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COORDINATING SPECIALIZED TRANSPORTATION SERVICES IN NEW JERSEY

A Governor's Task Force Report
on Transportation Services for
Elderly and Handicapped Persons



Brendan Byrne, Governor

January, 1980



LOUIS J. GAMBACCINI
COMMISSIONER

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
TRENTON, N. J. 08625

October 30, 1979

Dear Governor Byrne:

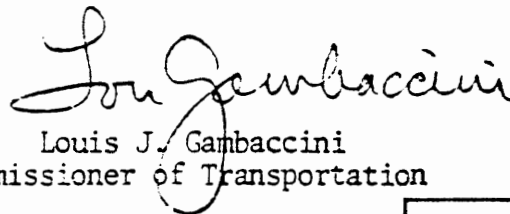
It is with great personal satisfaction that I submit to you a report which I believe will lead to improved mobility for New Jersey's transportation disadvantaged citizens. Prepared by your Task Force on Transportation Services for Elderly and Handicapped Citizens, this report advises specific changes in legislation and regulation which will improve coordination of our special services for the elderly and handicapped. These recommendations merit your careful consideration.

During the past year, the Department of Transportation, other State departments, and local agencies have worked closely to promote coordination of special transportation services. Our Department's technical assistance in this effort has led to numerous achievements at the local level: task forces have been organized, Federal planning funds sought and received, and services coordinated.

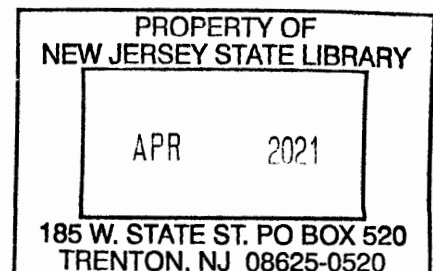
Progress has been made through communication among State departments. The cooperation of Federal agencies, essential to effective coordination efforts, has been enlisted. The recommendations of this report, if implemented, would formalize these understandings and would further the development of coordinated special transportation systems.

I look forward to your comments on the Task Force report and will be pleased to respond to any questions you may have.

Sincerely,


Louis J. Gambaccini
Commissioner of Transportation

The Honorable Brendan T. Byrne
Governor
State of New Jersey
State House
Office of the Governor
Trenton, New Jersey 08625



COORDINATING SPECIALIZED TRANSPORTATION SERVICES
IN NEW JERSEY

Governor's Task Force on Transportation Services
for Elderly and Handicapped Persons

Brendan Byrne
GOVERNOR

October 15, 1979

GOVERNOR'S TASK FORCE ON TRANSPORTATION
SERVICES FOR ELDERLY AND HANDICAPPED
PERSONS

Department of Transportation	Louis J. Gambaccini, Commissioner (Chairperson)
Department of Agriculture	Phillip Alampi, Secretary
Department of Community Affairs	Joseph LeFante, Commissioner
Department of Education	Dr. F. G. Burke, Commissioner
Department of Health	Joanne E. Finley, M.D., Commissioner
Department of Human Services	Anne Klein, Commissioner
Department of Insurance	James J. Sheeran, Commissioner
Department of Labor and Industry	John J. Horn, Commissioner
Department of Treasury	Clifford A. Goldman, State Treasurer
Developmental Disabilities Council	Catherine Rowan
County Transportation Association	Arthur L. Reuben, Chairman Frank E. Tilley, Vice Chairman

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EXECUTIVE SUMMARY

Introduction

The main responsibility of this Task Force was to study transportation services provided to the elderly and handicapped by State, local and private agencies and recommend methods of establishing a better coordinated and more efficient system. (Appendix A). It is impossible to address the need for better, more efficient, coordinated transportation for elderly and handicapped persons without looking at the state of specialized transportation in its entirety. Social service agencies have had to respond to the transportation needs of not only the elderly and handicapped but the very young, the disabled, the unemployed, the poor and others who suffer from a lack of mobility.

In FY'78, New Jersey spent over \$15 million in State and Federal funds for specialized transportation. (Appendix B). State dollars alone account for more than half of this total. This amount represents only the grants earmarked for transportation. It was impossible to determine the amount of money expended by agencies whose transportation component is a secondary service. For example, this amount does not include CETA (Comprehensive Employment and Training Act) programs which in many cases provide the salaries for drivers and administrators of specialized transportation programs.

Eighteen major sources of social service transportation funds administered by four different state agencies and twelve of their sub-divisions have been identified by the Task Force. (Appendix C). Until very recently, few

or no joint efforts were being made within State Government to ensure that these transportation funds were spent in an efficient, coordinated manner which would guarantee better service at the local level. This has resulted in duplicated, underused and expensive services in many parts of the State.

Since most of these funds originate at the Federal level, the State has far too long abdicated any role in coordination efforts. A recent preliminary inventory of local specialized transportation systems indicates large numbers of agencies are providing fragmented transportation services at the local level. (Appendix D).

The concept of coordination as a means of improving or expanding transportation services to the transportation disadvantaged is gaining increasing acceptance. (Appendix E). But a great deal of ambivalence still exists at the State and local level regarding the benefits of coordinated transportation services. Although social service agencies may approve of the "idea" of coordination, actually implementing the concept threatens their control of funds, clients and visibility. State agencies find coordination brings with it a multitude of problems. Some concerns are labor agreements, changes in present funding mechanisms, accountability and conflicts with private local operators.

The major hindrance to coordination is people. The second major hindrance is the "perception" of barriers contained in Federal, State and local rules and policies rather than the rules and policies themselves.

Recommendations

An eight month study of coordination and implementation of the recommendations listed below cannot possibly resolve all of the problems which have developed over the past fifteen years of social service trans-

portation. In fact, the Task Force should form the basis of an inter-departmental advisory group which would continue to study the issue and work closely with the New Jersey Department of Transportation's (NJDOT) Office of Coordinated Transportation.

The recommendations found in this report are summarized here:

- A Transportation Coordination Office should be established in each of the twenty-one counties to coordinate specialized transportation services. Legislation, based on Assembly Bill 890, should be enacted which would include seed monies for this purpose. (Page 63)
- The Department of Transportation should establish an Office for Coordinated Transportation and assume a lead role in coordinating social service and para-transit operations in the State. (Page 65)
- Coordination efforts of specialized transportation at the State and local level must include mass transportation services. This issue should be a priority of the Office for Coordinated Transportation. (Page 48)
- State agencies funding specialized transportation should mandate that potential recipients of funds demonstrate how they will coordinate and/or consolidate their transportation service with other agencies or with a county-wide service where available before funding is awarded. (Page 8)
- Special transportation vehicles directly operated by the State at the local level should be coordinated with existing county-wide services, or the State service should be sub-contracted to the local coordinating agency. (Page 39)

- The school bus legislation which permits local boards of education to transport elderly groups should be extended to handicapped groups. To promote the maximum utility of this now underutilized public resource, further consideration should be given to broadening such use to other community groups on a cost basis. The present geographic limits should be eliminated and broader ones should be established at the discretion of the local school board. (Page 40)
- The smaller school bus vehicles (16 passenger and under) are viable for use in coordinated transportation services. Legislation is needed to allow these vehicles to be used in a coordinated system at the discretion of the local school board. (Page 40)
- State agencies need to review and better define for local operators their regulations in order to promote coordinated usage of vehicles. (Page 41)
- The NJDOT should receive monies enabling it to sponsor demonstration projects on the use of taxicabs for specialized transportation, use of coordinated systems as feeder services to regular transit and special transit services as part of a mass transit operation. (Page 50)
- Private, non-profit agencies providing social service transportation should form a statewide private, non-profit corporation or association with the assistance of the State Departments of Insurance and Transportation for the purpose of purchasing a collective insurance policy, developing driver training programs, and setting

appropriate limits of liability for themselves. (Page 59)

- The NJDOT should undertake a study on the impact of lifting the peak period hour restrictions on the Reduced Fare Program for Elderly and Handicapped Persons and make appropriate recommendations to the Legislature. (Page 42)
- All planning steps and transition plans for implementing Section 504 of the Rehabilitation Act must include input from handicapped consumers. (Page 45)
- The New Jersey Congressional Delegation should be asked to support categorical funding for Section 504 compliance for transportation. (Page 47)
- New Jersey's Congressional Delegation should be encouraged to develop legislation which would streamline Federal funding regulations for special transportation. (Page 8)
- Rural social service transportation services and resources should be integrated within public transit services now being planned in rural and small urban areas. (Page 52)
- State fiscal and program reporting requirements for local transportation agencies should be standardized through the NJDOT's Office of Coordinated Transportation. (Page 61)
- Transportation agencies must set service priorities to ensure service is provided according to real needs. Priorities for elderly clients may differ from those of handicapped persons. (Page 61)

- Local agencies must look seriously at passenger contributions and/or fares as another source of income for transportation services. (Page 62)
- The Task Force should form the basis of an Interdepartmental Advisory Group to the Office for Coordinated Transportation in order to ensure the smooth implementation of Section 504 and foster interagency cooperation and agreement at the State level which are needed to further the State's coordination efforts. (Page 47)

Section I

THE ROLE OF THE FEDERAL GOVERNMENT

The U. S. General Accounting Office in its 1977 report on Federal transportation programs identified 114 funding sources for transportation. Actually, eight Federal programs provide most of the transportation services for elderly and handicapped persons.

They are:

1. Urban Mass Transportation Act of 1964, as amended
2. Older Americans Act of 1965, as amended
3. Rehabilitation Act of 1973, as amended
4. Developmental Disabilities Services and Facilities Construction Act of 1970, as amended
5. Title XIX of the Social Security Act
6. Title XX of the Social Security Act
7. Community Services Act of 1974, as amended - Title XX
8. Community Services Act of 1974, as amended - Title V

All eight programs mandate or encourage various forms of coordination. A recent U. S. Department of Transportation (USDOT) report indicated that federal officials interviewed within each Department responsible for the above programs supported the concept of coordinated transportation. But the report pointed out that certain federal requirements might be perceived as barriers to coordinated transportation due to state or local interpretations of Federal rulings, policies and procedures. Also, policies and regulations promulgated in Washington are subject to varying interpretations by Federal Regional Representatives to State Agencies.

In New Jersey, the State government, which is responsible for administering the programs listed above as well as others, suffers from a lack of any unified statewide policy on coordinated transportation service. As a result, many times regulations and procedures are interpreted differently by the departments administering programs or their field representatives at the local level. This has led to confusion among local operators as to what can and cannot be done to effect a coordinated system.

Since the Federal government's role is so large, State agencies have many times looked to the "Feds" to resolve the issue of coordination rather than take the initiative. This attitude must change. The State can play a significant role and does since it funds local services. State agencies funding social service transportation should mandate that potential recipients of funds demonstrate how they will coordinate the transportation service with their agencies or with a county-wide service where available before funding is awarded.

The Tables on the following pages are a summary of a Federal statutory and regulatory analysis of incentives and barriers to coordinating transportation services for the elderly and handicapped contained in the USDOT's publication Coordinating Transportation Services for the Elderly and Handicapped.

Table A : FEDERAL FUNDING REQUIREMENTS

Department Statute	Description	Federal Match	Non-Federal Match	Funding Flow	Joint Funding	Maintenance of Effort
<i>Department of Transportation</i>						
<u>Urban Mass Transportation Act of 1964, as amended</u>						
1. Section 3 and Sec. 16(b)(1)	Discretionary Capital Grants	80 percent	20 percent	Federal to local, Discretionary Project Grant	— 0 —	— 0 —
Section 5	Capital and Operating Formula Grants	80 percent-capital 50 percent-operating	20 percent 50 percent	Federal to local, Formula Grant	— 0 —	Law provides Secretary of DOT with authority to issue regulations re: maintenance of effort
Section 9	Discretionary Technical Studies Grants	80 percent	20 percent	Federal to local (or State) grantee	— 0 —	— 0 —
2. Section 16(b)(2)	Discretionary Capital Grants for Elderly and Handicapped	80 percent	20 percent-cash	Federal to State to local	— 0 —	— 0 —
3. Section 18	Formula Grants for Nonurbanized areas	80 percent-capital and administrative 50 percent-operating	20 percent 50 percent	Federal to State (governor) designated administering agency	— 0 —	Regulations note that states should encourage continuation of existing funding (State & local) without imposing a formal maintenance of effort requirement on local applicants
<i>Department of Health, Education, and Welfare</i>						
<u>Older Americans Act of 1965, as amended</u>						
1. Title III Area Planning and Social Services Program	Formula Grants for State and Community Programs on Aging & Area Planning and Social Services.	State planning and administration--75% Administration of area plans--75 percent Social services under area plans--90 percent Social services not under area plans--75%	25%-in cash or in-kind--must be met by State sources 25 percent cash or in-kind 10 percent cash or in-kind 25 percent cash or in-kind	Federal to State to local, Formula Grant	Provision in Statute. Only utilized for discretionary R&D activities ----- Provision in law exempts all programs under the Older Americans Act from any authority under the Joint Funding & Simplification Act of 1974.	Prohibits reduction of expenditures, including non-Federal share, for any activity funded under Title III, from one year to the next

A: (continued)

Department Statute	Description	Federal Match	Non-Federal Match	Funding Flow	Joint Funding	Maintenance of Effort
Older Americans Act of 1965 (con't) 2. Title III, Part C ¹	Formula Grants Nutrition Services for the Elderly	90 percent	10 percent in cash or in-kind			
Rehabilitation Act of 1973, as amended 1. Title 1 Vocational Rehabilitation	Formula Grants for Vocational Rehabilitation Services	80 percent	20 percent	Federal to State Formula Grant	Provision in Act and regulations (only utilized for discretionary R&D projects) same as Title III of Older Americans Act.	Amounts payable to States (allotments) for VRS for any fiscal year shall be reduced by the amount (if any) by which expenditures from non-Federal sources are less than the non-Federal expenditures for this Program for FY 1972.
The Developmental Disabilities Services and Facilities Construction Act of 1970, as amended 1. Formula Grant Program	Services for the developmentally Disabled Formula Grants	75 percent 90 percent for projects located in urban or rural poverty areas	25 percent-cash or 10 percent-in-kind Total non-Federal share may be provided in-kind	Formula Grants to State for 1) Basic Support and 2) Advocacy Systems	No provision	Federal funds must be used to supplement or increase purposes for which Federal funds made available; not to supplant Federal funds. Aggregate level of State, local, and non-profit funds for activities under the State plan shall be at least no lower for any fiscal year than for the immediately preceding fiscal year.
Social Security Act of 1935, as amended 1. Title XIX-Medicaid-Medical Assistance Programs	Medical Assistance Programs Formula Grants	Federal medical assistance percentage ranges from 50% to 83% Administration of State plan - 50%	Varies-related to State's medical assistance percentage--cash 50% in cash	Formula Grants - States--quarterly allowance based on State's federal medical assistance percentage	No provision	No provision

¹ PL 95-478 made Title VII Part C of Title III (with separate authorizations).

A : (continued)

Department Statute	Description	Federal Match	Non-Federal Match	Funding Flow	Joint Funding	Maintenance of Effort
Social Security Act (continued) 2. Title XX Social Services for Individuals and Families	Formula Grants for Social Service Program for Individuals and Families	90% family planning services 75% other services ²	10 percent-cash 25% percent cash	Formula Grants States	— 0 —	The aggregate level of service expenditures made directly from state & local funds cannot be less than the aggregate expenditures for the provision of services appropriated during FY73 or FY74, whichever is less.
Community Services Administration Community Services Act of 1974, as amended 1. Title II Community Action Program	Discretionary Grants for Community Action Programs	Declining match-80% ¹ FY'76, 60% FY'77 Exception for CAP agencies receiving annual allotments of \$300,000 or less- 75 percent FY'76 70 percent FY'77	20 percent 40 percent 25 percent 30 percent in cash or in-kind	Federal to local, Discretionary Grants	Provision in law, Same as Older Americans Act, Rehabilitation Act	Under the law, services provided by CAP agencies must be in addition to and not in substitution for services previously provided without Federal assistance. Funds or other resources under Community Action Programs must not be diminished in order to provide the non-Federal share
(Administered by HEW) 2. Title V Head Start	Discretionary Grants for Head Start Programs	80 percent	20 percent cash or in-kind	Federal to local; Discretionary Grant	No provision	Head Start Programs must increase and supplement existing levels of local support. These projects may not replace projects previously funded by non-Federal sources. Resources formerly directed to existing Head Start-related efforts must not be diverted to the Head Start Grants in order to meet the non-Federal share requirements.

¹Pending legislation amending the Community Services Act may eliminate declining match -- Federal match would be 80%.

²State expenditures for social services can be Federally funded at a 75/25 match only up to the State's share of the national total of \$2.5 billion a year.

Table B : FEDERAL PLANNING REQUIREMENTS

Department Statute	Description	State Plan Requirement and Responsibility	State Plan Submission and Approval	Local Plan Requirement and Responsibility	Local Plan Submission and Approval	Public Review Process
<i>Department of Transportation</i> <u>Urban Mass Transportation Act of 1964, as amended</u>					— 0 —	— 0 —
1. Section 3	Discretionary Capital Grants	Not Required	— 0 —	MPO		
Section 5	Capital & Operating Formula Grants	Not Required	— 0 —	MPO ¹	— 0 —	— 0 —
Section 16(b)(1)						
Section 9	Technical Studies	Not Required	— 0 —	— 0 —	— 0 —	— 0 —
2. Section 16 (b) (2)	Capital Grants for Elderly and Handicapped	Not Required	— 0 —	— 0 —	— 0 —	— 0 —
3. Section 18	Formula Grants for Nonurbanized Areas	Not Required	— 0 —	— 0 —	— 0 —	— 0 —
<i>Department of Health, Education, and Welfare</i> <u>Older Americans Act of 1965, as amended</u>						
1. Title III Area Planning and Social Services Program	State & community Programs on Aging; Area Planning and Social Services-Formula Grants	Required ² once every 3 years with annual reports — Prepared by State Agency on Aging.	approved by Commissioner on Aging, AoA, after submission to and approval by governor. Plans submitted to AoA 60 days prior to every third fiscal year ³	Area plans for area planning and services program, by Area Agencies on Aging once every 3 years with annual reports.	To governor for approval, ⁴ every third fiscal year with annual updates.	State conducts public hearings on State plan. Area agency conducts public hearings on area plans.

B. (continued)

Department Statute	Description	State Plan Requirement and Responsibility	State Plan Submission and Approval	Local Plan Requirement and Responsibility	Local Plan Submission and Approval	Public Review Process
Older Americans Act (continued)						
2. Title III, Part C Nutrition Services for the Elderly	Nutrition Services	— 0 —	— 0 —	— 0 —	— 0 —	— 0 —
Rehabilitation Act of 1973, as amended 1. Title I Vocational Rehabilitation	Vocational Rehabilitation Services — Formula Grants	Required every 3rd fiscal year, with annual updates. Prepared by State Vocational rehabilitation agency	Approved by HEW regional directors of RSA. Must be submitted by State rehab. agency no later than July 1. 90 days (Oct. 1) allotted for approval process.	— 0 —	— 0 —	— 0 —
The Developmental Disabilities Services and Facilities Construction Act of 1970, as amended 1. Formula Grant Program	Services for the Developmentally Disabled — Formula Grants.	Required — once every 3 years, with annual reports. Prepared by State council on developmental disabilities in conjunction with State developmental disability agency.	Approved by HEW. Must be submitted 60 days prior to fiscal year which begins next 3 year cycle for which plan is applicable. Submitted by State council on developmental disabilities.	— 0 —	— 0 —	— 0 —

B; (continued)

Department Statute	Description	State Plan Requirement and Responsibility	State Plan Submission and Approval	Local Plan Requirement and Responsibility	Local Plan Submission and Approval	Public Review Process
<u>Social Security Act, as amended</u>						
1. Title XIX Medicaid-Medical Assistance Prog.	Medical Assistance Programs - Formula Grants	Required - once, upon a State's entry into the program. Prepared by State Title XIX agency.	Approved by HEW.	— 0 —	— 0 —	— 0 —
2. Title XX Social Services for Individuals and Families	Social Services Program for Individuals and Families — Formula Grants.	Required annually. Prepared by State Title XX agency	Approved by Governor and by HEW Regional Office. Final services plan must be submitted to HEW Regional Office for approval no later than 5 days after publication of Final Plan as a display advertisement in local newspapers.	No local plan required	— 0 —	1. Proposed State Plan must be published in local newspapers 90 days prior to beginning of program year, with 45 days public review & comment period. 2. Final State Plan must be published at expiration of comment period. 3. Amendments to State Plan must be published with 30 day review & comment period in each geographic area of the State affected by amendment.
5. <u>Community Services Act of 1974, as amended</u>						
1. Title II Community Action Program	Community Action Programs - discretionary grants	— 0 —	— 0 —	Grant application - prepared by Grantees in conjunction with Policy Board, etc.	Grantee applications reviewed by Governor approved by CSA. Grant application renewable as necessary.	CAP agency Policy Boards or Advisory Committees may review application policies, etc.

B : (continued)

Department Statute	Description	State Plan Requirement and Responsibility	State Plan Submission and Approval	Local Plan Requirement and Responsibility	Local Plan Submission and Approval	Public Review Process
<p>Community Services Act (continued) (Administered by HEW) 2. Title V Head Start</p>	<p>Head Start — Discretionary Grants</p>	<p>— 0 —</p>	<p>— 0 —</p>	<p>Grant application, refunded annually.</p>	<p>Grant application & plans reviewed by Governor. Grantee must develop plan for implementing performance standards re: education, health & mental health, social services, and parent involvement. Annual review by grantee, policy councils or committees and updated as necessary.</p>	<p>Head Start Policy Boards or Advisory Committees review plans annually</p>

15.

¹Metropolitan Planning Organization.

²Title III and plans incorporated into a single State plan.

³Annual State plans were required until enactment of PL 95-478 on October 18, 1978, which established 3-year planning process.

⁴PL 95-478, requires Area plans to make up basis for Title III State plans.

⁵Annual State plans were required until enactment of PL 95-602 which established 3-year planning process.

⁶Annual State plans were required until enactment of PL 95-602 which established 3-year planning process.

Table C: FEDERAL PROGRAMMING REQUIREMENTS
 DOT - Urban Mass Transportation Administration/Federal Highway Administration

Department Statute	Description	State Programming	Local Programming	Program/Project Submission and Approval	Public Hearings	
Department of Transportation <u>Urban Mass Transportation Act of 1964, as amended</u> 1. Section 3	Discretionary Capital Grants	— 0 —	TIP ¹ - MPO	MPO submits TIP (and annual element) to 1)the governor and UMTA; and 2)through the state to FHWA.	Public hearings required for applications for projects proposed under Sections 3 and 5.	
	Section 5	— 0 —	TIP - MPO			
	Section 16(b)(1)	— 0 —	TIP			— 0 —
	Section 9	Technical Studies	— 0 —			— 0 —
2. Section 16(b)(2)	Capital Grants for Elderly and Handicapped	— 0 —	— 0 —	State DOT submits 16 (b)(2)applications to UMTA for approval. 16(b)(2) projects are identified in the TIP in urbanized areas; in the TDP ² in nonurbanized areas.	— 0 —	
3. Section 18	Formula Grants for Nonurbanized Areas	Each Section 18 project identified in Annual Program for Highway Projects.		At State's option, annual program may contain (complete)Project applications.The state may request FHWA Division Administration approval of annual program and authorization of funds for individual projects that contain the project supporting information specified in regulations.	— 0 —	

¹TIP, including annual element submitted to: 1)Governor and UMTA; and 2)through State to FHWA.

²Transportation Development Plan.

Table D-1: FEDERAL REQUIREMENTS REGARDING SERVICES

Department Statute	Program Purpose - Goals	Eligibility	Definition Elderly/Handicapped	Services Identified or Defined	Geographic Coverage
<p><i>Department of Transportation</i></p> <p>1. <u>Urban Mass Transportation Act of 1964, as amended</u></p> <p>Section 3</p> <p>Section 5</p> <p>Section 16(b)(1)</p>	<p>1) Assist in development of improved mass transportation facilities, equipment techniques, and methods;</p> <p>2) Encourage planning and establishment of areawide urban mass transportation systems;</p> <p>3) Provide assistance to State & local governments in financing such systems to be operated by public or private mass transportation companies. All activities undertaken with cooperation of public & private mass transportation companies.</p>	<p>General public with special efforts re: the elderly & handicapped.</p> <p>Public bodies are eligible for 16(b)(1) to assist in providing transportation services to elderly and handicapped.</p>	<p>Regulations define "elderly and handicapped persons" as those individuals who, by reason of illness, injury, age, congenital malfunction or other permanent or temporary incapacity or disability, are unable without special facilities or special planning or design to utilize mass transportation facilities and services as persons who are not so affected.</p>	<p>"Mass transportation" is defined as: Transport by bus, rail, ... or other conveyance, either publicly or privately owned, which provides to the public general or special service (but not including school buses or charter or sightseeing service) on a regular and continuing basis.</p>	<p>Urban areas, and in some cases, nonurbanized areas.</p>
<p>2. Section 16(b)(2)</p>	<p>For the specific purpose of assisting <u>private non-profit</u> corporations and associations in providing transportation services to meet the special needs of elderly & handicapped persons for whom <u>mass transportation services planned, designed, & carried out</u> to meet such special needs (of the elderly & handicapped) are unavailable, insufficient, or inappropriate.</p>	<p>Local private non-profit corporations and associations, to assist in providing transportation services to <u>elderly and handicapped</u>.</p>	<p>SEE ABOVE</p>	<p>Not defined as mass transportation; instead as transportation services to meet the special needs of the elderly & handicapped.</p>	<p>Urban and nonurbanized areas.</p>

Department Statute	Program Purpose - Goals	Eligibility	Definition Elderly/Handicapped	Services Identified or Defined	Geographic Coverage
3. Section 18	Federal assistance for public transportation in rural and small areas. The goals of this program are to enhance access of people in nonurbanized areas for purposes such as health care, shopping, education, recreation, public services and employment by encouraging the maintenance, development, and use of passenger transportation systems.	Eligible recipients may include State agencies, local public bodies and agencies thereof non-profit organizations, and operators of public transportation services in areas other than urbanized areas.	SEE ABOVE	See Sections 3, 5, & 16(b)(1)	Nonurbanized and small areas
<p><i>Department of Health, Education, and Welfare</i></p> <p><u>Older Americans Act of 1965, as amended</u></p> <p>1. Title III</p> <p>Area Planning and Social Services Program</p>	Encourage and assist State and local agencies to concentrate resources in order to develop greater capacity and foster the development of comprehensive and coordinated service systems to serve older persons by entering into new cooperative arrangements with each other and with providers of social services for planning for the provision of and providing special services.	Elderly - no age limit established in law or regulations. (Funding formula for Title III based in part on age 60 and over. Designation of PSAs in which area plans developed based on percentage of persons aged 60 & over.)	Not defined	Fourteen categories of services are defined in regulations, including: coordination activities, transportation services, and services designed to encourage and assist older persons to use facilities and services available, including outreach and escort services.	<p><u>Planning & Service Areas (PSAs)</u> in which area plans are developed must "encompass no less than 55 percent of the total population by persons aged 60 or over in the State. Exceptions made when: 1) State's Area Planning & Social Services allotment insufficient to meet this objective; 2) requirement will result in serious barriers to achieving goals & objectives of program & 3) would be difficult to implement because of size & distribution of elderly population in State. PSAs include cities, counties, or multi-county areas (6 in select cases, PSAs are Statewide.)"</p>

Department Statute	Program Purpose - Goals	Eligibility	Definition Elderly/Handicapped	Services Identified or Defined	Geographic Coverage
<p>1. Older Americans Act (continued)</p> <p>2. Title III, Part C Nutrition Services for the Elderly</p>	<p>To provide older persons with nutritionally sound meals served in strategically located centers where they can obtain other social and rehabilitative services. In addition to meals, program is intended as a means of reducing isolation.</p>	<p>Age 60 and over and cannot afford or lack skills/knowledge to prepare nourishing meals, or have limited mobility, or have feelings of rejection or loneliness which reduce incentive to prepare and eat meals alone. Spouses of such individuals are also eligible for this program.</p>	<p>Elderly -- defined by age 60+.</p>	<p>Six supportive services are identified, to be provided in addition to meals. Transportation is cited as one of these supportive social services.¹</p>	<p>Varies - State agency establishes criteria for minimum size of nutrition projects (e.g., area coverage).</p>
<p><u>Rehabilitation Act of 1973, as amended</u></p> <p>1. Title I Vocational Rehabilitation</p>	<p>Assist States meet the current and future needs of handicapped individuals, so that such individuals may prepare for and engage in gainful employment to the extent of their capabilities.</p>	<p>An eligible individual is one who has been certified to: have a physical or mental disability that constitutes or results in a handicap to employment and who may reasonably be expected to benefit in terms of employability from the provision of such services.</p> <p><u>Client Population</u> Consists of handicapped individuals who are undergoing evaluation or receiving services under the Vocational Rehabilitation Program.</p>	<p>"Handicapped individual" is defined as an individual: 1) who can reasonably be expected to benefit in terms of employability, from vocational rehabilitation services or 2) for whom an extended evaluation of rehabilitation potential is necessary to determine whether he might reasonably be expected to benefit in terms of employability from vocational rehabilitation services.</p> <p>"Severely handicapped individual" is defined as an individual: 1) who has a severe physical or mental disability which seriously limits functional capacity; 2) whose vocational rehabilitation would require multiple VR services over an extended period of time</p>	<p>Physical and mental restorative services are defined as: services which are necessary to correct or modify within a reasonable period of time, a physical or mental condition which is stable or slowly progressive. 18 different services are identified in this category. <u>Rehabilitation Facility</u> is defined as: a facility which is operated for the primary purpose of providing vocational rehabilitation services to handicapped individuals, and which provides singly or in combination one or more of 12 identical services. <u>Transportation</u> is defined as necessary travel & related expenses including subsistence during travel in connection with transporting handicapped individuals & their attendants or escorts for the purpose of providing rehabilitation services under the State plan.</p>	<p>Statewide</p>
<p>¹PL. 95-478 provides that, after 2 years of enactment, Title III, Part C, will only support meal services and delivery, and will no longer fund supportive social services.</p>					

Department Statute	Program Purpose - Goals	Eligibility	Definition Elderly/Handicapped	Services Identified or Defined	Geographic Coverage
<u>Rehabilitation Act (continued)</u>				Transportation also identified as one of the 13 vocational rehabilitation services that may be provided to a handicapped individual.	
<p><u>The Developmental Disabilities Services and Facilities Construction Act of 1970, as amended.</u></p> <p>1. Formula Grant Program</p>	To improve and coordinate the provision of services to persons with developmental disabilities and to establish a system for the protection and advocacy of their rights.	The definition of "developmental disability" describes the type of conditions & disabilities affecting persons eligible for services under this Act.	Definition of developmental disability includes conditions attributable to mental retardation, cerebral palsy, epilepsy, or autism; closely related to mental retardation because it results in similar impairments; originates before age of 18; is progressive; and constitutes a handicap to the ability to function normally in society.	Services for persons with developmental disabilities defined as specialized services or adaptations of generic services directed toward alleviation of a developmental disability or toward social, personal, physical, or economic habilitation or rehabilitation of persons with such disability: Seventeen services are identified, including transportation services.	At least two service categories must be provided Statewide.
<p><u>Social Security Act, as amended</u></p> <p>1. Title XIX Medicaid-Medical Assistance Programs</p>	Assistance to States for medical assistance to low income persons who are age 65 or over, blind, disabled, or members of families with dependent children.	<p><u>Categorically Needy:</u> persons receiving financial assistance or eligible for financial assistance under Title IV-A or XVI of the Social Security Act, or a State supplement to Title XVI.</p> <p><u>Medically Needy:</u> Persons having income & resources which exceed the amount of income & resources allowed the categorically needy, but which are insufficient to meet the costs of necessary medical and remedial care, at State's option.</p>	Not defined	Seventeen services for which a State may receive Federal financial participation under Medicaid are delineated in the law & regulations. The categorically needy must be provided with at least the first 5 services; the Medically Needy must be provided with the first 5 services cited or any 7 of the services from the entire list. Transportation not included in this listing. Regulations require that the State plan specify that there will be provision for assuring necessary transportation to &	Statewide

Department Statute	Program Purpose -- Goals	Eligibility	Definition Elderly/landicapped	Services Identified or Defined	Geographic Coverage
<u>Social Security Act (continued)</u>				from providers of service and describe methods that will be used. When recognized by State law; transportation (as cited in regulations) includes expenses for transport and other related travel expenses necessary to secure medical examinations &/or treatment when determined by the State Medicaid agency to be necessary to the individual.	
2. Title XX Social Services for Individuals and Families	To encourage States to furnish services directed at five specific goals: 1) economic self-support to prevent, reduce or eliminate dependency; 2) achieve or maintain self-sufficiency; 3) prevent or remedy neglect, abuse, or exploitation of children & adults unable to protect their own interests, or preserving, rehabilitating, or reuniting families; 4) prevent or reduce inappropriate institutions of care by providing for community-based or home-based or other forms of less intensive care; and 5) securing referral or admission for institutional care when other forms of care are inappropriate, or providing services to individual in institutions.	Three categories of low-income individuals may receive services under Title XX: 1) <u>Income Maintenance Status</u> --refers to persons eligible for cash assistance payments made under the AIDC, SSI, or State supplementary payments program; 2) <u>Income Status</u> --refers to persons whose family gross income is less than 115% (or at State option, a lower percentage) of the median income of a family of four in the State adjusted for size of family and individuals whose eligibility is determined on a group basis; and 3) <u>Without Regard to Income (at State option)</u> --family planning services, I&R services, or services to prevent or remedy neglect, abuse, or exploitation of children or adults.	Not defined	Examples of services that could be directed any one of the five program goals are specified in the law, including <u>transportation services</u> .	Statewide The State agency may divide the State into geographical areas but only if such areas encompass the entire State.

