation needs of the disabled, the elderly, and the economically disadvantaged in the Needs Assessment section and provides strategies for meeting these local needs in the Projects and Strategy Recommendations section. Funding and implementation for the identified transportation services and strategies for meeting these needs are prioritized under Project Selection. Specific projects identified by the competitive project selection process are included as a part of the Program of Projects and funding for their implementation are included in the Transportation Improvement Program (TIP).

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<sup>2</sup> The Framework for Action is an assessment tool developed by the FTA to guide local and statewide transportation agencies as they work toward achieving their mobility goals. The tool helps build understanding between planning partners toward a fully coordinated transportation system.

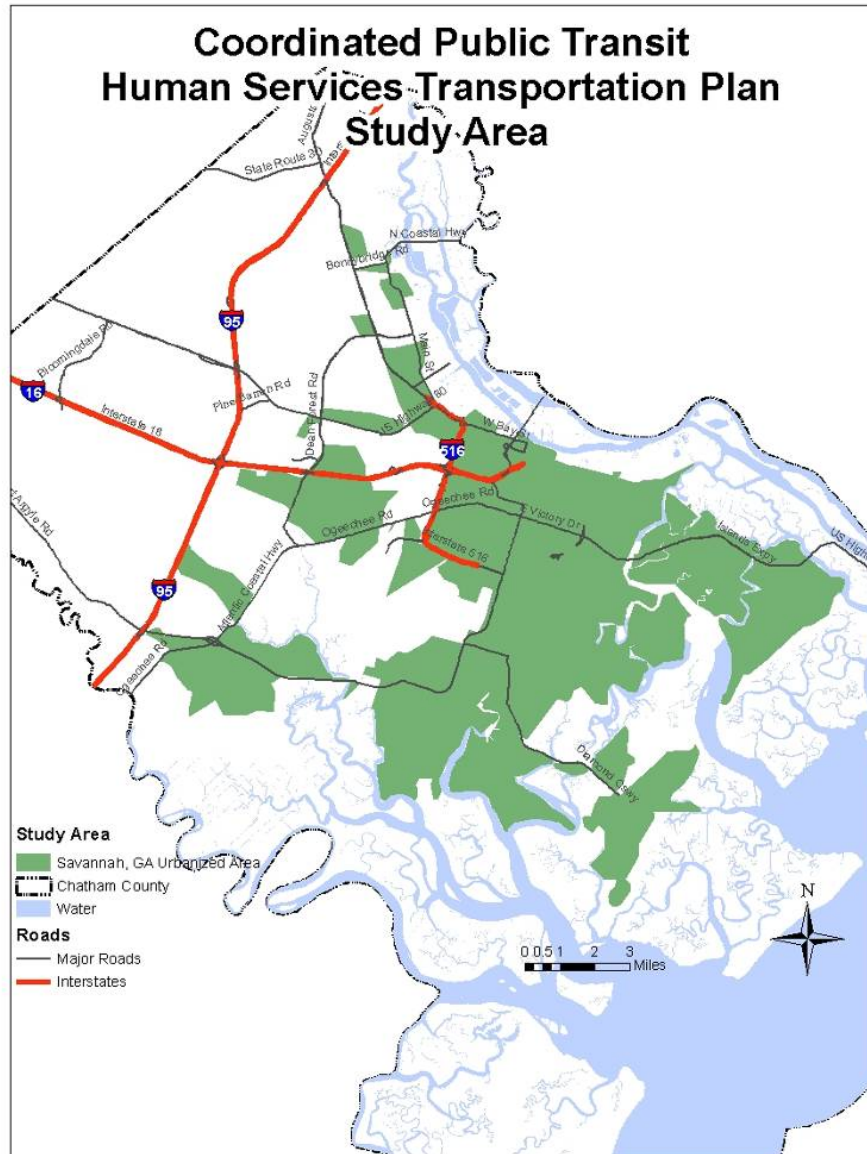


Figure 1 Savannah Urbanized Area

## Guiding Principles

In order for the plan to be successful, it is important to address the unmet needs of people with disabilities, low-income individuals and older adults to support their independence and mobility. With that in mind, the CORE MPO and CAT staff, in conjunction with partners, stakeholders and the public, have established guiding principles for the Coordinated Public Transit - Human Service Transportation Plan. These principles build upon each other, and are reflected throughout this Coordinated Plan in the strategies and priorities.

### *The Right to Mobility*

People with specialized transportation needs have a right to mobility. Individuals with limited incomes and people with disabilities rely heavily, sometimes exclusively, on public

and specialized transportation services to live independently. These services are essential for travel to and from work and medical appointments, to run essential errands, or simply to take advantage of social or cultural opportunities.

The costs of providing human services transportation are indeed rising. However, cost containment must not be achieved at the expense of service delivery. Fortunately, coordination of human services transportation planning and providers offers the potential to improve service delivery by reducing duplication, making use of available capacity elsewhere in the system, and achieving economies of scale in providing these services.

#### *Customer Service Focus*

In providing public transportation, the transportation needs of the customer must always be kept at the forefront. The abilities of individual riders vary in different aspects of the transportation experience, from accessing program information to trip scheduling, to route navigation. Policies and procedures must be clear and flexible enough to allow for different abilities, and to provide support as needed.

#### *Elimination of Service Gaps*

In the Savannah area there is one provider that has to serve a numerous and diverse clientele. Because of increasing Teleride ridership that has outpaced the inventory of vans and a need for state-of-the-art scheduling software to improve efficiencies, significant gaps exist in human services transportation, which limit the mobility of the individuals who rely on it. Across the region, users of specialized transportation programs live and work in different areas and have different travel patterns. To the maximum extent feasible, gaps in human services transportation services should be eliminated to ensure individuals have a viable transportation option when they need it.

#### *Maximize Efficiency of Service Delivery*

Accessible (wheelchair lift-equipped) vehicles are expensive to acquire and maintain. Maximizing the efficiency of human services transportation helps to reduce program costs while maintaining service levels. Efficient service delivery will minimize gaps in service and reduce the need for additional vehicles and other expenditures.

## **Summary of Existing Services**

While Chatham Area Transit Authority (CAT) provides fixed route<sup>3</sup> and on-demand paratransit service (through Teleride) within Chatham County and the Savannah urbanized area, other providers complement CAT's service with additional human services transportation. Table 2 shows the current human services transportation in Chatham County as well as the eligibility requirements for the service.

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<sup>3</sup> Fixed route service is provided within the Special Transit District.

Table 2 Existing Human Services Transportation Providers

Provider	Trip Type(s) Served	Eligible Users	Route Type	Funding	Notes
Senior Citizens, Inc.	Any	Elderly and TANF	Demand-Response		DFCS TANF trips provided in coordination with DHR's Coordinated Transportation Program
CAT <sup>3</sup>	Any	All	Fixed Route	Chatham County <sup>1</sup>	DFCS also provides TANF trips in coordination with the DHR Coordinated Transportation Program
CAT Teleride	Any	Disabled <sup>2</sup>	Demand-Response	Chatham County <sup>2</sup>	
Yellow Cab	Any	All	Demand-Response	Private	Only one handicap-accessible taxi cab vehicle available in all of Chatham County as of June 2011
Logisticare	Medicaid (Non-Emergency)	Medicaid Recipients	Demand-Response	Medicaid	Under contract from Department of Community Health
CRC	Any	Any	Demand-Response	DHR	Either origin or destination must be located outside of the Savannah urbanized area for the coastal regional coaches.
CRC	Any	Any	Fixed Route	DHR	CRC started a shuttle operation in 2011 between Savannah and Tybee Island.

Note:

1. The CAT public transit service currently includes two bus route segments and the ferry service that are funded in part by JARC program funds.
2. Teleride service is funded through Chatham County general fund. Disabled individuals that meet ADA standards and register with CAT are eligible for Teleride.
3. CAT started an express bus service on Route 14 in the summer of 2011 to Southside employment centers and plans to expand the express bus service along other routes in the future. CAT is also coordinating with the City of Savannah and taxi companies for an Accessible Taxi program which expects to start operation by the end of 2011 or early 2012.

Abbreviations:

ADA: Americans with Disabilities Act  
 TANF: Transportation Assistance for Needy Families  
 DFCS: Department of Family and Children Services  
 CAT: Chatham Area Transit Authority  
 CRC: Coastal Regional Commission

As mentioned in previous sections, CAT has been using existing JARC program funds to partially fund three projects, which are shown in Figure 2 below. Detailed maps of routes 2 and 6 are included in the appendix.