D-1: (continued)

Department Statute	Program Purpose - Goals	Eligibility	Definition Elderly/Handicapped	Services Identified or Defined	Geographic Coverage
<p><i>Community Services Administration</i></p> <p>1. Title II</p> <p>Community Action Program</p> <p>Section 221-Local Initiative</p>	<p>To stimulate a better focusing of all available local, State, private, and Federal resources upon the goal of enabling low-income families & individuals in urban & rural areas to obtain skills, knowledge, & motivation & secure opportunities needed to become fully self-sufficient. Specifically, CAP agencies must promote: 1) the strengthening of community planning & coordinating Federal, State, and other assistance related to the elimination of poverty; & 2) the better organization of a range of services related to the needs of the poor.</p>	<p>Low-income based on CSA published poverty income guidelines.</p>	<p>Not defined</p>	<p>Not specified--CAP grantees select and develop anti-poverty programs most meaningful to their communities in conjunction with their governing boards.</p>	<p>CAP agencies may be Statewide, cover a single political subdivision of a State, or a combination of political subdivisions.</p>
<p><i>(Administration by HEW)</i></p> <p>2. Title V</p> <p>Head State</p>	<p>To provide a comprehensive program of services to low-income preschool children and their families.</p>	<p>Low-income children of preschool age (primarily between age 3 & compulsory school attendance). Income determined by official poverty line promulgated by OMB. Income guidelines in regulations. 10% of Head Start children in each State must be handicapped.</p>	<p>"Handicapped children" defined as: mentally retarded, hard of hearing, deaf, speech impaired, visually handicapped, seriously emotionally disturbed, crippled, or other impaired children who require special education and related services.</p>	<p>Daily activities, health (including dental, psychological, speech, hearing and language) services, social services, and nutrition services.</p>	<p>"Community" defined as a city, county, or multicounty unit within a State, an Indian reservation, or neighborhood or other areas (irrespective of boundaries of political subdivisions).</p>

Table D-2: FEDERAL REQUIREMENTS REGARDING SERVICES

Department Statute	Method of Payment for Services	Fees or Contributions	Service Restrictions	Standards for Services	Service Reporting
<p><i>Department of Transportation</i></p> <p>Urban Mass Transportation Act of 1964, as amended</p> <p>1. Section 3 Section 5 Section 16(b)(1)</p>	Local agencies or bodies receiving capital and/or operating assistance under these programs may contract out for particular functions or services.	Fares required under Sections 3 and 5. Reduced fares in off-peak hours for elderly and handicapped under Section 5.	Under Section 3, charter bus operations prohibited outside urbanized area in which transit operator provides regularly scheduled service, except under agreements assuring that private operators of intercity bus transport will not be financially impaired by such activity. Recipients of Sec. 3 assistance cannot engage in schoolbus operations exclusively for transport of students and school personnel in competition with private schoolbus operators. No intercity transportation service permitted under Sections 3 and 5. ¹	Vehicle standards established as part of UMTA procurement for Sections 3 and 5.	All applicants and recipients of Section 5 grants are required to utilize a reporting system to collect financial and operating information developed under Section 15 of the Act.
2. Section 16(b)(2)	N/A ²	Depends upon fee policies of local agencies or organizations who obtain Sec. 16(b)(2) assistance.		States are responsible for procurement process for Section 16(b)(2)	Reporting system required of recipients of Section 16(b)(2) assistance
3. Section 18		Fares charged under Section 18.	See charter bus & school restrictions in Sec. 3 above.	State procurement process.	
<p><i>Department of Health, Education, and Welfare</i></p> <p>Older Americans Act of 1965, as amended</p> <p>1. Title III Area Planning and Social Services Program</p>	Area Agencies on Aging are authorized to make grants or contracts with providers of service for social services. (Such grants or contracts are limited to one year with renewals also limited to one-year periods.)	<p>Recipients of services provided under this program must be afforded the opportunity to contribute all or part of the costs of such services. Recipients must be permitted to determine for themselves what they are able to contribute. <u>No older person may be denied service because of inability to contribute toward cost of service.</u></p> <p>No established fees for service in law or regulation.</p>	<p>Except for I&R and coordination, Area Agencies on Aging are prohibited from providing services directly, except where they clearly document (to the State) that no other agency in their area is willing or able to provide service or that direct provision is necessary to an adequate supply of such service.</p> <p>Title III funds may not be used to provide direct subsidy for public transit or reduced fare programs for the general public.</p>	None provided by Federal statute or regulation.	<p>Law requires that the Commissioner on Aging prepare an annual report on all activities carried out under the Act, to be submitted to the President for transmittal to Congress.</p> <p>No comparable provision pertaining to State or Area Agencies on Aging.</p>

¹Section 3 requirements apply to Section 16(b)(1).

²Not Applicable - Capital assistance only.

D-2 : (continued)

Department Statute	Method of Payment for Services	Fees or Contributions	Service Restrictions	Standards for Services	Service Reporting
<p><u>Older Americans Act (continued)</u> 2. Title III, Part C Nutrition Services for the Elderly</p>	<p>Nutrition project grantee may contract out for meal provision or delivery and for supportive social services.¹</p>	<p>Contributions for meals may be suggested but are not mandatory. <u>No older person may be denied service because of inability to contribute.</u></p>	<p>Title III, Part C, funds can be used only for the supportive services prescribed in the law. Up to 20% of a State's allotment under this program can be used for this purpose.¹</p>	<p>Standards for operation of meal sites established in part by nutrition project councils.</p>	<p>Reporting requirement in law and regulations general. Does not specify type of reports. At discretion of commissioner.</p>
<p><u>Rehabilitation Act of 1973, as amended</u> 1. Title I Vocational Rehabilitation</p>	<p>Varies; direct reimbursement to client, purchase of service from vendor (purchase or retrofit of motor vehicle for client in some states.)</p>	<p>No fees or contributions required. Economic means test is optional with each State's VR agency.</p>	<p>Services provided under this program only to handicapped individuals certified as eligible (e.g., those undergoing evaluation or receiving services under an Individualized Rehabilitation Program).</p>	<p>State agency establishes policies regarding scope and nature of services, including standards.</p>	<p>Reporting requirement in law and regulations general. Does not specify type of reports. At discretion of commissioner.</p>
<p><u>The Developmental Disabilities Services and Facilities Construction Act of 1970, as amended</u> 1. Formula Grant Program</p>	<p>State developmental disabilities agency may purchase services from another public or private non-profit agency or organization & must make part of the Federal share of this program available to other public or private non-profit agencies or entities for the purpose of carrying out this program.</p>	<p>Fees for services are permitted. Law & regulations specify that a reasonable level of service must be furnished to persons unable to pay the full cost of needed services. This requirement can be waived if grantee demonstrates to State agency that furnishing service at no cost or reduced cost is not financially feasible.</p>	<p>None specified in law or regulations. States may establish restrictions--varies from State to State.</p>	<p>States develop standards.</p>	<p>Program performance report (PPR) required of State agencies, to meet requirements of Title 45, Part 74, CFR (Subpart J, Sec. 74.80-74.86) related to monitoring and reporting program performance to program purposes and objectives.</p>
<p>¹Supportive social services will not be funded under Title III, Part C, after 2 years of enactment of PL 95-478.</p>					

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D-2 : (continued)

Department Statute	Method of Payment for Services	Fees or Contributions	Service Restrictions	Standards for Services	Service Reporting
<p><u>Social Security Act, as amended</u></p> <p>1. Title XIX Medicaid – Medical Assistance Programs</p>	<p>Varies: direct reimbursement to client for fees charged for service, purchase of service contract with vendor including sub-contracts), on a prepaid basis.</p>	<p>State plan must include a description of policy and methods used in establishing payment rates for each type of service listed in the Act. In addition, States must establish fee structures for services they provide under the State medical assistance plan.</p>	<p>If provided by State agency, transportation services must be directly related to medical services provided under the State medical assistance plan. Federal financial participation not available for advance of capital funds to providers for purchase of vehicles. State's have option of adopting several restrictive administrative control measures re: transportation services.</p>	<p>States may set standards to assure quality of services for all items of medical care provided under their medical assistance programs.</p>	<p>Providers of services under this program are required to establish and maintain an appropriate record system for services rendered to Title XIX clients. A State medical assistance plan must provide for agreements with every person or institution providing services under the State plan to keep records necessary to fully disclose the extent of the services provided, and to furnish the State agency with information regarding any payments claimed by clients for such services as the State agency may request.</p>
<p>2. Title XX</p> <p>Social Services for Individuals and Families</p>	<p>Varies: direct reimbursement to client, purchase of service contract with public or private provider. States must establish "reasonable and necessary" rates for services purchased from public or private providers.</p>	<p>Fees for services are mandatory for only one category of eligible individual. The State has the option of imposing fees on certain other categories of eligible individuals. Fees may differ for different services and in different geographic areas. Fees must be reasonably related to income and must not exceed the cost of service to the Title XX State agency.</p>	<p>Federal Title XX funds are not available to pay for medical or remedial care (except family planning) except where such care is an important component of a social service provided under the State plan and not available under the State's Title XIX plan, and the individual or provider is not eligible for payment under Medicare. Cash payments (direct reimbursement) may be made to individual Title XX recipients only for a service already rendered to them.</p>	<p>States must establish standards only for institutions or foster homes and child day care services. States may establish standards for other services, at their discretion.</p>	<p>States are required to maintain records re: applications for service and provision of services (among others). Providers under contract with the State agency may also be required to maintain records and reports, as above.</p> <p>States are required to report to HEW each quarter on the delivery of services.</p>

D-2 : (continued)

Department Statute	Method of Payment for Services	Fees or Contributions	Service Restrictions	Standards for Services	Service Reporting
<p><u>Social Security Act</u> (continued)</p>			<p>upon presentation of a bill or a receipt of payment for the service, if secured at a cost approved by the State agency.</p>		
<p><i>Community Services Administration</i></p> <p><u>Community Services Act of 1974, as amended</u></p> <p>1. Title II Community Action Program Sec. 221-Local Initiative</p>	<p>Grants or contracts to service providers; contractual arrangement with a "delegate agency" for the provision of a service or group of services.</p>	<p>No fees or contributions required by law or regulations.</p>	<p>Services only provided to individuals and families whose incomes fall within the CSA poverty guidelines.</p>	<p>Grantees may establish service standards in conjunction with their policy, advisory boards and councils, but not required by law or regulations. Vehicle acquisition, maintenance, & reporting requirements in regulations.</p>	<p>Grantees & their delegate agencies are required to submit financial program progress, evaluation, and other reports as required by CSA directives. Reports on specific services are not cited in the law or regulations.</p>
<p>(Administered by HEW)</p> <p>2. Title V Head Start</p>	<p>Grantees may delegate all or part of their program operations to another agency (delegate agency) upon prior approval by the responsible HEW official. Grantees may also contract out for services.</p>	<p>The imposition of fees or a fee schedule is strictly prohibited by law and regulations, but voluntary contributions from parents may be accepted.</p>	<p>Grantees are held to the provision of services provided under the following categories: education services, health and mental health services, nutrition services, social services, parent involvement.</p>	<p>Performance standards for each category of services provided by grantee are cited in the law and regulations.</p>	<p>Report required on development and administration of Head Start Program, by grantee, annually. Reporting requirement in law and regulations does not specify services reporting.</p>

Section II

COOPERATION, COORDINATION AND CONSOLIDATION

Three essential concepts must be considered and understood when developing coordinated transportation services for the elderly, handicapped and transportation disadvantaged populations. The three concepts which this section addresses are Cooperation, Coordination and Consolidation. In the development of any transportation system designed to serve the elderly, handicapped and transportation disadvantaged, these elements must be present if efforts to produce efficiency, accuracy and accessibility are to be achieved. Alternate approaches to the establishment of transportation systems which exclude these concepts result in fragmentation, duplication and waste. Not every transportation system need have each of the three concepts in its design. Efforts to consolidate require cooperation. Efforts to coordinate require cooperation. Certain systems will be modeled upon the concept of Consolidation, others upon Coordination. Some systems may be combinations of the coordinated and consolidated models. Every system must be a cooperative effort.

At the outset of any transportation system analysis, hindrances to Cooperation, Consolidation and Coordination appear. These obstacles may be in the areas of legal regulations, administrative procedures, agency preferences, ridership eligibility, funding sources and proprietary attitudes of transportation agencies. Present methods of funding social service transportation programs have produced inefficiencies in existing transportation services. These inefficiencies encompass not only areas related to funding expenditures but also to areas involving personnel, equipment, administration and maintenance associated with transportation systems. If these resistances can be dispelled, efforts to produce adequate transportation for the disadvantaged will be facilitated.

By eliminating as many barriers as possible, individuals involved in transportation services for the elderly, handicapped and transportation disadvantaged will be able to establish systems that are cost-efficient, accessible to the ridership population and adequate in meeting the needs of that population.

In October of 1977, the Comptroller General of the United States reported:

GAO identified 114 Federal programs that provide financial assistance for the transportation of people. GAO did not identify any express statutory or regulatory restrictions that specifically prohibit coordination of transportation resources of these programs but did identify a number of hindrances to coordination.

The report, Hindrances to Coordinating Transportation of People Participating in Federally Funded Grant Programs, further states:

The most significant hindrance appears to be confusion at all government levels about the extent of transportation coordination federally funded projects may engage in. The Congress should reduce this confusion by endorsing transportation coordination when feasible, providing there is appropriate cost-sharing and cost and service accountability.

With these points in mind, it is appropriate to consider individually the three main concepts identified above. The confusion that has arisen to date among those involved in transportation, both planning and operations, results from their failure to understand these concepts and a hesitancy to apply them when they are comprehended. This confusion is not solely at the local level but in a large part local-level fragmentation has resulted from a lack of understanding of the magnitude of the problem at the State and Federal level.

Cooperation

Cooperation may be considered in its simplest meaning to be a working together to accomplish a specific goal. Individuals and agencies involved in the provision of transportation for specified segments of the population may have distinct purposes, mandates and designs. Their particular ends may preclude shared means, but their willingness to cooperate with each other in the fulfillment of those ends may in fact dispel the conditions by which those ends are attained. Cooperation may lead to the utilization of shared means to accomplish specific ends. Through cooperative efforts to provide transportation services to the transportation disadvantaged, agencies will be able to eliminate confusion and produce more efficient transportation programs.

Cooperation among transportation services/agencies is contingent upon the extent to which those services/agencies are willing to communicate with each other. Of the three concepts cited above, Cooperation is required to effect Consolidation/Coordination. A major impediment to joint efforts to resolve transportation dilemmas lies in the absence of communication/cooperation among the individuals involved.

Cooperative efforts allow each transportation service to retain its identity. In systems that are loosely associated in a cooperative venture, the probability of duplication, fragmentation and cost ineffectiveness is greater than in those programs which employ cooperative measures to effect Consolidated and/or Coordinated services. The primary force behind Consolidation and Coordination is Cooperation. Unless services/agencies agree to seek solutions to their separate problems through cooperative measures, there can be no coordination/consolidation.

Informal reports frequently mention the problems of "turf protection" (fear of loss of agency identity or control of agency funds) or "empire building" on the part of social service agencies as common phenomena at state and local levels which impede coordination efforts.

This statement from the U. S. Department of Transportation report, "Coordinating Transportation for the Elderly and Handicapped," (November 1976), clearly outlines serious impediments to coordination.

Through cooperative efforts, the barriers associated with turf protection and empire building begin to dissolve. A better appreciation for joint efforts among transportation services is generated if those agencies understand each other's singularity and function in their common goal to provide the highest level of service.

Cooperation among transportation agencies is essential for the achievement of the goals of those agencies. Though Cooperation allows for agencies' transportation services to remain as separate and distinct entities, it also permits those agencies the choice to consolidate or to coordinate. No transportation system, however, should attempt to provide service either singularly or jointly with other systems unless its underlying characteristic is Cooperation. That is the basic premise upon which successful transportation programs are founded.

Coordination

Coordination of transportation services clearly delineates the structure of a system seeking to model itself upon this concept. Whereas cooperation among agencies does not necessarily alter the design of those agencies, Coordinated transportation services may impact on one or several characteristics of those agencies involved in the coordinating effort.

The U. S. Department of Transportation Report - Coordinating Transportation for the Elderly and Handicapped - defines Coordination:

Coordination is taken to mean the bringing together in some sort of common action, or acting together in a concerted way, to provide for the smooth interaction of separate transportation units within a program or system. In coordination, primary concern is in tapping the benefits of a unified system through joint action as a group. Coordination may come in the form of common funds, equipment or facilities; but members or agencies remain in a loose association and preserve their transportation identity.

Coordination efforts may be impeded by confusion and disagreement over the feasibility of sharing funding sources, vehicles, maintenance facilities and varied administrative costs. Even more pronounced was the concern expressed by those agencies wishing to coordinate transportation services that legislation and regulations governing said services would contraindicate any attempt to coordinate. While those agencies involved in Coordination retain their separate identities as transit providers, their funds may be pooled, riderships mixed, and administrations combined.

The balance between the efficacy of Coordination and the effort required to effect a Coordinated system has done much to delay the development of systems of this nature. Evidence shows that problems associated with coordination efforts are now being eliminated through the joint ventures of several State and Federal agencies.

The rationale for coordination is clearly stated in "Rural Rides" a publication put forth by the U. S. Department of Agriculture, Farmers Home Administration in cooperation with the National Council for the Transportation Disadvantaged:

These existing, but limited and valuable, assets (manpower, fuel and vehicles) should be pooled into a broader based transportation system where the whole will be greater than the sum of its parts. This objective is called coordination.

Four major benefits are cited by the U. S. Department of Transportation in its publication referred to earlier:

1. reduce overlap and duplication
2. increase service capacity
3. increase operating efficiency and productivity
4. reduce cost in purchase of supplies and materials.

In Coordinated transportation systems, there are several distinct characteristics which effect a more highly proficient service:

1. transportation agencies, while maintaining their individuality and identity, no longer operate in a solitary manner, thus insulated from alternate services.

2. the needs of the riders who, by grant design, retain service priority are met in conjunction with the needs of other rider groups.

3. vehicles for transit need no longer operate below capacity merely because of legal and jurisdictional interpretations. These vehicles may transport heterogeneous groups channeled into the coordinated system from several source programs.

4. cost effectiveness is enhanced through coordination of shared resources, combined ridership, pooled supplies and equipment, and joint administrative control and design.

In Coordinated transportation systems, though the providers of the services remain distinct one from the other and maintain their separate identities, a characteristic of this type system evolves from its essential design and intent. A centralized agency is established to coordinate the functions of the participating service providers. Functions associated with the central agent would include administrative controls and directives, dispatching and identification and integration of funding sources.

Transportation Services for the Transportation Disadvantaged, a report from the National Cooperative Highway Research Program Project 8-16, states:

Coordination has been defined as "... bringing together a number of social service and other community agencies in order to cooperatively develop a transportation system that will serve all of their combined needs from a centrally operated system.

A type of central operation is essential to a Coordinated system. While this central operation need not provide the transportation itself, the functions of dispatching, controlling, directing, auditing and billing would come under the direct responsibility of the central unit.

The report also notes:

At all levels of government there should be a concerted effort to coordinate transportation programs for the disadvantaged. A brokerage transportation concept (in which demand is matched to vehicles capable of providing high levels of service in a cost-effective manner) is appropriate for providing transportation services to the various market segments of the disadvantaged. An agency at the community, regional and/or state level should have the responsibility to insure that this coordination occurs.

Emphasis on the need to coordinate transportation services is receiving increasing support from each level of government. Human services agencies and transportation service providers are developing systems in which the needs of the clientele are being met more thoroughly while the nature of the contributing agencies/providers remains essentially unchanged. Certain tasks within the design of the coordinated efforts are reassigned to either the central administrative agent or to the separate transportation provider. The overall effect is to accommodate more individuals into the system in a least costly manner.

The NCHRP Project 8-16 states:

Coordination of programs is perhaps the leading need in serving the transportation disadvantaged . . . Coordination will eliminate duplication of services and gaps in the service to the disadvantaged. Coordination can be fostered by opening lines of communication among transportation providers.

Consolidation

A Consolidated transportation system differs from a Coordinated system. Whereas the Coordinated system allows the transportation providers to remain separate and distinct from each other while incorporated as individually identifiable entities of a larger system, the Consolidated transportation system develops as one entity with responsibility for administering the system and providing the transport. Individual providers which become part of this system no longer provide transportation but defer to the consolidated agency which in turn provides rides to the individual agency clientele. In such a system, one major provider of transportation draws revenue from various sources and serves clientele from multiple sending agencies, while administering the system with uniform regulations, procedures, controls, directives and reporting. The management of the Consolidated system rest within the system itself.

In the U. S. Department of Transportation report on coordination of services, Consolidation is described as follows:

Consolidation is taken to mean the joining together or merging of transportation services for mutual advantage . . . we will use consolidation when we refer to a fully integrated system in which all individual units or individuals have been combined or consolidated into one integrated trans-

portation system and individual transportation identity is no longer possible.

The Consolidated system is more unified than the Coordinated system, and is responsible for transporting clientele of many distinct agencies.

Consolidation is accomplished in vehicles under the jurisdiction of the one system. Personnel, maintenance, supplies, record-keeping, billing, contracting, and various other details of transport systems are under the sole authority of the consolidated system. Participating agencies refer clientele but do not provide any transit whatsoever.

The Department of Health, Education, and Welfare - Office of Human Development, through Applied Resource Integration, Ltd., defines the concept of Consolidation in the following manner:

Under this concept a complete consolidation of all of the agencies' transportation operations into one organization takes place. All agencies actually transfer ownership and operation of their vehicles to the consolidation agency. In return for this, the consolidation agency agrees to provide the agency with the transportation service that the agency needs at a certain rate . . . The vehicle pool comes from those vehicles that the agencies gave up to the consolidation agency or from other vehicles the consolidation purchases separately.

The essential difference between Coordinated and Consolidated systems is that, in the former, partial control is held by the Coordinating system while, in the latter, total control is held by the Consolidated system. Co-operative efforts to produce the most efficient delivery system are vital in both designs. In the Coordinated system, different agencies share different resources, whereas in the Consolidated system, vehicles are owned by the transportation agency. Clientele from various agencies would share rides with

the participating agencies in the Consolidated system. Authority, accountability, and responsibility are more centralized in the Consolidated system than in the Coordinated system.

The Office of Human Development Services, in its report of July 15, 1978, entitled Crosscutting Transportation Demonstration Program, said:

The highest form of coordination, in which all operating activities are coordinated, is considered consolidation. Consolidation, thus, is the integration of all administrative and operating junctions so that only one organization is responsible for all transportation services for participating agencies . . . The consolidated service agency therefore handles all dispatching, referral, maintenance, purchasing, and billing and accounting.

The Consolidated transportation system is a more highly developed transportation system than is the coordinated system. The totality of the management and operating functions rests within the single, designated transportation system. The design of the Consolidated system incorporates the objectives of the Coordinated system. Through Consolidation, transportation for the elderly, handicapped, and disadvantaged will be accomplished with efficiency, accuracy, and maximum accessibility.

Fiscal and Administrative Issues

A major finding of studies of existing Coordinated/Consolidated systems is that fiscal and administrative difficulties arise when one agency attempts to purchase service from or provide services jointly with another agency or organization. Many times these problems are perceived as insurmountable and efforts to coordinate are abandoned.

Two areas of major concern, accountability and fair distribution of costs, have recently been addressed in U. S. Department of Transportation's Volume II of Coordinating Transportation Services for the Elderly and Handicapped and should be used as a resource by State and local officials.

No study as yet has shown coordination is easy. In many cases it is a long, slow, frustrating process. But the rewards are a cost effective, efficient system able to provide mobility to a larger number of persons needing transportation to services.

Section III

VEHICLE SHARING

There are many and varied transportation services available to the elderly and handicapped as well as other segments of the population. These services are provided by vehicles purchased with public monies, usually to satisfy a particular need of a particular group of citizens for a somewhat limited span of hours each day. This section of the report will suggest ways in which publicly financed vehicles can be put to the fullest use and furnish needed service to the greatest number of elderly and handicapped.

We have previously discussed the three concepts of cooperation, coordination, and consolidation. We must look at these concepts in relation to the various transportation systems that presently exist, taking into consideration the variety of purposes and numerous funding programs.

Vehicles located throughout the State may be the responsibility of any one of the various levels of government: State, county, or municipal. It seems that there are so many projects which have received government funding that a determination of numbers and other detail is almost impossible to determine accurately. We must use the information at hand, treat it as though it were complete in the sense that any plan of cooperation, coordination, or consolidation could be applied on a local, county, or State level, and include all the vehicles that may be "discovered" at a later time.

We know, for instance, that in every county and many municipalities there are vehicles of various types, ranging from vans and station wagons to large buses, all purchased through various government grants. (Appendix E).

State agencies, either providing or channeling funds for the purchase of vehicles include the Division on Aging, the Bureau of Day Training Services,

the Division of Youth and Family Services, the Department of Labor and the Department of Transportation. (Appendix B).

These few agencies are responsible for vehicles distributed throughout the State to counties, municipalities, and private non-profit corporations and agencies. The State itself is also an agency responsible for some of these vehicles.

State Owned Vehicles

The Division of Mental Retardation within the Department of Human Services, Bureau of Day Training Services operates client transportation services costing \$2.1 million a year. This service operates in many counties early in the morning and again in the afternoon, but many vehicles remain idle during the mid-day. The Department of Human Services should take a hard look at the present situation. Many of these vehicles could be coordinated with county systems during off-hours. In some cases, county systems may be able to operate the service for the State. Other State agencies as well should review their transportation services and work with local agencies in coordination efforts.

School Buses

School districts in this State have the responsibility of transporting pupils to and from school and school related activities.

In all, there are approximately 640,000 pupils transported during a few hours of the day for a 180 day school year.

Transportation needs are presently satisfied by almost 12,000 vehicles varying in size from a maximum capacity of 58 down to that of the ordinary passenger car.

Of this total, approximately 7,500 vehicles are owned by private school bus contracting firms and 4,500 by school districts. The district-owned

vehicles are purchased with public funds approved by the taxpayers at the local school district level.

Under existing laws and regulations, these school vehicles are to be used only to transport pupils to and from school and school sponsored activities with one exception. Legislation permits a local board of education to use its buses to transport groups of senior citizens to functions approved by the local board of education, within certain geographic limits. This law should be extended to include handicapped citizen groups, and the contiguous geographic limits on travel should be eliminated and broader limits established. To promote the maximum utility of this now under-utilized public resource, further consideration should be given to broadening such use to other community groups on a cost basis.

Due to the design of most school buses, these vehicles may not be appropriate for inclusion in a day-to-day coordinated transportation service for elderly and handicapped persons. They are, however, an excellent resource for special group trips.

The smaller school buses and cars, which are fewer in number, are useful vehicles for coordinated transportation services. Legislation is needed which would allow local school boards to work with local coordinated transportation systems in coordinating efforts in order to provide transportation to a broader group of clients.

Federal and State Funded Vehicles Operated at the Local Level

Many agencies have resisted coordination efforts because they are afraid of jeopardizing their funding sources for vehicles. An example would be the myth that vehicles purchased with Older Americans Act monies administered by the State Division on Aging can only transport persons 60 and over. In fact, such vehicles could transport a broader group of social service clients when other funding sources are used to support the operating expenses of the service.

State agencies need to review and better define for local operators their State and Federal policies regarding vehicle usage.

Section IV

MASS TRANSIT AND THE ELDERLY & HANDICAPPED

Reduced Fare Program

In P.L. 1969 Ch. 275, the Legislature declared it to be in the public interest that transportation services be made available to senior citizens at reduced fares. This law was never funded and fare reductions did not come about at that time.

P.L. 1973 Ch. 67 permitted municipalities with a population of between 250,000 and 300,000 to enter into contracts with motor bus carriers to provide for half-fare rides during off-peak hours within the municipality. The population parameters restricted application of the law to Jersey City, but it was a beginning.

P.L. 1975 Ch. 271 authorized the Commissioner of Transportation to establish a program to provide intrastate and interstate bus and rail transportation services to senior citizens and handicapped citizens at reduced fares. This program is in effect today with an enrollment of approximately 500,000 persons.

The State of New Jersey was a leader in initiating preferential fares for the elderly and handicapped on public transportation lines. Reduced fares are available at all hours except the principal peak commuting periods, Mondays through Friday. More specifically, those hours extend from 7:00 a.m. to 9:30 a.m. and from 4:00 p.m. to 7:00 p.m.

When the preferential rates are in effect, the elderly or handicapped person who qualifies pays only one-half of the normal fare, and sometimes even less than that. For example, the basic first zone bus fare in the State is 45¢. Instead of paying 23 1/2¢, eligible persons pay the amount which is the next lowest figure divisible by 5.

Some problems have arisen with respect to the application of the periods when eligible persons may not travel at reduced fares. For example, a bus leaving terminal A at 9:15 a.m. and due to arrive at terminal Z at 10:00 a.m. may not, under present regulations, accept a passenger for a ride at half fare if the bus passes his boarding point earlier than 9:30 a.m. Thus two elderly persons living 1/4 mile apart and going to the same destination may find that one may travel at half fare while the other must pay the full rate.

A similar problem occurs during the evening rush hour. For example, persons boarding a bus at terminal X scheduled to depart at 3:55 p.m. may find themselves deprived of the privilege of the reduced fare if the vehicle does not arrive until after 4:00 p.m. to pick them up.

Drivers are simply instructed that they may not permit half fare riding until 9:30 a.m., regardless of the point along the route at which they happen to be at that time; nor may they accept half fares after 4:00 p.m. regardless of the circumstances that may have caused the bus to start its trip later than called for in the schedule.

During the present session of the Legislature, several proposals have been advanced which would eliminate the need for senior citizens and handicapped persons to pay any fare and would enable them to ride free. Some of the bills call for lifting the restriction against riding at preferential rates during peak periods.

The Task Force feels the only change needed in the present program may well be the lifting of the peak period hour restrictions. Before such a change could take place, the Department of Transportation should study what effect this proposal would have on ridership during peak hours and availability of seats.

Surprisingly, initial reports from the State of Connecticut which recently lifted their ban on reduced-fare riders during peak hours indicate no significant increase in peak period ridership.

Section 504

The Rehabilitation Act of 1973, Section 504, states that "no otherwise qualified handicapped individual in the United States . . . shall solely by reason of his handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". On May 31, 1979, the Department of Transportation issued its final Section 504 regulations (49 CFR Part 27) with an effective date of July 2, 1979. Subpart E of these regulations treats accessibility of mass transportation for the handicapped.

These regulations affect transit buses, rapid and commuter rail, light rail, and paratransit systems. All new buses must be ordered with wheelchair lifts installed. In addition, one-half of the peak hour fleet must be accessible within ten years with interim service provided after three years.

All rail stations must be accessible to handicapped persons who can use steps with all "key" stations required to be made accessible to wheelchair users. All trains must be accessible to handicapped persons who can climb steps and at least one car per train must be accessible to wheelchair users. These changes must be accomplished in time periods ranging from three years for minor modifications to thirty years for "key" station accessibility.

For light rail systems, one-half the peak hour fleet must be accessible with the same criteria as above used for "key" stations with a time frame of twenty years.

Unlike requirements for other transit modes, paratransit systems are not required to make new or existing vehicles accessible provided a sufficient number of accessible vehicles are operated to ensure generally equal service to handicapped persons. All other transit modes must be made fully accessible within three years unless granted an extension by UMTA. These modes include ferries and cable cars.

Transportation plans for each of the next three years must show a reasonable level of effort in programming projects to meet Section 504 requirements. Any system which has not achieved program accessibility within three years must provide interim accessible service developed in consultation with a local advisory group representing handicapped persons. A level of expenditures equal to 2% of basic UMTA funding is required for interim accessible service. Most urbanized areas must submit transition plans to UMTA within 12 to 18 months, subject to annual updating throughout the implementation period. The handicapped community must be involved in the entire planning and implementation process which includes holding a public hearing on the transition plan.

Handicapped individuals have the same reasons for using mass transit as anyone else. The handicapped will be able to reach jobs, recreational and cultural activities, medical services, government agencies and retail stores currently inaccessible or available only by private auto. In addition, opportunities for inter-state travel would be increased through combining use of local, regional and national systems which must comply with these regulations. Accessibility to mass transit systems will provide the handicapped with a variety of opportunities to improve their economic status and lifestyle. To the extent that the handicapped are able to participate in a wide range of activities, we all ultimately benefit both economically and socially.

For bus systems, the U. S. Department of Transportation regulatory analysis assumes that the cost of wheelchair lifts on new buses will be \$8,000 and retrofitting will cost \$10,000 per vehicle. Projections of capital costs of complying with Section 504 vary greatly depending upon the source of the data. The U. S. Department of Transportation estimates the overall cost nationally at \$1.4 billion, including \$290 million for commuter rail systems. Preliminary figures indicate approximately 93% of New Jersey's costs will be for accessibility of commuter rail stations and cars. Another 5% will be invested in the Newark subway systems. The remaining costs will be for accessible buses. Depending upon the actual designation of "key" stations, up to 160 commuter rail stations would have to be made accessible over a thirty year period. In addition, up to 500 rail cars may have to be made accessible.

It should be pointed out that current commuting patterns in New Jersey show that 84% of the ridership uses the buses with 16% riding Amtrak and Conrail according to data provided by Division of Finance and Planning. Although most of the responsibility for compliance with Section 504 in New Jersey will be with the Department of Transportation, county and local governments which operate transportation systems will also have to meet the regulatory requirements.

It should be noted that the Department of Transportation is the State agency responsible for implementation of Section 504. It has indicated that it intends to achieve full compliance within the required time frames. In planning capital projects to comply with Section 504, DOT must work closely with county and local transportation offices. Metropolitan Planning Organizations and other agencies impacted by the regulations (Port Authority of New York and New Jersey, PATCO) as well as the handicapped community.