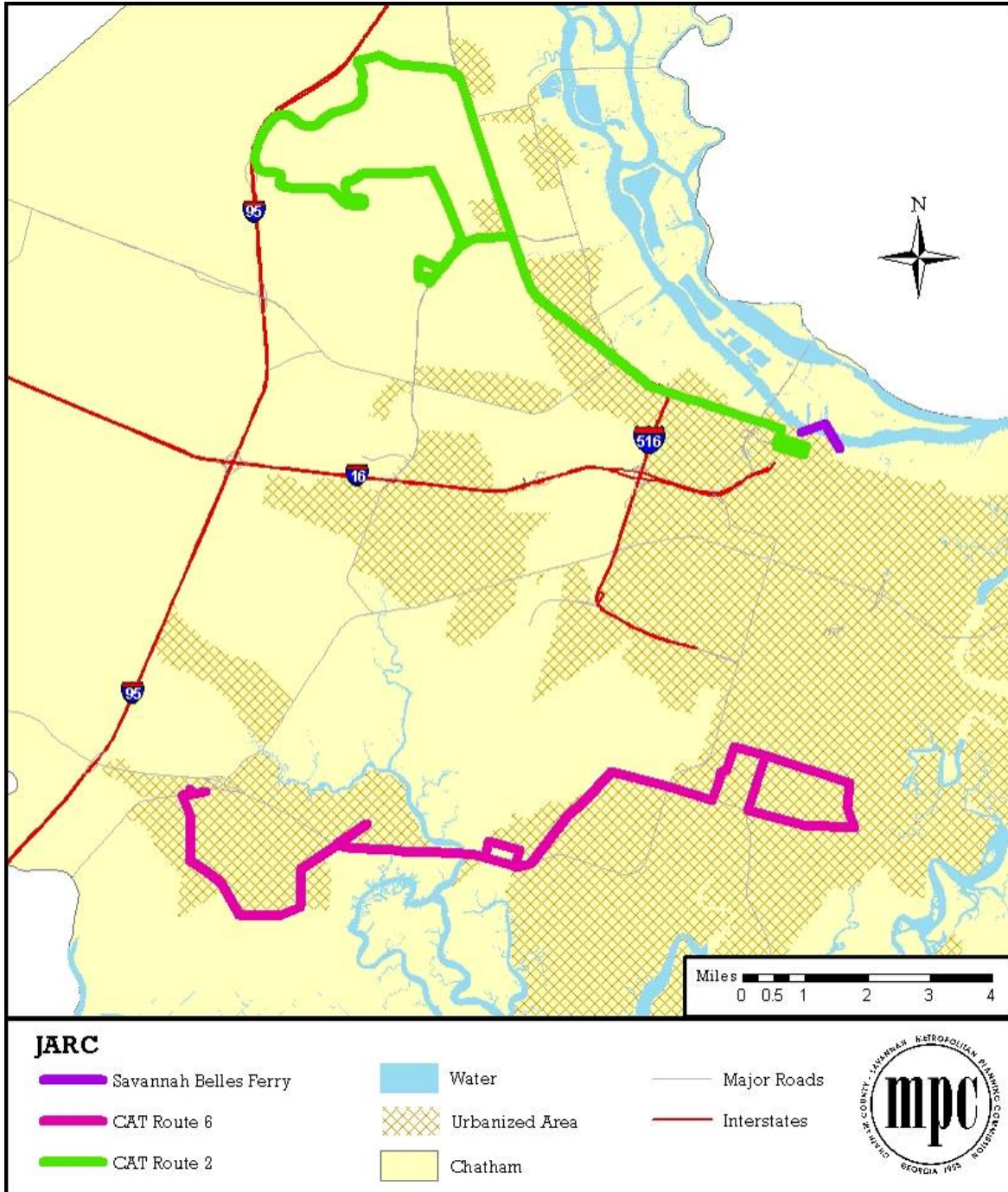


Figure 2 Existing JARC Program Services

In addition to the three existing services, CAT plans to use some JARC funds to partially fund the express bus and expanded services. The Coastal Regional Commission (CRC) has developed a Regional Plan to provide rural and coordinated public transportation in its ten-county region. The CRC contracts with the Department of Human Resources to provide

coordinated transportation services in the coastal region<sup>4</sup> for human services agencies. The CRC plan includes vanpool services for work trips to or from the rural areas as well as coordinated public transportation service. As projects are implemented for the urbanized area, continuous coordination with CRC will remain critical to an effective system. Several strategies in this plan relate directly to coordinated operations between CAT (or another service provider within the urbanized area) and the CRC services. For example, the proposed strategies discussed include:

- Coordinate service to park and ride lots with CRC to facilitate transfers and maximize funding, and
- Improve Teleride operations and explore potential for partnering with the CRC to maximize funding and provide more efficient scheduling.

## **Public Involvement Process**

SAFETEA-LU requires that the coordinated planning process include representatives of public, private, and non-profit transportation and human services providers, as well as the general public. A stakeholder resource group was created in 2007 for this plan that includes human services transportation stakeholders. A public meeting was held during the 2007 plan development process. Input from both the stakeholders and the public meeting was used in the development of the plan. The stakeholder resource group also guided the plan update processes in later years. Public input for plan revisions were incorporated during the public comment period as well as at public meetings.

## **Resource Group**

In order to ensure a coordinated planning process, a stakeholder resource group including government representatives, advocacy groups, and service providers met twice in 2007 to identify gaps and service opportunities and develop the plan. The resource group is also charged with evaluating and ranking project submittals in the competitive project selection process each year as well as guiding the plan update/revision process. Members of this resource group include representatives from the State of Georgia, Chatham County, and City of Savannah departments; Goodwill Industries of the Coastal Empire, Inc.; United Way of the Coastal Empire; Savannah-Chatham Fair Housing Council, Inc.; Step Up Savannah's Poverty Reduction Initiative; and St. Joseph's/Candler Hospital. A full listing of group members and meeting topics is provided in the appendix.

## **Public Meeting**

On September 27, 2007, a public meeting was held at the Chatham County-Savannah Metropolitan Planning Commission hearing room to receive public input on the Coordinated Public Transit - Human Services Transportation Plan as developed with input from the stakeholder resource group. The meeting was advertised through a notice in the local

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<sup>4</sup> The CRC is a multi-county planning and development agency serving Screven, Bulloch, Effingham, Bryan, Chatham, Liberty, Long, McIntosh, Glynn and Camden Counties as well as 35 cities. The planning for implementation of the CRC coordinated plan is complete and the Coastal Regional Coaches program is now under operation.

newspaper and the distribution of mailers. Local media outlets were also contacted about the meeting. The meeting attendees provided valuable input on service gaps and potential improvements to existing services. The results are included in the needs assessment. A list of public meeting attendees is included in the appendix.

During the April 2009 and June 2011 plan update processes, the revised document was sent out for a 15-day public comment period and several public meetings were held in conjunction with the CORE MPO's Advisory Committee on Accessible Transportation (ACAT), the Citizens Advisory Committee (CAC) and the CORE MPO Board to solicit public input which was incorporated into the final revised plan.

## **Needs Assessment**

Needs identified by the planning team, stakeholder resource group and the public during the plan development and update process include the following:

### **Customer service improvements**

- More flexible on-demand transit scheduling
- Additional public outreach and information for both fixed route and other transportation services.

### **Increased mobility and accessibility**

- Additional Teleride on-demand service,
- Service from senior centers and other target populations to retail/grocery destinations,
- Expanded service hours on some existing fixed routes to serve employment locations during system off peak times,
- Additional accessible taxi cab vehicles, and
- Public transit service to new development areas.

Coordination needs include ongoing efforts to coordinate with the Coastal Regional Commission (CRC) and the Liberty Transit for transportation services between the CRC service area, the Hinesville urbanized area, and the Savannah urbanized area.

## Service Gaps and Unmet Needs

The planning team relied on demographic data from the US Census Bureau to locate target populations for human services transportation. Census block groups with target populations (as a percentage of total block group population) above the county-wide proportion were flagged and then filtered to remove blocks with relatively few total residences. According to 2000 Census data\*, the county-wide proportion of elderly population is 12%. The county-wide proportion of disabled individuals<sup>5</sup> is 18%, and the proportion of low income individuals is 15%. The detailed maps included in the appendix under *Target Populations in the Savannah Area* show the three categories of target populations by block group.

In the summary maps that follow, target areas are shown that include block groups with an elderly, disabled, or low income population above the county-wide proportion as well as a total elderly, disabled, or low income population above 250 persons. The Savannah urbanized area is also shown to indicate the area for 5316 and 5317 program funds.

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\* As detailed 2010 Census data becomes available, the analysis and maps will be updated.

<sup>5</sup> 2000 Census data on disability status classifies individuals as having a disability if any of the following three conditions was true:

(1) they were five years old and over and had a response of "yes" to a sensory, physical, mental or self-care disability; (2) they were 16 years old and over and had a response of "yes" to going outside the home disability; or (3) they were 16 to 64 years old and had a response of "yes" to employment disability consisting of a condition lasting 6 months or more making it difficult to work at a job or business.

Census Bureau definition retrieved from [http://www.census.gov/hhes/www/disability/disab\\_defn.html](http://www.census.gov/hhes/www/disability/disab_defn.html)





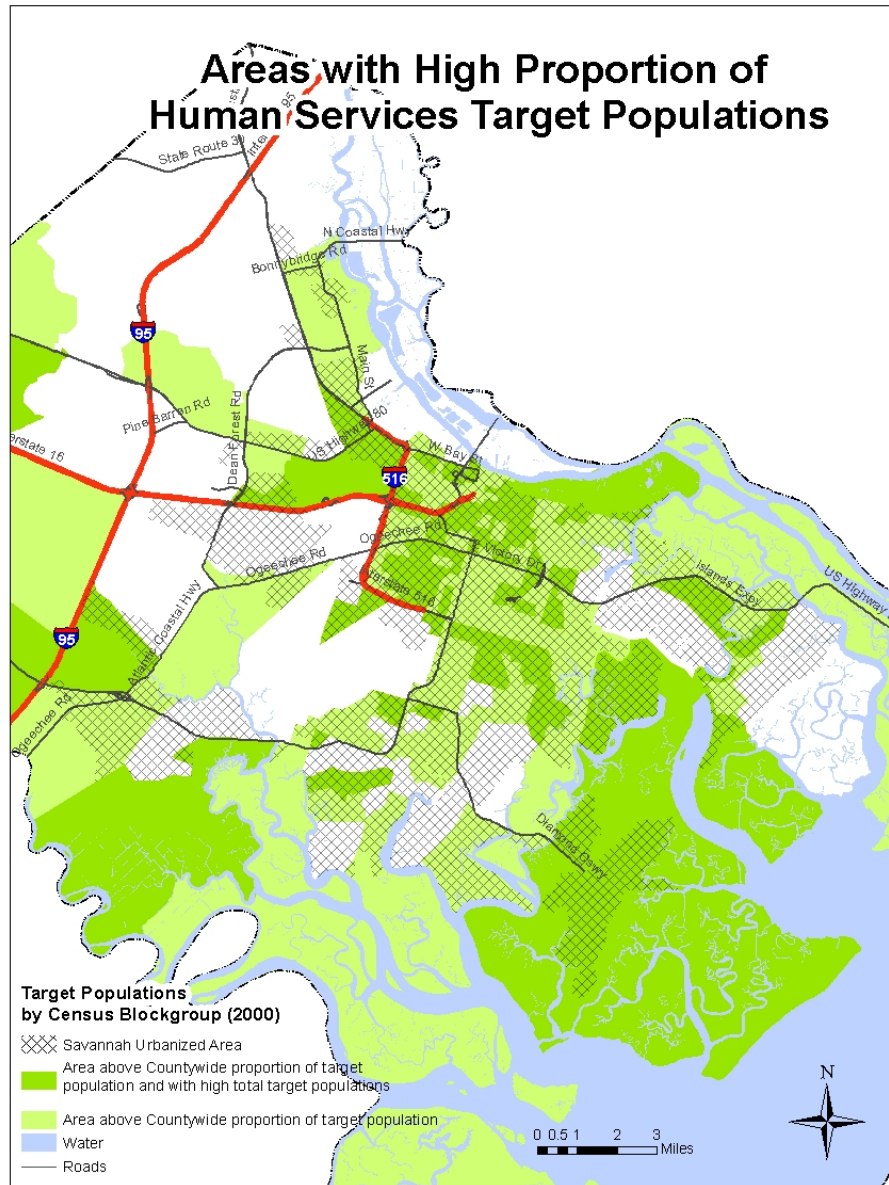


Figure 3 Target Areas by Census Block Group in the Savannah Urbanized Area

### Service Area and Target Populations

By overlaying maps of target populations with existing public transit, the planning team located gaps in service within the study area. Most of the urbanized area is covered by CAT fixed route service and is within one half mile of a bus route. The map below shows target areas that are not already served by fixed route public transit. Within Chatham County, Teleride paratransit service is available for qualified disabled individuals that may have difficulty using the fixed route service.

The planning team noted that many individuals choose to use the Teleride service even when fixed route service is available. Increasing use of fixed route services may reduce the

inefficiency of providing duplicate paratransit service within the fixed route service area. This planning process also promotes the overall accessibility of the fixed route system.

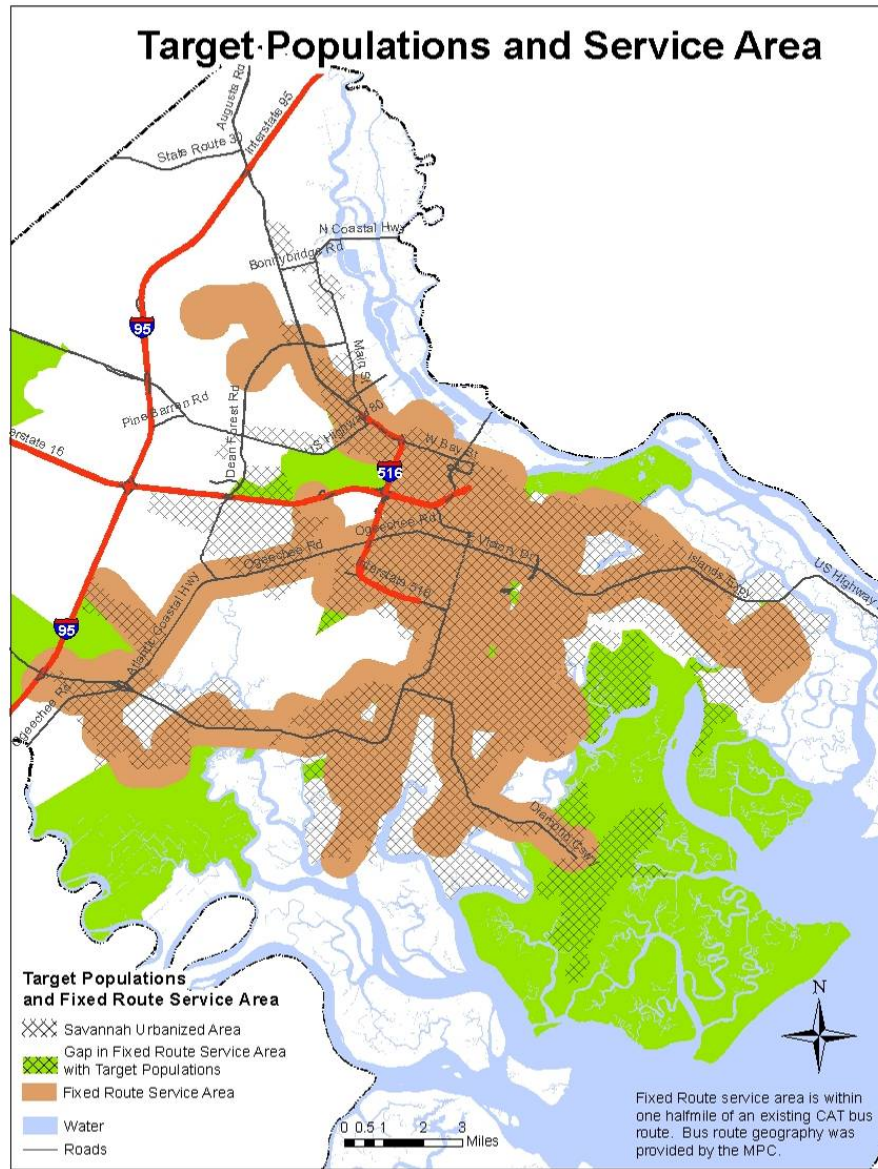


Figure 4 Target Areas and Fixed Route Service within the Urbanized Area

### Key Destinations

The map below shows the fixed route service area along with common human services destinations within the study area. Most destinations are within the fixed route service area. However, this plan must consider the accessibility of the fixed routes as well as public awareness of the service.

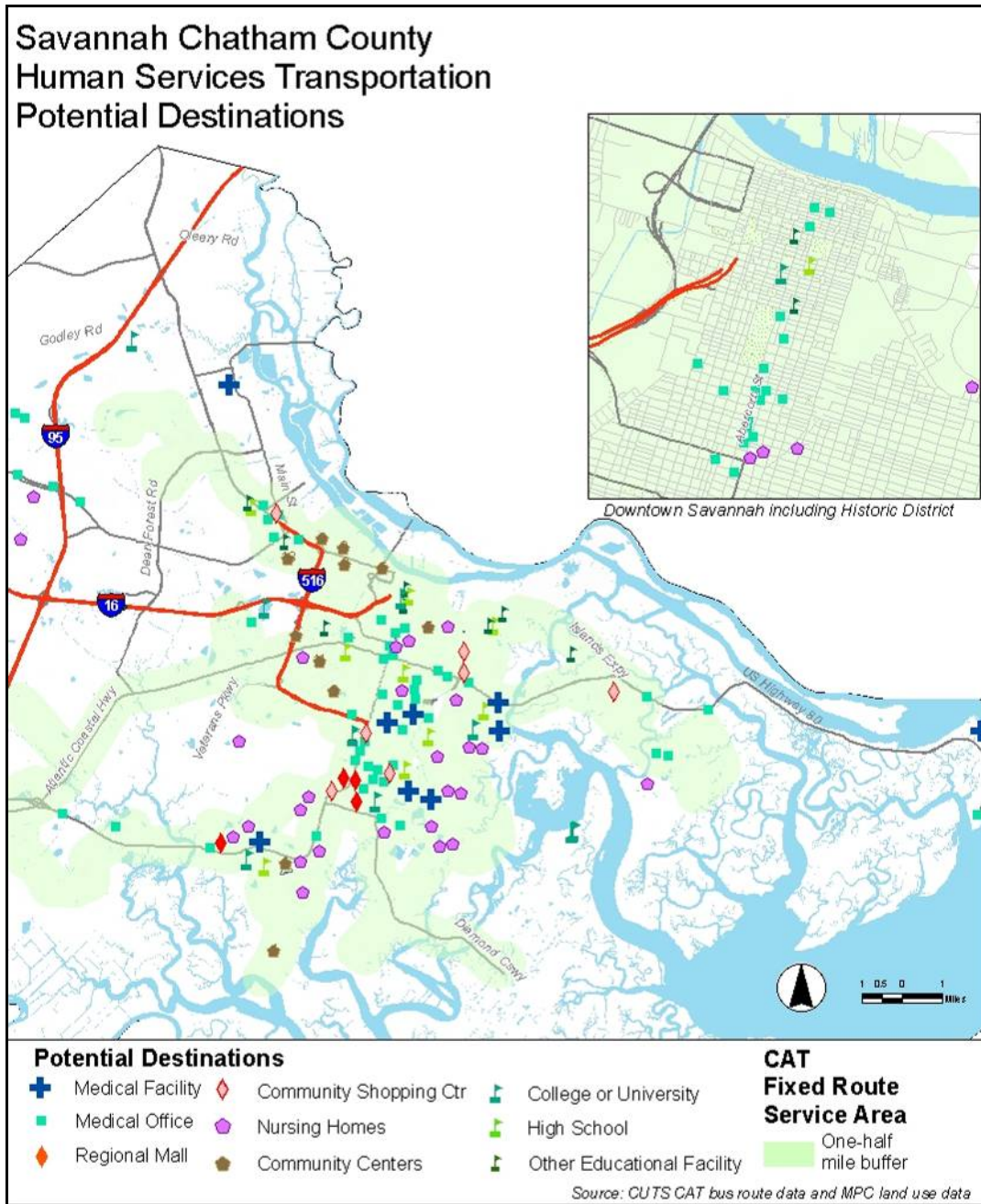


Figure 5 Potential Destinations for Human Services Transportation

### CAT System Needs

In addition to specific needs identified through the human services planning process, the Transportation Development Plan (TDP) developed by CAT in 2008 identified the following needs:

- Improve and expand service to industrial and employment sites in West Savannah (Routes 2, 3A, 3B)

- Provide new crosstown connections for residents in vicinity of Quacco Road (Route 6 Crosstown)
- Improve service on CAT's most productive route, the Route 14 Abercorn, through express trips and increased frequency
- Provide more direct service for residents in East Savannah to the Downtown Loop; extend service to Savannah State University (Route 10 East Savannah)
- Provide two-way service along entire length of Route 11 Candler; simplify routing at southern end
- Achieve system-wide efficiency through elimination of ineffective services on Savannah's south side (Route 13 Coffee Bluff and Route 20 Montgomery / Skidaway Island)
- Improve efficiency of Route 17 Silk Hope by shifting Chatham County Detention Center trips to Route 25 MLK Jr. Blvd.
- Simplify Route 29 West Gwinnett/Cloverdale services
- Eliminate unproductive segments of Route 31 Skidaway/Sandfly service, provide more direct service in Skidaway Road corridor, and maintain link from east side of Savannah to Oglethorpe Mall

The first three items targeting Routes 2 and 6 as well as the Abercorn Route benefit human services populations in particular by providing access to entry-level employment and Job Access Reverse Commute destinations. The planning team developed additional strategies that may qualify for JARC or New Freedom program funds. These proposed strategies are discussed below.

## **Resource Analysis**

### **Funding Sources**

In the CORE MPO planning area, the Chatham Area Transit Authority (CAT) is the designated recipient for the Section 5316 Job Access and Reverse Commute and Section 5317 New Freedom program funds. In the State of Georgia, the Department of Human Resources (DHR) is the designated recipient for the Section 5310 Elderly and Persons with Disabilities program funds.

The annual allocation of Section 5316 and Section 5317 program funds to the Savannah area is a little over \$200,000 on average. Table 3 shows the appropriated funds to the Savannah area for federal fiscal years 2006 through 2011 for these two programs.

**Table 3 Appropriated Funding: Section 5316 and Section 5317**

Funding	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
<b>Section 5316 Job Access Reverse Commute</b>	\$134,548	\$141,828	\$153,647	\$180,341	\$172,427	\$172,168
<b>Section 5317 New Freedom</b>	\$72,577	\$70,682	\$76,355	\$88,012	\$86,379	\$86,825

## Existing Regional Plan

The available and anticipated funds for the human services funding categories are included in the CORE MPO’s Transportation Improvement Program (TIP). The TIP is the CORE MPO’s prioritized multimodal work program that identifies transportation projects and funding sources, including transit projects. The TIP covers a four-year period. Funds for the human services programs are grouped into lump sum categories in the TIP and specific projects to be implemented with these funds are drawn from the competitive project selection process. CORE MPO conducts the Call for Projects and competitive project selection each year in coordination with the TIP development and develops a Program of Projects after project evaluation and selection. Then CAT applies for these funds through the FTA TEAM system. When funds are obligated, they are used to implement the selected projects.

The following tables show the human services transportation programs from each funding category that have been included in the TIP for Chatham County over the years. The tables also include the required state and local match. It should be noted that both the Coordinated Plan and the TIP are living documents, so the tables below are subject to update as new funding information becomes available.