The regulations provide an option in lieu of capital programs for some commuter rail stations. Waivers of the rapid and commuter rail requirements may be obtained by developing an alternative plan in consultation with local handicapped organizations. Such a plan must ensure service as good or better than that which would have occurred under the basic regulations. An amount equal to at least 5% of the area's UMTA funds must be spent on the alternative service. Such decisions should be made on an area by area basis with significant input from handicapped consumers.

No specific additional funds are available at this time for the costs of Section 504 compliance. Federal funds are available on an 80/20 matching basis for capital costs, however, the allocation of regular UMTA funding for accessibility projects would mean the postponement or elimination of other transit projects. The New Jersey Congressional Delegation should be asked to support categorical funding for Section 504 compliance.

This report could not possibly address all the issues involved in the implementation of the 504 regulations. The Task Force should continue its involvement during the transition plan phase as an Advisory Group to the Department of Transportation. This Advisory Group would be in an excellent position to identify handicapped individuals and groups to serve on local and/or State advisory councils. The Advisory Group should become involved in the implementation of other subparts of these regulations. New Jersey DOT's Transition Plan must address the number and type of vehicles and fixed facilities to be made accessible and the cost estimate for bringing transit systems into compliance.

Section V

COORDINATION OF SPECIALIZED TRANSPORTATION WITH OTHER TRANSIT MODES

Specialized transportation has grown out of a need of social service agencies to ensure the effective delivery of their primary services (i.e. vocational rehabilitation, nutrition, medical services, etc.). As the Federal government has expanded its support of social services, the related transportation services have expanded rapidly. Coordination of specialized transportation at the local level is not the only means to insure increased mobility of client groups. Nor should this type of transportation act as a substitute for other available modes of transportation.

Use of Mass Transit

Agencies should encourage clients to use other modes (i.e. bus, train, subway) when appropriate. Many times a client is transported based solely on an eligibility criteria which ignores the client's ability to utilize or his proximity to mass transit. There is a tendency on the part of some agencies, including coordinated services, to operate door-to-door service in all cases when in fact operating a feeder service to other transit modes might be less costly and more effective.

The importance of mass transit, particularly the bus, was recently addressed in U. S. Department of Transportation's National Survey of Transportation Handicapped Persons:

Among the various modes of public transportation, the bus is relied on most frequently by transportation handicapped people. It is used by 22% of the transportation handicapped population and usage of the bus is slightly higher among transportation handicapped than among non-transportation handicapped people. . . . Further, transportation handicapped who use the bus rely on it heavily, using it for 41% of their total trips.

The Taxicab

The taxi industry has virtually been ignored as a source of transportation by social service agencies. Yet, at present the best means of transportation for the elderly and handicapped in urban and some rural areas is a taxicab with a helpful and friendly driver.

One agency in New Jersey which directly operated a transportation service for its clients decided to subcontract the service to a local taxi operator. The result was a savings in operating costs and a freeing up of staff to concentrate on the agency's primary service.

Agencies have assumed, and not always without some basis, that taxicab services would not be sensitive to the needs of their clients. Not all drivers are good natured enough. Not all companies are willing to accept the responsibility. Yet in one county in Pennsylvania all the transportation needs of agency clients are met satisfactorily by taxicab companies through service agreements with a non-profit transportation coordinating agency.

Thirteen percent of transportation handicapped people use a taxi in an average month. The greatest difference between transportation handicapped people and non-transportation handicapped people's mode usage appears in their use of the taxi. Fourteen percent of transportation handicapped people in mass transit areas use the taxi compared to only 5% of non-transportation handicapped people.

Taxicab companies usually operate weekends and longer hours during the week. Taxis can usually respond quickly to a trip request; many agencies need 48 hours notice. To a small group of operators, the work "taxicab" is no longer an adequate description of their business. They have expanded their operations to include accessible van service, shared ride service, planned ride service, transit feeder service and a host of other services. There

may well be opportunities for the taxi industry to combine with the transit industry and coordinated specialized transit to provide satisfactory service with special vehicles.

State agencies funding transportation services must encourage local agencies to look at alternate modes of transportation when appropriate, and not assume that vehicles operated by an agency providing door-to-door service is the only answer. The Department of Transportation should take a lead role in this area by funding demonstration projects which would include use of taxis, feeder systems to regular transit, and even special transportation services as part of a mass transit operation.

Section VI

RURAL PUBLIC TRANSPORTATION

New Jersey is the most highly urbanized State in the Union. Yet, it is known as "The Garden State" and with good cause. Seventeen of our twenty-one counties encompass areas which are rural and small urban in nature. Almost one million persons in this State reside outside urbanized areas.

The State's major source of transportation dollars is the Urban Mass Transportation Administration (UMTA) whose emphasis is mass transit in urbanized areas. As a result, relatively few rural and small urban areas are serviced by public transportation.

Recently, Congress passed the Surface Transportation Assistance Act of 1978. This Act amended the UMTA legislation by adding Section 18, Public Transportation for the Non-Urbanized Areas. Section 18 provides both capital and operating funds for rural and small urban public transportation programs. New Jersey's Department of Transportation has been designated as the State agency to administer the program. New Jersey's appropriation for the first year is \$1 million.

Few of the seventeen counties eligible for Section 18 dollars will receive enough monies to finance the start-up and continued operations of a public transportation system without utilizing existing transportation resources within the county. The intent of Section 18, as expressed by Congress and in the Department of Transportation's Emergency Regulation, is to integrate all other transportation resources, both public and private, to the fullest extent possible in project implementation.

Most of the rural areas eligible for Section 18 are now serviced by a number of social service agencies which restrict their transportation to

specific client groups. In fact, these transit services are many times the only form of available intra-county transportation. The most appropriate transportation service in a rural area may well include integration of specialized transportation systems and their resources into a public system. The system designed should continue to service patrons who were formerly users of the specialized system while developing a program that can serve the needs of the general public for work, shopping, and recreational trips.

This will not be an easy task. Agencies which are just now adjusting to the concept of coordinated specialized transportation systems will now be asked to participate in coordinated public transit systems. Local public or non-profit agencies which are just now being confronted with the difficulties and "politics" of operating specialized coordinated systems will face a new set of fiscal and administrative barriers in making the transition to a public system.

Such a system design will present problems to State and local human service agencies which have until now involved themselves only in transportation services for their own clients.

The Department of Transportation must provide strong technical assistance at the local level and play a strong support role with other State agencies to insure success.

A public system which does not decrease existing service but may in fact expand service to agency clients as well as the public makes the most sense and makes for a truly coordinated service system.

Section VII

INSURANCE

Insurance coverage for specialized transportation has been a major barrier to efficient operations for many agencies in New Jersey. Until October 1, 1979, insurance companies had no standardized method of rating social service vehicles. Rating is the process by which vehicles are classified and an appropriate premium developed. This resulted in identical vehicles paying different premiums in companies having identical rating systems.

Needless to say, the different interpretations made by the companies with respect to these vehicles caused confusion on the part of organizations purchasing the insurance, agents helping the organizations to obtain the insurance, and State agencies funding local transportation programs.

The "insurance dilemma" was further highlighted when agencies transporting similar client groups in identical service areas attempted to coordinate their services by sharing vehicles and/or clients were faced with a wide variation in premiums charged for similar risks.

Recognizing the need to address the aforementioned problems, the Insurance Service Offices (ISO) (a rating bureau and statistical agent for more than 200 property and casualty insurance companies doing business in New Jersey) made a study of the situation and met with representatives of the White House staff and the National Governors Association in Washington to explore the problems and recommend possible solutions to them. It was determined that a lack of understanding, not only by insureds but also by agents and insurance company personnel, as to classification and rating of social service vehicles was part of the reason for a reluctance to accept these risks. This misunderstanding arose from the absence of a clear cut class definition in the automobile

insurance rating manual. The deficiency was not only confusing to underwriters and insureds alike, but it also made it impossible to develop statistical data on the loss experience of social service vehicles on which to base an appropriate rate.

One of the basic principles of insurance is that "like risks" must pay a premium commensurate with its loss expectancy. For example, social service vehicles must pay a premium in accordance with its future expectancy of losses. The losses generated by other than social service vehicles must not be utilized for ratemaking purposes. This is as it should be since other types of vehicles might have a poorer loss experience and the consideration of these other vehicles might cause social service vehicles to develop higher premiums.

The new program developed by the ISO (effective 10/1/79) will permit the gathering of statistics as related solely to social service vehicles as defined. This will, in time, permit the establishment of a "correct" rate.

ISO also recognized that a large percentage of social service transportation is being provided by volunteers or employees of the agency using their personal cars. Unlike the public entities they worked for, employees were not in the past entitled to the same immunity that their employers enjoyed until 1970. Since 1972, the liability of those who serve public entities is also prescribed in Title 59. A "public employee" is defined in N.J.S. 59:1-3 as, "an employee of a public entity." This section of the law also defines "employee" as including "...an officer, employee, or servant, whether or not compensated or part-time, who is authorized to perform any act or service; provided, however, that the term does not include an independent contractor."

In many cases, the personal automobile policy limits carried by volunteers are only for the basic limits prescribed by N.J.S. 39:6A-1 et seq. and N.J.S. 39:6B-1 et seq. and not adequate to protect against the potential passenger hazard. For this reason, the agencies need a program of coverage in excess of the volunteer's policy in order to protect their own interest and provide additional protection for the interest of the volunteer who is assuming unpaid responsibilities. Such programs were not available.

To correct these deficiencies, ISO submitted a rate filing to the Department of Insurance in April of 1979 which established a new class definition for social service agency vehicles and also provides primary rating factors and codes for this class. The purpose of this filing is to alleviate the market availability problem by engendering a better understanding for all concerned through the inclusion of a clear definition for social service vehicles in the Public Automobile Section of the ISO Commercial lines automobile insurance rating manual. It will afford a more uniform and equitable arrangement in classifying these risks thereby eliminating the wide swing in rates resulting from the individual interpretation judgments of different underwriters.

Realizing the significant role played by volunteers in providing social service transportation, ISO in its filing, also extended the employers non-ownership liability coverage so that it would protect both the volunteer and the social service agency above the limits of the volunteer's own policy. This rule is extended to provide excess coverage for employees and volunteers using their own cars in the activities of the agency, including the transportation of social service clients.

The new Social Service Agency Automobile classification is incorporated in the General Rules of the ISO Commercial Lines Manual, Division One-Automobile as Rule 53.D.2.m and reads as follows:

m. Social service agency automobile.

An automobile used by a government entity, civic, charitable or social service organization to provide transportation to clients incident to the social services sponsored by the organization, including special trips and outings.

- (1) This classification includes, for example, automobiles used to transport
 - (a) senior citizens or other clients to congregate meal centers, medical facilities, social functions, shopping centers;
 - (b) Handicapped persons to work or rehabilitative programs;
 - (c) children to day care centers, Head Start programs; and
 - (d) Boy Scout or Girl Scout groups to planned activities.
- (2) The following automobiles are eligible for this classification:
 - (a) Automobiles owned, or leased for one year or more, by the social service agency.
 - (b) Automobiles donated to the social service agency, without a driver.
 - (c) Automobiles hired under contract by the social service agency.
- (3) If an automobile has more than one use, use the highest rated classification unless 80% of the use is in lower rated activity. In that case, use the lower rated classification.
- (4) Separate codes and rating factors apply to:
 - (a) Employee-operated automobiles. Automobiles operated by employees of the social service agency. If a social service automobile is also operated by volunteer drivers or other non-agency employees, use the "All Other" classification unless 80% of the use is by agency employees.
 - (b) All other. Automobiles which do not meet the requirements of paragraph (a).
- (5) Excess liability coverage may be provided to cover automobiles not owned or licensed by the agency while being used in its social service transportation activities. This coverage may

be extended to cover the agency's liability only or the liability of agency employees or volunteer donors or owners of the automobiles. For automobiles hired, loaned, leased or furnished, refer to Rule 11. For all other non-owned automobiles, refer to Rule 10.

The premium for single limit Bodily Injury and Property Damage Liability insurance is based on the following rating factors:

1. Fleet or non-fleet coverage
2. Whether vehicles are operated by employees and/or non-employees
3. Whether the operating radius is no more than 50 miles (local) or whether it is more than 50 miles but not more than 200 miles (intermediate).

Rates for single limit Automobile Bodily Injury and Property Damage Liability are available in the following amounts:

\$ 50,000
100,000
200,000
300,000
350,000
500,000
1,000,000

Physical damage (Comprehensive and/or Collision) insurance for social service vehicles is also available. In calculating the premium the foregoing rating factors are taken into consideration along with the cost and age of the vehicle.

To accommodate the need for excess liability coverage for social service agencies that use vehicles owned by volunteers, the Non-Ownership Rule in Section II of the Commercial Lines Manual, Division One-Automobile is supplemented by adding the following rule, Rule 10.C.:

C. Premium development.

1. All risks other than social service agency risks as defined in the public transportation section.

- a. Determine the total number of employees of the insured at all locations and select the advance premium from the following table:

Class Code	Total Number of Employees	Bodily Injury and Property Damage \$25,000 Limit
6601	0-25	\$ 15
6602	26-100	37
6603	101-500	121
6604	501-1000	230
6605	over-1000	353

- b. to extend non-ownership liability coverage to cover the individual liability of employees while using their automobiles in the employer's business, compute the additional premium by multiplying the premium determined in paragraph 1.a. above by .25.

2. Social service agency risks.

- a. Determine the advance premium based on the number of employees in accordance with paragraph 1.a. above.
- b. Charge an additional premium determined as follows: Determine the total number of volunteers at all locations who regularly use their own automobiles to transport social service clients in connection with the agency's programs and multiply this number by \$2 per volunteer for bodily injury and property damage liability at \$25,000 limit. The minimum premium for bodily injury and property damage liability is \$15 at \$25,000 limit.
- c. To extend non-ownership coverage to cover the individual liability of agency employees, charge an additional premium determined in accordance with 1.b. above.
- d. To extend coverage to cover the blanket individual liability of volunteers who use their own automobiles in the agency's social service programs, charge an additional premium of \$.50 per volunteer donor for bodily injury and property damage liability at \$25,000 limit.

The foregoing changes in rules for insurance on social service vehicles and volunteers will become effective on October 1, 1979 and will be applicable to all policies written on or after that date. As credible experience

develops for the new social service vehicle classification, adjustments in rates will be made, if warranted, to more accurately reflect the loss exposure of this class of risk.

Thus, an organization desiring to purchase insurance on its social service vehicles can, conceivably, go to ten ISO member insurance companies and get exactly the same premium quote. All ten companies will also classify these vehicles in an identical manner and assign the same statistical code number so that the losses, if any, can be recorded in a uniform way.

In addition, an organization can also purchase non-owned coverage for those instances where volunteers will utilize their own automobiles and where the volunteers own liability coverage is insufficient. The organization will also be assured that the ten companies will charge the same rate and assign the same statistical code number.

Unfortunately, not all insurance companies utilize the services of the Insurance Services Office and quotes from these other companies may differ. In addition, not all companies will elect to sell the coverage.

Also, the lack of a uniform industry classification has not been the only difficulty experienced by organizations obtaining insurance for transporting elderly and handicapped persons.

Agencies are having difficulty affording their insurance premiums. The new ISO classification will aid this problem somewhat but cannot be seen as the solution.

Non-profit agencies, operating specialized transportation services might best address this problem by forming a statewide private, non-profit corporation or association to which all these entities would become members. It is important that the group join forces for purposes of identity, resource allocation and administrative management. In doing so, there must be recognition that the group will develop its own identity which should expect

to benefit from the results of good performance or pay the price for the results of bad performance. Therefore, the function of this cooperative organization must go beyond the mere purchase of a collective insurance policy. A risk-management program should be developed whereby driver selection and training is controlled; claims and loss activity are monitored, evaluated, and in some instances handled internally; and loss experience is monitored and analyzed culminating in some form of rebate to individual entities based on their own performance. The management group can select appropriate limits of liability for both owned and non-owned vehicles. The Task Force could find no State legislation which would prohibit such an organization.

Section VIII

STATE ACTIONS FOR IMPROVEMENT OF LOCAL OPERATIONS

Efficient operating procedures are the key to successful transportation coordination systems. Strong technical assistance procedures developed at the State level can aid in the implementation of sound operating techniques but technical assistance is not the only method by which the State can ease local operating problems.

Local transportation services utilizing a number of funding sources to support their program are faced with separate bi-weekly, monthly, quarterly and annual reporting procedures required by each funding agency at the State level. Administrative costs and staff increase with the increase in the number of funding sources. A comprehensive review of the numerous State programmatic and fiscal reporting requirements should be initiated. The goal would be to devise one set of requirements and forms able to satisfy the needs of all funding sources.

Coordination of transportation systems does not mean that the systems will be able to satisfy all the requests for transportation in a given area. Presently many systems do not set priorities based on trip purpose. Eligibility is based on age, income, handicap, etc. As a result, trip requests are accepted on a first come first serve basis with no regard to the importance of the trip purpose. Transportation services operating with limited funds must address this issue. It is important to remember that trip priorities may vary for different client groups.

Limited funds have also affected levels of driver and management training. The Department of Transportation should take a lead role in developing training packages that aid the local operators in producing efficient operations.

Also, coordinated service systems should take a hard look at their revenue policies. The issue of client contributions or fares may have to be considered if services need to continue expanding.

Section IX

FORMALIZING COORDINATION EFFORTS

The Task Force could not find any Federal laws which limited consolidation or coordination of transportation programs. As illustrated in this report barriers to Coordination/Consolidation do exist but can be overcome with time, effort and knowledge. A way must be found to make the coordination process less complex, time consuming, and difficult.

A recent report of the Comptroller General of the United States found that there was little evidence of any concerted effort at any level to provide the leadership for developing coordinated transportation. New Jersey's actions are a pioneering effort.

The State must fill the leadership gap by assisting in the development and support of an integrated, coordinated transportation network at the county level. We propose the establishment of a county-wide transportation coordinator in each of our twenty-one counties. The goal would be the development of a network which would integrate all existing, public and private, transportation resources to service transportation disadvantaged.

The coordinator would operate an independent office. Gaining the cooperation of public and private human service agencies would be priority one. It is overly optimistic to expect twenty-one counties to participate immediately, so efforts should concentrate on those counties which are most willing to cooperate. Successful demonstrations would eventually persuade reluctant counties to coordinate their transportation resources. We would like to plan for a statewide network of coordinators within three years, but a similar Office on Aging network took ten years to develop in every County.

The coordinator could develop a pool of vehicles, whose title could remain with participating agencies but whose use would be directed by the coordinator. Agencies could contract with the coordinator's office for units of transportation at a mutually established cost. The coordinator could assume all operating expenses, or the agency which holds title to the vehicle could carry the operating costs and be reimbursed through the coordinator for usage over and above its individual needs. This choice should be made locally.

The transportation coordinating agency would be in a position to do the time-consuming planning and legal back-up activities necessary to develop coordinated or consolidated transportation, leaving the health and social services agencies that choose to participate free to pursue the tasks associated with their programs and clients.

Agencies without transportation resources could purchase services, again at a mutually developed cost which would include coverage of all costs a private carrier incurs except profit. Also, the coordinator could contract with private carriers to provide services. Because of a guaranteed volume and repeat business the coordinator should be able to obtain the most advantageous rate possible for participating agencies.

The coordinator would also be working to secure funding assistance from Federal, State, local, and private sources in addition to support from participant contributions.

The office of the coordinator can be a part of the county government, but other options include location in a lead human service agency, a private carrier, a private non-profit coordinating corporation, a public planning agency, or a coordinating council of cooperating agencies. Local considerations must be acknowledged in this choice, but whatever the base, the goals should remain as outlined above.

While there are no Federal regulations which forbid coordination, some Federal, local and State agencies have developed barriers. These will have to be met on an individual basis, but there is now enough Federal emphasis on coordination and consolidation of transportation resources to expect that there will be no legal barriers that cannot be overcome.

In October 1978, Assembly Bill 890 was introduced, passed the Assembly and referred to the Senate Transportation and Communications Committee. A890 (Appendix F) proposes the establishment of county plans to consolidate and coordinate the various Federally funded special transportation services for the elderly, handicapped, and economically disadvantaged on a county-wide basis. This bill proposes a program which is somewhat similar to our recommended program. A890 could be amended to reflect the above recommendations. Also, counties should receive seed monies for approximately three years in order to implement the program. (Appendix G).

The Department of Transportation/New Jersey Transit Corporation should take a lead role in the development and implementation of these Special Transportation Coordination Offices.

An Office for Coordinated Transportation should be established which would have the following functions:

1. Review and comment on all proposals for coordinated human service and paratransit systems.
2. Evaluate all coordinated transportation services in terms of cost, effectiveness, efficiency, etc.
3. Provide technical assistance at the State and local levels on coordination/consolidation techniques.

4. Develop incentives to further coordination efforts and promote consolidation.

5. Institute or strengthen liaison with Federal offices responsible for special transportation services.

The Task Force should continue to operate as an Advisory Group and work closely with the Department of Transportation to insure the smooth integration of all special transportation programs within county systems. It is expected that new barriers to coordination will be discovered as projects are implemented and this Advisory Group will need to continue to address legislative and policy issues affecting specialized transportation services.

It seems obvious to this Task Force that the time for new approaches to transportation is at hand. The concept New Jersey developed in aging, establishing county offices and meeting needs on a local basis, was assumed by the Federal government, made law, and replicated throughout the Country. We believe the same opportunity lies ahead in specialized transportation, and we further believe that we owe our transportation disadvantaged citizens an intensive effort to increase mobility, and thus, increase self-sufficiency.

Appendix A
EXECUTIVE ORDER NO. 70

WHEREAS, it is the policy of the State of New Jersey to provide specialized transportation services for its elderly and handicapped persons in a coordinated and efficient manner; and

WHEREAS, several State agencies, local agencies and private organizations are involved in either the distribution of funds or in the provision of special transportation programs for the elderly and handicapped; and

WHEREAS, the Program Coordination subcommittee of the Title XX Advisory Committee (a citizen advisory committee with statewide representation) recommended better coordination of transportation resources and identified the major barriers to that coordination; and

WHEREAS, various State agencies have been working with the State's counties to establish a coordinated, consolidated, efficient transportation delivery system for elderly and handicapped persons; and

WHEREAS, a comprehensive review and identification of the programs and agencies involved in providing transportation services would aid in eliminating inefficient services and improving transportation for the elderly and handicapped.

NOW, THEREFORE, I, Brendan Byrne, Governor of the State of New Jersey, by virtue of the authority vested in me by the Constitution and Laws of this State do hereby order and direct that:

1. There is hereby created a Task Force on Transportation Services for Elderly and Handicapped Citizens ("the Task Force"). The members of the Committee shall be the Commissioners of the Departments of Transportation, Human Services, Health, Labor and Industry, Energy, Education, Community Affairs and the Treasury, or their designated representatives, and such other persons as the Governor may designate. A member of the Governor's Disabilities Council shall serve as an ex-officio representative to the Task Force. The Commissioner of the Department of Transportation shall serve as the Chairperson of the Committee.

EXECUTIVE ORDER NO. 70

2. The objective of the Task Force will be to reduce the current inefficiencies in the utilization of effective and efficient transportation services for the elderly and handicapped and to assist in the establishment of coordinated transportation programs at the county level.

3. The Committee will identify all State agencies, local agencies and private organizations involved in the distribution of funds, including the identification of the source of these funds, or in the provision of special transportation programs for the elderly and handicapped in order to establish a coordinated transportation program which consolidates funding and services and utilizes vehicles in a cost-effective manner.

4. The Committee shall review relevant legislation and administrative regulations concerning transportation services for the elderly and handicapped. The Committee shall advise the Governor on possible legislative or administrative revisions which would provide more effective and efficient transportation services for the elderly and handicapped.

5. The Committee or its representatives shall meet with county and local government officials and other interested public and private organizations and persons to discuss the possible coordination and consolidation of transportation programs for elderly and handicapped citizens.

6. The Committee shall:

(a) review the impact of current federal laws and regulations relating to the provision of easier access to transportation facilities for handicapped persons;

(b) assess the benefits which this program may provide to handicapped persons and the fiscal implications of its implementation to State, county and local governments and agencies;

EXECUTIVE ORDER NO. 70

- (c) recommend State policy concerning the current federal program;
- (d) recommend possible methods of implementation; and
- (e) identify existing or potential funding sources for full implementation.

7. The Committee shall render to the Governor a report of its findings and recommendations by October 15, 1979.

8. (a) The Committee is authorized to call upon any department, office, division or agency of the State to supply such data, program reports, and other information, personnel and assistance as it deems necessary to discharge its responsibilities under this order.

(b) All departments and agencies are authorized and directed, to the extent not inconsistent with law, to cooperate with the Committee and to furnish it with such information, personnel, and assistance necessary to accomplish the purposes of this Order.

9. This Order shall take effect immediately.

GIVEN, under my hand and seal this
23rd day of January
in the year of Our Lord, one
thousand nine hundred and
seventy-nine of the Independence
of the United States and two
hundredth and third.

/s/ Brendan Byrne
GOVERNOR

[seal]

Attest:

Robert E. Mulcahy, III
Chief of Staff, Secretary

State-Administered Transportation

Appendix B : Expenditures for FY'78

Program	State Agency/ Bureau	Actual Dollars Expended for Transportation in FY'78				State Administrative Costs		% Program Monies Expended for Transportation in FY'78
		Fed\$	State\$	Local\$	Total		%	
Day Training Transportation Services	Human Services Div. of Mental Retardation	476,501	1,715,103	--	2,191,604	72,528	3%	24%
Community Care	Human Services Div. of Mental Health and Hospitals	--	116,800	--	116,800	8,400	7%	2%
B-1 General Assistance Program	Human Services Div. of Public Welfare	(VERY SMALL AMOUNT, COULD NOT BE DETERMINED)						
Grants Management	Human Services Div. of Mental Retardation	110,179	36,726		146,905	--	--	20%
Medicaid/ Title XIX	Human Services Div. of Medical Assistance and Health Services	2,027,369	1,873,937	153,432	4,054,739	?		.6%
Community Health and Social Ser- vices	Human Services Div. of Mental Health and Hospitals	89,637	29,879	--	119,516	15,750	13%	5%

State-Administered Transportation

Expenditures for FY'78

Program	State Agency/ Bureau	Actual Dollars Expended for Transportation in FY'78				State Administrative Costs		% Program Monies Expended for Transportation in FY'78
		Fed\$	State\$	Local\$	Total		%	
Title XX	Human Services Div. of Youth & Family Services	812,124		270,707	1,082,831	54,141	5%	6%
Disability Determination	Labor and Industry, Div. of Disability Deter- mination	21,088	--	--	21,088	--	--	.24%
Jobs Transportation	Labor and Industry, Div. of Employment Services	25,000	--	--	25,000	--	--	100%
Section 110 Rehabilitation Services	Labor and Industry, Div. of Vocational Rehabilitation	372,553	93,138	--	465,692	75,000		
Work Activity Training Center Program	Labor and Industry, Div. of Vocational Rehabilitation	56,259	18,753	--	75,012	13,005	17%	17%
CETA - Balance of State	Labor and Industry, CETA	50,000	--	--	50,000	--	--	less than 1%

State-Administered Transportation

Expenditures for FY'78

Program	State Agency/ Bureau	Actual Dollars Expended for Transportation in FY'78				Total	State Administrative Costs		% Program Monies Expended for Transportation in FY'78
		Fed\$	State\$	Local\$				%	
Pupil Transportation	Education, Bureau of Pupil Transportation	--	90,568,022	17,142,837	107,710,859	202,409	less than 1%	100%	
Reduced Fare Program	Transportation, Office of Special Programs	--	4,520,000	--	4,520,000	200,000	4%	100%	
FAUS - Federal Aid to Urban Systems	Transportation, Office of Special Programs	180,530	60,176	--	240,706	--	--	varies by county	
16(b)(2) Program	Transportation, Office of Special Programs	609,100	152,275	--	761,375	36,355	4%	100%	
Older Americans Act - Title III	Community Affairs, Div. of Aging, Office of Community Programs	1,112,740	--	346,599	1,459,339	--	--	10%	

State-Administered Transportation

Expenditures for FY'78

Program	State Agency/ Bureau	Actual Dollars Expended for Transportation in FY'78				State Administrative Costs	%	% Program Monies Expended for Transportation in FY'78
		Fed\$	State\$	Local\$	Total			
Handicapped Person's Recreational Opportunities Act	Community Affairs, Div. of Community Resources	--	150,000	25,000	175,000	--	--	35%
Section 18	Transportation, Office of Special Programs	NO MONIES EXPENDED IN '78 -- NEW PROGRAM						

R-1

Inventory of State Administered

Appendix C:

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match			Funding Restrictions	Methods of Provid- ing Transportation
					Fed.	State	Local		
Day Training Transportation Services	Provide transporta- tion on a daily basis for Day Training Students & Adult Activity Clients to and from program sites, from home and other community based activities. <u>Trip Purpose:</u> Education, Training, Rehabilitation, Recreation, Work Activities	Human Services, HEW Div. of Mental Retardation		1. <u>Day Train- ing:</u> persons aged 5-20 re- ferred by local school district child study teams 2. <u>Adult Activity:</u> mentally retarded adults (21 & +) not eligible for any other com- munity based pro- grams	--	--	--	monies used for both capital & operating expenses	operated by each Day Training Center or subcontracted to private or non- profit operator
Community Care	Provide support in community for persons suffering from a mental dis- ability/assist clients to attend agency activities and therapy sessions	Human Services, Div. of Mental Health & Hospi- tals, Office of Community Services	--	Mentally disabled adults whose primary disability is emotional & has resided in a psychiatric hospi- tal at least six months	--	--	--	monies used for both capital & operating expenses	Vans or station wagons are used to transport clients to activi- ties & therapy sessions: vehicles are leased or pur- chased by agencies to transport clients from homes to hospitals & other agencies for treatment

Inventory of State Administered

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match			Funding Restrictions	Methods of Provid- ing Transportation
					Requirements	Fed. State	Local		
General Assistance Program	Provide subsis- tence to those in need who are not covered under any other program <u>Trip Purpose:</u> Medical	Human Services, Div. of Public Welfare	--	Municipal welfare client in need of transporta- tion for med- ical purposes	--	75%	25%	-----	Payment made directly to provider
Grants Management	Fund private agencies to assist in meeting the needs of develop- mentally disabled persons: transpor- tation to and from program sites; education; training; habilitation and recreation	Human Services, HEW Div. of Mental Retardation		Development- ally Disabled	75%	---	25%---	Purchase of service	Private non-profit agencies receive monies to sub- contract with outside vendors.