**Table 4 Funding: Section 5310 – Elderly and Disabled Persons (80/20 Match)**

Project Description	Department of Human Resources Purchase of Services			
	FY 2008	FY 2009	FY 2010	FY 2011
<b>Project Cost</b>	<b>\$133,617</b>	<b>\$140,296</b>	<b>\$147,312</b>	<b>\$154,678</b>
Federal	\$106,894	\$112,237	\$117,850	\$123,742
State	\$ 26,723	\$ 28,059	\$ 29,462	\$ 30,936
Local	\$0	\$0	\$0	\$0

**Table 5 Funding: Section 5316 – Job Access and Reverse Commute (50/50 Match)**

<b>Project Description</b>	<b>Job Access Reverse Commute</b>					
	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>
<b>Project Cost</b>	<b>\$269,096</b>	<b>\$283,656</b>	<b>\$307,294</b>	<b>\$360,682</b>	<b>\$344,854</b>	<b>\$344,336</b>
Federal	\$134,548	\$141,828	\$153,647	\$180,341	\$172,427	\$172,168
Local	\$134,548	\$141,828	\$153,647	\$180,341	\$172,427	\$172,168

**Table 6 Funding: FHWA Funds (Special Earmark)**

<b>Project Description</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
Job Access and Reverse Commute	\$1,000,000	\$0	\$0	\$1,000,000

**Table 7 Funding: Section 5317 – New Freedom (80/10/10 Match)**

<b>Project Description</b>	<b>New Freedom Program</b>					
	<b>FY 2006</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY 2010</b>	<b>FY 2011</b>
<b>Project Cost</b>	<b>\$90,721</b>	<b>\$ 88,352</b>	<b>\$ 95,444</b>	<b>\$ 110,014</b>	<b>\$ 103,655</b>	<b>\$ 104,191</b>
Federal	\$72,577	\$ 70,682	\$ 76,355	\$ 88,012	\$ 86,379	\$ 86,825
State	\$9,072	\$ 8,835	\$ 9,544	\$ 11,001	\$ 8,638	\$ 8,683
Local	\$9,072	\$ 8,835	\$ 9,544	\$ 11,001	\$ 8,638	\$ 8,683

## **Projects and Strategy Recommendations**

In order to address the needs identified in the early phases of the planning process, the stakeholder resource group and planning team developed a list of potential strategies, which is prioritized below and provided in detail in the Appendix Table 8. This list has been updated as new needs arise.

### **Project Selection**

Proposed strategies were evaluated against the plan goals to competitively select projects to address the needs identified in this plan.

Many of the project selection criteria assess the compatibility with existing planning efforts and services. Existing human services transportation projects are a high priority. Potential for coordination with CRC human services transportation within the non-urbanized areas is also a consideration as many potential trips pass through both urbanized and non-urbanized areas.

The selection criteria considered in ranking the potential strategies are listed below in four categories: consistency with current service or plans, quality of service, implementation, and coordination. Each potential strategy was evaluated against the criteria and assigned a score by assigning a point for each criterion met. Other than the first criterion which asks “Is this an existing service that would be eliminated without grant funding?” each criterion is weighted equally. If the first criterion is met, then the strategy is automatically placed in the Top Tier for funding. Once total scores were developed, the list of strategies was divided into four logical tiers of similarly scoring projects. The following section shows the resulting ranking of strategies. The selection criteria are:

**Consistency with Current Service or Plans**

- Is this an existing service that would be eliminated without grant funding?
- Does the project meet a transportation need within Chatham County as identified in the MPO’s LRTP or TIP or CAT’s TDP?
- Does the project coordinate with services outside of Chatham County?

**Quality of Service**

- Does the service serve key employment destinations (reverse commute or potential low income employment destinations)?
- Does the service extend service hours or geographic service area to fill a gap identified in the plan?
- Does the service serve key human services destinations (medical facilities, DFCS offices, health department, etc.)?
- Does the service address known transportation related issues faced by target populations?
- Does the service simplify use for human services transportation groups?
- Does the service fill gaps in existing infrastructure (related to accessibility, for example)?
- Does the service respond to the travel patterns of local users?
- Does the service improve transfers between operators, including private operators?
- Does the service improve public awareness and information regarding human services transportation options?
- Does the strategy use technology such as ITS to improve service to target groups?
- Does the project serve or benefit individuals with disabilities, low income, or the elderly?

**Implementation**

- Is there sufficient administrative support to ensure implementation?
- Is a local funding match available?
- Can the service be implemented within a reasonable time frame?



- Can the service maximize use of existing resources (vehicles, funds, etc.)?
- Can the service improve efficiency to the existing service in terms of scheduling, dispatching and monitoring?

### **Coordination**

- Does the strategy improve coordination among service providers, including private sector service providers?
- Does the service or strategy provide opportunities for collaborative funding between organizations (including private sector service providers or other organizations)?
- Does the service or strategy minimize duplication of transportation services (e.g., overlapping routes or service areas)?

### **Priority Projects**

The highest priority projects include existing and planned projects: CAT bus routes and the Savannah Belles Ferry service that serve major employment destinations as well as purchase of accessible vehicles for greater service provision. The Top Tier priority projects are:

- #2 West Chatham route (Crossroads Business Center segment)
- #6 Cross-town route
- Savannah Belles Ferry service
- Express bus service to better transport target populations
- Expanded bus service or more efficient bus scheduling
- Taxi cab and vanpool operator incentives to purchase new accessible vehicles
- Continued activity of the MPO Advisory Committee on Accessible Transportation. This committee serves many roles for the MPO but can also address human services transportation planning and provision within the urbanized area.

Second Tier priority projects are additions or improvements to existing service, including:

- CAT Route 2 service expansion to include midday and increase trip frequency during peak periods
- Coordinate public transit service to Park and Ride lots with CRC and the Liberty Transit to maximize funding and increase use of services
- Improve Teleride operations and explore potential for partnering with CRC and the Liberty Transit to maximize funding and provide more efficient scheduling<sup>6</sup>
- Fixed route connection from elderly and disabled residential communities to retail destinations (grocery stores, etc.)

The Third Tier of projects includes longer term strategies to meet identified needs and strategies that may be better suited to other funding sources due to the service area (for

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<sup>6</sup> The improved Teleride Service has implemented a new scheduling system.



example, service that primarily benefits the non-urbanized area that is eligible for non-urbanized area funding programs). These mid priority projects include:

- Travel training outreach and advertising to senior centers, special education classes, neighborhood associations, etc., on how to ride the fixed route bus service
- Purchase additional vehicles for Teleride service
- Public/private partnership outreach programs to employers to develop systems that tie into CAT<sup>7</sup>
- Public/private partnership to enhance employer transit benefits to employees<sup>8</sup>
- Service to regional park and ride lots
- Extend Route 17 service on SR 204 from Savannah Festival Outlet Center to park and ride lot at SR 204 and I-95

The lower priority strategies in the Fourth Tier include:

- Travel trainer position and CTAA certification
- User surveys to assist with identifying and mitigating unmet needs
- Create or improve connectivity between Routes 2 and 6 and other CAT fixed routes
- Extend service west of I-95 to new residential developments
- Provide security at park and ride lots to increase use

## **Savannah Area Designated Recipient for HST Funds**

The chief executive officer of each state must designate a public body to be the recipient for the 5310, 5316 and 5317 human services transportation funds. For the State of Georgia, the Governor designated the Georgia Department of Human Resources as the designated recipient for the 5310 program. For the Savannah Urbanized Area 5316 and 5317 programs, the Governor has designated the Chatham Area Transit Authority (CAT) as the designated recipient.

In large urbanized areas such as Savannah, with over 200,000 in population, the designated recipient roles include:

- Notifying eligible local entities of funding availability
- Conducting a competitive project selection process
- Ensuring projects selected are derived from a locally developed coordinated public transit - human services transportation plan developed through a process that consists of representatives of public, private, and non-profit transportation and human services providers with participation by the public

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<sup>7</sup> This may include employer-sponsored shuttles or vanpool programs or employer incentives to use CAT or other public transportation services

<sup>8</sup> This may include reduced fees for group purchased transit passes or incentives to create employee operated vanpools.

- Awarding grants to sub recipients
- Managing grant distribution and oversight for sub recipients and
- Submitting reports as required by FTA

Although the designated recipients are responsible for conducting the competitive project selection process, they may establish alternative arrangements to administer and conduct the competitive process. Because CAT intends to apply for funding under both the JARC program and the New Freedom program, CORE MPO, as an impartial entity, will facilitate the competitive selection process for JARC and NFP funds. A memorandum of understanding (MOU)<sup>9</sup> has been developed detailing the roles of CAT as designated recipient and the agreed-upon responsibilities of CORE MPO. The MOU is a part of the Program Management Plan.

## **Revisions to the Coordinated Plan**

At least one stakeholder resource group meeting will be held each year. Besides evaluating and ranking all the received project proposals for the competitive project selection, the stakeholder resource group will review the Coordinated Plan and the Program Management Plan and update them as necessary. Any major revisions to the plans will go through a 15-day public comment period and the CORE MPO committees' review. The 2009 updates to the Coordinated Plan and the Program Management Plan were adopted on April 30, 2009 by the CORE MPO Board. The 2011 updates to the plans were adopted by the CORE MPO Board on June 22, 2011.

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<sup>9</sup> The memorandum of understanding also determines an equitable distribution of the 10% of each year's program apportionment for program administration, planning, and technical assistance based on the cooperative roles of the two agencies. These funds will be used for general administrative and overhead costs, staff salaries, office supplies, printing and public notices, web-site development, and similar expenses.



# Appendices

## CAT Routes using JARC Program Funds

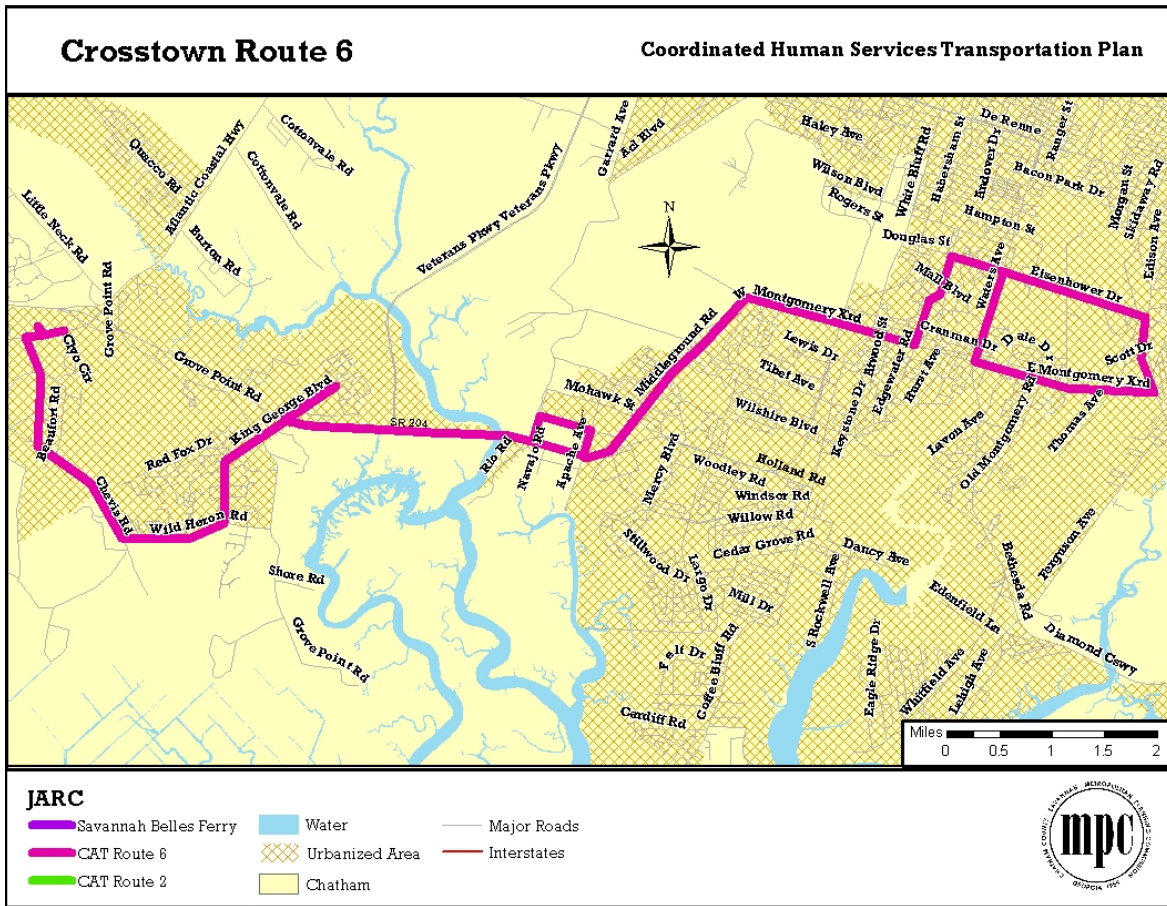


Figure 6 CAT Crosstown Route 6

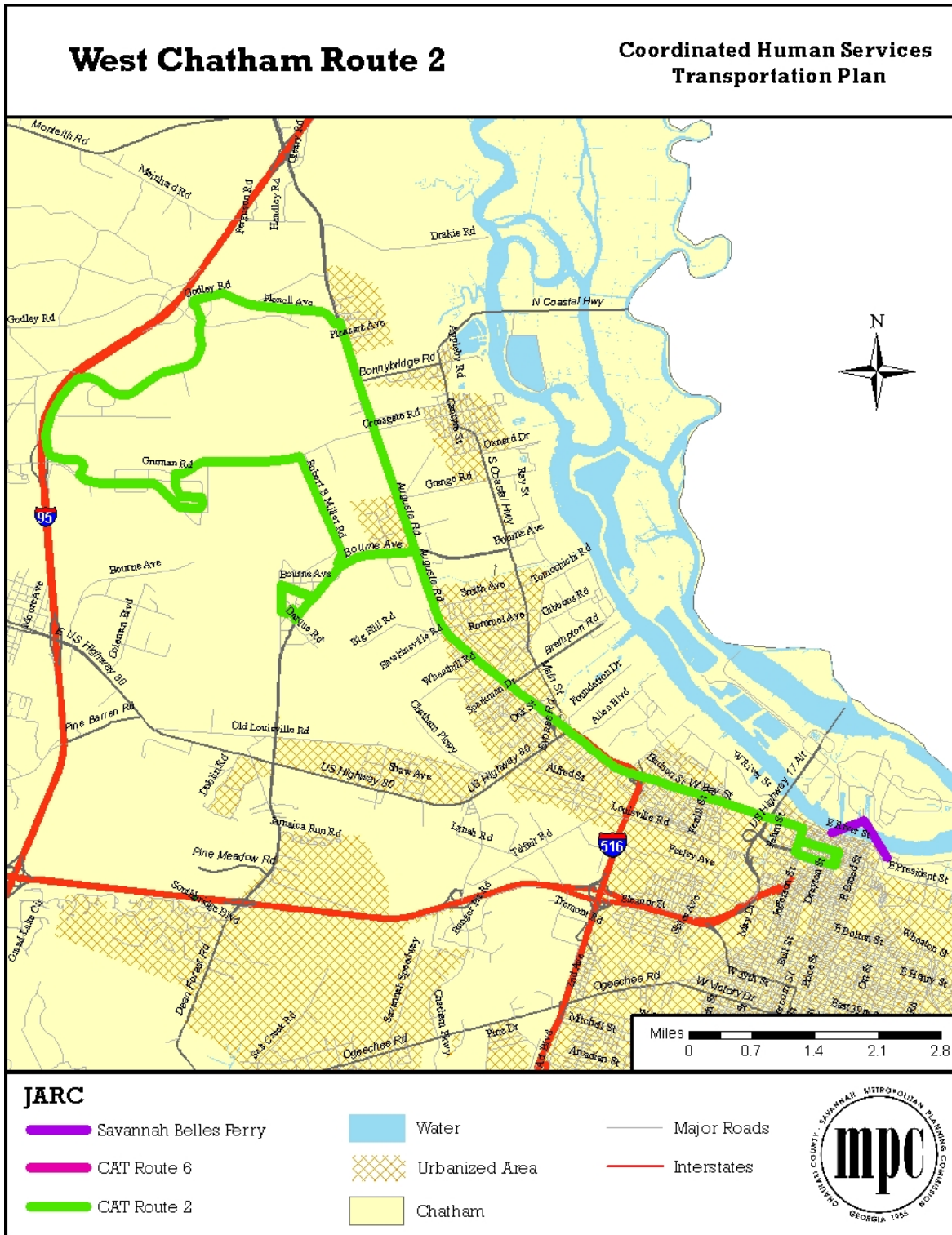


Figure 7 CAT West Chatham Route 2

## Target Populations in the Savannah Area

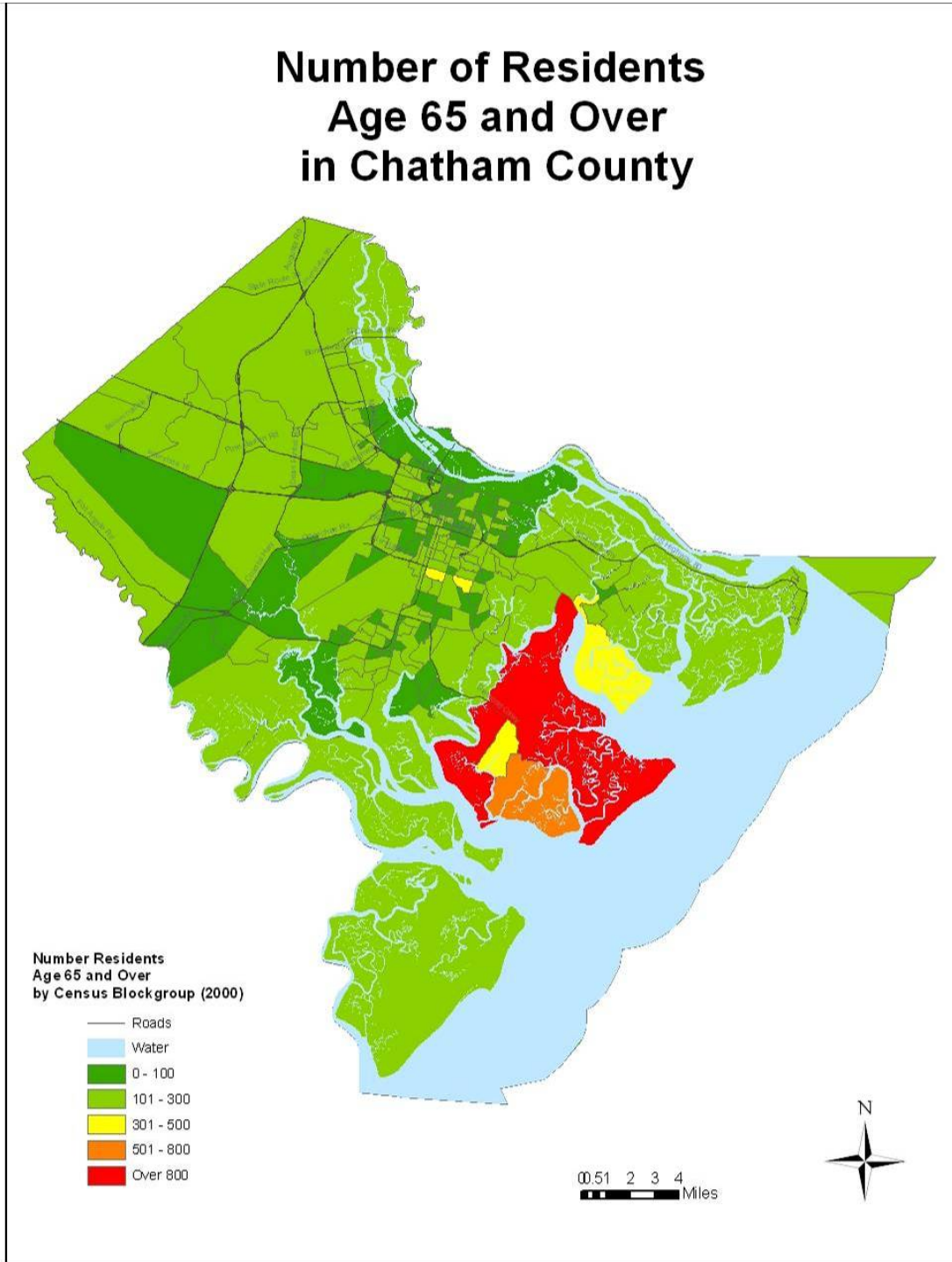


Figure 8 Elderly Residents by Census Block Group

## Percentage of Residents Age 65 Years and Over in Chatham County

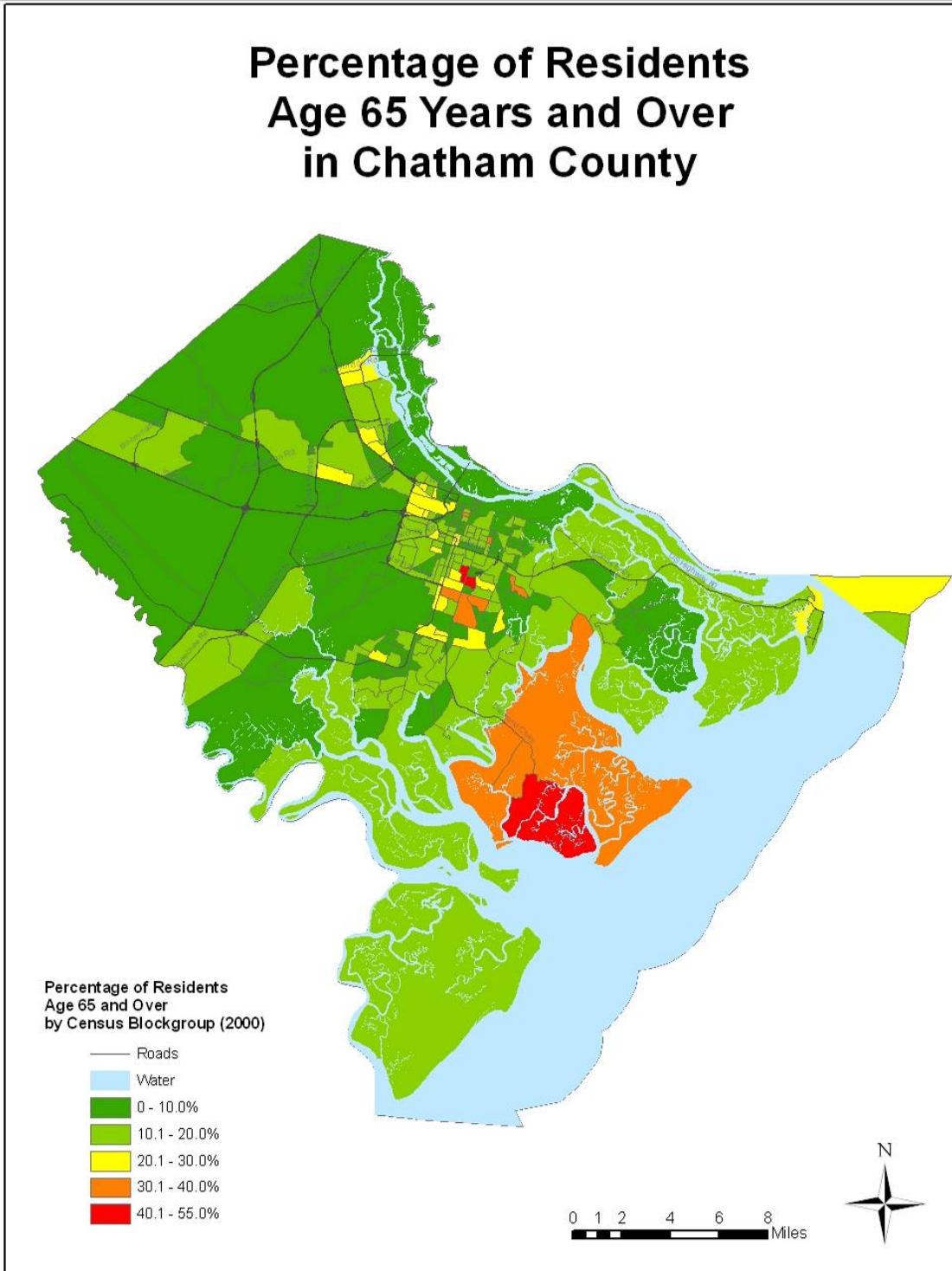


Figure 9 Elderly Residents as Percentage of Block Group Population

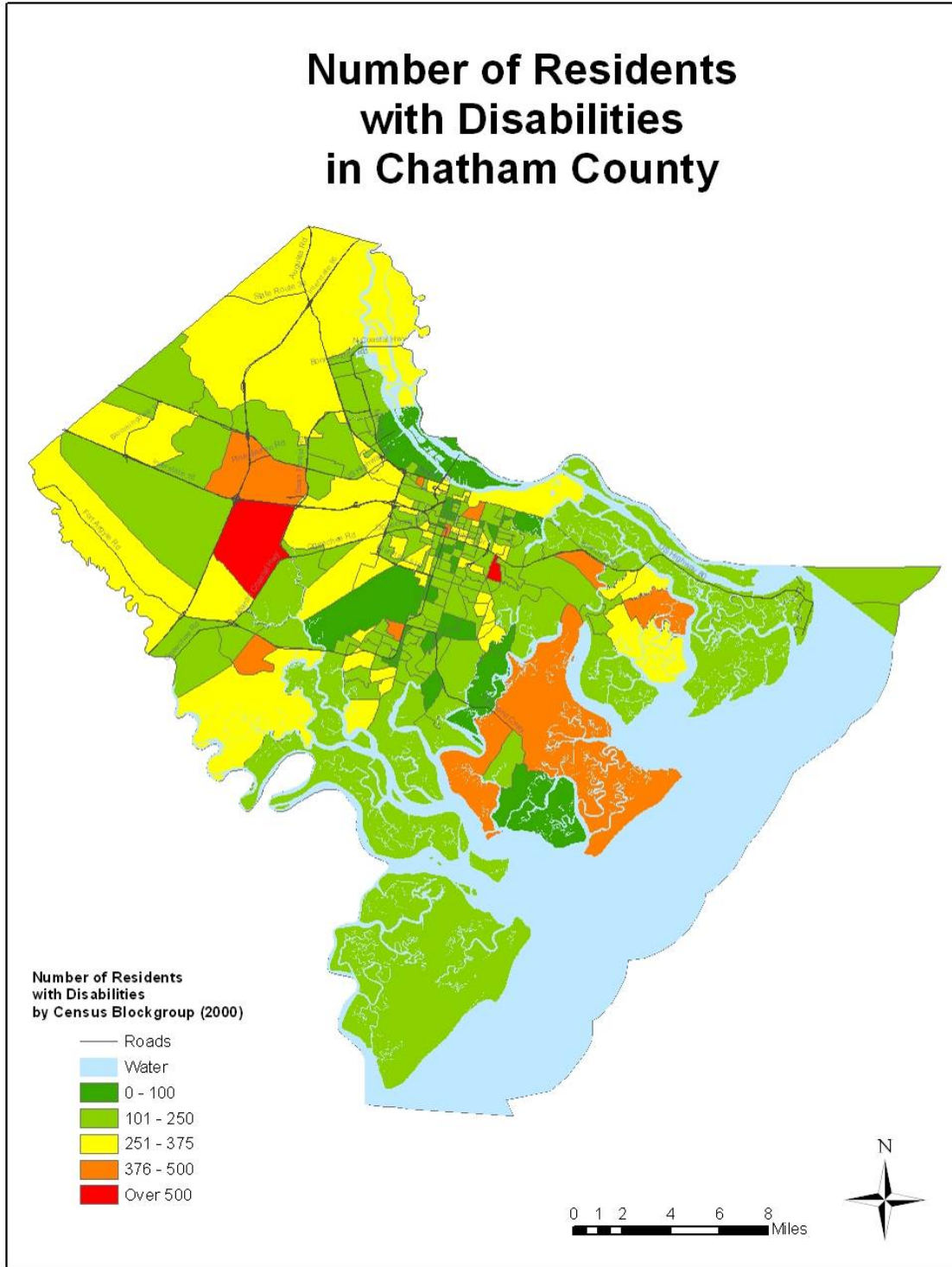


Figure 10 Disabled Residents by Census Block Group

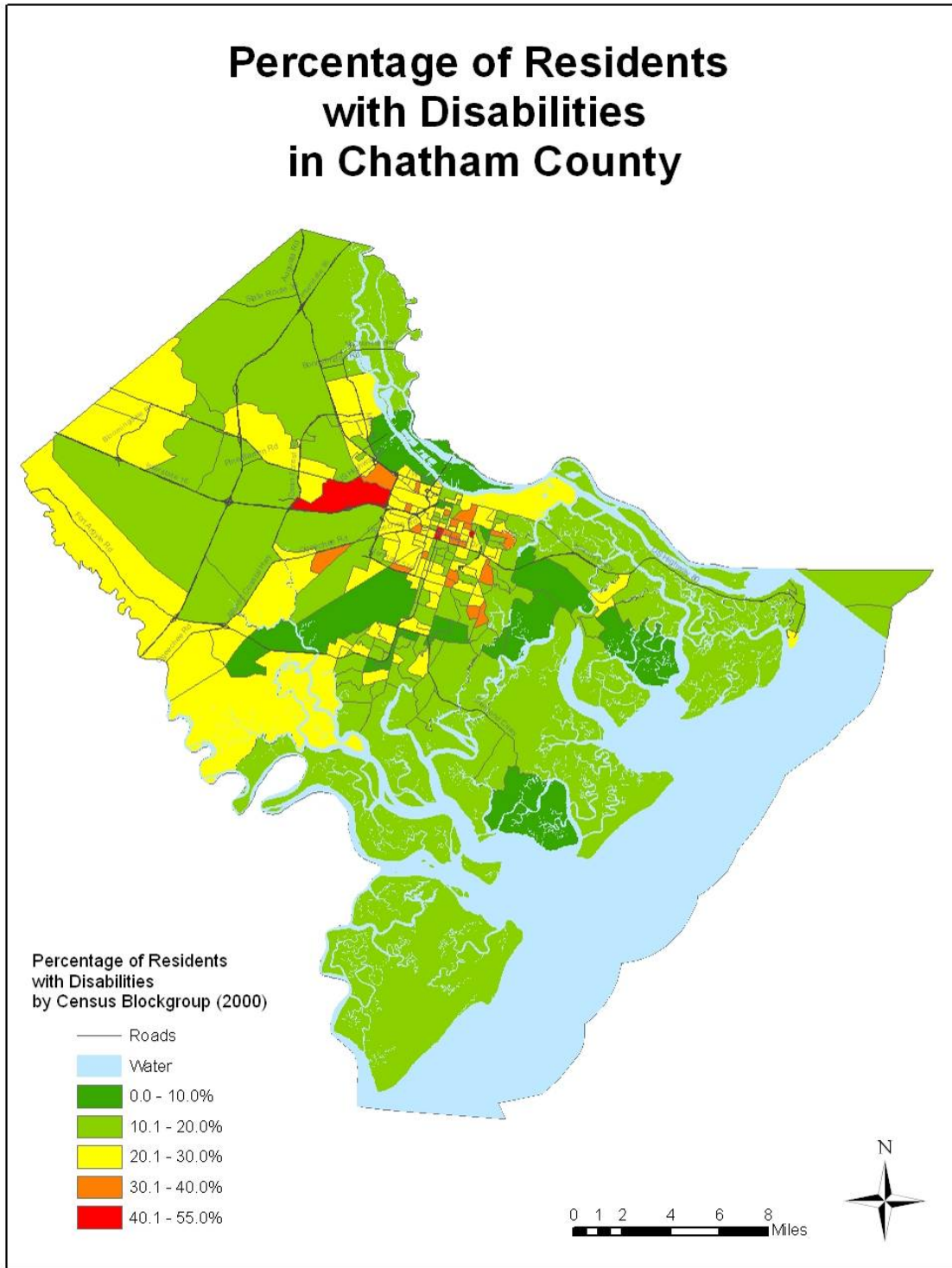


Figure 11 Disabled Residents as Percent of Block Group Population



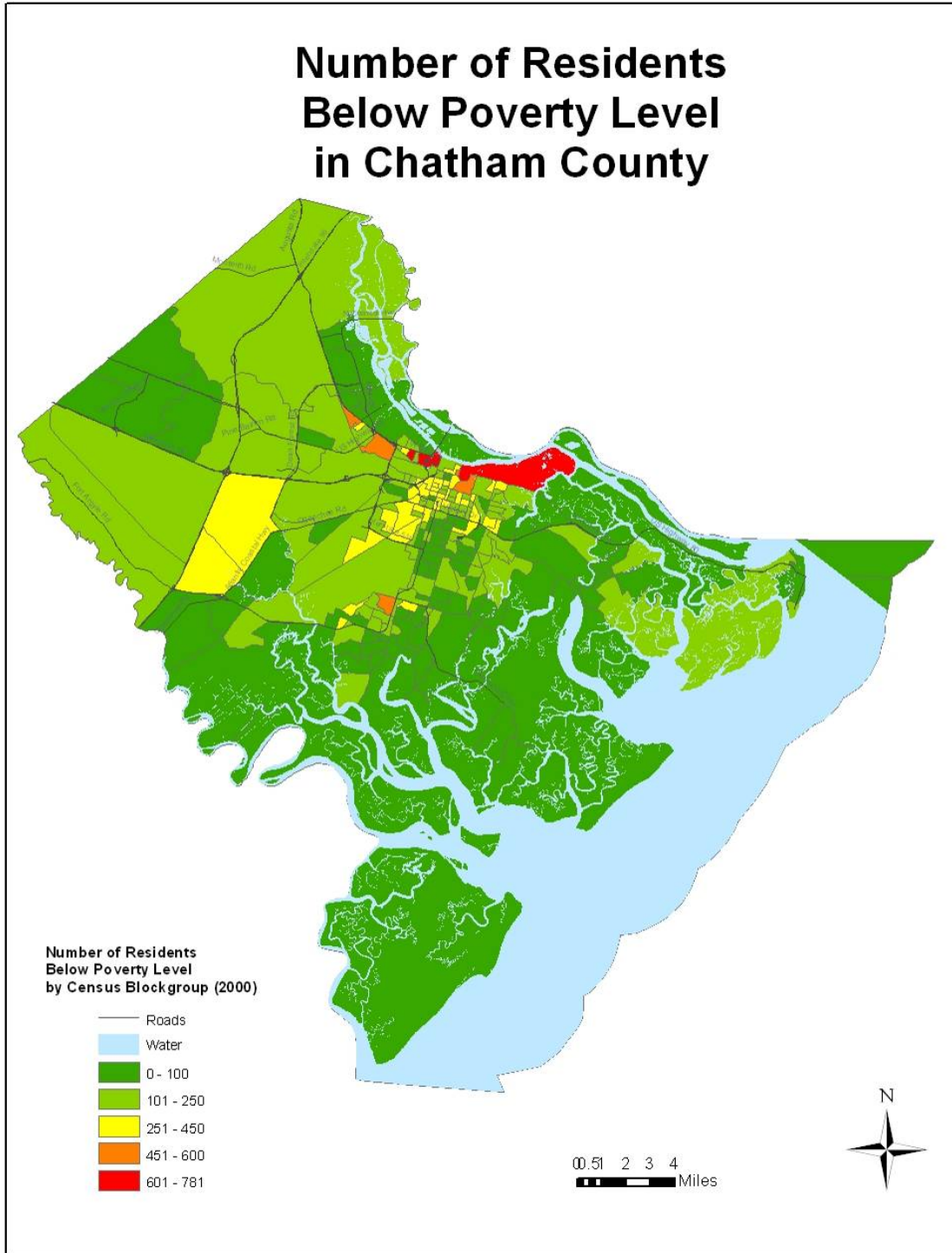


Figure 12 Number of Residents below Poverty Level by Census Block Group

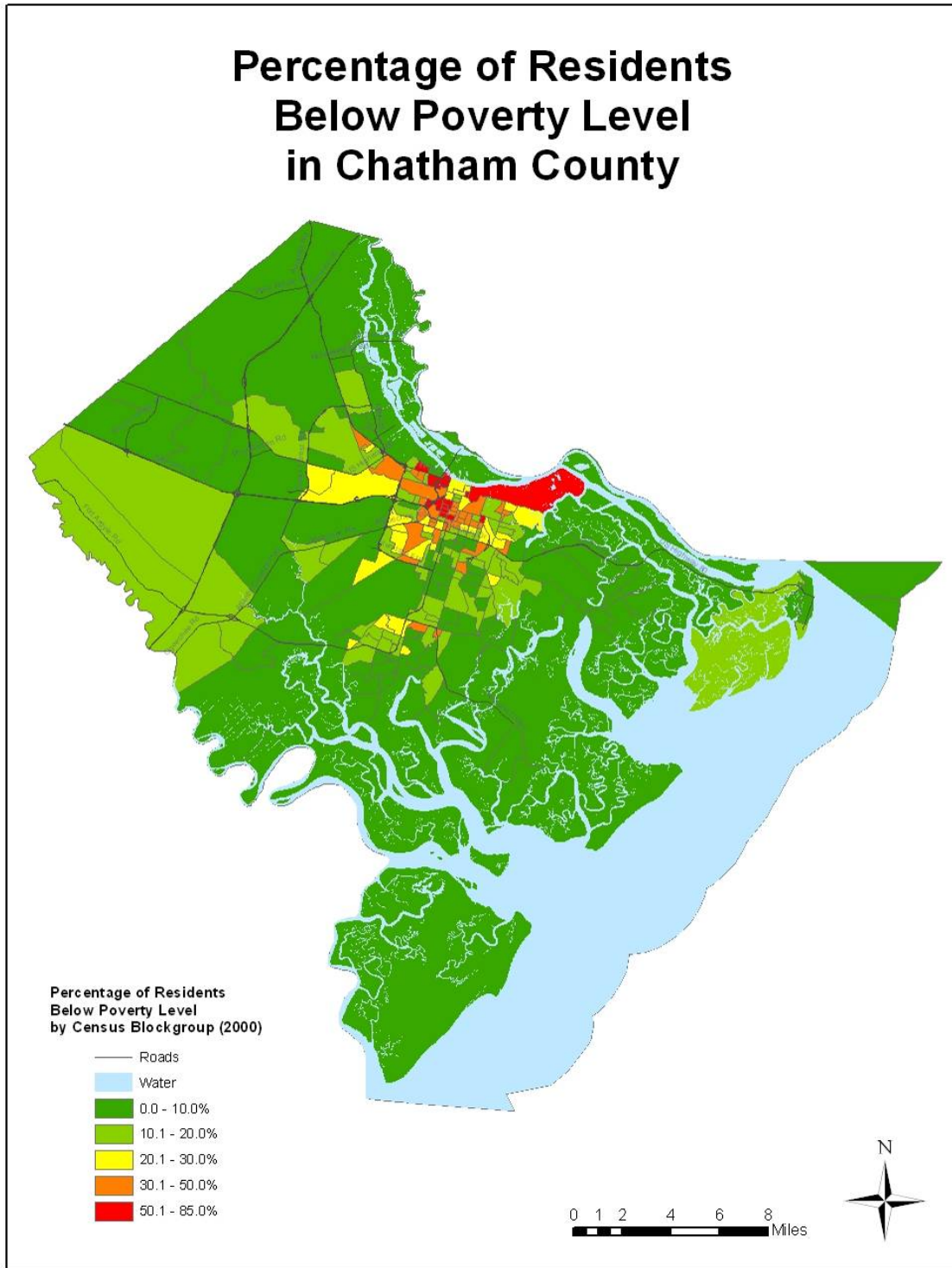


Figure 13 Residents below Poverty Level as Percent of Block Group Population

## Public Involvement Process

### Resource Group Members as Revised

Committee Member	Organization
Taffanye Young	City of Savannah - Community Planning and Development
Mohsen Badran	Goodwill Industries of the Coastal Empire, Inc.