Inventory of State Administered

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match Requirements			Funding Restrictions	Methods of Provid- ing Transportation	
					Fed.	State	Local			
Medicaid/ Title XIX	Provide transpor- tation for finan- cially indigent persons to medical services	Human Services, HEW Div. of Medical Assistance & Health Services	HEW	Financially indigent per- sons receiving assistance from County Welfare Programs, SSI, DYFS, etc.	1)	50%	50%	--	Purchase of Service	1) Transportation for clients needing ambulance or invalid coach: reimbursement to private, for- profit operators
					2)	50%	25%	25%	Purchase of service or reimbursement of operat- ing & admin- istrative costs to County Wel- fare Board	2) Clients needing lower modes of transportation (bus, car, etc.) are serviced through County Welfare Board by direct service or subcontracts with private operators or reimbursements to client
Community Health & Social Services	Provide support in the community for persons suf- fering a mental disability Trip Purpose: Agency activities & therapy sessions	Human Services, HEW Div. of Mental Health & Hospi- tals, Office of Community Service	HEW	Mentally dis- abled adults whose primary disability is emotional & resided in a psychiatric hospital for at least 6 months	75%	25%	--	Purchase of service; cap- ital & operating expenses	Vehicles are leased or purchased to transport clients from home to agency activities and therapy funds are provided to non- profit and public agencies providing community based mental health services	

Inventory of State Administered

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match			Funding Restrictions	Methods of Provid- ing Transportation
					Fed.	State	Local		
Title XX	Provide support to eligible clients to increase self-sufficiency & decrease economic dependency	Human Services, HEW Div. of Youth & Family Services		Income eligi- bility depend- ing on family size & income based on 80% of state median income	75%	--	25%	Cost reim- bursement for operat- ing expenses; some purchase of service	Subcontracts with private non-profit & local public agencies for the purchase of trans- porting clients
Disability Determination	Document claims for disability under Social Security System provides trans- portation expenses to claimant for a consultative medical examina- tion	Labor & Industry, Div. of Disability Determinations	HEW	Disability claimant with no access to public trans- portation or no funds to utilize private trans- portation	100%	--	--	-----	Reimbursement to clients for cost of appropriate means of transportation
Jobs Transportation	Provide trans- portation to job seekers to interviews & during the first 10 weeks of employment	Labor & Industry, Div. of Employment Services	DOL	Unemployed persons who are WINS clients & have no means of transportation	90%	10%	--	In FY'78, limited to Middlesex County	Reimburse local agency for operating & capital expenses

Inventory of State Administered

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match			Funding Restrictions	Methods of Provid- ing Transportation
					Fed.	State	Local		
Jobs Transportation (continued)	Note: In FY'79 the program operations are changed to:	Labor & Industry	---	Unemployed persons with no means of transportation	--	100%	---	Expanded to six counties	Purchase of service agreements with non-profit and pub- lic agencies and/or reimbursement of capital & operating expenses.
Section 110 Rehabilitation Services	Provide employment to physically or mentally disabled persons. Trans- portation provided to & from evalua- tion or training site	Labor & Industry, Div. of Vocational Rehabilitation Services	HEW	Clients with physical or mental disability constituting a vocational handi- cap & reasonable expectation that service will result in employment	80%	20%	---	Fee for service	Funds are provided directly to client
Work Activity Training Center Program	Sheltered or com- petitive employ- ment <u>Trip Purpose:</u> to and from training program	Labor & Industry, Div. of Vocational Rehabilitation Services	---	AFDC, SSI or Title XX eligible in need of pro- tective service	75%	25%	---	Purchase of service or operating expenses	Subcontracts with grantees for direct operating expenses or purchase of service from private or public agency

Inventory of State Administered

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match			Funding Restrictions	Methods of Provid- ing Transportation
					Requirements	Fed. State	Local		
CETA - Balance of State	Provide un- subsidized employment for unemployed & economically disadvantaged <u>Trip Purpose:</u> Training programs & job sites	Labor & Industry, CETA Administration	DOL	CETA Eligible	100%	---	---	-----	Reimbursement to clients, capital expenses, purchase of service to local agencies
Pupil Transportation	Transportation to and from school activities	Education, Bureau of Pupil Trans- portation	---	Children enrolled in school age 3 - 20	---	90%	10%	-----	Reimbursement to local school districts for direct operations or purchase of service from pri- vate operators
Reduced Fare Program	Provide mass transportation services to elder- ly & handicapped persons at reduced rates	Transportation, Office of Special Pro- grams	---	Persons 62 years of age or handicapped persons of any age	---	100%	---	-----	State contracts with bus companies & Conrail to provide reduced fare rides on off-peak hours during the week, all day Saturday, & Sunday. Service in intra-state & inter-state into adjacent states

Inventory of State Administered

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match			Funding Restrictions	Methods of Provid- ing Transportation
					Fed.	State	Local		
FAUS - Federal Aid to Urban Systems	Provide transpor- tation to semi- ambulatory & wheelchair bound persons	Transportation, FHWA/ Office of Special Programs	UMTA	Handicapped Individuals	75%	25%	---	Capital costs only	County government receive a FAUS allocation & can opt to use part of the monies for wheelchair equipped vehicles to be used in a coordinated system
16(b)(2) Program	Provide private non-profit agencies with vehicles to be used to transport elderly & handi- capped persons	Transportation, USDOT Office of Special Programs	UMTA	Persons 62 years & over and/or handi- capped persons regardless of age	80%	20%	---	Capital assistance only: must be coordin- ated with other agen- cies	Private, non-profit agencies recieve vehicles to trans- port elderly & handicapped persons to essential ser- vices
Older Americans Act - Title III	Provide trans- portation to elderly persons to enhance access to community support services: medical, social, recreation, nutrition, etc.	Community Affairs, Div. on Aging, Office of Community Programs	HEW	Persons age 60 years & over & spouses	90%	---	10%	-----	Contracts are signed with County Offices on Aging which allow them to subcontract for transportation services with public & private, non- profit organization. Funds will allow capital costs, operating costs, & purchase of service funds

Inventory of State Administered

Transportation Programs

Program	Purpose/Goal	State Agency/ Bureau	Federal Agency	Eligibility	Match			Funding Restrictions	Methods of Provid- ing Transportation
					Fed.	State	Local		
Handicapped Person's Recreational Opportunities Act	Funds local public bodies to implement recreational & leisure services for handicapped persons	Community Affairs, Div. of Community Resources	---	Handicapped persons	---	80%	20%	-----	Municipal & county governments are recipients of grants but can contract with private, non-profit agencies to provide service
Section 18 - Small Urban & Rural Transportation	Provide public transportation in the non-urbanized area for purposes such as health care, shopping, education, recreation, public services & employment	Transportation, USDOT Office of Special Programs		General Public	<u>Capital</u> 80%	10%	10%	Funds must be used in non-urbanized & small urban areas	Eligible recipients of funds may include State agencies, local public bodies, non-profit organizations & operators of public transportation services
					<u>Operating</u> 50%	25%	25%		
					<u>Planning</u> 100%	---	---		

Appendix D *

Inventory of Specialized Transportation Services
in New Jersey

*This information represents an update of the Inventory of Special Transportation Services for the Elderly and Handicapped in New Jersey, June 1977. As a part of NJDOT's Section 504 Transition Planning efforts this information will be finalized and a new report should be available by January, 1980.

ATLANTIC COUNTY

Scope of Existing Services

The transit-disadvantaged of Atlantic County are served by seventeen different service agencies that provide specialized transportation. At the present time, one of those agencies is "inoperable" due to a breakdown of equipment. Only one agency has equipment which will handle recipients in wheelchairs, although one other agency will transport the handicapped.

Eight of the services provide transportation on demand by telephone reservations, some requiring a 24 or 48 hour notice. Two of the services provide a dial-a-ride type, door to door service, with a usual one or two hour advance request. The remainder operate scheduled service, with origins, destinations and hours of operation generally fixed for specific group programs.

There have been three successful applications utilizing the UMTA 16(b)(2) program in FY 1977. The Disabled American Veterans Chapter 59, Ventnor, N.J. and the Atlantic Mental Health Center have received approval for one van each, while Atlantic Human Resources has received approval for a 24-28 Passenger small bus.

Inventory of Existing Services

1. Atlantic City has a senior citizens outreach program which furnishes transportation to Atlantic City and Absecon residents over the age of 60. It is a demand-responsive program which requires advanced reservations for the free door-to-door service. The service operates Monday through Friday between the hours of 9:00 am and 4:30 pm. The most frequent trips are to medical clinics and outreach support agencies. A nine passenger, 1979 GMC van and a 12-passenger 1974 Ford van are used to transport the clients. This program receives 50% municipal and 50% Title III OAA funds.

2. The Buena area's free transportation program is for persons over the age of 60. The Service area is Buena Vista Township, Buena Boro and part of Hamilton Township. The service is operated Monday through Friday, six hours a day. A 24 hour advance reservation is required for the free, door-to-door service. The most frequent trips are to shipping areas, medical facilities, social security and food stamps centers. The agency has one 10 passenger, 1975 chevy van which logs about 133 miles per week. This program receives 50% municipal funds and 50% Title III DAA funds.

3. Egg Harbor Township has a free transportation program for persons over 60 years of age. The service is Egg Harbor Township to Atlantic City, Pomona, Somers Point and Pleasantville. The service is operated Monday through Friday, six hours per day. There is door-to-door pick-up for a fixed route requiring 48 hours advanced reservations. The most required trips are to shopping areas, medical facilities and nutrition centers. One 12-passenger, 1973 Dodge van logs approximately 109 miles per week. Funding is 50% Municipal and 50% Title III OAA.

4. The Galloway area has a free transportation program for persons over 60 years of age. The Service area is Mullica Township, Egg Harbor City, Galloway Township, Point Republic, Absecon and Hamilton Townships. The service operates Monday through Friday between the hours of 9:00 am and 4:00 pm. There is door-to-door pick-up to fixed locations, (with some flexibility) requiring 0 to 24 hours advance reservations. The most frequent trips are to Shopping areas, social and recreational areas, medical facilities and support agencies. One 12-passenger, 1975 GMC minibus logs about 235 miles per week. Funding is 40% municipal and 60% Title III OAA.

5. The Atlantic County Nutrition Project for the Elderly provides a county-wide free dial-a-ride transportation service to persons over 60, to and from meal sites, shopping areas and social/recreational areas. The service operates Monday through Sunday from 9:30 am to 3:30 pm. Meals are also delivered to homes. There is door-to-door pick-up to fixed locations, with pick-up demand, advanced reservations and available subscription service. The agency has two 12-passenger, 1974 Chevy vans; one 15-passenger, 1975 Plymouth van; two 15-passenger, 1976 Dodge vans; one 22-passenger GMC school bus; and one 10-passenger, 1972 Mercedes, minibus. The five vans are equipped with side steps. The program is 100% Federally funded by Title VII OAA. Title XX funds have been received for a senior citizens transportation program. It is to be a fixed route, demand service type of operation.

6. Corbin City's free transportation program for persons over 60 years of age, services Corbin City, Estell Manor, Weymouth Township, Buena area, Richland, Vineland and Pleasantville. The service operates Monday through Friday from 9:00 am to 4:00 pm. Door-to-door service is provided with 24 hours advanced reservations required. On Monday and Thursdays the trips are to nutritional centers, Tuesdays and Fridays, to shopping areas; and Wednesdays to recreational and medical facilities. Funds are provided by CETA, the Green Thumbs program, the County and the Municipality. A 1977, 15-passenger Dodge van is used in the transportation service.

7. The Boro of Folsom operates a free transportation program for persons over 60 years of age, Monday through Friday, 9:00 am to 4:00 pm. It is a door-to-door service requiring 24 hours advanced reservations although subscriptions are available. A 15-passenger, 1977 Dodge van services the Folsom and Hammonton areas and logs about 150 miles per week. The most frequent trips are to the nutritional centers, shopping areas and medical clinics. 100% municipal funds are used to operate this service.

8. A free transportation service for persons over 60 years of age operates from Pleasantville. An 18-passenger school bus, with a hydraulic lift can accomodate 3 wheelchairs. The most frequent trips are to nutritional centers, social and recreational areas and medical clinics. The source of capital funds are from the OAA program.

9. Somers Point operates a free transportation service to persons over 60 years of age, Monday through Friday from 8:00 am to 4:00 pm. A 16-passenger, 1977 Chevy minibus logs about 75 miles per week. Door-to-door service is available with 24 to 48 hours advanced reservations required. The service areas are Somers Point and Linwood for shopping and Atlantic City and Ocean City for medical purposes.
10. Hamilton Township operates a free transportation service to persons over 55 years of age, Monday through Friday, 6 hours a day. The service area is the boundaries of Egg Harbor except the Memorial Park Medical Center and the Egg Harbor Nutrition Site. A 10-passenger, 1969 Ford minibus logs about 150 miles per week, making the most frequent trips to Social and recreational areas, Medical Clinics and Nutritional sites. 100% municipal funds are used to operate this door-to-door service.
11. The Family Service Association located in the City of Atlantic City, operates a free transportation service for persons in Atlantic City, Pleasantville, Margate, Brigantine and Ancora. This service is for Ancora patients, former patients, and children's parents for the Child Abuse Program. There is a fixed route for Pleasantville-Ancora and door-to-door service for persons enrolled in the Child Abuse Program. Persons over 60 years of age and the handicapped are also transported. Staff cars are used to transport the elderly and a 21-passenger, 1974 Chevy minibus logs about 150 miles per month. Leased for this service is a 12-passenger, 1977 Ford van and 15-passenger, 1977 Dodge van. The State provides 25% of the funds while 75% is provided by Title XX.
12. The Atlantic County Opportunity Center for the Handicapped, Incorporated, operates a free, countywide transportation service. Persons over age 55, the physically disabled, the retarded and psychiatric patients are eligible. The service is fixed route to and from the facility, and operates Monday through Friday from 9:30 am to 3:30 pm. In service is a 9-passenger, 1976 Ford van; 6-passenger, 1976 Ford pick-up; a leased 10-passenger, Ford van; and a 50-passenger leased school bus. One van has a wheelchair lift installed. The service is funded partially by donations, 40% State funds, and 55% Title XX monies.
13. The Atlantic Mental Health Center, operates a free, countywide, fixed-route, transportation service, to and from the Health Center in Ancora. The service operates Monday through Friday, from 9:00 am to 2:30 pm, for the elderly and mentally handicapped. Service is provided by an 11-passenger, 1977 Ford Van. This service is 100% State funded.
14. The Atlantic County Health Association, operates a transportation service, for persons over 60 years of age, Ancora patients and Ancora visitors. Donations are accepted for the service which covers all of Atlantic County to Ancora through a dial-a-ride and 1 or 2 hour advance reservation system. A 10-passenger, 1974 Ford Van averages 350 miles per week. The service is provided Wednesday, Friday and Saturday, from 11:00 am to 5:00 pm, and on Thursday nights a fixed group is carried. The United Way provides 100% funding.

15. The Atlantic City Golden Age Project furnishes free transportation for persons over 60 years of age on transit buses and chartered ACTC buses. It is fixed route transportation going Tuesdays, Wednesdays and Thursdays to Pantry Pride and Starns for shopping. On Mondays and Fridays to the 906 Pacific Clinic.

16. The Mullica Senior Citizens Service Center furnishes free transportation for persons over 60 years of age and the handicapped. It is a door-to-door service requiring a 24 hour advance reservation request. All of Mullica Township is serviced Monday through Friday from 9:00 am to 4:30 pm. The most frequent trips are to the nutrition centers, shopping areas and medical clinics. The vehicle used for transportation is a 14-passenger, 1978 Plymouth van. The service is operated using 100% Federal funds.

17. Margate City had a free service for senior citizens, however, the vehicle is in need of repair, so, at the present time, no service is available.

Bergen County

Scope of Existing Services

Forty organizations are now providing transportation services to elderly and handicapped residents of Bergen County. Services provided range from fixed route to demand response; most are available five days a week. Total equipment of all agencies includes 4 buses, 14 mini-buses, 57 vans, 22 station wagons, and 7 sedans. Most programs transport passengers free of charge, but some charge a fare.

Several Bergen County organizations have made successful applications for vehicles under Section 16(b)(2) of the Urban Mass Transportation Act. Under the FY 1975 Program the Northwest Chapter of the Bergen County Red Cross received one station wagon and the Bergen-Passaic Chapter of the New Jersey Association of Retarded Citizens (NJARC) received three vans. Under the FY 1976 program the Bergen County Community Action program received one van equipped with a wheelchair lift, the North Jersey Friendship House received one van, and the Holley Child Care and Development Center received one station wagon. Under the FY 1977 program the following organizations are scheduled to receive vehicles: Bergen-Passaic Unit of NJARC, Ramsey Rotary Club, Northern Valley Chapter of American Red Cross, Bergen County Community Action Program, Community Center for Mental Health, and American Red Cross, Central Bergen Chapter. Under the FY 1978 program the following organizations are scheduled to receive vehicles: the Easter Seal Society, East Bergen Bergen Regional Council of Mayors, the YM-YWHA of Bergen County, Holy Name Hospital, the Bergen-Passaic Unit of NJARC, and the North Arlington Emergency Squad.

Inventory of Existing Services

1. The Bergen County Board of Transportation, operated by the Board of Chosen Freeholders utilizing a total of nine vehicles, furnishes transportation to the elderly, age 60 or over, and/or handicapped, age 20 or over, citizens of Bergen County. The service provided is a demand-responsive type and due to the large demand, reservations most usually are needed one week in advance. Medically related trips are given first priority, with necessary shopping, social/recreational, volunteerism and other type trips being provided in that order. The normal hours of operation are 8:00 a.m. to 4:30 p.m., Monday through Friday, except for the work related service provided for the handicapped where the normal day begins at 5:45 a.m. and ends at 7:30 p.m., Monday through Friday. This service is offered at no cost to the riders. Funding for the operating cost for 1979 is budgeted at \$169,345, of which two thirds is provided from federal funds under Title III of the Older Americans Act and the remaining one third is funded by the county. During 1978, a total of 32,000 person trips was provided to residents of the 70 municipalities of Bergen County. The vehicles utilized are five 16 passenger 1976 mini-buses equipped with lift ramps, however, the lift ramps are considered unsafe and are not used. There are two 1977 vans with wheelchair lifts - seating capacity is 7 seats and 2 wheelchairs or 11 seats when no wheelchairs are aboard. Also used is a six passenger 1977 station wagon used to transport the handicapped - this vehicle averages 275 miles a day. A five passenger

1977 sedan is available for use mainly as a back-up vehicle. Among the organizations contracting for vehicles supplied by the BCBOT are:

1. The American Red Cross at North West Bergen
2. The American Red Cross at Ramapo Valley
3. The Social Service Federation of Englewood (Englewood Community House)
4. The Southeast Center for Independent Living located in Englewood
5. The Southwest Bergen Health Care and Senior Citizen Center in East Rutherford
6. The B.C. Senior Citizen Center in Hackensack
7. The N.J. Association for Retarded Children located in Hackensack

2. The Borough of Bergenfield has established by Ordinance 1072, since 1977, a special reduced rate for taxi service for the elderly, age 65 and older.

3. The Borough at Dumont provides transportation services at no cost to its senior citizens, age 60 or over. Trips are usually medically related, however, some recreational trips are also provided. Frequency of service is limited to weekdays between 8:00 am and 5:00 pm. Reservations must be made 24 hours in advance. Municipal funds are used to provide this service to approximately 8 citizens daily. The vehicle used is a 1971 mini-bus with 10-12 passenger capacity.

4. The Borough of East Rutherford provides transportation services at no charge to its senior citizens, age 62 or over. The vehicle used is an 18 passenger 1978 mini-bus. Operating on a fixed-route flexible schedule, transportation is available 5 days a week, from 9:00 am to 4:00 pm, including any special events on Friday evenings. The area served includes nearby malls as well as the borough itself. Medically related trips are made available when necessary thru use of a borough auto. Municipal funds are used to provide these transportation services to approximately 25 to 30 citizens daily.

5. The Borough of Edgewater charters a school bus once a month - the Friday after Social Security checks are delivered - and transports its elderly and/or handicapped citizens to shopping malls. There is no charge to the citizens for this service. Funding is derived from municipal funds.

6. The Borough of Fair Lawn provides transportation services at no charge to any and all residents of Fair Lawn regardless of age. A figure 8 fixed-route system in Fair Lawn provides a strategic geographical coverage serving the needs of most of the citizens. There are 12 runs a day, Monday through Friday, beginning at 7:00 am and ending at 6:30 pm. Trips are made for a variety of reasons, including medically related, shopping, recreation, work and social. The vehicles used are a 1976 and a 1977 mini-bus, each with capacity for 23 passengers. The operating cost in 1978 was approximately \$23,000, shared equally by the borough and federally matching funds through Title XX. An average of 300 citizens are transported daily.

7. The Borough of Fairview provides transportation services at no charge to its senior citizens age 62 or over. The vehicle used is a 38 passenger ex-school bus of ancient vintage. Operating on a fixed-route, transportation for food shopping is available on Tuesdays and Friday from 10:00 to 12:30 pm. On Monday

a shopping trip is made to the Mall from 10:30 am to 4:00 pm. Reservations must be made one week in advance. Municipal funds are used to provide these transportation services to approximately 38 citizens on each of the 3 days the service operates the week.

8. The Boro of Lodi provides transportation services at no charge to its senior citizens or those with a demonstrable need for transportation. Two privately owned autos (reimbursable for mileage) are used to transport citizens for shopping or medically related purposes. The area served includes surrounding municipalities as well as Lodi itself. Transportation is provided 5 days a week Monday through Friday, from 9:00 am to 4:30 pm. Reservations must be made two days in advance with pick-up and delivery service door-to-door. Funding is through the Department of Labor CETA program. Transportation services are provided to approximately 10 persons a day.

9. The Borough of Lyndhurst provides transportation services at no charge to its senior and/or handicapped citizens age 50 or over. The vehicle used is a 22 passenger 1975 mini-bus. Operating on a fixed-route 5 days a week, transportation is available from Monday through Friday from 9:00 am to 4:00 pm. Transportation is provided throughout the borough for various purposes including shopping, recreational, social, business or medically related trips. The annual operating cost of approximately \$21,000 is funded 70% under Title XX federal funds and 30% by municipal funds. Transportation services are provided to approximately 100 persons a day.

10. The Borough of Ridgefield provides transportation services at no charge to its senior citizens age 60 or over. The vehicles used are a 54 passenger 1964 bus and an 18 passenger 1979 mini-bus. Operating on a first-route, a variety of areas and purposes are served. The first 2 Mondays of the month are reserved for trips to nearby shopping malls, from 8:30 am to 4:00 pm. On Tuesdays a trip is made to a senior citizen discount outlet. Wednesday is food shopping day and Friday is senior citizen bowling day from 10:30 am to 2:00 pm. Thursdays are utilized only if a special event occurs. Municipal funds are used to provide these transportation services to approximately 30 citizens daily.

11. The Township of River Vale provides a transportation service at no charge to its senior citizens, age 55 or over. A charter school bus is rented twice a month to bring members to the recreation center for the twice monthly Senior Citizen Club meetings. A courtesy reservation call will ensure the patron of a pick-up as there is room for flexibility from the fixed-route. An annual budget of approximately \$700 provided by the municipality provides these transportation services to approximately 30 citizens.

12. The Borough of Rutherford provides transportation services at no charge to any and all residents of Rutherford regardless of age, provided however, those under age 18 must be accompanied by an adult. A strategically located fixed-route services the needs of the majority of citizens. Operating Monday through Friday from 9:00 am to 4:00 pm, regular trips provide transportation throughout Rutherford for all reasons, including medical, shopping, recreation, social, work or business. The vehicle used is a 1974 mini-bus with 16 passenger capacity. Municipal funds are used to provide these transportation services to approximately 160 citizens daily.

13. Teaneck Senior Citizen is a private non-profit agency providing transportation services at no charge to its elderly, age 60 plus and/or handicapped citizens. The vehicle used is a 1976 mini-van with 12 passenger capacity and lift equipped. Door to door service is provided to the recreation center and for medical purpose to the citizens of Teaneck. Frequency of service is from 9:00 am to 4:30 pm Monday through Friday. Reservations are required to be made 24 hours in advance. Title III - Older Americans Act supplies most of the necessary funding with some municipal funds and donations providing the rest. A CETA driver and assistant driver transport approximately 30 citizens per day.

14. The Borough of Tenafly provides transportation services at no charge to its senior citizens, age 62 or over. The vehicle used is a 1976 van with 12 passenger capacity. A door to door service will transport citizens to and from the Recreation Center, twice a day between the hours of 9:00 am and 3:00 pm, on Monday, Wednesday and Thursday. Additionally, on Thursday, bowling is available. This service for the Senior citizens is not available during the summer months, during which time the vehicle is used exclusively for vacationing school children. Advance reservations by Seniors are required, however, a timely phone call will usually suffice. Municipal funds are used to provide these transportation services to approximately 10 citizens daily.

15. Bergen County Special Services operates a rehabilitation center and schools, including the Archie F. Hay Village School, formerly known as the St. Joseph Village School. This is actually a group of six schools, located in geographically strategic locations in the County. These schools are operated for handicapped children and clients. No fare is charged on a fixed-route transportation service to the center that is operated for the most part by the participating municipalities - 710 to 720 emotionally disturbed school age children up to the age 18 are brought to the school daily by the sending districts, which include not only Bergen County, but also the surrounding counties of Hudson, Morris, Passaic and Essex. Another 50 clients undergoing rehabilitation and over 20 years of age are transported by the Special Services center itself. Transportation from the center is provided for a large variety of reasons including field trips for recreational, educational, physical therapy, work therapy and medical purposes - in addition a medical staff is maintained at the school. The center itself has a fleet of 7 vans, aged from 1975 to 1979, each with 16 passenger capacity, one van is lift equipped. There is also a 1973 bus with 40 passenger capacity and a 20 passenger bus that is lift equipped. Normal hours of operation are from 8:30 am to 4:00 pm Monday through Friday. Operating with an annual budget of approximately 4½ million dollars, funding is obtained from various agencies of the participating municipalities and from local, county, state and federal levels.

16. Medicab of New Jersey operates a demand-response transportation service for elderly and handicapped residents of Bergen County. This county-wide service provides transportation to medical offices, hospitals, schools, and recreational programs for elderly and handicapped Bergen County residents. Service is available to all of Northern New Jersey, plus New York City and southern New York State. This agency transports 150-200 passengers per week. Agency equipment includes two, 4 passenger 1977 Dodge vans and six, 6 passenger 1978 Ford vans. All vehicles are equipped with wheelchair ramps and tiedowns.

17. Ambu-Coach Ambulance operates a demand-response transportation service for elderly and handicapped residents of Bergen County. This service provides transportation to hospitals, nursing homes, schools, and recreation programs in Northern New Jersey, New York City, and New York State. Service is available 24 hours per day, seven days per week. Passengers using this service pay a fee. Ambulance service costs \$45.00 plus \$1.50 per mile; invalid coach (van) service costs \$25.00 plus \$1.25 per mile. This service transports 150 passengers per week. Agency equipment includes six vans. One 8 passenger 1976 Chevy van are equipped as invalid coaches with wheelchair ramps. One Dodge van and three Chevy vans are equipped as ambulances, with room for two stretchers or one stretcher and one wheelchair.

18. Passaic Ambulance Service operates a demand-response transportation service for elderly and handicapped residents of Bergen County. This county wide service provides transportation to medical offices, hospitals, schools, and recreational programs for elderly and handicapped Bergen County residents. Service is available from 5:00 am to 11:00 pm, seven days per week. Passengers using this service pay an initial fee of \$20.00 plus \$1.00 per mile for invalid coach service or \$50.00 plus \$1.50 per mile for ambulance service. Transportation is available to facilities in Bergen, Essex, Passaic, and Hudson Counties, New York Coty, and southern New York State. This service transports 150 to 175 passengers per week. Agency equipment includes ten Dodge vans from the model years 1977, 1978, and 1979. All vehicles are equipped with wheelchair ramps and tiedowns; each carries three of four passengers.

19. Bergen County Community Action Program operates a free, combination fixed-route and demand-response transportation system for county residents who are over age 60. The agency operates its vehicles through its three service centers which are located in Garfield, Englewood, and Hackensack. This county-wide service provides transportation to and from clients' homes and the recreation centers and also used in the county's Meals on Wheels Program. Hours of operation are from 9:00 am to 5:00 pm, Monday through Friday. The agency transports 105 people per week. Agency equipment includes two, 8-passenger 1974 Chevrolet station wagons, one, 8-passenger 1975 Chevrolet station wagon, one, 8-passenger 1976 station wagon, and one 15-passenger Dodge van.

20. Bergen County Adult Day Care Center - This agency uses vehicles provided by the Bergen County Transportation System.

21. American Red Cross, Passaic Valley Chapter operates a free, demand response transportation program for Bergen County residents who live in Oakland and Garfield. This service transports clients in doctors' offices and hospitals in northern New Jersey. Hours of operation are from 9:00 am to 5:00 pm, Monday through Friday. This service transports twenty people per month in its one, 9-passenger 1972 Chevrolet station wagon.

22. American Red Cross, Rutherford Chapter operates a free, demand-response transportation program for residents of Rutherford, Wood Ridge, and North Arlington. This service transports passengers to doctors' offices and medical centers in Bergen and neighboring North Jersey counties. Hours of operation are from 9:00 am to 3:00 pm, Monday through Friday. Operating funds are provided by the United Way and by private contributors. The agency transports 100 people per month in its one, 4-passenger 1971 Plymouth station wagon, one, 4-passenger 1976 Chevrolet station wagon, and one, 4-passenger 1977 Chevrolet station wagon.

23. American Red Cross, Central Bergen Chapter, operates a free, demand-response transportation service for Bergen County residents. This program provides transportation to and from a client's home and county medical offices and hospitals. This program serves clients who live in thirty towns in central Bergen County. Hours of operation are from 8:30 am to 4:30 pm, Monday through Friday. This service transports 140 people per month in its two, 4-passenger Ford Sedans.

24. American Red Cross, Northern Valley Chapter operates a free, demand-response transportation service for residents of nineteen towns in northern and eastern Bergen County. This service provides transportation to doctors' offices and hospitals in Bergen County, other parts of northern New Jersey, and New York City. Hours of operation are from 8:30 am to 4:30 pm, Monday through Friday. Operating funds are provided through private donations and grants from the United Way. The Agency transports 125 people per week in its one Oldsmobile, two Buick, and two Chevrolet station wagons.

25. American Red Cross, Ramapo Valley Chapter, operates a free, demand-response transportation system for residents of Allendale, Mahwah, Oakland, Ramsey, Saddle River, Upper Saddle River and Waldwick. This service provides transportation to medical offices, hospitals, shopping centers and recreational facilities in northern New Jersey, Rockland County, and New York City. Hours of operation are from 8:00 am to 4:30 pm for mini-bus transport and from 6:45 am to 5:00 pm for station wagon transport. Cost of this operation is now \$3,000 per year, all of which is provided through private donations. Agency equipment includes one, 5-passenger 1979 Ford station wagon, and one, 13-passenger 1976 Chevrolet mini-bus provided by the Bergen County Board of Transportation and used only by senior citizens. This agency transports 550 people per month in its mini-bus and 140 people per month in its station wagon.

26. North West Bergen American Red Cross provides a scheduled service to Bergen County for the elderly and handicapped, low income and ambulatory individuals. Transportation is provided to shopping centers with most trips centering around health care facilities. The frequency of services include weekdays between the hours of 9:00 am and 4:30 pm with limited service on weekends. The cost to the patron is free. Approximately 6,229 trips are made per year. Funding of more than \$6,000 per year is provided through the United Way in addition to UMTA 16(b)(2) funding from the New Jersey Department of Transportation. The equipment presently utilized includes three (3) 6-passenger station wagons; two being 1979 models and one 1976, and a one, 5-passenger 1978 sedan. None of the vehicles are wheelchair lift equipped.

27. Bergen Passaic Unit, NJ Association of Retarded Citizens operates a free, fixed-route transportation program for its members who are severely retarded adults. This county-wide program transports members to and from their homes and agency training centers in Rutherford, Hackensack and Paramus. Hours of operation are 9:00 am to 4:00 pm, Monday through Friday. Operating funds for this program come from County Funds, Social Security Title XX funds and grants from the State Division of Mental Retardation. This program transports 1,200 people per month. Agency equipment includes two, 12-passenger 1976 Dodge maxi vans, one, 12-passenger 1977 Dodge van, one 6-passenger 1976 Ford station wagon, one, 6-passenger 1978 Dodge station wagon, one, 12-passenger 1973 Dodge van, and one, 12-passenger 1974 Dodge van.

28. Boiling Springs Senior Citizen Housing Project, operates a free demand-response transportation program for senior citizens and handicapped residents in eleven towns in South West Bergen County. This service provides transportation to the project's medical clinic and to the clinic at South Bergen Hospital. The vehicles are also used for shopping trips and recreational programs. Hours of operation are from 9:00 am to 4:30 pm, Monday through Friday. This service transports 220 passengers per month in its one 13 passenger 1979 Dodge van, which is equipped with a power wheelchair lift.

29. American Cancer Society, Bergen County Unit, operates a free, demand-response transportation service for cancer patients who are also county residents. This county-wide program transports patients to and from their homes and area hospitals. Hours of operation are from 9:00 am to 5:00 pm, Monday through Friday. This service transports 20 passengers per month. The agency relies on volunteers who use their own vehicles.

30. Easter Seal Skills Evaluation Training Program, the Easter Seal Skills Evaluation Training Program presently operates a 1977 Chevrolet Drivemaster car. The van has a seating capacity of 10 and is wheelchair lift equipped. The client group consists of patients over 16 years of age who are blind, wheelchair bound, stroke victims, or have a severe kidney malfunction. Counties served by Easter Seal include Bergen, Hudson and Passaic Counties, in addition to Nutley Town in Essex County. The agency transports 22 passengers per week. The service is structured and demand-responsive with operating hours from 8:30 am - 4:30 pm, Monday through Friday. Most trips are to shelter workshops for instructions, evaluation and training and all services are free of charge.

31. Social Services Association of Ridgewood & Vicinity, provides a demand-responsive service to Ridgewood, Glenrock, Hoboken and Midland Park for the elderly and low-income shingle parent families. Transportation is provided to hospitals and other emergency services. The frequency of service is limited to weekdays between the hours of 9:00 am to 3:00 pm. The cost to the patron is free. Approximately 6 to 12 patrons are transported per week. Funding of more than \$40,000 per year is provided through United Way. The equipment presently utilized includes a 1976 sedan car with a seating capacity of five.

32. Health Awareness Regional Program, presently operates a 1977 Chevy van. The van has a seating capacity of 7 and is not wheelchair lift equipped. The agency provides transportation services to the elderly only. Services are provided to 9 Pascack Valley towns in Bergen County. Frequency of service is limited to weekdays between the hours of 8:30 am and 5:00 pm and is demand-responsive. The cost to the patron is free.

33. North Jersey Friendship House, is a non-profit psychiatric rehabilitation center located in Hackensack. The center provides a transportation service in connection with its rehabilitation program. This service transports clients to and from the center and local jobs, recreational events, shopping centers, and medical offices. This program operates throughout northern New Jersey. Hours of operation are from 9:00 am to 4:00 pm, Monday through Friday, from 10:00 am to 3:00 pm on Saturday and from 1:00 pm to 5:00 pm on Sunday. Funding is provided by a Community Care Grant, Medicaid fees, and private donations. Agency transportation equipment consists of two Dodge vans, one 1976 and one 1979.

34. Community Center for Mental Health operates a free, fixed-route transportation program for its clients, who are adults enrolled in a deinstitutional program for former mental patients. Clients are transported to and from their homes and the agency's training center in Dumont. The program serves clients who live in fourteen towns in northern and eastern Bergen County. Hours of operation are 9:00 am to 10:00 pm, Monday through Thursday and 9:00 am to 5:00 pm on Friday; limited service is available on weekends. Current agency cost of operation is \$16,200 per year. Funds are provided by a Title XX Social Security grant. The agency transports 160 passengers per month in its one, 15-passenger 1976 Plymouth van, and one, 15-passenger 1976 Plymouth van, and one, 15-passenger 1979 Dodge van.

35. Christian Health Care Center is a private psychiatric hospital and nursing home for long term and short care patients. The center operates one, 20-passenger 1969 Ford bus which it uses to transport patients to shopping centers and recreational events in Bergen County and in other parts of northern New Jersey. Service is provided as needed. The center also uses this vehicle to transport its employees.

36. Northern Valley Adult Day Care Program operates a free, fixed-route transportation program for its clients, who live in the sixteen towns of the Northern Valley region of Bergen County. This service transports clients to and from their homes and the day care center in Dumont. Hours of operation are from 9:00 am to 5:00 pm, Monday through Friday. Cost of the operation is now \$5,000 per year. Operating funds are provided by the Bergen County Community Development Project. The agency transports 60 people per week in its one 12-passenger 1978 Ford van.

37. Social Service Federation of Englewood, the federation is a private, non-profit organization which operates senior citizen and adult day care programs. It provides a combination fixed route and demand response transportation program. Clients are provided with transportation to medical offices, shopping centers, recreation programs, and social service agencies in the Northern Valley area of Bergen County. Hours of operation are from 8:30 am to 4:30 pm, Monday through Friday. (Service is also available on most holidays). Current cost of operation is \$110,000 per year. Funding is provided by a Community Development Grant, a Title XX Social Security Grant, C.E.T.A., and private contributions. Agency equipment includes three 13-passenger Dodge vans, two 10-passenger Dodge vans, and one Ford sedan. This service is used by 280 people each week; it is free of charge to passengers.

38. Holy Name Hospital, operates a fixed route transportation program for maintenance kidney dialysis patients. This service transports patients to and from their homes and the hospital; it is free of charge to passengers. Hours of operation are from 5:00 am to 7:00 pm, Monday through Saturday. This program operates in all Bergen and in parts of Passaic County. Agency equipment consists of two station wagons.

39. North Arlington Volunteer Emergency Squad, provides non-emergency transportation to elderly and handicapped North Arlington residents. This service, which is free of charge to passengers, provides free transportation to doctors' offices and hospitals, with additional trips to schools or therapy sessions for handicapped passengers. This program will transport passengers throughout New Jersey and also provides trips to locations in New York State. This service operates seven days per week, 24 hours per day. Funding for this program comes from the Borough of North Arlington and from donations. The agency transports 80 passengers per month.

Agency equipment consists of three ambulances. The agency hopes to purchase a station wagon and have it operating by February 1980.

40. YM-YWHA of Bergen County, owns one 15-passenger 1975 Dodge van which it uses to transport its senior members to and from its Hackensack center and special events and recreational programs. This service is available to agency members who live in Bergen County. There is no fare for this service. Transportation is provided as needed. The van is also used by the Jewish Family and Childrens Service to transport senior citizens to nutrition centers. This service operates from 10:00 am to 3:00 pm, Monday through Friday. Combined trips of both organizations amount to 220 per week.

BURLINGTON COUNTY

Scope of Existing Services

At present, a total of 13 organizations have been identified as providing transportation services to the elderly, handicapped and low income residents of Burlington County. The transit services provided range from fixed-route to demand-responsive, with the majority of agencies providing service 5 days a week for Burlington County. There are currently a total of 9 buses, 27 vans and three station wagons.

There have been a total of 5 successful applications utilizing the UMTA 16(b)(2) program for 1976 and 1977. In total 4 vans, one of which is wheelchair lift equipped, and 1 wheelchair equipped minibus are on order.

Inventory of Existing Services

1. The Burlington County Association for Retarded Children (ARC) operates a fixed route service for handicapped (mentally retarded) youth to the ARC day care center and the pre-school center at Hainesport, New Jersey. In general, the service is provided county-wide, the exception being the rural townships in the southeastern portion of the county. The frequency of service is limited to weekdays between the hours of 7:00 - 10:00 a.m. and 2:00 - 4:30 p.m. Cost to the user is free and aides are available to assist the children in transit. In addition, to transportation to and from the center, transit is also provided for recreational oriented programs. Funding is provided by the H.E.W. (Title XX); the N.J. Department of Institutions and Agencies; the N.J. Department of Human Services, and private sources. Approximately 45 riders are handled on a daily basis. The 1977 operating cost for transit was \$18,702.00. The transportation equipment presently utilized includes five (5) 16-passenger vans, none of which are wheelchair equipped. The age of the vehicles range from three (3) 1975 vans to two (2) 1978 vans.

2. Burlington County Cerebral Palsy Association, is a private, non-profit organization that provides a varied schedule and county-wide transportation service to the physically and developmentally handicapped individuals. Clientele includes children, teenagers and young adults. The transportation provided is generally program oriented and is limited to weekdays between the hours of 8:15 - 10:00 a.m. and 2:20 - 3:00 p.m., September to June. During the summer months, transportation to a 6 week day camp is also provided. The cost to the rider is free; however, donations are accepted. Approximately 15 riders are transported daily. The transportation equipment presently utilized is a 1975, 12-passenger van. This vehicle is not equipped with wheelchair tie-downs, however, wheelchairs are folded and stored in the rear. Funding for this service is provided by private, non-profit organizations, such as the United Way, and an annual allotment is provided by the County Freeholders.

3. Burlington County Community Action Program (CAP) provides a demand-responsive county-wide subscription service for the elderly (age 60 or over), the physically handicapped and low income individuals. Requests for transportation must be made at least 48 hours in advance. Transportation is provided for a variety of purposes, including, trips to medical facilities, recreational trips and social trips. The frequency of service is limited to weekdays between the hours of 9:00 a.m. and 5:00 p.m. The cost to the patron is free. Approximately 100-200 patrons are transported daily. Funding (including \$3,350.00 in operating costs) is provided through county grants, the agency's budget and UMTA 16(b)(2) for vehicle acquisition. The equipment presently utilized includes one (1) 1975, six passenger station wagon, and two (2) 1975 radio equipped 16 passenger vans. The two vans are not wheelchair equipped. The vans were provided by the New Jersey Department of Transportation under the UMTA 16(b)(2) program for FY 1975. For program year 1976, CAP has successfully applied for one 15-passenger van equipped with a wheelchair lift.

4. Delaware House is a mental health center which provides a regularly scheduled transportation service for the elderly (age 60 or over) and handicapped. Transportation is provided to and from the Delaware House facility for the physically and mentally handicapped. Transportation is also provided to the elderly residents of three boarding homes and Delaware House residents for shopping purposes. Frequency of service is generally limited to weekdays between 7:00 a.m. and 5:00 p.m., however, trips for scheduled social functions are provided on weekends to the residents of the boarding homes. The area of Burlington County served by Delaware House encompasses the communities adjacent to the Delaware River between Florence Twp. and Cinnaminson, west of the New Jersey Turnpike.

5. FISH is a private, non-profit volunteer organization that provides occasional transportation service of a general non-restrictive nature including the elderly, handicapped, and low income individuals. There are no restrictions on trip purpose, frequency of service is as needed, and cost to the user is free. There are no vehicles assigned, as the volunteers use their vehicles to provide the service. Funding is provided through private non-profit organizations and collections taken at the Beverly Presbyterian Church.

6. Burlington County Nutrition Project for the Elderly, provides fixed-route transportation service for the elderly (age 60 or more) to and from a nutrition center. Frequency of service is limited to weekdays between the hours of 8:00 a.m. and 5:00 p.m. The service area encompasses Burlington, Palmyra and Browns Mills. Cost to the user is free. Patrons utilizing this service number between 60-78 per day. Funding (including approximately \$8,000.00 per year in maintenance costs) is provided by H.E.W. (Title VII of the Older Americans Act) and the county. The transportation equipment is comprised of three (3) vans. The vans range in age from a 1974, 14-passenger van, a 1975, 16-passenger van to a 1976 15-passenger van. The agency also has an 18-passenger bus on order. Funding for the 18-passenger bus is Title VII of the Older American Act.

7. Burlington County Occupational Training Center (OTC), operates a fixed-route regular schedule transportation service to and from its facility in Mount Holly for the physically and mentally handicapped. Frequency of service is limited to weekdays between the hours of 6:30-9:30 a.m. and 3:00-5:30 p.m. The service is provided on a county-wide basis. Cost to the user is free. Funding (approximately \$17,200.00 per year in operating costs) is provided through a combination of funds through the Division of Vocational Rehabilitation (DVR) of the N.J. Department of Labor and Industry and private, non-profit sources. Approximately 60 riders utilize this service on a daily basis. The transportation equipment presently utilized includes, one (1) 1974, 9 passenger station wagon; one (1) 1975, 44 passenger bus. None of these vehicles are wheelchair lift equipped. The 15-passenger van and the 28-passenger van were obtained through the N.J. Department of Transportation under the UMTA 16(b)(2) program. The 44 passenger bus was obtained through a DVR grant from the New Jersey Department of Labor and Industry. For the UMTA 16(b)(2) program for FY 1976, OTC has successfully applied for one 15-passenger van. For the FY 1977 program OTC has successfully applied for one 20-passenger small bus equipped with a wheelchair lift.

8. Burlington County Office on Aging, provides a county-wide demand responsive transportation service for the elderly (age 60 or over) and physically handicapped persons. This transportation service is provided for medical, shopping and social activity trips. The frequency of service is generally limited to weekdays between the hours of 8:30 a.m. and 4:00 p.m. In certain instances special trips may be scheduled for Saturdays. Cost to the user is free. Funding (approximately \$100,000 per year in operating expenses) is provided through a combination of H.E.W. Older Americans Act (Title III and Title VIII), local funding supplies the balance. Funding for personnel is partially provided through CETA. The transportation equipment presently utilized is comprised of 6 vans, one of which is equipped with a wheelchair lift. The age of the vehicles ranges as follows: two are 1973, 15-passenger vans; two are 1974, 15-passenger vans; one is a 1974, 14-passenger lift equipped van; and one 1975, 15-passenger van.

9. Childrens Home of Burlington County, operates a frequent but irregular transportation service for its residents. Trips are generally program oriented and recreational in nature, and originate at the Children's Home in Mount Holly. The service area encompasses the 21 counties in New Jersey and center city Philadelphia. Funding is provided by means of an appropriation from the State Law Enforcement Planning Agency through the Division of Youth and Family Services, Department of Human Services and a matching appropriation from the County Freeholders. The transportation equipment presently utilized includes a six passenger station wagon, two, 15 passenger vans and a 54 passenger bus. The age of the vehicles range from a 1972 bus to 1978 station wagon. The cost to the user is free.

10. The Retired Senior Volunteer Program (RSVP), operates a demand-responsive transportation service to bring volunteer seniors (age 55 or over) to their respective volunteer stations. The frequency of service is limited to weekday between the hours of 8:15 a.m. through 5:00 p.m. Cost to the user is free. Funding is provided through the ACTION Program, Burlington County College and various fund raising campaigns. The 1977 operating costs for transit was approximately \$2,280,00. The transportation equipment presently utilized is a 1974, fourteen (14) passenger van. For program year 1977, RSVP has successfully applied for one 15 passenger van under the UMTA 16(b)(2) program.
11. The Burlington County Welfare Board, operates a fixed route, demand-responsive non-restrictive transit service. The frequency of service is limited to two days a week (Wednesdays and Fridays) between the hours of 8:30 a.m. and 4:00 p.m. The cost to the user is free. Transportation is provided to medical facilities, shopping areas, recreational outings, etc. Funding is provided through the H.E.W. (Title XX and Title XIX Medicaid Program). The transportation equipment presently utilized is one (1), 25 passenger bus, although the contract with the carrier calls for a passenger van.
12. The Burlington County Special Services School District, operates a county-wide demand-responsive service for the handicapped student. The service provided is for transportation to recreational, program oriented and extra curricular activities. Transportation service for the elderly is also coordinated. The frequency of service is generally Monday through Friday between the hours of 8:00 a.m. and 4:00 p.m., however, transportation is also provided for weekend programs. The service for the school district is provided during the regular school calendar (Sept.-June). The vehicles are used in the summer migrant program for a six week period. Cost to the handicapped user is free, however, cost to the other users involves paying for the drivers time. Funding is provided through the State under the Title XVIII program. The 1977 cost for operating the buses is approximately \$3,300.00. The transportation equipment utilized includes, one (1) 1976, 16-passenger van and a total of five (5) buses. The two 1976 buses have a seating capacity of 54 and 36. The 36 passenger bus has provisions for wheelchair tie-down. The remaining three buses are 1977. Two of these are 54 passenger vehicles, and one is a 24 passenger mini-bus.
13. MLN is a private organization which provides transportation service to the physically and mentally handicapped on a contract basis. This organization currently has contracts with several school districts and the Division of Vocational Rehabilitation. The service area encompasses Burlington, Camden and Gloucester Counties. The frequency of service is Monday through Friday, between the hours of 7:30 a.m. and 6:00 p.m. Funding is provided through the contract service. Approximately 20 riders are handled on a daily basis. The transportation equipment presently includes a 1974, 12-passenger van, and two (2) 1976 15-passenger vans.

CAMDEN COUNTY

Scope of Existing Services

Presently, there are 24 organizations which provide transportation service to the elderly, handicapped, and low income residents of Camden County. Services provided range from demand-responsive to fixed route transportation with most service available 5 days a week. In Camden County there are currently a total of 25 buses, 7 mini-buses, 2 cars, 7 station wagons, and 17 vans operated throughout the county. In addition, there are several privately owned cars (approximately 14) which are used as a transportation service - also 3 ambulances, 3 invalid coaches, and 1 disaster aid van.

There are ten agencies which operate county-wide including the Bancroft School which has a 100 mile radius. These agencies operate a total of 9 station wagons, 11 vans, 19 buses, 3 ambulances (privately owned), 3 invalid coaches (privately owned), 1 disaster aid van (privately owned), and approximately 14 privately owned cars.

The remaining 14 agencies provide transportation service for their clientele to and from the organization with some agencies offering "special trips". A total of 9 vehicles are equipped with either ramps or lifts.

There have been 7 successful applications utilizing the UMTA 16(b)(2) program through the FY 1976 program, the Cerebral Palsy Program received 1 bus with lift; the Bancroft School 1 van, and 1 van with lift; Multiple Sclerosis Center 1 van with lift, and Red Cross 1 van. In the FY 1977 program the Red Cross received 1 station wagon; Cerebral Palsy 1 van with lift; and Goodwill Industries 1 station wagon.

Inventory of Existing Service

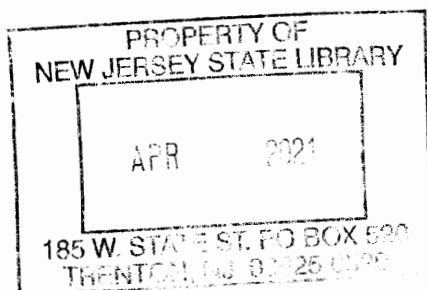
1. Borough of Clementon - Senior Citizen Shuttle Bus, operates a demand-responsive township-wide (will take riders 5 miles beyond township limits) service for the elderly (age 62 and over) and disabled. Frequency of service is limited to Mondays, Wednesdays, and Fridays, 9:00 a.m. to 2:00 p.m. Service is provided for shopping and special trips, however, 24 hours advance notice is needed for the door-to-door service. The cost to the rider is free. Funding, approximately \$7,362 per year, is provided by the Borough. The transportation equipment presently utilized consists of 1 mini-bus (manufactured in 1975) equipped with a grab-bar.
2. North Camden Elders - Community Elders Council, operates a demand-responsive service within Camden City or immediate neighboring townships. Service is provided for the elderly (age 60 and over) the handicapped, and the disabled, although no special equipment is available to aid in the transport of the disabled. Frequency of service is daily, 8:30 a.m. to 4:30 p.m. A fixed route to recreation, lunch (nutrition program of agency) and back to center or home is provided during these hours along with special trips as requested by patrons (Shopping, medical, etc.).

A subscription service is also available. Reservations must be made 48 hours in advance for special trips. The cost to the riders is free. In addition to the transportation service, the agency provides informative, recreational, group counseling, and referral services. Transportation operating expenses, approximately \$26,940 per year is provided by Title III (34%) and Title XX (66%). Transportation equipment consists of 3 vans, two manufactured in 1977, and one manufactured in 1978.

3. Retired Senior Volunteer Program (RSVP), operates a demand-responsive service within Camden County. Service is provided for the elderly (60 and over), the handicapped, and the disabled, although no special equipment is available to aid in the transport of the disabled. Daily service, 5 days a week, 8:30 a.m. to 4:30 p.m. is provided with 48 hours advance notice needed on special medical trips. Service is for medically related trips only (doctor's appointments, etc.). A subscription service is also available for scheduling patrons to be picked up on a regular basis. Service is limited to one trip per patient, per day to destination (medical facility) and home. There is no fee for this service. Yearly transportation operating expenses are approximately \$12,350 and is funded through the Office on Aging, Department of Community Affairs. Two vans, one manufactured in 1976, one in 1978, plus one station wagon manufactured in 1978, make up the transportation equipment.

4. Township of Voorhees, operates a fixed route mini-bus within Voorhees Township for the elderly (62 and over). The bus has several pick-up points throughout the Township with destination either the Community Center Building or medical service. Return trips are provided. The bus operates on Tuesdays and Saturdays between 11:30 a.m. and 4:00 p.m. It has no special equipment to help aid the handicapped. There is no fee charged for this service. Transportation operating expenses are approximately \$250.00 per year and is funded through the municipal budget. One mini-bus is currently in operation, manufactured in 1974.

5. Salvation Army/Camden County Nutrition Program, operates a demand-responsive service within Camden County for the elderly (60 and over) and the walking handicapped. No equipment is provided to aid the disabled. Patrons may request this service by calling before 9:00 a.m. of the day the ride is desired. The service operates Monday through Friday, 9:00 a.m. to 4:00 p.m. This service is provided for trips to nutrition centers only. No fee is charged for the transportation, but a donation is suggested for the food. In addition to providing nutritional meals for senior citizens, the agency also provides service in the area of nutrition, education, counseling and recreation. Four vans are in operation, all of which were manufactured in 1977. Transportation operating expenses average \$8,200 per year with funding under Title VII of the Older American Act.



6. Lindenwold Borough, operates two separate types of services for the elderly (55 and over). Dial-a-Ride operates Monday through Friday, 9:00 a.m. to 3:00 p.m. for special trips, (shopping, medical, etc.) with 24 hours advance notice needed. The vehicle used is one bus manufactured in 1975. Transportation operational costs are funded through municipal sources. Serve-a-Ride also operates Monday through Friday, 9:00 a.m. to 3:00 p.m., and follows a fixed-route schedule. Two vans manufactured in 1975 are used on this route and funding is provided through CETA and municipal sources. No fee is charged for either route. Neither service has vehicles with special equipment to help service the disabled.

7. Lakewood Medical Center, operates one bus and one van for transportation of the elderly (55 and over) and handicapped. The service is limited to Camden County and is demand-responsive with no fee charged. The schedule runs from 8:00 - 10:30 a.m. and 2:30 - 4:00 p.m. Monday through Friday. Transportation for the handicapped is limited and is only available when senior citizens do not need the use of the bus (or van). One week advanced reservation is needed for special trips. Trips are made for shopping, medical, and special trips such as field trips. The bus has a lift and was manufactured in 1969. The van was manufactured in 1972. Fifty percent of the funding for transporting operating costs is received through Title XX and fifty percent through county revenues.

8. Runnemede Borough, operates one bus which is available to all Runnemede residents. The bus operates from 7:00 a.m. to 7:00 p.m. and travels a fixed route stopping at shopping areas and local interest places. Occasionally, a special trip is arranged. The disabled are welcome to use the service, but no special equipment is available to help serve the disabled. The bus was manufactured in 1974. Funding for transportation operating costs is received through the Borough and Revenue Sharing and no fee is charged for use of this bus.

9. Pine Hill Borough, operates one bus Monday through Friday, 10:00 a.m. to 2:00 p.m., for the elderly (55 and over). The bus operates on a regular schedule, however, special trips or events need 2 weeks advanced notice. The fixed route goes to shopping areas and parks and will go outside of the Borough only to pick up Borough residents. The bus was manufactured in 1975. Transportation operations funding is received through the Borough. There is no fee charged for use of the bus.

10. FISH is an organization which operates a strictly volunteer (all cars are privately owned and maintained) transportation service for the elderly, low income, and elderly poor. They are demand-responsive and would like 24 hours advanced notice for pick-up. They provide transportation for almost any purpose. Hours of operation are usually from 9:00 to 1:00 p.m., however, this may vary depending on demand. Areas covered are Berlin Boro, Berlin Township, Cherry Hill, Haddonfield, Merchantville, and Pennsauken. There is no fee for this service but donations are accepted, which is the only source of funding.

11. Lawnside, operates one car and one bus which provides occasional service to the elderly (55 and over) in Lawnside. The service operates seven days a week and the time schedule varies according to planned activities. Transportation is provided for shopping, recreation, and special events.

Operating costs are approximately \$10,000 a year. The car was manufactured in 1976 and the bus in 1975.

12. Cerebral Palsy Center, operates a program oriented transportation service only. Individual school districts are responsible for the transportation of its own students who need medical service. One van and one bus are on order and as soon as they arrive the Cerebral Palsy Center will be able to provide program oriented transportation for events such as day camps, etc. Costs for this service are absorbed entirely by the Cerebral Palsy Center. This Center serves the handicapped only.
13. Echelon Mall, operates one bus on a regular schedule. This bus operates seven days a week from 7:00 a.m. to 10:00 p.m. except Sunday when it operates 11:00 a.m. to 6:00 p.m. This bus has ten official stops which include PATCO, MALL, seven apartments and Camden County Library. The bus is for general public use and provides no special equipment to help serve the handicapped. There is a thirty cent (\$.30) charge for use of the bus. Funding sources include: Echelon Mall, Inc., Echelon Urban Center, Echelon Merchants, Strawbridge and Clothier and Camden County Library. Transportation operating costs are approximately \$9,500 yearly.
14. Gloucester Township, operates two buses within the township which serve township residents and senior residents only. The buses operate on a demand-responsive schedule (for special trips) with the schedule varying because of need. Advanced notice must be given in the form of a letter stating need for bus and time of departure and arrival. Each group using the bus (such as senior citizens, girl/boy scouts, ladies organization, etc.) must supply their own certified driver. There is no fare charged, however, each group must refill the gas tank upon return of vehicle. Funding is provided through Township funds.
15. American Medi-Wheels, Inc., is a privately owned company which operates three ambulances and three invalid coaches on a demand-responsive basis. Service is available for the elderly and handicapped with special equipment available to assist the physically disabled. No advanced notice is needed for service. Service is available for medical and recreational purposes. Some insurance companies as well as certain Blue Cross Coverage may pay for these services which American Medi-Wheels, Inc. will check out for you. Medicaid and Medicare may also assist in payment. The company is Medicare and Medicaid approved and funded.
16. Shopper's Shuttle, operates one or two buses (depending on need) on a fixed route, regular schedule for the general public and elderly of Mt. Ephraim Borough. The bus operates on the 2nd and 4th Tuesday of each month between 9:45 a.m. and 2:00 p.m. Shopping trips to Moorestown, Echelon, and Cherry Hill are provided. No reservation or advanced notice is needed. Funding is provided through municipal taxes. There is no fee charged for bus services.
17. Jewish Community Center, operates a fixed-route bus for the elderly (60 and over) two days a week to and from the Community Center (on Monday and Wednesday) from 11:00 a.m. to 3:30 p.m. There is a \$.50 fee charged for the service. The bus serves Camden and Burlington Counties. Funding is done entirely by the Jewish Community Center.

18. Haddon Heights, operates one bus on a regular schedule Monday through Thursday from 7:30 a.m. to 4:00 p.m. The service is available to all residents. On Monday, Tuesday, and Thursday the bus transports senior citizens to the Salvation Army Nutrition Center and on Wednesday, the bus makes trips to the area mall. On all days the bus runs on fixed route that passes through the Borough, so no resident is more than 2 blocks from a bus stop. No fee is charged, however, a voter referendum has favored a fare, and Borough Officials are making arrangements to impose a user charge. The bus operates entirely within Haddon Heights. Funding is provided by the Borough.
19. Bellmawr, operates one bus on a fixed-route, regular schedule Monday through Saturday. The service is available to all residents of the Borough including Senior Citizens. The bus operates from 7:00 a.m. to 7:00 p.m. One route goes to shopping malls primarily, and the other route goes through the borough where the bus stops within three blocks of any and all Borough residents. No special trips are made and no special equipment is available to handle the transporting of the disabled. No fee is charged for this service. Capital and operating funds are provided by the Borough.
20. Archway School, operates 16 buses on a regular schedule Monday through Friday, 9:00 a.m. to 11:00 a.m. and from 3:30 p.m. to 5:30 p.m. Monday and Friday are set aside for shopping. Additionally, when medical needs arise, a day or days are set aside. The vehicles are also used to take the clientele of the school on field trips. Services are provided to the elderly and handicapped also. Buses run from Barrington to Chesilhurst (county wide). No charge is made for this service.
21. American Red Cross, operates five station wagons and one disaster aid van. The routes serve the Camden County area and are arranged one month in advance except in emergencies when a route is designed upon demand. Vehicles are used by the elderly, handicapped (no special equipment is available) and general population for medical related problems only. One week notice is needed for demand-responsive service unless it is an emergency. Funding is provided through public funds. No charge is made for this service.
22. BPUM Homemaker Service, operates one van, one car and one station wagon to provide service to the elderly (55 and over), to the handicapped and disabled. Although the agency has no special equipment sometimes necessary to transport some disabled. The route is demand-responsive within South Camden with a call in period of 24 to 28 hours. This is flexible depending on emergencies and on demand of vehicles at any given time. The service is used to go shopping, for business or other activities. The service operates Monday to Friday from 8:30 a.m. to 4:30 p.m. No fee is charged for the service. Funding sources are State, County and Federal funds.
23. Camden County Council on Economic Opportunity, Inc., operates two vans five days a week from 9:00 a.m. to 4:00 p.m. which service the Camden County area including trips to Philadelphia and Gloucester Counties. The

service has a fixed-route with medical needs being serviced on a demand-responsive basis with a 48 hours call-in requirement. Emergencies have top priority and are handled immediately. Delivering lunch to shut-ins and a monthly day trip is another part of the service. Service is intended for the use of the elderly and disabled, but has no special equipment to help aid the disabled. However, the agency does refer the disabled to the best transportation available to them. One of the vans is equipped with a lift ramp. Funding is provided under Title III of the Older American Act.

24. Bancroft School, operates three station wagons on an occasional basis for field trips and recreation. The service operates seven days a week from 9:00 a.m. to 9:00 p.m. and is available to the Developmentally Disabled and Handicapped. There is no charge for this service. Two of the vehicles were manufactured in 1977 and one in 1978. Funding is provided through private and state (public school district) funds.

CAPE MAY

Scope of Existing Services

At the present time there are 5 organizations providing transportation services to the elderly, handicapped and low income residents of Cape May County. Services provided include fixed routes, subscription and demand-responsive, with most services available 5 days a week plus limited service on week-ends. In Cape May County there are currently a total of 14 vans, 3 of which are wheelchair lift equipped; 8 buses and 1 sedan modified to accommodate the handicapped. These vehicles are operated throughout the county, with limited statewide service and medically related out-of-state trips.

The Cape May County Department of Transportation Center has applied for a HUD Grant-Federal Title I Section 103, 1977 Housing Community Development Act for FY 1979, FY 1980 and FY 1981 in order to purchase, over a 3 year period, 3 Argosy buses, each equipped with wheelchair lifts. The Cape May County Stone Harbor Lions Home for the Blind has successfully applied for 1 van thru the UMYA 16(b)(2) program in FY 1977.

Inventory of Existing Service

1. Cape May County Day Training Center, operated by the New Jersey Department of Human Resources, operates a scheduled service county-wide for mentally retarded children. The organization transports its clientele to and from the Center. Frequency of service is limited to weekdays between the hours of 8:30 a.m. to 5:00 p.m. No fare is charged. The operating funds are provided 25% by H.E.W. (Title XX) and 75% by N.J. Department of Human Resources. The vehicles utilized are two 1978 vans, each with a 10 passenger capacity, and both equipped with a wheelchair lift. Also, utilized are two 1978 mini-buses, each with 16 passenger capacity.
2. Cape May County Fare-Free Transportation Service, a non-profit agency of the county provides transportation to the elderly (aged 60 and over), handicapped and any other citizens in need of this service. A schedule fixed-route service operates 9:00 a.m. to 4:00 p.m., Monday through Friday, with each of the county's 16 municipalities serviced with at least one shopping trip per week and most with more. A dial-a-ride service is also offered for those persons who are unable to use or would not be served by the scheduled services. Reservations for dial-a-ride transportation must be made 3 days in advance. Subscription service is also available. Destinations in Cape May and Atlantic County are served daily and one trip per week is made to Philadelphia.

Although the County transportation service is available at no charge to all "eligible" persons, the bulk of the monthly ridership of approximately 9,600 persons, the elderly 7,000; the handicapped, 2,500; and other, 100. Shopping accounts for half of all trips, while 40% of trips are medically related with 10% being of a social/recreational nature.

There are several sources from which the County bus service derives capital and operating funds, (approximately \$254,000 cost for 1978). Federal grants under Title XX of the Social Security Act, Title III of the Older Americans Act and C.E.T.A. provide 48% of the funds. The County provides 50% and fees for services provide the balance of 2%.

The 13 vehicles utilized for this service include a 1977 lift equipped van, 7 other vans ranging from 1969-1977 with 8-15 passenger capacity and 5 school buses ranging from 1973-1975 with 34-44 passenger capacity.

3. Cape May County Stone Harbor Lions Home for the Blind, a private non-profit organization, operates a subscription service, statewide, for deaf/blind youngsters (8-14 yrs. of age). Transportation is provided for the clientele to and from the Home and to outside activities. The summer camp at Avalon, N.J. is utilized by approximately 20 youngsters per week, during the 10 week summer season. Frequency of service is 7 days a week with some evening activities as late as 10:00 p.m. There is no charge to the clientele. Operating funds are provided by the Lions Club. The vehicles utilized are two 1978 vans, each with capacity for 12 passengers. These vehicles are leased through a local dealership.

4. Cape Human Resources, a public non-profit corporation operates a demand-responsive countywide service for the elderly, low income or minority group citizens. The agency transports approximately 30 to 50 clients daily to and from the Center, where a nutritional program is operated. Frequency of service is daily, 6 days a week. No fare is charged. The operating funds are provided by HUD and the Community Action Agency under the General Services Administration. The vehicles utilized are two 1978 vans, each with 15 passenger capacity.

5. Cape May County Nutrition Project for the Elderly, a non-profit organization of the county, serving the needs of the elderly (aged 60 and over) and handicapped citizens residing in the southern half of Cape May. A dial-a-ride service operates from 10:00 a.m. to 2:00 p.m. Monday through Friday requiring reservation $\frac{1}{2}$ hour in advance. All patrons receiving transportation must go into the meal site. Other trips are determined by time available. No fare is charged. Funding for the operating expenses of approximately \$12,000 annually is provided from County funds 10% and Federal funds Title VII 90%. The vehicle utilized is a 1975 mini-bus, modified with wide aisle, rail and steps, with 16 passenger capacity. Transportation service is provided to approximately 40 patrons daily. Title VII funds are committed for the acquisition of a 1978 twelve passenger van as a replacement.

CUMBERLAND COUNTY

Scope of Existing Services

At present, there are seven organizations providing transportation services to the elderly, handicapped and low income residents of Cumberland County. Services provided range from demand-responsive to semi-fixed route transportation with most services available five days a week. In Cumberland County there are currently a total of nine buses and 24 vans of which eight are equipped with wheelchair lifts. These vehicles are operated throughout the County.

The Cumberland County Office on Aging is operating a countywide system for the elderly and handicapped. The system which incorporates the senior rides of Bridgeton, Millville and Vineland, serves virtually the entire county on a demand-responsive basis. There are 13 vehicles in use of which two are equipped with wheelchair lifts. The County is applying for an additional eight, 22-24 passenger buses. These buses would cost approximately \$26,000 each for a total cost of \$208,000, and would replace and supplement the existing fleet. Each bus would be equipped with a wheelchair lift. The funding source is FAUS funds.

The remaining six organizations provide transportation service for their clientele to and from the organization with some organizations offering additional special "social trips".

There have been three successful applications utilizing the UMTA 16(b)(2) program. Through the FY 1975 program, the Evanoff Center received a 15 passenger van and in the FY 1976 program, the Cumberland County Guidance Center successfully applied for two 15 passenger vans. The Cumberland Unit, N.J.A.R.C. has successfully applied for an additional van under the FY 1977 program.

Inventory of Existing Services

1. Cumberland County Office on Aging operates a demand-responsiveness countywide service for the elderly (age 60 or over) and handicapped persons. Frequency of service is limited to weekdays between the hours of 8:00 AM to 6:00 PM. The cost of the rider is free, however, donations are accepted. The funding (approximately \$150,000 per year operating expenses) is provided 75% by H.E.W. (Title XX), local funding supplies are the balance. Funding for personnel is provided through CETA. The transportation equipment presently utilized are seven vans, two of which are equipped with wheelchair lifts, four full size buses and two mini-buses. Age of vehicles range from a 1962 bus to 1977 vans.
2. Senior Citizens Day Care Center, a private nonprofit organization, operates a subscription service countywide for the elderly and handicapped. It transports senior citizens, age 60 or over, to and from the Day Care Center. Frequency of service is limited to weekdays between the hours of 8:30 AM to 4:30 PM. No fare is charged. Funding for the operating

expenses is provided by H.E.W. (Title XX). The vehicle utilized is a 1975 fifteen passenger van. Also utilized are two 1978 model eight passenger vans leased from Meals on Wheels, from 8:30 AM to 9:30 AM and again from 3:00 PM to 5:00 PM. Meals on Wheels is an organization that delivers meals to the elderly (age 60 or over) and handicapped of Cumberland County.

3. Cumberland County Guidance Center operates a subscription service countywide, for emotionally disturbed adults. The organization transports its clientele to and from the Center. Frequency of service is limited to weekdays between the hours of 8:00 AM and 5:00 PM, however, emergency service is available. No fare is charged. Two-thirds of the operating expenses are funded by H.E.W. (Title XX). The vehicles utilized are three 1978 model fifteen passenger vans that are obtained on a rental basis. Also available, as a back-up vehicle, is a 1973 twelve passenger van with over 150,000 miles.

4. SCAMP, a private nonprofit organization, operates a countywide subscription service for the elderly residents of the County. The organization transports senior citizens (age 60 or over) to nutrition programs and to programmed activities. Frequency of service is limited to weekdays between 10:30 AM and 2:00 PM, however, these hours may be extended when necessary. This service is offered at no cost to the riders. The funding for this transportation service is provided thru The Older Americans Act (Title VII) and amounts to approximately \$15,600 per year for operating expenses. The vehicles utilized are a 1976 and a 1977 bus, with capacity for 18 passengers each. Transportation services are provided for approximately 50 elderly citizens daily.