Sean Brandon	City of Savannah - Parking Services Department
Yolanda Fontaine	Housing Authority of Savannah
Barbara Hurst	Coastal Regional Commission
Wayne Dawson	Savannah-Chatham County Fair Housing Council
Kim Anderson	Laidlaw Transit Services
Lee Grimes	Savannah Economic Development Authority
Daniel Dodd	Step Up Savannah's Poverty Reduction Initiative
Vivian Walker	Chatham Co. Department of Family & Childrens Services
Lewis Spears	Georgia Department of Human Resources
Steve Tomlinson	Georgia Department of Transportation
Patti Lyons	Senior Citizens, Inc
Mark Egan	Chairman of CORE MPO Citizens Advisory Committee
Gregg Schroeder	United Way of the Coastal Empire
Clealice Timmons	Coastal Center for Developmental Services
Lonnie Teage	Williams Court Apts./St. Joseph's Candler
Sherry Tyson	Chatham Co. Department of Family & Childrens Services
McArthur Jarrett	Chairman of Advisory Committee on Accessible Transportation
Planning Team	
Terry Harrison	Chatham Area Transit Authority
Wykoda Wang	Metropolitan Planning Commission
Jane Love	Metropolitan Planning Commission
Whitney Shephard	RS&H

### Resource Group Meetings

Two stakeholder resource group meetings were held in 2007. The first on September 17, 2007 covered the following topics:

- Existing transit services and transportation-related human services have been identified.
- Service gaps identified.
- Survey was distributed.

Public Transit - Human Services Coordinated Transportation Plan Steering Committee Meeting		
MPC Jerry Surrency Conference Room September 17, 2007 PLEASE SIGN IN:		
Name	Email Address/Representing	Phone
1. Zoe Hardenbrook	zoe.hardenbrook@DOT.state.ga.us	427-5865
2. Lauri Dworzak	ldworzak@ceds-sav.org	644-7490
3. Jane Love	lovej@thempc.org / MPO	651-1443
4. Jean Taderosa	CAT jiaderosa@catchecat.org	679-3913
5. Wykoda Wang	MPC wangw@thempc.org	651-1452
6. Sherri Lyson	DFCS slyson@DHR.State.Ga.us	651-2088
7. Miriam Walker	DFCS vwalker@dhr.state.ga.us	651-2707
8. Patricia Lyons	plyons@semorcluyers-inc	
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12.		

Figure 14 Stakeholder Resource Group/Steering Committee Attendance – September 2007



*Coordinated Public Transit-Human Services Transportation Plan*

The second resource group meeting was held on October 1, 2007. The agenda covered:

- Goals and objectives were reviewed and finalized.
- Potential projects identified were reviewed.
- Project prioritization strategies were established.