5. CASA P.R.A.C., a private nonprofit organization, operates a demand-responsive transportation service for elderly and/or handicapped citizens of Cumberland County. Citizens, age 55 or over meeting the low income requirements according to Title XX Income Guidelines, are transported to Social Security, Welfare and other Social Service Agencies, also medically related trips are made throughout the county, and if need be, may be extended beyond the County lines. A dial-a-ride service normally operates five days a week, usually though, reservations must be made 24 hours in advance, however, a subscription service is also available. Normal hours of operation are 9:00 AM to 5:00 PM, sometimes 7:00 AM until after 5:00 PM. No fare is charged. The operating expenses for providing transportation services is provided through H.E.W. (Title XX) and amounts to approximately \$16,900 per year. The vehicles utilized are a 1973 van and a 1977 van, each with 15 passenger capacity. Also utilized when necessary are staff's own sedans. Approximately 20 elderly persons use this service daily. This figure increases to 110 persons daily, during the summer programs for children.

6. Day Care Training Center, operated by the New Jersey Department of Human Resources, operates a scheduled service countywide for mentally retarded children. The organization transports its clientele to and from the Center. Frequency of service is limited to weekdays between the hours

of 8:30 AM to 5:00 PM. No fare is charged. The operating funds (approximately \$58,500 per year) is provided 25% by H.E.W. (Title XX) and 75% by New Jersey Department of Human Resources. The vehicles utilized are four 1976 mini-vans, each with a 15 passenger capacity. Each van is also equipped with a wheelchair lift.

Sponsored in turn by the Day Care Training Center is the Adult Activities Center for retarded persons 21 years of age or older. The Adult Center is located nearby in facilities rented from the Evanoff Center. Transportation is provided at no charge from the Center and to programmed activities, shopping trips or other purposes. The vehicles utilized for this service are two 1976 maxi-vans, each with 15 passenger capacity and wheelchair lift equipped, and one 1978 16 passenger bus. Frequency of service is geared to the same timetable as the Day Center.

7. Evanoff Center, a private nonprofit organization, operates a county-wide subscription service for retarded citizens. Transportation is provided for the clientele to and from the Center or activities. Frequency of service is from Monday through Friday with additional service provided on some evenings. No fare is charged to the clientele. Operating funds of approximately \$1,500 a year, are provided by H.E.W. (Title XX). The vehicles utilized are one 1973 van and one 1975 van, each with a 15-passenger capacity.

ESSEX COUNTY

Scope of Existing Services

Forty-nine organizations are now providing transportation services to elderly and handicapped residents of Essex County. These services include both scheduled and demand-response operations, most of which operate five days per week. Combined equipment of all organizations includes, four large buses, 43 mini buses, 75 vans, 41 station wagons, and three sedans. These totals include 16 vans which are equipped with wheelchair ramps or lifts.

Vehicles operate throughout the county, with most trips made to transport clients to nutrition centers, shopping areas, medical services, and recreational programs.

Several Essex County organizations have been able to obtain vehicles through Section 16(b)(2) of the Urban Mass Transportation Act of 1964. Under the FY 1975 program, the following organizations received vehicles: Catholic Community Services, six vans; Essex Unit of the NJ Association of Retarded Citizens, three vans; Union Baptist Church, one van; North Ward Educational and Cultural Center, one large bus, one van; Mt. Carmel Guild, three vans; Essex and West Hudson Cerebral Palsy League, one lift equipped van. Under the FY 1976 program the following organizations received vehicles: North Jersey Community Union, one van equipped with lift; North Ward Citizens First Aid Squad, one van; Archbishop Boland Rehabilitation Center, one van; Metropolitan Ecumenical Ministry, two vans; YWCA of Essex and West Hudson, one van; Daughters of Israel, one van equipped with lift; Residents for Community Action, one van. Under the FY 1977 program, the following organizations have been approved for vehicles: Essex Chapter, American Red Cross, YM-YWHA of Metropolitan NJ, Jewish Counseling and Service Agency, R.S.V.P. of Essex County, Essex Unit of N.J.A.R.C., The Special Young Adults Program, Residents for Community Action, North Ward Educational and Cultural Center, and the Theresa Grotto Center. Under the FY 1978 program, the following organizations have been approved for vehicles: North Jersey Community Union, United Vailsburg Services Organization, Essex Chapter of the American Red Cross, Occupational Center of Essex County, and the Mt. Carmel Guild. For FY 1979, 22 applications for 16(b)(2) vehicles are now pending.

Inventory of Existing Services

1. American Cancer Society operates a free scheduled countywide transportation service for cancer patients who live in Essex County. This program transports 80 to 100 passengers per month to doctors appointments and medical treatments at area hospitals. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. The current operating cost is \$12,000 per year, all of which is provided by agency finals. Agency equipment includes one five-passenger 1979 Chevrolet sedan and one eight-passenger 1975 station wagon.

2. American Red Cross, Essex Chapter operates a scheduled countywide free transportation system for elderly and handicapped persons desiring transportation to hospitals and doctors' offices. This program provides transportation services for approximately 850 people each month. Hours of operation are from 8:30 AM to 4:30 PM, Monday through Friday. Current agency budget is \$30,000 per year. The agency operates 15 station wagons and one van.
3. American Red Cross, Glen Ridge Chapter operates a free, demand-response transportation system for elderly Glen Ridge residents who desire transportation to medical services and shopping centers in the town of Glen Ridge. Hours of operation are from 8:00 AM to 4:30 PM, Monday through Friday. The agency transports approximately 60 people per month in one eight-passenger 1974 Dodge station wagon and one five-passenger 1977 Dodge station wagon.
4. American Red Cross, Millburn-Short Hills Chapter operates a scheduled free transportation system for Millburn residents over age 55 who need transportation to doctors' offices and medical centers in the Millburn area. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Current agency budget is \$4,000 per year. The agency operates two five-passenger 1976 station wagons and one five-passenger 1979 station wagon.
5. American Red Cross, Montclair Chapter operates a scheduled free transportation system for Montclair residents who are over age 65. Transportation is provided for trips to medical, shopping and recreation centers in the Montclair area. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Current agency budget is \$19,013, all of which is supplied by the municipality. The agency transports 200 per week in its three six-passenger 1973 station wagons, two five-passenger 1977 station wagons and one four-passenger 1979 sedan.
6. American Red Cross, Nutley Chapter operates a free demand-response transportation system for residents of Nutley who need transportation to doctors' offices and hospitals in the Nutley area. Hours of operation for this free service are from 9:00 AM to 4:00 PM, Monday through Friday. The current agency budget of \$2,000 per year is supplied by the municipality. The agency transports 70 people per month in its five-passenger 1978 Chevrolet station wagon.
7. Archbishop Boland Rehabilitation Center operates a free combination scheduled and demand-response transportation system for wheelchair bound, blind, and mentally retarded residents who require transportation services. This countywide service operates from 7:30 AM to 3:00 PM, Monday through Friday. The current yearly operating budget is \$30,000, all of which is provided by the agency. The agency transports 110 people per week in its two twelve-passenger 1978 Dodge vans, and one six-passenger 1976 Ford van which is equipped with a wheelchair lift.
8. Association for Retarded Citizens operates a free scheduled transportation program for the retarded. This program, which operates from

8:00 AM to 4:00PM, Monday through Friday, transports its clients to and from their homes and special training programs throughout Monmouth County. This service transports 1,000 people per week in its eight 15-passenger Dodge vans, two 12-passenger Ford vans, and one 24-passenger Ford bus. The agency expects to receive two more 15-passenger vans by October, 1979.

9. Belleville Senior Citizens Transportation Department provides free combination scheduled and demand-response transportation services to Belleville residents who are 60 or over. This system provides trips to medical centers, doctors' offices, and shopping centers in Belleville and surrounding towns. This service transports 210 people per month. Current operating expenses are now \$30,000 per year. Operating equipment includes one 16-passenger 1977 mini-bus, one ten-passenger 1975 van, and one five-passenger 1976 station wagon.

10. Town of Bloomfield operates a free scheduled transportation system for its senior citizen residents. This system provides transportation to doctors' offices, stores, and recreation programs in Bloomfield. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday, with limited service available on weekends. A pilot program coordinates this service schedule with similar programs operating in Belleville and Nutley. This service transports approximately 1,000 people per week. Equipment consists of two 16-passenger Chevrolet mini-buses.

11. Caldwell, W. Caldwell, Roseland Transportation Committee provides a free combination schedules and demand-response transportation service for residents of Caldwell, West Caldwell and Roseland who are 60 or over. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Current cost of this program is \$12,000 per year; operating funds are supplied by the three communities. The agency's one 16-passenger Carpenter mini-bus transports 230 people per week to shopping centers, doctors' offices, and hospitals in the service area.

12. Catholic Community Services, once known as Associated Catholic Charities operates a free scheduled transportation program for elderly, blind, and handicapped Essex County residents who participate in programs operated by Catholic Charities throughout Essex County. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Current agency budget is \$180,000, 25% of which is supplied from agency funds, with the remainder coming from government grants and the United Way. The agency operates two five-passenger station wagons, five nine-passenger vans, and 11 15-passenger mini-buses.

13. Cerebral Palsy League of Essex and West Hudson provides a scheduled transportation program for children and adults with cerebral palsy and learning disabilities who live in Essex County. This program transports its clients to and from their homes and special school and rehabilitation programs in Essex and surrounding counties. Passengers are asked to pay a fare of \$5.00 per trip, but this is not mandatory. Hours of operation are from 8:30 AM to 3:00 PM, Monday through Friday, with some limited weekend service. Current cost of operation is \$75,000. The agency owns one nine-passenger 1976 Ford van, equipped with a wheelchair lift, and leases three eleven-passenger mini-buses.

14. Daughters of Israel operates a free countywide scheduled transportation system for elderly and handicapped county residents who are over age 55. This service provides transportation to and from clients homes and the agency's rehabilitation and recreation center. Clients are also transported to local shopping centers and medical centers. Hours of operation are from 7:45 AM to 6:00 PM, Monday through Friday. Current operating expenses are \$45,000 per year. The agency transports 600 people per month in its one 15-passenger mini-bus and three 11-passenger vans, one of which is wheelchair equipped.

15. City of East Orange, Department of Senior Citizens operates a free combination fixed-route and demand-response transportation program for elderly and handicapped city residents who are over age 55. This service operates only in East Orange. Transportation is provided to shopping areas, medical centers, and recreational events in the city. Hours of operation are from 8:30 AM to 4:30 PM, Monday through Friday. The agency operates three 16-passenger Chevrolet mini-buses, one each from the model years 1974, 1976, and 1977, and one 12-passenger 1971 Ford van.

16. Essex County Hospital Center, Cedar Grove provides free transportation services for its patients. Transportation services are available, as needed, to treatment centers, social programs, and recreational events in Essex County and in other parts of the state. Daily hours of operation are from 7:00 AM to 11:00 PM. The agency transports 184 people per week. Current cost of the operation is \$339,662, all of which comes from County funds. Vehicles used include two buses, three vans, and six station wagons.

17. Essex County Park Commission operates a free demand-responsive county-wide transportation program for elderly and handicapped county residents. This service provides transportation to and from clients homes and social and recreation programs held at various parts in Essex County. Transportation is provided as needed. Current cost of this operation to the park commission is \$2,200 per year. This program transports 40 people each month in its one 15-passenger 1977 Dodge van and one 12-passenger Chevy van.

18. Handi-Crafters is a private nonprofit organization designed to prepare the handicapped for employment. The agency operates a free scheduled transit program for its members. Program participants are driven to and from their homes in all parts of Essex County and the agency's training center in Montclair. Hours of operation are from 8:00 AM to 4:30 PM, Monday through Friday. The agency owns one nine-passenger 1975 Ford van which transports 50 people per month. Current cost of this operation is \$7,000 per year.

19. Town of Irvington operates a free scheduled transportation system for Irvington residents over age 60. This operation provides transportation to medical facilities, shopping centers, and recreational events in Irvington. Hours of operation are from 9:00 AM to 4:30 PM, Monday, Tuesday, and Friday. This service transports 1,331 people each week in its two

22-passenger 1975 mini-buses and three 17-passenger 1972 mini-buses.

20. Jewish Vocational Center provides a free countywide scheduled transportation system for elderly and handicapped people who participate in the centers work rehabilitation and employment programs, which are held in East Orange. The center also provides limited transportation for shopping and medical visits. Hours of operation are from 8:45 AM to 3:15 PM, Monday through Thursday. The center operates one eight-passenger 1975 Chevrolet van equipped with a wheelchair ramp. Operating funds are obtained from private donations and a Social Security Act Title XX Grant.

21. Livingston First Aid Squad, Van Transportation operates a free demand-response transportation system for Livingston residents. This service, which transports both elderly and handicapped clients, provides transportation to medical facilities in Livingston and surrounding towns. The agency transports approximately 1,500 people per year in its one 12-passenger 1976 Dodge van which is equipped with a wheelchair ramp.

22. Livingston Township operates a free combination scheduled and demand-response transportation system for Livingston residents over age 60. This service which operates from 9:00 AM to 5:00 PM, Monday through Friday, provides transportation to medical centers, shopping areas, and recreational events in Livingston and surrounding towns. Current cost of this operation is \$13,000, all of which is supplied by the municipality. This operation transports 150 people per week in its one 16-passenger 1975 International mini-bus.

23. Maplewood Recreation Department provides a free transportation service for elderly Maplewood residents. This service provides transportation to shopping areas, medical facilities and recreational events within Maplewood, with occasional limited service to surrounding towns. Hours of operation are from 9:00 AM to 5:00 PM, Monday, Tuesday, Thursday and Friday. Cost of the operation is approximately \$10,000 per year; the town of Maplewood supplies all operating funds. The program operates one 18-passenger 1973 Chevrolet mini-bus which transports 400 people per week.

24. Memorial Center For Women is a nonprofit residential home for elderly women who are over 70. The center provides transportation services for its residents. This service, which operates when needed, is used for shopping, medical and recreational trips primarily in West Orange, Montclair, and Summit. The cost of this operation is \$3,000 per year. The Center operates one 15-passenger 1973 Dodge van.

25. Montclair Municipal Transportation Program operates a free scheduled transportation program for residents of Montclair who are over age 60. This service, which operates Monday through Friday from 9:00 AM to 2:30 PM, provides transportation to shopping, medical, and recreational facilities within the town of Montclair. Current cost of the operation is \$12,500 per year; operating funds are supplied by the town and by a grant from the Essex County Division of Aging. The agency's one 16-passenger 1978 mini-bus transports 250 people per week.

26. Montclair North Essex Y.W.C.A. provides a free scheduled transportation program for Montclair residents who are over age 60. This program is designed to transport seniors to and from their homes and the Y.W.C.A.'s nutrition center, where they are served a hot meal, although occasional trips are sometimes made to hospitals and doctors' offices. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Approximately 600 people per month use the agency's one 15-passenger 1977 van.

27. Montclair Rehabilitation Organization provides a free door-to-door transportation service for those involved in its rehabilitation programs. Transportation is provided to and from patients homes, the rehabilitation center, shopping centers and medical offices in the Montclair area. Organization members come from the town of Bloomfield, Caldwell, East Orange, Glen Ridge, Montclair, Verona and West Orange. Hours of operation are from 8:00 AM to 5:00 PM, Monday through Friday. Cost of this operation is \$14,000 per year, all of which is supplied by foundation grants and agency funds. The program transports 30 people per month in its one five-passenger 1972 Checker sedan and one four-passenger 1976 Chevrolet van which is equipped with a wheelchair lift.

28. Mount Carmel Guild operates a free door-to-door transportation system for senior citizens who are members of the Guild's Day Care Center. Most of these people are blind, over age 60, and residents of Newark and Irvington. This program transports members to and from their homes and the day care center in Newark, with occasional trips made to medical offices and shopping centers in eastern Essex County. Hours of operation are from 7:00 AM to 6:00 PM, Monday through Friday. Cost of this operation is now \$11,000 per year, with funding provided by the Essex County Division of Social Services, the United Way and a Social Security Act Title XX grant. This operation transports 50 people per week in its one 15-passenger 1979 Dodge van and one ten-passenger 1974 Dodge van.

29. Newark Golden Age Project operates a free combination scheduled and demand-response transportation program for Newark residents who are 55 or older. Transportation is provided to recreational events, shopping centers and medical offices in Newark. Hours of operation are from 9:00 AM to 4:30 PM, Monday through Friday, with some limited weekend service. The agency transports 300 people per week in its two 15-passenger 1977 Dodge mini-buses.

30. Newark Office of Elderly Affairs, a division of the City of Newark, Department of Health and Welfare, operates a free demand-response transportation service for Newark residents who are over age 55. The program is designed to transport people to medical centers and shopping areas in Newark. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. This program transports 400 people per week in its five 12-passenger 1977 Chevy van.

31. Newark United Community Corporation operates a free combination scheduled and demand-response transportation system for elderly and handicapped Newark residents. It sends its vehicles to its five community centers located throughout the city. These vans provide transportation to

medical offices, shopping centers, and recreation programs in the City of Newark. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. The Corporation's four 12-passenger Ford vans carry 250 people each week.

32. North Jersey Community Union Outreach Program operates a free combination scheduled and demand-response transportation program for residents of Newark who are over age 55. This program provides transportation to the agency's medical center and to other hospitals and doctors' offices in Newark. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Operating costs are now \$11,300 per year, with funding provided by the State Department of Health, the City of Newark, and H.E.W. The agency transports 220 people per week in its one five-passenger 1976 station wagon, one five-passenger 1977 station wagon and one 12-passenger 1978 Ford van which is equipped with a wheelchair lift.

33. North Ward Educational & Cultural Center operates a free combination scheduled and demand-response transportation system for area residents age 50 and over. This service provides transportation to medical offices, shopping centers, and recreational events in Newark and in neighboring towns. Hours of operation are from 8:00 AM to 5:00 PM, Monday through Friday, with some service available on weekends. Agency equipment consists of one ten-passenger 1974 Dodge van, one 18-passenger 1977 Chevrolet mini-bus and one 48-passenger 1976 International bus. This service is used by 250 people each week.

34. North Ward Citizens First Aid Squad operates a free demand-response non-emergency transportation system for elderly and handicapped residents of Newark and surrounding communities. This service transports citizens to and from their homes and doctors' offices and medical facilities in Essex County. Hours of operation are from 8:00 AM to 6:00 PM, seven days a week. Current operating expenses are now \$5,000 per year. The agency transports 30 people per week in its one 12-passenger 1978 Dodge van.

35. Town of Nutley offers a free scheduled transportation system for Nutley residents who are over age 55. This service transports passengers to medical offices and shopping centers within the town and also provides transportation for handicapped children who participate in the Special Young Adults Program. Hours of operation are from 10:00 AM to 4:00 PM, Monday through Friday. A pilot program provides some schedule coordination between this system and senior citizen transportation programs in Belleville and Bloomfield. This service transports 450 people per week in its one 16-passenger 1973 Mercedes mini-bus.

36. City of Orange operates a free scheduled transportation program for residents who are over age 55. This service provides transportation to shopping centers, medical offices and recreational events in Orange. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Current operating cost is \$22,000 with funding provided by the City of Orange, C.E.T.A., and the Essex County Division on Aging. Agency equipment consists of one 22-passenger 1974 Chevy mini-bus; one nine-passenger 1977 Dodge van equipped with a wheelchair lift; one nine-passenger 1973 Ford van; and one nine-passenger 1971 Dodge van. This operation transports 640 people per week.

37. Project Go provides a free, combination scheduled and demand-response transportation system for low income and handicapped Essex County residents. This county wide system transports people to medical offices, shopping center, recreation programs and senior citizens homes. The Metropolitan Ecumenical Ministry is a division of Project Go. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Current cost of this operation is \$131,000 with funds supplied by the Essex County Division of Aging, the City of Newark, and private foundation grants. The agency transports 500 people per week in one, 16 passenger 1969 Dodge mini bus, two, 12 passenger 1978 Dodge vans, and four, 12 passenger 1967 Dodge vans, which are equipped with wheelchair ramps.

38. Residents for Community Action is a private non-profit organization, which provides free, demand-reponse and schedule transportation programs for residents of Newark who are 60 and over. This program transports clients to and from their homes and City of Newark nutrition centers where they are served a hot meal. Transportation is also provided to recreation centers in Newark. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday, with limited service available on weekends. This service transports 200 people per week in its one, twelve-passenger 1978 Dodge van.

39. Retired Senior Volunteer Program (R.S.V.P.) of Essex County operates a free, scheduled, county wide transportation program which transports its members to and from their homes and their work locations, at various county volunteer organizations. R.S.V.P. also provides transportation for Orange residents who participate in the Essex County Nutrition program. Operating hours are from 8:30 AM to 4:30 PM, Monday through Friday, with some limited service available on weekends. Cost of this program is now \$28,000 per year. The agency transports 240 people per week in its one, fifteen-passenger 1978 Ford van.

40. Salvation Army, East Orange provides a free, combination scheduled and demand-response transportation system which transports the handicapped and the elderly between their homes in East Orange and Maplewood and the agency's recreation center. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. Current operating cost is \$8,000; funding is provided by the United Way and the Salvation Army. The agency transports 175 people each week in its two, eight-passenger 1978 Chevrolet station wagons and one, fifteen-passenger 1976 Dodge van.

41. Village of South Orange operates a free, scheduled transportation system for village residents who are 55 and over. This service provides transportation to shopping centers and medical offices with the village, with trips to area shopping malls scheduled every two weeks. Hours of operation are from 9:30 AM to 4:30 PM, Tuesday through Friday. Cost of this program is \$15,000 per year, with funding supplied by the municipality. The agency's one, 22 passenger 1975 Chevrolet mini bus transports 250 people each week.

42. Theresa Grotto Center is a private, non-profit day care program, which provides physical therapy sessions for handicapped adults. The center operates a free, scheduled transportation program for those Newark residents who are over age 60 who are involved in the program. Hours of operation are from 8:00 AM to 5:00 PM, Monday through Friday. Current cost of operation is \$60,000; funding is provided by Agency Funds and Medicare reimbursements. The agency transports 50 people per week in its one, 1979 Chevrolet van and two, 1978 Dodge vans, all of which are wheelchair equipped.
43. Union Baptist Church provides a free, combination and demand-response transportation service for Essex County resident over age 60. This service provides transportation to and from clients' homes and nutrition centers in various parts of the county. Hours of operation are from 9:00 AM to 5:00 PM, Monday through Friday. The agency transports 300 people per week in its three, fourteen-passenger Dodge vans.
44. United Cerebral Palsey of N. J. operates a free, scheduled county wide transportation system which transports handicapped children to and from their homes and day training centers in the county. Hours of operation are from 7:00 AM to 3:00 PM, Monday through Friday. This year round program transports 12 children per week in its one, six-passenger 1970 Ford van, which is equipped with a wheelchair ramp.
45. Vailsburg Municipal Transportation Program operates a demand-response transportation system for residents of the Vailsburg area of Newark who are over the age of 60. People who use this service pay fares of .25 to .50 depending upon the distance they travel. This program provides transportation to medical offices, shopping centers and recreational programs and nutrition centers in Vailsburg and surrounding communities. Hours of operation are from 8:30 AM to 4:00 PM, Monday through Friday; limited service to recreational events is sometimes provided on evenings and weekends. This program transports 250 people per week in its one, sixteen-passenger 1974 Chevrolet mini bus, one, 18-passenger 1976 Chevrolet mini bus, and one, five-passenger 1975 AMC station wagon.
46. Borough of Verona operates a free, scheduled transportation system for Verona residents who are over age 60. This service provides transportation to doctors' offices, hospitals, and shopping centers, in Verona and in surrounding communities. Hours of operation are from 10:00 AM to 4:00 PM, Monday through Friday. The program's one, 16 passenger 1970 Chevrolet mini bus transports 250 people each week.
47. Town of West Orange operates a free, demand-response transportation service for West Orange residents who are 60 and over. This program provides transportation to doctors' offices and shopping centers in West Orange. Hours of operation are from 8:30 AM to 4:30 PM, Monday through Friday. This program transports 800 people each week in its three, 16 passenger Chevrolet mini buses (one each from the model years 1974, 1977 and 1978), and one, 11 passenger 1975 Dodge van.

48. YM-YWHA of Metropolitan New Jersey operates a free, combination scheduled and demand-response, county wide transportation program for its members who are enrolled in the agency's senior citizens recreation programs. Current cost of this program is \$16,000; all funding is provided by the YM-YWHA. The agency's two, fifteen-passenger 1976 and 1978 Dodge vans transport 150 people per week.

49. YWCA of Essex and West Hudson operates a free, scheduled, county wide transportation program for clients who are enrolled in the agency's day care program. This service transports mentally retarded and physically handicapped clients to and from their homes and the Orange Day Care Center. Hours of operation are from 9:00 AM to 9:30 PM, Monday through Saturday. Current operating expenses are \$10,000, with funding provided by the agency and by foundation grants. The agency operates one, 13 passenger 1979 Dodge van and three, 14 passenger 1978 Dodge vans.



GLOUCESTER COUNTY

Scope of Existing Services

Gloucester County presently has four private organizations and twelve municipalities providing transportation services to its elderly and handicapped residents. These services range from fixed-route to demand-responsive transportation, and are usually available five days a week. There are currently a total of 20 buses, 2 minibuses, 5 station wagons and 6 vans in Gloucester County. Only two of the vans are equipped with wheelchair lifts.

In 1974, the Gloucester County Planning Board took advantage of its revenue sharing funds to initiate a County bus purchase program, which it administered with the cooperation of the County Office on Aging. This program provided capital assistance to twelve municipalities to establish specialized transportation services for the elderly and handicapped residents. Each municipality is responsible for the operating costs of its service, which averages about \$14,000 per year. Service is provided at no charge, and no one is prohibited from boarding, so long as seats are available for senior citizens wishing to use the service.

Gloucester County has recently amended their 1979 Transportation Improvement Plan (TIP), Annual Element to transfer a portion of their Federal highway improvement (FAUS) funds to public transportation projects.

Specifically, the County is interested in assisting several of its municipalities in replacing or supplementing vehicles that are used for local transit service. An application has been submitted to the Urban Mass Transportation Administration (UMTA) for \$250,000 for the purchase of 10 vehicles, which will be allocated to the municipalities of Deptford, Glassboro, Mantua, Monroe, Paulsboro, Washington and West Deptford.

In addition, there have been several successful applications utilizing UMTA's 16(b)(2) program. For FY'75, St. John of God Community Services received a 28-passenger bus; N.J. Association of Retarded Citizens received two vans, one of which was a lift-equipped van; and the Gloucester County Chapter of the American Red Cross received a van and a station wagon. FY'76's program brought the following vehicles to the county; United Cerebral Palsy agency, one van; Visiting Nurse Association, one van with lift; and St. John of God Community Center, one 18-passenger bus. Successful applicants for FY'77 are the Child Care Development Research Institute, who will be receiving one van; the Gloucester Chapter of the American Red Cross, one station wagon, and the Gloucester Unit of the N.J. Association of Retarded Citizens, one van.

Inventory of Existing Services

1. Gloucester County Association for Retarded Children operates a fixed-route transportation service to and from its center for children who are mentally handicapped. Frequency of service is from 8:30 a.m. to 5:00 p.m., Monday thru Friday, carrying about 45 passengers a day. In addition, NJARC provides an Escort Transportation Service to medical facilities for disabled elderly and handicapped. This service is available three days a week on an advance-schedule basis. The funding for the Escort Transportation Service is provided through Title III and Title XX. The transportation equipment presently utilized range in age from 1969 to 1970, and consists of one, 6-passenger van, one, 9-passenger van, one, 15-passenger van w/lift, one, 11-passenger minibus and one, 16-passenger minibus. Capital and operating expenses are defrayed by funds from several sources. Two vans were donated by the Gloucester County Jaycees, and a third was purchased with a grant from the United Way. In addition, local school districts and the Divisions of Mental Retardation and Youth & Family Services, New Jersey Department of Institutions and Agencies, provide some funding.

2. St. John of God Community Service operates a fixed route service to and from its center for its clients, primarily young students with special education needs. Service is provided Monday thru Friday from 9:00 a.m. to 3:00 p.m. Utilizing one, 8-passenger van with wheelchair lift, four, 18-passenger, one, 28-passenger and two, 22-passenger buses. This service carried approximately 85 persons a day, or 17,000 persons during the past year. The 28-passenger bus was purchased under UMTA's 16(b)(2) grant program.

The service operates on a non-revenue basis; accordingly, no fares are charged. Operating and capital expenses are met by donations from a support group of parents and friends.

3. The American Red Cross of Gloucester County operates a demand-responsive transportation service for its clients, mainly servicemen and veterans, to health service destinations. Service is provided Monday through Friday from 7:00 a.m. to 8:00 p.m. A 24 hour service is provided for the weekends.

Volunteers man five 7-passenger station wagons and a van ranging in age from 1961 to 1976 which carry approximately 300 persons annually. Operating and capital costs are met by funds from the Red Cross general budget, which is funded through the United Way.

The United Cerebral Palsy agency provides a fixed-route transportation service to and from its center for handicapped students with cerebral palsy, primarily within Gloucester

County. Service is limited to 32 1/2 hours per week, Monday thru Friday. The transportation equipment presently used is one 1970 12-15 passenger van, which carries approximately 75 passengers weekly. The annual operating cost of approximately \$14,000 are met with funds from the United Way, the Board of Freeholders of Gloucester and Salem counties, public school districts, and other grants and private donations.

4. Clayton Township - operates a fixed-route service within the municipality, oriented mainly toward senior citizens. Frequency of service is limited to Tuesdays, Thursdays and Fridays, 9:00 a.m. to 3:00 p.m. for the 42-mile-a day route. The 1976 20 passenger bus was purchased by Gloucester County, and transferred to Clayton Twp., which pays for the annual operations expense of \$8,000 service for senior citizens.

5. Deptford Township provides a fixed-route bus service oriented toward senior citizens, and utilizing a 1974 40-passenger bus purchased by the County with federally revenue-sharing funds. Transportation services are provided Monday thru Friday, 9:00 a.m. to 12:45 p.m., to service points within the township and to connect with the Woodbury Municipal Shuttle bus, between 12:45 p.m. and 3:00 p.m., to service the nutrition program at Gloucester County College. The bus is also used several times each month for special excursions. This municipal system serves approximately 4,000 trips each month, with roughly one third of those take attributable to the nutrition program. Annual operating expense of \$12,500 are met with useful funds.

6. Franklin Township operates a fixed-route bus service within the municipality, primarily oriented toward senior citizens. Fixed-route Service is provided on Tuesdays and Thursdays, Mondays and Wednesdays to shopping areas in Vineland or Glassboro-Pitman on an alternating basis. Operating expenses are picked up by the municipal budget, while capital costs of the 1974 40-passenger bus were defrayed by the Gloucester County bus purchase program.

The Borough of Glassboro operates a fixed-route service along a scheduled loop route within the borough. Frequency of service is limited to Tuesdays thru Fridays 9:00 a.m. to 3:00 p.m. The funding for the program's operation is provided by the municipality, however, the vehicles were furnished through the County bus purchase program. The transportation equipment presently utilized are one, 1974, 20-passenger bus and one, 1965 54-passenger school bus, which is also utilized for special excursions by non-profit community groups.

Mantua Township operates a fixed-route service within the municipality, which shuttles senior citizens and other residents to several shopping locations in Deptford, Pitman, and the Township. Frequency of service is limited to Monday thru Saturday, approximately 9:00 a.m. to 4:00 p.m. A different schedule is followed for each operating day of the week. The Township also provides demand responsive service to the Nutrition program at Gloucester County College daily, except Thursdays and Sundays. As with other municipal transportation services in Gloucester County, funding for the operating expenses of the program, comes from the municipality, but, the 1974 40-passenger school bus was purchased by the County.

Monroe Township operates a fixed-route service within the municipality, primarily for senior citizens although all township residents may use it. Frequency of service is limited to 9:00 a.m. to 5:00 p.m. weekdays, except Wednesday, when the bus is used for senior citizen excursions to various points. Funding for the purchase of the 1974 40-passenger bus utilized in the program was provided by the County from revenue-sharing funds. Annual operating costs approximated \$22,000 which are funded by municipal funds.

The Borough of Paulsboro provides a fixed-route service within the municipality, geared primarily to transport the senior citizens. Frequency of service is limited to 9:00 a.m. to 5:00 p.m. weekdays, except Wednesdays, when the service is devoted to one shopping trip to one of the four area malls, on a rotational basis. As with other municipal transportation services, annual operating costs are defrayed by municipal funding, but, the 1974 40-passenger bus was purchased by the County through its revenue sharing monies.

The Borough of Pitman operates a fixed-route service within the municipality, oriented toward senior citizens. Frequency of service is limited to 9:00 a.m. to 12:45 p.m. weekdays. Between 12:45 p.m. and 4:00 p.m., transportation is provided to the nutrition program at Gloucester County College. Funding for the programs annual operating costs of \$10,000 comes from the municipality, but the 1974 20-passenger bus was purchased by the County with its revenue sharing funds.

Washington Township operates a fixed-route bus service within the municipality oriented toward senior citizens. Frequency of service is limited to 10:00 a.m. to 4:00 p.m. on Mondays, Tuesdays, Thursdays and Fridays. Wednesday's service, operated on a demand-responsive basis for the nutrition program at Gloucester County College, is run from 9:00 a.m. to 4:00 p.m. Capital funding for the 1974 28-passenger bus utilized in the service was provided through County revenue-sharing funds. Annual operating expenses are met by municipal funding.

The Borough of Westville operates a fixed-route service within the municipality, oriented toward senior citizens. Frequency of service is limited to Mon.-Fri. per week, 9:00 a.m. to 3:30 p.m. Funding for the purchase of the 1976 20-passenger mini-bus utilized in the program was provided by Gloucester county revenue-sharing funds. Operational costs are provided by Westville's municipal funds.

West Deptford Township operates a fixed-route service within the municipality, oriented toward senior citizens. Frequency of service is limited to 8:00 a.m. to 4:30 p.m. Tuesday thru Saturday. No fare is charged for this service. Funding for the \$15,500 annual operating costs of the service is provided by the Township. The vehicle utilized in the program is a 1974 24-passenger bus, was purchased with County revenue-sharing funds.

The City of Woodbury operates a fixed-route service within the municipality, oriented toward senior citizens. Frequency of service is limited to 9:00 a.m. to 5:00 p.m. Monday thru Friday. No fare is charged for the service. Funding for the annual operational costs of \$14,000 which is provided by the City itself. The 1974 20-passenger mini-bus utilized in this service was purchased with Gloucester County revenue-sharing funds.

HUDSON COUNTY

Scope of Existing Services

Presently, there are 23 organizations providing transportation services to the elderly and handicapped residents of Hudson County. Services provided range from fixed-route to demand - responsive, with most services available 5 days a week. In Hudson County, there is currently a total of 8 large buses, 17 mini-buses, 42 vans, 9 station wagons and 2 autos in operation. Of these, 3 buses, 2 mini-buses, and 13 vans are specially equipped with lifts, additional stops, and/or wheelchair positions. These vehicles are operated throughout the county, with most of their trips made for the purpose of transporting clients to nutrition centers, shopping areas and medical services.

Under Section 16 (b)(2) of the Urban Mass Transportation Act of 1964, several organizations in Hudson County have been able to obtain vehicles for their programs. For the FY 1975 program, United Way of Hudson County received 3 vans, as did the New Jersey Association for Retarded Citizens. For FY 1976, four, Jersey City non-profit organizations were approved to receive 16 (b)(2) vehicles: Goodwill Industries, 2 vans; Lutheran Social Services of NJ, a 48-passenger bus; Hudson Unit of NJ Association for Retarded Citizens, 1 van; and the Jewish Hospital and Rehabilitation Center, 2 vans. The vehicles for the Jewish Hospital and Rehabilitation Center are to be transferred to the Jersey City Department of Human Resources, "Trans-Help Project" for operation. For FY 1977, the Hudson County Planning Office received twelve applications for 16(b)(2) vehicles.

Inventory of Existing Services

1. Bayonne Office on Aging operates a demand-responsive city-wide service for its elderly and handicapped residents. Frequency of service is limited to 9:00 AM to 5:00 PM, Monday through Friday. There is no fare charged for this service which provides transportation to medical sites for approximately 50 seniors and disabled persons per week. Funding for the approximate \$13,000 annual operating costs is provided by the City, while CETA funds pay for the driver's salary. The transportation equipment presently utilized is a 1977, ramp-fitted van with 10 passenger seats and 4 wheelchair positions. The vehicle was purchased with Title III funds, through the County Office on Aging.
2. Bayonne Economic Opportunity Foundation operates a fixed-route city-wide free transportation service for the elderly and handicapped not in need of boarding assistance, who desire transportation to nutrition, medical, and shopping sites. Frequency of service is limited to 7:00 AM to 4:00 PM, Monday through Friday, although the program also operates on weekends for special events. Purchase of the 1976, 10-passenger mini-bus used in the program was financed through HEW's Title III program. Annual operating cost of approximately \$700 was covered by the city, while CETA funds pay the driver's salary.
3. The Department of Social Services, Town of Secaucus operates a city-wide fixed-route service for its elderly and handicapped residents. There is no charge for this service, which transports approximately 300 seniors a week to shopping and nutrition sites. The frequency of service is limited to 9:00 AM to 4:00 PM Monday through Friday. The funding for the annual operating costs of approximately \$8,000 is provided by the town itself. The equipment utilized

for this transportation service is a 1975, 17-passenger mini-bus obtained through Title III funds. The Town has no transportation facilities for the semi-ambulatory or wheelchair-bound, except in emergencies when a police car is used.

4. The East Newark Mayor's Office operates a fixed-route transportation service for elderly and handicapped citizens, not in need of boarding assistance, to nutrition centers and shopping. Frequency of service is limited to Monday through Friday, 9:00 AM to 4:00 PM; there is no charge for this service. Purchase of the \$10,000 vehicle was funded through HEW's Title III program. Annual operating costs of approximately \$17,000 are provided by the borough (\$4,000) and CETA/driver's salary: \$13,000). The transportation equipment presently utilized is a 1968 16-passenger mini-bus. East Newark also offers transportation for the semi-ambulatory or wheelchair-bound handicapped to hospitals and doctors through the use of the Harrison Town ambulance, or police cars.

5. The Town of Harrison Board of Health operates a fixed-route service for its elderly and handicapped residents. Frequency of service is limited to 9:00 AM to 4:00 PM, Monday through Friday. There is no fee charged for this service, which transports approximately 80 seniors per day to a nutrition center, and approximately 5 ambulatory handicapped persons per day (including children) to medical treatment centers. City funds cover the approximately \$38,000 annual operating costs, while CETA funds pay for the driver's salary. The transportation equipment presently utilized are two 1973 and 1974 10-passenger mini-buses. In addition, the town of Harrison utilizes police cars when available, to transport the non-ambulatory handicapped (when necessary) and the Board of Education utilizes a station wagon to transport handicapped children to school facilities.

6. The Henrietta Benstead Senior Center of Kearney, NJ operates two city-wide fixed-route services for the city's elderly residents. Frequency of service is limited to 9:00 AM to 4:00 PM, Monday through Friday. There is no fare charged for this service, which offers transportation to nutrition and shopping sites to Kearney's 7,000 senior citizens. Operating costs amount to approximately \$45,000 a year, and are borne entirely by the city. The transportation equipment presently utilized are two 1974, 14-passenger mini-buses, purchased with HEW Title III funds. In addition police cars are occasionally utilized to transport emergency cases when no other transportation is available. This agency is in the process of applying for a 16(b)(2) vehicle.

7. The Hoboken Organization Against Poverty and Economic Stress (HOPES) operates a city-wide demand-responsive transportation service for Hoboken's senior citizens. There is no fee charged for this service, which transports the elderly to doctors, clinics and other medical facilities. Frequency of service is limited to 9:00 AM to 4:00 PM, Monday through Friday. The funding for the annual \$13,000 (approximate) operating costs is provided primarily by the Federal Community Service Administration, along with Senior Citizen Employment Program of the National Council on Aging, the Department of Health, Education and Welfare, and the NJ State Department of Community Affairs. The transportation equipment presently utilized is a 1977 6-passenger station wagon, purchased with the agency's surplus 1977 monies.

8. The Hoboken Senior Citizen Comprehensive Program operates both a fixed-route and demand-responsive transportation service for the city's elderly and handicapped residents. Frequency of service is limited to 8:00 AM to 9:00 PM, Monday through Friday. There is no fare charged for this service, which provides transportation to nutrition, medical and shopping sites. Municipal and Title XX funds cover the operating costs of approximately \$25,000 a year. The transportation equipment presently utilized are one 1975 16-passenger mini-bus for the fixed-route service, and one 1978 9-passenger station wagon for the dial-a-ride service. In addition, a 1972 6-passenger station wagon is utilized to deliver meals to senior shut-ins.
9. The Town of Guttenberg operates a city-wide, fixed-route transportation service for elderly and handicapped persons not in need of assistance. There is no fare charged for this service, which offers transportation to the nutrition center, shopping and medical sites, and to church. The service also delivers lunch to shut-in senior citizens daily. The frequency of service is limited to 9:00 AM to 4:00 PM, Monday through Friday, and Sunday morning to church services. Operating costs of \$9,500 annually are paid with town funds. The transportation equipment presently utilized is a 1976, 10-passenger mini-bus, purchased with Title III, Older Americans Act funds.
10. The Hudson County Daytraining Center, a state-owned and operated facility in Secaucus, NJ, operates a fixed-route service for handicapped children who attend their special education classes. Frequency of service is limited to 8:15 AM to 9:30 AM and 2:30 PM to 4:15 PM, Monday through Friday. Funding for the operation of the program is provided by the Bureau of Daytraining, NJ Department of Human Resources, with some assistance from H.E.W., Title XX funds. The equipment presently utilized are twelve vans, each of them equipped with hydraulic lifts, each with 2 wheelchair positions, and ranging in age from 1976 to 1978.
11. The Jersey City Board of Education operates two, fixed-route transportation services, one, for pre-school children, and one, for school-age children. The pre-school children are taken to the Jersey City Health Center from local schools for Diagnostic Screening Services. The school-aged children are taken to the Community Mental Health Center for its Partial Hospitalization Program. Frequency of service is limited to 8:15 - 9:00 AM, and 2:15 - 3:00 PM, Monday through Friday, 180 days a year. The funding for the transportation services is provided by New Jersey State Department of Education funds. The transportation equipment presently utilized are three, 54-passenger buses for the pre-school children (one of which is modified to accommodate the handicapped) and two, 1974 16-passenger vans for the school-age children who participate in the Mental Health Center's program. Although the Board of Education owns its own vehicles, it contracts out to a transportation service for its drivers, maintenance, gas, etc., and pays a set fee to this organization.
12. The Jersey City Division of Senior Affairs, Department of Human Resources, "Trans-Help Project," operates a demand-responsive, semi-fixed service for the elderly and handicapped elderly of Jersey City. Frequency of service is limited to 8:30 AM to 7:00 PM, Monday through Friday. There is no fee charged for this service, which provides approximately 5,000 rides monthly. Funding for the \$130,000 a year operating expenses is provided by the NJ Department of Community Affairs under Title XX of the Social Security Act, the NJ Department of Institution

and Agencies under Title VII of the Older Americans Act, and municipal funds. The transportation equipment presently utilized are one, 1975 12-passenger mini-bus, three, 1975 to 1977 4-passenger station wagons, and five, 1973 to 1977 10-passenger vans. The 1977 van was provided by the city's Senior Companion program, which was purchased with funds from the A.C.T.I.O.N. federal program. In addition, the two vehicles which were successful in its 16(b)(2) application will be transferred from the Jewish Hospital and Rehabilitation Center, to this program.

13. The New Jersey Association of Mentally Retarded Children-Hudson County Unit - operates a fixed-route, free transportation service for handicapped adults and youths of Hudson County who attend education classes at their center. Frequency of service is limited to 8:30 AM to 11:30 AM, and 1:30 PM to 5:30 PM. Monday through Friday. The agency serves approximately 46 children and 36 adults in its program. The costs of the transportation service, which is contracted out to a transportation agency at approximately \$19,000 per van, are covered by title XX funds. The transportation equipment presently utilized are 3, 1975 15-passenger vans and one, 1976 12-passenger van, all obtained from DOT. The agency has also been approved to receive a 16(b)(2) vehicle by December, and is currently applying for another vehicle to act as "backup" vehicle to its fleet.

14. The North Bergen Department of Public Affairs, Division of Senior Citizens, operates a fixed-route service for its elderly and handicapped elderly citizens. Frequency of service is limited to 9:00 AM to 4:00 PM, Monday, Tuesday, Thursday and Friday. Wednesday hours are 8:30 AM to 3:30 PM. There is no fare charged for this service, which transports approximately 5,000 persons per month to shopping malls and medical facilities. The funding for this transportation service is provided by the city, and amounts to approximately \$23,000 a year. Funding for personnel is provided by CETA. The equipment utilized in this transportation service are two, 1974 18-passenger mini-buses obtained with Title III funds, and two, 1977 lift-equipped 30-passenger buses each with 2 wheelchair positions. In addition to the regular service, demand-responsive service is provided for medical trips and occasional trips are provided to parks, ball games, fairs, etc. Also, approximately 250 handicapped persons are transported one evening a month to an organizational meeting. This agency recently purchased 5, 1978 15-passenger vans to expand their services.

15. The North Hudson Regional Council of Mayors, Senior Outreach Program, operates a demand-responsive, transportation service to the elderly and handicapped of the North Hudson municipalities, except Jersey City. Frequency of service is limited to 9:00 AM to 4:00 PM weekdays. There is no cost for this service, which, in addition to delivering 35-40 meals a day to senior shut-ins, also transports seniors to dental and health clinics, doctors, and shopping area, and cancer patients to treatments when necessary. Funding for the approximately \$10,000 a year operating costs is provided by Title VII, Municipal and State funds. The transportation equipment presently utilized are two, 1976 and 1977, 13-passenger vans. The six municipalities served are Guttenberg, Hoboken, North Bergen, Secaucus, Union City, and Weehawken.

16. The Occupational Center of Hudson County operates a county-wide, demand-responsive free service for handicapped adults who are receiving training. Frequency of service is limited to 7:00 AM to 4:00 PM, Monday through Friday. The funding for the program is provided primarily by the NJ Division of Vocational Rehabilitation and the NJ Department of Education. The transportation equipment presently utilized is a 1976, 12-passenger van.

17. The Pathmark Supermarket at the intersection of Danforth Avenue and Route 440 in Jersey City operates a fixed-route bus service for the senior citizens of the Greenville section of the city. Frequency of service is 9:30 AM to 1:30 PM on Tuesday only. Pathmark pays for the necessary cost of a chartered bus, which has been arranged through the Bergen Avenue IBOA.

18. Puertoriquenos Asociados pro Comunidad Organizada (P.A.C.O.) - Senior Citizen Center operates a semi-fixed, city-wide service for elderly citizens of Jersey City. Frequency of service is limited to 9:00 AM to 5:00 PM, Monday through Friday. There is no fare charged for this service, which transports about 30 seniors a day to nutrition sites, doctors, social service agencies, and shopping areas on different days of the week. The funding for the approximate \$7,500 annual operating cost is provided by the County Office on Aging. The transportation equipment presently utilized is a 1976, 14-passenger van.

19. The Union City Office of Senior Affairs operates both a fixed-route and demand-responsive service for its elderly and handicapped citizens. Frequency of service is limited to 9:00 AM to 4:00 PM, Monday through Friday. There is no fare charged for this service, which provides approximately 250 rides per day. The funding for the \$46,000-a year operating costs is provided by the city. CETA funds are used to pay the driver's salaries. The transportation equipment presently utilized are a 1973, 10-passenger Mercedes jitney-bus, a 1976, 10-passenger Ford van and a 1976, 4-door Maverick, all purchased with funds provided by the Older American Act program.

20. The United Way of Hudson County operates a fixed-route transportation service for elderly citizens of the county. Frequency of service is limited to 8:30 AM to 4:30 PM, Monday through Friday. There is no fare charged for this service, which, in addition to transporting senior volunteers to work places, also provides special shopping and recreational trips to senior citizens. Funding for the annual operating expenses of approximately \$30,000 is provided 60% by the A.C.T.I.O.N. Federal program, and 40% by United Way funds. The transportation equipment utilized are six, 14-passenger vans, ranging in age from 1973 to 1976. Three of the vans were provided by NJ State Department of Transportation and three were bought with Agency funds.

21. The Town of Weehawken, Office of the Mayor, operates a city-wide fixed-route, free bus service for its senior citizens. Frequency of service is limited to 9:00 AM to 4:00 PM, Monday through Friday. Funding for the approximately \$14,000 a year operating expenses is provided by the town, while the driver's salary is provided by CETA funds. The transportation equipment presently utilized is a 1972, 10-passenger Mercedes mini-bus obtained through a Title III grant under the Older American Act of 1965. In addition, the town has two ambulances which are used on an emergency basis only, to transport the wheelchair-bound or semi-ambulatory handicapped, and one, station wagon which is used on a part-time basis to deliver lunches to 50 shut-ins.

22. The West New York Department of Public Affairs operates both a fixed-route and dial-a-ride service for its elderly citizens. Frequency of service is limited to 9:00 AM to 4:00 PM, Monday through Friday. No fares are charged for this service, which transports approximately 50 persons per day to shopping and recreational sites, or to medical facilities. Annual operating expenses of \$15,600 are paid with municipal funds. The transportation equipment presently utilized are a 1977, 15-passenger maxi van, a 1976, 10-passenger jitney bus equipped with an additional low step, a 6-passenger, 1975 sedan for the fixed-route service, a 1978, 15-passenger van and a 1976, 6-passenger station wagons

for the dial-a-ride service. In addition, three, 45-passenger school buses from the Recreation Department are used twice weekly for shopping trips and occasionally for recreational trips.

23. Meadowview/Pollack Hospital Transportation Program for the Handicapped and Elderly provides a demand-responsive transportation service to their elderly and handicapped patients. Approximately 20 patients per week are transported to shopping and recreational areas, affording them an opportunity to regain access to the community outside the hospital. Frequency of service is limited to four days a week, 10:00 AM to 4:00 PM. Funding for the operating costs of the service is provided by Title III and county appropriations. The transportation service presently utilized is a 1978, 22-passenger bus, equipped with wheelchair lift and locks.

HUNTERDON COUNTY

Scope of Existing Services

At present there are eight organizations providing transportation services to the elderly, handicapped and/or low income residents of Hunterdon County. Transportation is provided for medical purposes, social/recreational, nutritional, shopping centers, and educational programs. Available to the patrons are such services as scheduled fixed route, dial-a-ride (door-to-door service) subscription and reservation services, with most services available 5 days a week. Night-time and weekend services are limited, however, FISH will provide emergency service at any hour to people of all ages.

The total number of vehicles utilized by the 8 organizations currently serving the County consist of 4 buses, 9 sedans, 4 station wagons and 19 vans, one of which is modified with a low step. This total, due to the diversity of vehicles utilized, does not include the vehicles used by the Hunterdon County Welfare Board, nor the privately owned autos utilized by the 45 volunteer members of FISH.

Both NORWESCAP and The Hunterdon County Association for Retarded Citizens have recently applied for capital assistance from NJDOT under the Urban Mass Transportation Act of 1964, Section 16(b)(2) for the acquisition of 2 vans each to replace existing vehicles. Pioneer on Wheels, Inc., has similarly applied for the acquisition of a 16-18 passenger small bus. This vehicle would be used to expand POW service monthly to approximately 250 elderly, handicapped and low-income citizens of Hunterdon County.

There have been two successful applications utilizing the UMTA 16(b)(2) program in FY 1977. Pioneer on Wheels, Inc. and Hunterdon County Unit of NJARC, have received approval for one van each.

For 1979, a pre-application for a capital assistance grant has already been submitted by Hunterdon County for purchase of 20 vehicles, seven of which are replacements.

Inventory of Existing Service

1. Pioneer on Wheels, Inc., is a private non-profit corporation providing transportation services countywide, for the elderly (age 55 and over) and handicapped citizens of Hunterdon County. A scheduled-fixed-route service is available Monday through Friday 6:30 a.m. to 6:00 p.m. A dial-a-ride service is provided 5 days, Monday through Friday, including 2 nights Tuesday and Wednesdays, 9:00 a.m. to 11:00 p.m., however, reservations for this service must be made 24 hours in advance. A subscription service is also available. No fare is charged.

Pioneer on Wheels also transports clients of private and government social service agencies such as the Hunterdon Welfare Board, the New Jersey Division of Vocational Rehabilitation Services (DVR) and the Hunterdon Occupational Training Center (HOTC). The agencies contact with POW for transportation of their clients for medical needs, education, training and employment evaluation.

The operating expenses of approximately \$274,000 annually is partially funded Federally under Title III of the Older Americans Act through the Hunterdon County Office on Aging. State funds (45%), County funds (8%), fares charged to certain patrons and donations account for 2% of the monies expended.

POW operates the following 22 vehicles in Hunterdon County:

<u>Type</u>	<u>Year of Manufacture</u>	<u>Make</u>	<u>Number of Vehicles</u>
Vans	1973	Ford	2
"	1977	Dodge	2
"	1978	Plymouth	4
Sedan	1972	AMC	1
"	1974	Plymouth	1
"	1974	Ford	1
"	1977	Chevy	2
"	1978	Dodge	4
Wagons	1973	AMC	2
"	1975	AMC	1
Mini-bus	1976	GMC	2

One of the Dodge vans is equipped with a Drive Master Chair Lift.

Transportation services are provided to approximately 279 elderly patrons per month, 116 handicapped patrons per month and to approximately 15 other persons per month.

2. Northwest New Jersey Community Action Program, Inc. (NORWESCAP)

A. Hunterdon County Nutrition Project for the Elderly is a private non-profit corporation providing transportation services to the elderly (aged 60 and over) residents of Hunterdon County, but due to vehicle limitations, certain outlying municipalities are not presently served, i.e. Whitehouse, Milford and Bloomsbury. A dial-a-ride service is provided, however, reservations must be made 2 days in advance. A subscription service is also available. Transportation to Nutrition Centers is the main focus of the transportation system. Escort trips to doctors and to shopping centers are also available. The hours of operation are 9:30 a.m. to 2:30 p.m. Monday through Friday. No fare is charged. Funding for the annual operating expenses of approximately \$24,000 is provided by Federal funds through Title VII of the Older Americans Act. The vehicles utilized are two, 1974 vans, one, 1975 van and two, 1977 vans, all with 14 passenger capacity. Transportation services are provided to approximately 45 persons per day.

B. Headstart - programs, which provide positive educational experiences for children of low-income families, are located in Lambertville and Union Twp. Transportation service is limited to an 8 mile radius within the two centers of Hunterdon County (NORWESCAP also operates 3 Headstart centers in Sussex County and 2 Headstart centers in Warren County). The door-to-door service transports the children to and from the center. The hours of operation are 9:00 a.m. to 5:00 p.m. Monday through Friday. No fare is charged. Funding is provided by the Office of Child Development through the Department of H.E.W. The 3 vehicles utilized are two, 1975 vans with 18-passenger capacity serving Union Township and one, 1975 Mini-bus with 16-passenger capacity serving Lambertville. Transportation services are provided to approximately 150 children per day.

3. The Hunterdon County Association for Retarded Citizens, Inc. - is a private non-profit corporation operating a scheduled portal-to-portal service countywide for mentally retarded children and adults. The organization, daily transports 18 severely mentally retarded children and adults to and from programs of day-time activities, five days a week. The scheduled runs of 2½ hours a.m. and 2½ hours p.m. are augmented by interim and some night-time services, including occasional weekend services to other program sites. On the average, the agency transports a total of 75 clients per day. No fare is charged for this service. The funding (approximately \$203,000 operating expenses for 1977) is shared by H.E.W. (Title XX), Sending School Districts and the Hunterdon County Board of Chosen Freeholders, plus some fund raising activities. The vehicles utilized are two vans, 1974 and 1976, with capacity for 12 to 15 passengers each. One van has been modified with a low entrance step.

4. The Hunterdon County Senior Multipurpose Center - is a non-profit agency operated by the county. It provides portal-to-portal transportation for senior citizens, residents of Hunterdon County (aged 60 and over) to and from the Center, or to various activities of an educational or recreational nature. On request, Pioneer on Wheels will supply additional transportation for medical or other purpose trips. Frequency of service is limited to weekdays between the hours of 8:30 a.m. to 4:30 p.m. No fare is charged. Operating funds, of approximately \$6,700 per year are provided thru the County and thru Title III Older Americans Act. Funding for the driver of the 1975 fifteen passenger van is provided thru CETA. The Center provides transportation services to approximately 50 senior citizens per week.

5. FISH - is a non-profit corporation providing various services for residents of Clinton Town, Clinton Township, Lebanon Boro and High Bridge. Transportation is provided in private automobiles, with no

age restrictions. Business and shopping needs are performed by volunteers for house bound or elderly citizens as well as providing medical or social activity related trips. Frequency of service is unlimited on a demand-responsive basis. No fare is charged. Funding for the operating expenses is provided thru donations and an annual bake sale. The volunteers absorb their own car expenses. Approximately 20 to 25 trips per month are serviced.

6. The Dart Mill Day Care Center - is a State operated agency, serving the needs of pre-school, school age neglected children from low income households in the county. It transports its clients to and from the center or to various social, recreational or educational activities. Pioneer on Wheels assists with additional transportation as needed. Frequency of service is limited to weekdays between the hours of 7:30 a.m. to 5:30 p.m. No fare is charged. Funding for the operating cost is provided thru H.E.W. (Title XX). The two vehicles utilized are state owned, 1976 mini-bus with capacity for 16-passengers and a 1976 station wagon with capacity for 6-passengers. The center provides transportation daily for 55 children.

7. The Hunterdon County Welfare Board - is an agency of the county that provides limited transportation to their clients. POW supplies transportation for eligible persons under 60 for medical purposes. Frequency of service is limited to weekdays between the hours of 8:30 a.m. to 4:30 p.m. No fare is charged. Funding for the operating expenses of approximately \$1,300 a month is provided thru H.E.W. Title XIX and Title XX. Source of vehicles utilized are private autos, county or POW vehicles. Approximately 100 to 150 clients are transported monthly.

8. The North Hunterdon Senior Center - is a private non-profit agency serving senior citizens, age 60 and over, living in the northern section of Hunterdon County. Transportation is provided, door-to-door, to and from the Center for various programmed activities. Frequency of service to the Center is limited to two days a week, Monday and Thursday. One other day per week is set aside for programmed trips. Reservations should be made one hour in advance. No fare is charged. Funding for the annual operating expenses of approximately \$9,500 is provided through H.E.W. Title III (50%) and in kind (50%). The vehicle utilized is a 1976 van with 15 passenger capacity. Approximately 45 citizens are transported weekly.

MERCER COUNTY

Scope of Existing Services

The "transit-disadvantaged" residents fo Mercer County are served by sixteen different service agencies that provide specialized transportation. Eight of these offer service strictly or primarily for senior citizens. Additionally, there are two agencies whose services are geared to the needs of its handicapped clients, as well as three services which cater to both elderly and handicapped persons. The remaining programs are limited to specifice client groups.

All but six of the services provide transportation on demand by telephone reservation, some requiring 24 hour or 1 week notice. The remainder operate scheduled service, with the origins and destinations and hours of operation generally fixed for specific groups and programs.

At present, through a Demonstration Program funded by the Urban Mass Transportation Administration, Mercer County has organized a program, Transportation Resources to Aid the Disadvantaged and Elderly (T.R.A.D.E.), to coordinate the various transportation services in Mercer County.

At present, two agencies, the Mercer County Nutrition Program and the Trenton Division on Aging, are memembers of the T.R.A.D.E. program. It is hoped that as the program progresses, its members will increase to include all agencies providing transportation in Mercer County.

Inventory of Existing Services

1. The Trenton Division on Aging, as a social service agency dealing with persons aged 60 or over, furnishes transportation for elderly citizens making trips within the Trenton City limits. This a demand-responsive operation, requiring reservations 24 hours in advance, which runs every weekday between 8:45 AM and 4:45 PM. In an average month, approximately 1,000 trips are made. The most frequent destinations are social service organizations. The Division on Aging uses two vans which seat 12-14 passengers each. There are three sources from which the Office on Aging draws its capital and operating funds: Title III of the Older Americans Act; Title XX of the Social Security Act; and a matching share from the City of Trenton. No fare is charged.

This service is currently coordinated under the T.R.A.D.E. program.

2. The Mercer County Nutrition Program operates ten daily congregant meal sites throughout Mercer County, for elderly persons aged 60 or older. In support of this program, six, 14-passenger and two 7-passenger vans are used to transport participants to the sites in Hamilton and Lawrence Townships and Trenton, Princeton and Hightstown. No service is provided from Hopewell or Pennington Township or Hopewell Boroughs. Runs are scheduled for weekdays, between 10 AM and 3 PM. The Nutrition Program itself provided round-trip service for 120 to 150 passengers each day.

Users of the Transportation service are permitted to ride without charge. Capital funding for the purchase of vehicles is provided under Title VII fo the Older Americans Act. Operating expenses are defrayed through use of Title VII funds and a matching share provided by Mercer County.

3. The Community Service Center of Hightstown - East Windsor is another social service agency providing transportation within Mercer County to elderly and handicapped persons. A demand-responsive service, using the personal automobiles of two aides, carries the Center's partrons and various social welfare functions, including a weekly trip to Trenton. The aides are reimbursed for use of their vehicles on a cost-per-mile basis. This particular service carries about 250 round-trip passengers per month, on a schedule of 9:00 AM to 4:30 PM, weekdays. Operating costs are met entirely by the Mercer County Community Action Program (CAP).

In cooperation with the T.R.A.D.E. program, the Service Center also operates a 15-passenger van to supply transportation to a nutrition project in Hightstown. Approximately 60 persons per day ride the van to the congregant meal site, from locations in Hightstown and East Windsor. Scheduled runs are made every weekday. The van was supplied by the Mercer County Office on Aging, useing Title XX funding authorized by the Older Americans Act. Operating funds are furnished by the CAP. Both this and the demand-responsive service operate free of charge.

4. The Jewish Community Center (JCC) of Ewing Township does not operate a transportations service of its own, but charters bus transportation to the weekly meeting for its senior (aged 60 or over) members. Runs are scheduled for each Monday, starting at 11:30 AM and ending at 4:00 PM. Approximately 35 round trips are made each week, with each patron paying a 25-cent fare. The majority of the users travel from Trenton; the remainder begin their trips in Hamilton or Ewing Townships or Bucks County, Pennsylvania.

In addition to the revenue derived from the fare, charter expenses are defrayed by appropriations from the budget of the senior citizens' club.

5. The Morris Hall Rehabilitation Center of Trenton provides a limited transportation service, free of charge, to its clients. One van, with a capacity for as many as five wheelchairs, carries 200 to 220 patients to and from the center each month, from all points in Mercer County. The van is also used for shopping and recreation trips one day per week. This service is operated each weekday between 7 AM and 5 PM. The Center provides transportation strictly for handicapped persons; approximately 70 percent of these are senior citizens.

Capital expenses for the service were funded partially by a Title III grant. Additional capital and all operating costs are paid from Catholic Charities sponsored by the Trenton Diocese.

6. Crosstown - 62 is a demand-responsive transportation service for ambulatory, elderly persons aged 62 or over, sponsored by the Princeton chapter of the American Red Cross. Senior Citizens may take advantage of the program Monday through Friday between 9 AM and 4 PM, provided they made a reservation 24 hours in advance. Reservations are accepted between the hours of 9 AM and 1 PM. The "fleet" consists of one 1977 Ford Granada which seats 4-5 passengers. The operating area is limited to the Borough and Township of Princeton. Up to 120 trips per week are served by Crosstown-62. The local Jaycees chapter donates their manpower to the program. Revenue derived from a 50-cent fare is used to cover operating expenses; the remaining costs of operation are shared equally by the budgets of the Township and the Borough. Capital costs are almost non-existent, since the vehicle is leased from a local dealer for the nominal fee of one dollar.

7. The Senior Citizen's Resource Center is operated by the Mercer Street Friends Center, in Trenton, as a multi-purpose social service organization for the elderly. The Center has 1 van which seats 16 and 6 private cars. These are used to carry senior citizens (55 and older) to and from the center and on health, social welfare, and shopping trips. Approximately 50 passengers are carried daily. The program operates on weekdays from 8:30 AM to 4:30 PM, although 24-hour service is available under some circumstances. Travel is restricted to points within the city limits of Trenton.

The service provided by the Center produces no revenue, since no fare is charged to its users. Capital expenses were funded under Title III of the Older Americans Act, through the Department of Community Affairs. Operating costs are met through the City budget, either directly through fueling and maintenance by the City garage, or indirectly through drivers' salaries passed on from the City by the Mercer Street Friends Center. Some Title XX funding is included in the City budget portion.

8. The East Trenton Civic Center is a social service agency sponsored by the New Brunswick Presbyterian Church. It provides transportation for seniors (aged 55 and over) residents of Mercer County to a weekly nutrition program and senior citizens' meeting. A 12-passenger van is used to carry 30 or 40 round-trip passengers every Wednesday, when the Center schedules its activities. Service begins at 7:30 AM and ends at 5:30 PM. Reservations are made by telephone on Tuesdays. No fare is charged, and all capital and operating funds are donated by the Presbyterian Church and other interested citizens.

9. Mercer Metro operates a "Grocery Shoppers' Special" which provides transportation for residents of selected residential complexes to shopping areas in Ewing and Lawrence Townships. Buses are dispatched to six complexes in Trenton and one in Lawrence Township, where residents board the buses for the trip to a local supermarket. Shoppers are allowed up to an hour and a half for shopping, at which time they are returned by the same bus to their original boarding place.

While any person who is willing to meet the bus at the starting point may ride, about 90% of those using the service are senior citizens. Service is provided on Tuesdays, Wednesdays, and Thursdays, with each complex being served on a once-weekly basis. Buses leave their starting points at 10:00 AM, returning between 11:45 AM and 12:20 PM. Ridership is usually limited by the capacity of the bus to 45 persons. However, if demand warrants, a second bus can be dispatched within a short time. Ridership for a typical week is approximately 550 one-way trips. This concept has been so successful that plans call for extension of operating hours, thus enabling additional trips to accommodate increased demand and to alleviate overcrowding at the stores served by the specials.

Riders pay a 15-cent fare in each direction. Since the specials are operated during the off-peak hours, equipment and drivers which would normally be idle can be used. Revenue derived from fares is generally sufficient to cover operating expenses, resulting in a break-even or better financial situation. Capital costs are not accountable specifically to this operation, since the equipment is used primarily for normal transit operations.

10. The Trenton Chapter of the American Red Cross furnishes transportation for senior and ambulatory handicapped citizens from anywhere in Mercer County to other points in or out of the County. In particular, medical trips to destinations as far as New York, Philadelphia and Newark are those most frequently made, although trip purpose need not be limited to health service.

3:00 PM. However, this capability can be extended to 24 hours, 7 days per week if necessary. The Red Cross operates on a demand-responsive basis, requiring 24 hours advance notice. Six vehicles carrying nine passengers each make up the Red Cross' fleet. Persons meeting criteria outlined by Title XX of the Older Americans Act are the primary customers of this service, although some non-Title XX persons are also transported.

This is not a revenue operation, since no fare is levied. Capital funding is met by a combination of Title XX funds, a County matching share. The American Red Cross pays all local chapter insurance costs from its national headquarters. All other operating costs are funded under Title XX.