Public Transit - Human Services Coordinated Transportation Plan		
Steering Committee Meeting		
MPC Jerry Surrency Conference Room		
October 1, 2007		
PLEASE SIGN IN:		
Name	Email Address/Representing	Phone
1. Brian White	brian-white@savannahga.gov City of Savannah	651-6520
2. John Butler	john-butler@savannahga.gov / COB	651-6520
3. Wykola Wang	wangw@thempc.org , MPC	651-1452
4. Valerie Brown for	jiaderos@catchacat.org / CAT	629-3913
5. Jean Laderosa		
6. Lonnie Teague	teaguel@SJCHS.ORG (Williams Court Apt.)	933-9344
7. Jane Lowe	lowej@thempc.org Sav. MPO	651-1443
8. Yolanda Fontaine	fontaine@savannahga.com -HHS	232-4232 ext. 112
9. Barbara Foster	bfoster@coastalgeorgiaider.org	904-264-2343 x 214
10. Bill Oakley	Goodwill	
11.		
12.		

**Figure 15 Stakeholder Resource Group/Steering Committee Attendance – October 2007**



The 2008 Stakeholder Resource Group meeting focused on evaluation of four received project proposals for fiscal years 2006, 2007 and 2008 JARC and NFP funding.

## Public Transit – Human Services Coordinated Transportation Plan Steering Committee Meeting

MPC Jerry Surrency Conference Room

July 30, 2008

PLEASE SIGN IN:

Name	Email Address/Representing	Phone
1. Samuel Dudley	<i>Coastal Center for Developmental Services, Inc.</i> jdudley@ccds-sav.org	912-644-7500
2. Wypoda Wang	wangw@thmpc.org / MPO/MPC	912-651-1452
3. Whitney Shephard	whitney.shephard@rsandh.com/RS&H	912-236-5311
4. Jean Taderosa	jtaderosa@catchacat.org CAT	912-629-3913
5. Yolanda Fontaine	fontaine@savannahga.com	912-232-4232 EXT. 112
6. Jane Love	lovej@thmpc.org	912-651-1443
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Figure 16 Stakeholder Resource Group/Steering Committee Attendance – July 2008



*Coordinated Public Transit-Human Services Transportation Plan*

The 2009 Stakeholder Resource Group met to discuss revisions to the Coordinated Plan and the Program Management Plan as well as the evaluation of project proposals for fiscal year 2009 JARC and New Freedom program funds.

**Public Transit – Human Services Coordinated Transportation Planning**

**Steering Committee Meeting**

MPC Jerry Surrency Conference Room

April 9, 2009

PLEASE SIGN IN:

Name	Email Address/Representing	Phone
1. McArthur Jarrett	ACAT Chairman	
2. Zhongze Wang	CORE MPO Staff	# 651-1452
3. Jean Ladero	CAT	629-3913
4. Betty Huslin	CAT	629-3909
5. Jane Love	CORE MPO Staff	651-1443
6. Sean Brandon	sbrandon@savannahga.gov/City of Savannah	651-4291
7. Lee Gaines	SEDA	447-8450
8. Barbara Hunt	CCRC	912-262-2830
9. C.J. Campbell	TELERIDE	912 447-5839
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**Figure 17 Stakeholder Resource Group/Steering Committee Attendance – April 2009**

The 2010 Stakeholder Resource Group met to evaluate project proposals for fiscal year 2010 JARC and New Freedom program funds.

The 2011 Stakeholder Resource Group met to evaluate project proposals for fiscal year 2011 JARC and New Freedom program funds as well as to discuss revisions to the Coordinated Plan and the Program Management Plan.



**Public Meetings**

A public meeting was held on September 26, 2007 at the MPC. This meeting was held to get input to assist assessment of transportation needs of target population groups.

Public Transit - Human Services Coordinated Transportation Plan		
Public Meeting		
MPC Arthur A. Mendonsa Hearing Room		
September 26, 2007, 4:00 pm - 6:00 pm		
PLEASE SIGN IN:		
Name	Email Address/Representing	Phone
1. Marj Schneider	marjschneider@bellsouth.net	352-1415
2. Lonnie Teague	teagueL@SJCHS.ORG	233-9344
3. Jean Laderaosa	CAT	629-3913
4. Wykalar Wang	wangw@thempc.org	651-1452
5. Whitney Shephard	RS&H	236-5311
6. Megha Young	RS&H	
7. Steve Cote	RS&H	
8.		
9.		
10.		
11.		
12.		
13.		

Figure 18 Public Meeting Attendance – September 2007

Three public meetings were held in April 2009 and another three in June 2011. These six meetings were held in conjunction with the meetings of the Advisory Committee on Accessible Transportation (ACAT), the Citizens Advisory Committee (CAT), and the CORE MPO Board to collect input on proposed updates to the Coordinated Plan and the Program Management Plan.





## Proposed Strategies with Potential Provider and Funding Source

**Table 8 Proposed Transportation Strategies with Potential Provider and Funding Source**

Potential Strategy or Service	Potential Funding Program	Service Provider	Note
Travel training outreach and advertising to senior centers, special education classes, neighborhood associations, etc., on how to take buses on fixed routes	New Freedom	CAT	CAT currently has noncertified travel trainers available.
Travel trainer position and Community Transportation Association of America (CTAA) certification	New Freedom	CAT	Potential position for a travel trainer to increase outreach and public information.
Fixed route connection from elderly and disabled residential communities to retail destinations (grocery stores, etc.)	New Freedom	CAT	Possible re-routing of existing services is being explored by CAT at this time.
Purchase additional vehicles for Teleride service	New Freedom	CAT/ Veolia	
#2 West Chatham route (Crossroads Business Center segment)	JARC	CAT	existing JARC program recipient
#6 Cross-town route	JARC	CAT	existing JARC program recipient
Savannah Belles Ferry service	JARC	CAT	existing JARC program recipient
Taxi cab and vanpool operator incentives purchase accessible vehicles	New Freedom	Taxi company	CAT and the City of Savannah are coordinating with taxi companies for implementation.
Express Bus Service	JARC	CAT	CAT has implemented an express bus service along Route 14. More express bus services might be needed along other routes.
Expanded Bus Service	JARC	CAT	
User surveys to assist with identifying and mitigating unmet human services transportation needs	TBD		
Public/Private partnership outreach programs to employers to develop mobility options that tie into CAT such as shuttles or vanpools	JARC		
Public/Private partnership to enhance employer transit benefits to employees such as reduced rate transit passes	JARC		

**Table 8 Proposed Transportation Strategies with Potential Provider and Funding Source**

<b>Potential Strategy or Service</b>	<b>Potential Funding Program</b>	<b>Service Provider</b>	<b>Note</b>
Implement and/or improve connectivity between Routes 2 and 6 and other CAT fixed routes	TBD	CAT	
CAT Route 2 service expansion to include midday and increase trip frequency during peak periods	JARC/ Private funds	CAT	Partner with major employers, including the Savannah/Hilton Head International Airport, to provide expanded service to airport and nearby destinations
Service to regional Park and Ride lots	JARC	CAT	Potential employment destinations on proposed route.
Extend Route 17 service on SR 204 from Savannah Festival Outlet Center to Park and Ride lot at SR 204 and I-95	New Freedom	CAT	Primarily increases connectivity from downtown to non-urbanized services and retail. If service provides for transfer to CRC service to job locations in non-urbanized area, then it may be a reverse commute service for JARC funds.
Provide security at park and ride lots to increase use	JARC	TBD	Coordinate with GDOT; there are several hotels and restaurants that are potential reverse commute destinations near the park and ride lots.
Coordinate public transit service to Park and Ride lots with CRC to maximize funding and increase use of services	JARC/New Freedom	CAT	Service that provides for transfers at park and ride lots may be eligible for New Freedom.
Expand Teleride operations and explore potential for partnering with the CRC to pool resources such as Section 5311 funds, provide more efficient scheduling, and/or coordinate stop locations	New Freedom	CAT	
Extend service west of I-95 near new residential development	TBD	CAT	This service may not serve human services destinations.



## Designated Recipient Letter



STATE OF GEORGIA  
OFFICE OF THE GOVERNOR  
ATLANTA 30334-0900

Sonny Perdue  
GOVERNOR

December 21, 2007

Ms. Yvette Taylor, Regional Administrator  
Federal Transit Administration  
230 Peachtree St NW, Suite 800  
Atlanta, GA 30303-1512

Re: Job Access Reverse Commute (Section 5316) and New Freedom (Section 5317)  
Designated Recipient for Atlanta Region

Dear Ms. Taylor:

As required in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), public law 109-59, I am designating the following agencies as the recipient of Federal Transit Administration (FTA) funds for the Job Access Reverse Commute Transportation Program (Section 5316 – JARC) and the New Freedom Transportation Program (Section 5317 - NF).

1. Urbanized areas of 200,000 population and over:

Atlanta - The Metropolitan Atlanta Rapid Transit Authority (MARTA) and Atlanta Regional Commission (ARC) for the Atlanta Urbanized Area. MARTA will take on the Designated Roles for all government entity sponsored selected projects and ARC will take on the Designated Roles for all non-government entity ones.

Augusta – Augusta-Richmond County Commission

Chattanooga, Tennessee (Georgia Portion) – Chattanooga Area Regional Transportation Authority

Columbus – Columbus –Muscogee County Consolidated Government METRA Transit System

Savannah -Chatham Area Transit Authority



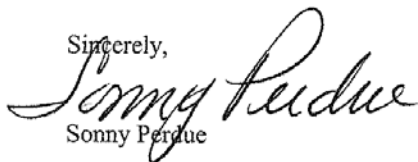
2. Areas of under 200,000 population and rural areas:

The Georgia Department of Transportation for urban areas under 200,000 population and all non-urban areas of Georgia.

Each of these agencies has developed their State Management Plans (SMP) or their Program Management Plans (PMP) as required by the federal regulations in order to implement these important public transportation programs. Should you require further information, please contact Steve Kish, Transit Program Manager, Georgia Department of Transportation at (404) 651-9210.

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Sincerely,



Sonny Perdue

cc: Gena L. Abraham, Commissioner, Georgia Department of Transportation  
Beverly Scott, General Manager, Metropolitan Atlanta Rapid Transit Authority  
Charles Krautler, Director, Atlanta Regional Commission  
Steve Stancil, Executive Director, Georgia Regional Transportation Authority  
Hayward Johnson, Director, Augusta Public Transit  
George Patti, Executive Director, Augusta –Richmond County Planning Commission  
Tom Dugan, Director, Chattanooga Area Regional Transportation Authority  
Barry Bennett, Director, Chattanooga-Hamilton County Regional Planning Commission  
Jim Wetherington, Mayor, Columbus Consolidated Government  
Rick Jones, Planning Director, Columbus Development Resource Center  
Joe Rivers, Interim Executive Director, Chatham Area Transit Authority  
Tom Thompson, Executive Director, Chatham County-Savannah Metropolitan Planning Commission  
(MPO Chief), Augusta Regional Transportation Study