11. In addition to Crosstown-62, the Princeton Chapter of the American Red Cross provides a demand-responsive transportation service catering to both elderly and ambulatory handicapped. This program serves residents of Princeton Borough and Township, Hightstown, Lawrence, East and West Windsor, Plainsboro, Cranbury, Rocky Hill, Montgomery and Kingston, providing transportation to points in and out of Mercer County. Utilizing a fleet of 3 six-passenger station wagons, the program normally operates Monday through Friday from 8:45 AM to 4:45 PM, but service is available 7 days a week, if necessary. Although the primary function of the program is to furnish medically-related transportation, the volunteer drivers also deliver "meals on wheels", using their own automobiles. Other trip purposes may be served if cars and drivers are available. There is no charge for this service. The operating budget of the chapter covers all capital and operating costs.

12. The Mercer County Association for Retarded Citizens (ARC), transports handicapped children and adults to and from its school and vocational rehabilitation center. This service is carried out by the Association's 16 passenger minibus and a charter operator, contracted to provide transportation. The service provides approximately 40 round trips each day, five days per week. Hours of operation are from 8 AM to 4 PM. Funding for the service is provided by the Division of Mental Retardation (DMR) of the New Jersey Department of Human Services and Title XX.

13. The Community Guidance Center of Mercer County provides after-school transportation to emotionally disturbed children participating in their programs. Three buses are used to provide approximately 250 trips a month. This service is provided Monday through Friday from 3:30 PM to 6:00 PM free of charge. Operating costs are provided through the Mercer County Community Action Program.

14. The Community Action Program (CAP) of Mercer County is a community service organization based in Trenton. It serves low-income residents of the County of all ages; its transportation programs provides social service and medical trips for senior citizens when its vehicles are not conveying children to its day care center. The three, 12-passenger vans and one, 22-passenger school bus are in service every weekday between 7:00 AM and 4:30 PM, serving approximately 244 round trips per week.

Transportation is provided without cost to the riders. The United States Department of Health, Education and Welfare (HEW) is the source of capital funding for the CAP transportation program. Operating costs are defrayed by appropriations provided by the Mercer County Freeholders.

15. Rescue Mission of Trenton, Inc., is a shelter and rehabilitation center for homeless men, ages 18-70, providing a service somewhat similar to that of the Salvation Army. The Mission uses a station wagon to transport any of its members who have appointments elsewhere in Mercer County, particularly for medical treatment or social services. This service is provided on a daily basis or as needed, serving on the average of three to six round trips per week. All expenses of operations, as well as capital costs, are financed by the Mission, either directly or indirectly as a result of work done by its residents.

16. The Lawrence Township Neighborhood Center provides a demand-responsive transit service for travel within the Township. The service is available to all Township residents free of charge and operate between 9 AM and 10:30 PM, six or seven day per week. The variation in operating days is dependent upon the activity schedule of the local Head Start program, for which the vehicle, a 12-passenger van, is used. Travel must be arranged a week to 10 days in advance, although shorter notice can be given in the event of an "emergency". Normally, 15 to 25 round-trip passengers use this service each day, while an additional 30-round trips are provided for the Head Start program.

Purchase of the van, as well as a portion of the operating expenditures, are included in the budget of the Township of Lawrence. Additional funds for operation are provided by the Mercer County Freeholders.

MIDDLESEX COUNTY

Scope of Existing Services

Forty organizations are now providing transportation services to elderly and handicapped residents of Middlesex County. These services include both fixed route and demand response operations, most of which are available five days per week. Combined equipment of all organizations includes 6 large buses, 27 mini-buses, 76 vans, 10 station wagons, 9 sedans, and 2 ambulances. These totals include 21 vans that are equipped with wheelchair lifts. These vehicles operate throughout the county, with most trips made to transport clients to medical services, shopping areas, nutrition centers, and recreation programs.

Several Middlesex County organizations have obtained vehicles under Section 16(b)(2) of the Urban Mass Transportation Act of 1964. In FY'75 the Middlesex County Easter Seal Society received one station wagon. This vehicle is now used by Somerset County. The Middlesex Senior Citizen Center received one van, and the Central New Jersey Chapter of the American Red Cross received two vans. In FY'76 the YWCA of Central Jersey received one bus equipped with a wheelchair lift. The Johnson Rehabilitation Institute received one van equipped with a wheelchair lift. The United Cerebral Palsy Association received one van, and the YMCA of Metuchen received one van. In FY'77 applications were approved for the Middlesex County Cerebral Palsy Association to receive one small bus. In FY'78 applications were approved for the Cerebral Palsy Association of Middlesex County to receive one van. The South Amboy Memorial Hospital's application for a van was also approved. The Y.W.C.A. of Central Jersey was also scheduled to receive another van.

Inventory of Existing Services

American Red Cross, Central New Jersey Chapter operates a free, demand response transportation service for Middlesex County residents. Transportation is provided to hospitals and doctors' offices in the county. Hours of operation are from 8:30 a.m. to 5:00 p.m., Monday through Friday. The chapter has local offices in New Brunswick, Perth Amboy, and Woodbridge. Current operating costs of \$27,700 per year are provided by individual contributions and the United Way. The chapter transports 130 people per month in its vehicles. Agency equipment includes: one 5-passenger, 1973 Valient sedan; one 9-passenger, 1972 Ford station wagon; one 6 passenger, 1974 Cheby station wagon; one 5-passenger, 1972 Ford sedan; and two 12-passenger, 1976 Dodge vans.

Camp Laurel of Central New Jersey operates a free van service for handicapped children who attend the camp during the summer. This service transports children to and from their homes and the camp, which is located in Jamesburg. Annual operating expenses of \$3,700 are provided by tuition, donations, and money from Middlesex County Welfare. Hours of operation are from 10:00 a.m. to 4:00 p.m., Monday through Friday, during the summer months. The camp transports 130 people per week in its one vehicle.

Borough of Carteret Senior Citizens Transportation provides free, combination fixed route and demand response transportation service for local elderly residents who need rides to area medical offices, nutrition centers, shopping areas, and social events in Carteret. Services are available from 9:00 a.m. to 10:00 p.m., Monday through Friday. This project transports 1,100 passengers per month in its one 11-passenger 1975 Ford van, and one 11-passenger 1977 Ford van.

Center for Industrial Human Resources operates a free, fixed route service for its clients. This service transports clients to and from their homes and the center. Services are also available for trips to medical offices, shopping centers and social programs in Middlesex County. Hours of operation are from 8:00 a.m. to 5:00 p.m., Monday through Friday. Evening service to 10:00 p.m. is available on Wednesday and Thursday. Saturday service is available from 9:00 a.m. to 5:00 p.m. The center's two 15-passenger 1977 Dodge vans, two 11-passenger 1977 Dodge vans, and three 8-passenger Dodge station wagons transport 245 passengers each week.

Cerebral Palsy Treatment Center operates a free, fixed route transportation service which provides rides for cerebral palsy victims in Middlesex County. Service is provided to and from clients' homes and their schools and places of work. Hours of operation are from 7:30 a.m. to 4:30 p.m., Monday through Friday. Annual operating expenses of \$148,270 are provided by the Middlesex County Board of Education county funds and a Title XX grant. The agency transports 870 passenger per month in its 10 vans, which are equipped to carry wheelchairs, and two station wagons.

Community Alcohol Service Program operates a free demand response transportation program for its members who need transportation to medical facilities in Middlesex County. This service operates Monday through Friday when it is needed. Annual operating expenses of \$1,400 are provided by HEW through National Institute of Alcohol Abuse Administration. The service transports 35 people each week in its one 5-passenger 1979 Ford station wagon.

Dunellen Senior Citizen Transportation Project operates a free scheduled transportation program for elderly area residents. This program provides transportation to medical offices, shopping centers, and social events in northern Middlesex County. Hours of operation are from 9:00 a.m. to 4:00 p.m., Monday through Friday. Current operating expenses are \$16,500. Funding is equipped by an HEW Title III grant and by CETA. This service transports 225 passengers per month in its one 12-passenger 1979 Dodge van.

East Brunswick Township Senior Drop-In Center operates a free demand-response transportation service for its members. Hours of operation are from 10:30 - 4:00 p.m., Monday through Friday. Trips are made for social and recreational services. Funding is provided by an HEW, Title III, Special Programs for the Aging grant and from municipal funds. The agency transports 870 to 1,300 passengers per month in its one 14-passenger 1976 Dodge van, and one 17-passenger 1978 Chevy mini-bus.

Ebenezer Senior Citizen Program operates a free, combination fixed route and demand-response transportation program for its members who are 55 and over. This service transports clients to doctors' offices, hospitals and shopping centers in New Brunswick, Piscataway, Highland Park and Edison. Hours of operation are from 9:00 a.m. to 5:00 p.m., Monday through Friday. The Agency transports 200 people per week in its one, 10-passenger 1970 Ford van and one, 15-passenger 1979 Dodge van.

Edison Senior Outreach Program operates a free, fixed route transportation service for elderly and handicapped Edison residents. Service is available to transport the handicapped to medical facilities and to transport the elderly to social programs. Hours of operation are from 9:00 a.m. to 12:00 p.m. and from 1:00 p.m. to 4:30 p.m., Monday through Friday. Cost of this program is now \$20,000 per year, with funding provided by HEW Title III grants, CETA, and Municipal funds. The agency transports 720 passengers per month in its one 11-passenger 1974 Ford van and one 11-passenger 1979 Ford van.

Borough of Highland Park Senior Center operates a free combination fixed route and demand response transportation service to nutritional shopping & medical facilities within Highland Park to residents over age 62. Hours of operation are from 8:00 a.m. to 4:00 p.m., Monday through Friday. Cost of operation is \$10,000 per year, with funding provided by an HEW Title III loan. This service transports 1,700 to 2,800 passengers per month in its one 11-passenger 1975 Ford Van.

J.F.K. Hospital - Robert Wood Johnson Rehabilitation Center operates a free combination fixed and demand response transportation program for its clients. This service transports passengers to and from medical facilities in Central New Jersey. Hours of operation are from 10:00 a.m. to 6:30 p.m., Monday through Friday. Service is also available to 11:00 p.m. on Wednesday evenings. The agency transports 350 people per month in its one 2-passenger 1975 Ford van, which is equipped with a wheelchair ramp, and one 9-passenger 1978 Ford station wagon.

Borough of Metuchen operates a free demand response transportation service for its senior citizens. The program provides transportation to area shopping and nutritional centers and to social programs. Hours of operation are 10:00 a.m. to 3:30 p.m., Monday through Friday. Funding for this program is provided by an HEW Title III grant and by the municipality. Current cost of operation is \$21,500. The agency transports 560 passengers per month in its one 12-passenger 1974 Ford mini-bus.

Middlesex Borough Senior Center operates a free, demand-responsive transportation service for its senior citizens. This service provides transportation to Medical offices, shopping centers, and recreational programs. Hours of operation are from 9:00 a.m. to 5:00 p.m., Tuesday through Saturday. Current operating cost is \$20,000 with funding provided by the Municipality and the County. This service transports 750 passengers each month in its one 14-passenger 1976 Ford mini-bus.

Middlesex County Office on Aging operates a free, demand response transportation program for elderly county residents who require transportation to medical facilities in the county. Services are available through four different centers in Middlesex County. Hours of operation are from 8:30 - 4:30, Monday through Friday. Current operating cost is 168,782 with funding provided by an H.E.W. Title XX grant and County and State funds. This service transports 3,000 passengers per month in its four 14-passenger 1977 Dodge vans and four 11-passenger 1975 Ford vans, plus 4, 1979 Dodge vans equipped with wheelchair lifts and one 14-passenger Dodge maxi-van.

Middlesex County Day Training Center operates a free, combination fixed route and demand response transportation program for its students who are mentally retarded and between three and eighteen years old. This service transports clients to and from their homes in all of Middlesex County and the training center in Avenell. Hours of operation are from 8:00 a.m. to 10:00 a.m. and from 2:30 p.m. to 4:30 p.m., Monday through Friday. Costs of this operation are covered by the State of New Jersey. Agency equipment includes four 16-passenger Dodge vans. Four of these vans are equipped with wheelchair lifts.

Middlesex County Welfare Board operates a free, demand response transportation program. This program transports welfare clients to medical facilities in Middlesex County. Hours of operation are from 8:30 a.m. to 4:15 p.m., Monday through Friday; service is also available at other times when medical appointments are scheduled. The Welfare Board also purchases transportation for clients from six local cab companies. Current annual cost of operation is now \$125,000. Funding is supplied by Middlesex County. The board's four, 4-passenger sedans transport 45 passengers each month.

Middlesex County Economic Opportunity Corporation operates a free, combination scheduled and demand response transportation program for handicapped county residents who are enrolled in the Ride and Work Program. This county-wide program corporation transports handicapped workers over age 18 to and from their homes and rehabilitation workshops and places of employment. This service operates twenty-four hours per day. Current cost of the operation is \$10,000 per year. Operating funds are supplied by the New Jersey Department of Transportation and Labor and Industry. This service transports 2,000 passengers per week in its four, 17-passenger 1978 Chevrolet mini-buses and seven, 17-passenger 1979 Ford mini-buses.

Boro of Milltown Senior Transportation operates a free combination fixed route and demand response transportation program for its senior citizens. This service provides transportation to stores and medical offices in the town. Hours of operation are from 9:30 a.m. to 12:30 p.m. and from 1:00 p.m. to 3:00 p.m. on Mondays, Tuesdays and Thursdays. The agency transports 230 people per month in its one 11-passenger 1977 Dodge van.

Monroe Township Office on Aging operates a free-fixed route transportation system for its senior citizens. This program provides transportation services to nutrition programs, shopping centers, and medical offices in Monroe Township. Hours of operation are from 9:00 a.m. to 4:30 p.m. Monday through Friday. Current cost of operation is \$6,608; funding is supplied by the municipality and by an H.E.W. Title III grant. The

agency transports 220 people per week in its one 13-passenger, 1978 Dodge Maxi Wagon, and one 44 passenger 1971 Ford bus.

New Brunswick Dial-A-Ride provides free, demand response transportation service to medical offices, shopping centers, recreation programs and nutrition centers in the New Brunswick area. Hours of operation are from 8:30 a.m. to 4:30 p.m., Monday through Friday. Current operating expenses are \$48,350; funding is provided by the City of New Brunswick and a DYFS Title XX grant. This service transports 800 passengers per month in its one 15-passenger 1975 Dodge van and one 15 passenger 1978 Dodge van.

New Brunswick Senior Resource Center operates a free, scheduled transportation program for New Brunswick residents who are age 60 or over. This program provides transportation to medical offices, shopping centers, and social events in Middlesex County. Hours of operation are from 9:00 a.m. to 4:00 p.m., Monday through Friday. This program transports 1,030 people per month in its one 11-passenger 1974 Ford van, one 13-passenger 1976 Dodge van, and one 5-passenger 1976 Plymouth van.

New Jersey Home for Disabled Soldiers operates a free, fixed route transportation program for its residents. Service is available to transport residents to medical offices, hospitals, and recreation programs in Middlesex County. Hours of operation are from 7:00 a.m. to 6:00 p.m., Monday through Friday. Current operating expenses amount to \$18,158; operating funds are provided by the State of New Jersey. The home transports 210 passengers per month in the following vehicles: one 4-passenger 1974 Dodge ambulance; one 11-passenger 1979 Dodge van, which is equipped with a wheelchair lift; one 5 passenger 1978 Dodge van; and one 9-passenger 1979 Dodge van.

North Brunswick Seniors operates a free scheduled transportation program for senior citizens and the handicapped. This program transports passengers to area medical offices, shopping centers, and social events. Hours of operation are from 8:30 a.m. to 4:30 p.m., Monday through Friday. Limited senior citizen transportation is available on weekends. Current cost of this operation is \$12,600. Costs are covered by state and municipal funds. This service transports 470 people per month in its one 15-passenger 1976 Dodge van and one 12-passenger 1971 Ford van.

Old Bridge Office on Aging operates a free-fixed route transportation program for its senior citizens. This program provides transportation to shopping centers and social programs in Old Bridge. Hours of operation are from 8:30 a.m. to 5:30 p.m., Monday through Friday. Current operating expenses amount to \$16,594, all of which are supplied by the municipality. This service transports 1,430 passengers per month in its one 13-passenger 1975 Dodge van, one 48-passenger 1967 GMC bus, and one 18-passenger 1979 Chevy mini-bus.

Perth Amboy Senior Resource Center operates a free, demand response transportation program which is used to take area residents to and from their homes and local nutrition centers. Hours of operation are from 9:00 a.m. to 4:30 p.m., Monday through Friday. This service transports 430 people per month in its one 22 passenger 1977 Chevrolet mini-bus and one 14-passenger 1976 Dodge van.

Piscataway Senior Citizen Center operates a free, scheduled transportation program for area senior citizens. The center's vehicle transports clients to social, nutritional, and shopping programs in the Piscataway area. Hours of operation are from 8:30 a.m. to 4:30 p.m., Monday through Friday with evening service available on Thursday from 5:30 to 10:00 p.m. Current yearly operating expenses amount to \$10,000. The municipality provides funding. This service transports 430 passengers per month in its one 14-passenger 1979 Dodge van.

Raritan Bay Community Mental Health Center operates a free transportation program for its clients. This program transports clients to medical facilities in Carteret, Perth Amboy, and Woodbridge. Hours of operation are from 8:15 a.m. to 9:15 p.m., Monday through Thursday, and from 8:15 a.m. to 4:15 p.m. on Friday. Cost of this operation is now \$52,545 per year with all operating funds supplied by Community Care Funds and H.E.W. grants. The program's one 12-passenger 1975 Ford van, two 11-passenger 1978 Dodge vans, and one 11-passenger 1978 Dodge van transport 1,400 passengers per month.

Roosevelt Hospital, Out Patient Department operates a free, fixed route transportation program for patients who are sixty five or over, who live in Middlesex County, and who need outpatient treatment. Hours of operation are from 7:00 a.m. to 3:00 p.m., Monday through Friday. Current cost of this operation is \$69,324; all operating funds are provided by Middlesex County. This service transports 380 people per month in its one 4-passenger 1978 Dodge van, which is equipped with a wheelchair lift; one 10-passenger 1970 Ford mini-bus; and one 9-passenger 1978 Ford limosine.

Retired Senior Volunteer Program (R.S.V.P.) operates a free, fixed route transportation program for its members. This program transports seniors to and from their homes and their volunteer jobs at various social service organizations in Middlesex County. Hours of operation are from 9:00 a.m. to 11:00 a.m. and from 12:30 p.m. to 2:00 p.m., Monday through Friday. The agency transports 390 people per month in its one 12-passenger 1978 Dodge van.

Rutgers Community Mental Health Center operates a free, fixed route transportation program for its clients. This program operates in North, West and Central Middlesex County transporting clients to medical programs and occasionally to work, social events, and shopping centers. Hours of operation are from 7:30 a.m. to 5:30 p.m., Monday through Friday. Current cost of this operation is now 60,000 per year; the state supplies operating funds. Agency equipment includes: one 16-passenger, 1976 Dodge van; two 15-passenger, 1977 Dodge vans; one 12-passenger, Dodge van; two 12-passenger, 1978 Dodge vans, and one 8-passenger 1978 Ford wagon, and one 9-passenger 1977 Dodge van.

Sayreville Office on Aging operates a free, fixed route transportation program for its senior citizens. This service provides transportation to a nutrition site and to shopping centers in Sayreville. Hours of operation are from 9:00 a.m. to 5:00 p.m., Monday through Friday. This service transports 920 passenger per month in its one 13-passenger 1976 Dodge van.

South Amboy Memorial Hospital operates two free, fixed route transportation programs for its clients. These program transport clients to social events and shopping centers in Southern Middlesex County. Hours of operation are from 8:00 a.m. to 3:00 p.m., Monday through Friday. Cost of this operation is now \$22,000 per year. Operating funds are supplied by the hospital. The center transports 135 clients per month in its three vans and one ambulance.

South Brunswick Social Services operates a free, fixed route transportation program which transports senior citizens to medical, shopping, and nutritional programs in the South Brunswick area. Hours of operation are from 8:00 a.m. to 4:00 p.m., Monday through Friday. Current operating expenses amount to \$12,761.00 per year, with all operating funds supplied by the municipality. This service transports 540 passengers per month in its one 16-passenger 1975 International Mini-bus and one 45 passenger 1965 GMC bus.

South River Office on Aging operates a free, fixed route transportation program for its elderly residents. This service provides transportation to local shopping and nutrition centers. Hours of operation are from 10:00 a.m. to 2:00 p.m., Monday through Friday. This service transports 430 passengers per month in its one 15-passenger 1975 Dodge van.

Spottswood Office on Aging operates a free demand response transportation system for its senior citizens. This program provides transportation to local shopping centers and social events. Hours of operation are from 10:00 a.m. to 3:00 p.m., Monday through Thursday and from 10:00 a.m. to 12:45 p.m. on Friday. Costs of the operation now amount to \$15,000 per year. The municipality provides funding. This service transports 450 people per month in its one 15-passenger 1977 Dodge maxi van.

Woodbridge Senior Transportation provides free combination fixed route and demand response transportation program for its senior citizens. This service transports clients to nutrition centers and shopping areas in Woodbridge. Hours of operation for nutrition transportation are from 7:30 a.m. to 3:30 p.m. Monday through Friday; and from 9:00 a.m. to 4:00 p.m., Tuesday through Friday for the shopping program. The agency transports 820 passengers per month in its one 29 passenger 1967 International bus, one 10-passenger 1975 Plymouth van, and one 15-passenger 1979 Ford mini-bus.

YMCA of Edison operates a free, combination fixed route and demand response transportation program is for senior citizens who live in Edison. The program's vehicles transport passengers to medical offices and shopping centers in the Edison area. Hours of operation are from 9:00 a.m. to 5:00 p.m., Monday through Thursday and from 9:00 a.m. to 5:00 p.m. on Saturday. Agency equipment consists of one 12-passenger 1978 Dodge van, and one 15-passenger 1977 Dodge van. This agency transports 272 passengers per month.

YMCA of Metuchen operates a free combination fixed route and demand response transportation program for elderly and handicapped residents of the Bonhampton, North Edison, and Metuchen areas. This service provides transportation to shopping areas, medical offices and hospitals along its route. Hours of operation are as follows: from 9:30 a.m. to 5:30 p.m. Monday, Wednesday and Friday, and from 12:00 p.m. to 2:00 p.m. on Tuesday and Thursday. Agency equipment consists of one 12-passenger 1979 Dodge van, which is equipped with a manual wheelchair lift.

YWCA Nutrition Project for the Elderly operates a free transportation program for people enrolled in the Nutrition Project. This service transports clients to and from their homes and the nutrition center dining halls. The Halls are located in New Brunswick, Sayreville, Edison, Helmetta, Highland Park and Dunellen. Hours of operation vary at each center, but most are available from 9:30 a.m. to 3:00 p.m., Monday through Friday. Current cost of operation is \$56,162. Funding is provided by a grant from HEW under Title III-C of the Older Americans Act. This service transports 2,880 passengers each month. Agency equipment includes two 18-passenger Chevrolet buses, two 11-passenger 1976 Dodge mini-buses, and two 11-passenger 1977 Plymouth mini-buses.

MONMOUTH COUNTY

Scope of Existing Services

There are thirty organizations now providing transportation services to the elderly and handicapped of Monmouth County. Services provided range from fixed-route to demand-responsive; most are available five days a week. The current total of vehicles operating in Monmouth County includes, 8 large buses, 12 mini buses, 59 vans, 21 station wagons, and 2 sedans. Of these, 4 mini-buses and 15 vans are equipped with lifts and wheelchair positions. These vehicles operate throughout the county, primarily to transport clients to shopping areas, medical services, and nutrition centers.

Several Monmouth County organizations have made successful vehicle applications under section 16(b)(2) of the Urban Mass Transportation Act of 1964. For FY 1977, the Monmouth County Multiple Sclerosis Society is scheduled to receive one wheelchair equipped van. For FY 1978, the Middletown Senior Citizens Housing Corporation is scheduled to receive one, minibus equipped with a lift; the Greater Red Bank Jaycees are scheduled to receive one, 16-18 passenger bus; the Monmouth County Association for Retarded is scheduled to receive one, 24-28 passenger bus. The Middletown Senior Citizens Housing Corporation and the Red Bank Jaycees presently do not provide transportation services for the elderly and handicapped.

Inventory of Existing Services

1. American Red Cross, Monmouth County Chapter operates a free, demand-responsive, countywide service for elderly and handicapped county residents who need transportation to hospitals, clinics, and doctors offices. Hours of operation are from 8:00 a.m. to 5:00 p.m., Monday through Friday. This service provides transportation for approximately 100 people each week. Yearly operating expenses amount to \$40,197, sixty-two percent of which are supplied by agency funds, with remainder coming from and H.E.W. Title III grant. The agency operates one, 12-passenger 1977 Chevy minibus, equipped with a wheelchair lift, one, 12-passenger 1979 Chevy van, two 9-passenger 1979 Chevy wagons, one, 9-passenger 1977 Chevy wagon, and one, 6-passenger 1972 Buick wagon.
2. Arthur Brisbane Child Treatment Center provides free transportation services for children who reside at the center. This service transports children to medical appointments, and to treatment centers and therapy sessions in various parts of Monmouth County. Transportation is also available to transport children discharged from the center to their homes in various parts of the state. This service operates seven days a week, providing rides as needed. Current annual cost of the operation is \$18,696; all operating funds are supplied by the state. The agency operates one, 1961 and one, 1962 Ford Falcon, 6-passenger vans, one, 7-passenger 1972 Plymouth station wagon, one 4-passenger 1968 Chevy sedan, and one 9-passenger 1977 Dodge van.

3. Asbury Park Multipurpose Senior Citizens Center operates a combination fixed-route and door-to-door free transportation service for citizens of Asbury Park aged 60 and over. This service provides transportation to hospitals and doctors' offices in the Asbury Park area. Hours of operation are from 9:00 a.m. to 5:00 p.m., Monday through Friday. The agency's 1979 expenses are \$22,242. Funding is provided by an H.E.W. Title III Special Programs for the Aging grant, C.E.T.A. funds, and grants from Asbury Park. The agency transports 100 people per week in its 12 passenger 1979 Ford van.

4. Association for Retarded Citizens Monmouth Unit provides door-to-door transportation for mentally retarded residents of Monmouth County. This service provides Monday through Friday transportation for medical, vocational, and social programs, and special weekend transportation for summer social programs. This service is free of charge, except for a \$.75 per trip fee charged to clients enrolled in the agency's special workshop. Operating budget is \$97,000, 75% of which is supplied by the state, the remainder being supplied by the agency. This program transports 450 persons per week. Agency equipment includes one, 24-passenger 1975 Dodge bus, one, 14-passenger 1975 Dodge minibus, equipped with a wheelchair lift, two, 1973 Dodge twelve seat vans, one, 1976 Dodge 12-passenger van, and one, 1976 Chevy 12-passenger van.

5. Bayshore Senior Day Center operates a combination fixed-route, demand-responsive service for residents of Middletown, Keansburg, Hazlet, and Keyport aged 60 and up. The van operates from 8:00 a.m. to 3:15 p.m., Monday through Friday, transporting clients to shopping centers and medical appointments. No fee is charged for this service. Current cost for this service is charged for this service. Current cost for this service is \$14,173, which is provided by a Special Program for the Aging Title III grant. The agency operates one 14 passenger 1976 Plymouth van.

6. Children's Psychiatric Center/Community Mental Health Center operates in central and northern Monmouth County, providing transportation services for emotionally disturbed children. The agency provides service from 8:30 a.m. to 5:30 p.m., Monday through Friday during school year, and also runs a special summer recreation program. Clients are transported to schools and clinics. Current funding for this program is \$20,000.00 which is supplied from federal, state and county funds. The Agency operates two, 5-passenger 1977 station wagons and six, 16 passenger vans.

7. Commission for the Blind and Visually Impaired operates a free, fixed-route transportation system, in connection with the New Jersey Blindman's Association, for blind and visually handicapped Monmouth County residents. Clients are transported to the agency's workshop and training center in Leonardo. This program, which operates from 8:30 a.m. to 6:30 p.m., Monday through Friday, is used by 300 people each week. The current agency budget is \$36,570.00, eighty percent of which is supplied by the federal government, with the remainder coming from state funds. The agency operates one, 9-passenger 1975 Chevy van.

8. Freehold Boro Senior Citizens Transportation operates a free combination fixed-route and demand-response transportation system for handicapped and elderly residents of Freehold Boro. This service, which operates in Freehold Boro and Freehold Township, transports clients to shopping centers and medical appointments. Service is available Monday through Friday from 9:00 a.m. to 4:30 p.m. The current agency budget is \$14,000, seventy five percent of which is supplied by the municipality and twenty five percent of which comes from federal funds. Equipment includes one, 18-passenger 1976 Mercedes bus, and one, 40 passenger 1967 bus.
9. Freehold Crew, Labor and Production Project operates a free, door-to-door transportation program for severely handicapped adults in Monmouth County. The agency transports clients to their Freehold training center and to job interviews. The current budget is \$70,713, 100% of which is supplied by the state. The agency transports approximately sixty clients per week in its five, 10-passenger 1976 vans, all of which are lift equipped.
10. Freehold Township Senior Citizens Bus operates on a fixed-route schedule from 9:00 to 2:00 p.m. on Monday, Tuesday, Thursday and Friday. This free service provides transportation for medical and shopping trips and is available to residents of Freehold Township who are sixty or older. Only Freehold Township is served by this program. Current operating budget is \$5,210 per year, all of which is supplied by Freehold Township. The agency transports 70 people each week in its 40-passenger, 1978 International bus
11. Howell Senior Citizens Center operates door-to-door transportation service to shopping, medical, social and recreational facilities within Howell Township. This free service is available to township residents who are 60 and over. This service operates Monday through Friday, from 9:00 a.m. to 5:00 p.m. Current agency budget is \$11,551.00, eighty percent of which is supplied by the municipality, with the remainder supplied by an HEW Title III grant. The agency transports 200 clients per week in its one, 11 passenger 1969 Ford van.
12. Jersey Shore Medical Center provides a free, fixed-route transportation program for psychiatric patients at Jersey Shore Medical Center, which transports them to and from the hospital and community care facilities in the Asbury Park and Neptune area. The program's budget is \$8,405 per year, all of which is supplied by the hospital. The agency's one, 8-passenger 1978 Ford station wagon transports one hundred people each week.
13. Long Branch Senior Citizens Resource Center operates a demand-response transportation services program for those city residents over age 62. This operation transports clients to shopping centers and medical appointments in Long Branch and the surrounding communities. Hours of service are from 9:30 a.m. to 4:30 p.m., Monday through Friday. No fare is required. Yearly expenses are now 35,361.00, eighteen percent of which is supplied by the city, with the remainder coming from federal programs. This agency

transports 320 people per week in its one, 15 passenger 1978 Dodge van.

14. Marlboro State Hospital provides free transportation services for its patients who require transportation to medical, administrative, and recreational centers in both Monmouth County and other areas of the state. Service is provided as needed. The agency operates four, 10-passenger vans, two, 15-passenger mini buses, and one, 29-passenger bus. Current cost of operation is \$21,840.00, all of which is supplied by the state.
15. Monmouth County Board of Social Services operates a free, combination fixed-route and demand-response transportation system for elderly and handicapped county residents. This system operates in all of Monmouth County, providing transportation to shopping centers and medical appointments. Hours of operation are from 8:30 a.m. to 4:40 p.m., Monday through Friday. Current agency yearly budget is \$120,000, all of which is funded from a CETA grant. This operation carries 300 people per week in seven, 6-passenger 1978 station wagons.
16. Monmouth County Parks System, Special Programs Department operates a free, scheduled transportation program for physically handicapped and mentally retarded adults and children who participate in the agency's recreation programs. All county residents are eligible for this countywide program which operates from 9:00 a.m. to 4:00 p.m., Monday through Friday. Current agency budget is \$1,077, all of which is supplied by the county. The agency operates two, 15-passenger 1976 Chevy vans, which it shares with other parks system departments.
17. Monmouth County Senior Citizens Area Transportation (S.C.A.T.) operates a free, combination fixed-route and door-to-door transportation program for all county residents over age 60. This operation transports twelve hundred clients per week to shopping centers, medical facilities, and social activities in 19 Monmouth county municipalities. Hours of operation are from 8:30 a.m. to 4:30 p.m., Monday through Friday. Current agency expenses are \$131,000, with funding supplied from county funds and HEW Title III grants. The agency operates one, 14-passenger 1975 Chevy Van, one, 14-passenger 1976 Chevy van, one, 20 passenger 1977 Superior mini bus with a ramp and tie-downs for wheelchairs, and three, 24 passenger 1978 Superior buses.
18. Monmouth Day Activity Center operates a demand-responsive transportation system for psychiatric patients in Northern Monmouth County. This operation transports 200 clients per week to and from their homes and the agency's Red Bank day care center. No fare is required to this service, which operates from 8:00 a.m. to 4:00 p.m., Monday through Friday. Current agency budget is \$24,816, which is funded by a Community Care grant and by a grant from the National Institute of Mental Health. Agency equipment includes three, 12-passenger 1978 Dodge vans, one of which is lift-equipped.

19. Monmouth Day Training Center operates a transportation program for severely handicapped children in Monmouth County. This free service operates from 8:30 a.m. to 10:00 a.m. and from 3:00 p.m. to 4:30 p.m. The center transports approximately four hundred children per week throughout Monmouth County. Current agency budget is \$118,230, 100% of which is supplied by the state. The agency operates eight, 10-passenger 1976 Dodge Vans and one, 16-passenger 1978 mini-bus. All of the agency's vehicles are equipped with wheelchair lifts.
20. Monmouth Medical Center, Pathways Program. This free program provides a fixed-route transportation system for psychiatric patients at Monmouth Medical Center. Transportation is provided to and from the Medical Center and community care and training facilities in the Long Branch area. Hours of operation are from 9:30 a.m. to 3:30 p.m. Monday through Friday. The current program budget is \$36,306 all of which is supplied by a Community Care grant. The agency's one, 12-passenger 1978 van, one 15-passenger 1978 van, and one, 8 passenger 1978 station wagon transports two hundred seventy people each week.
21. National Multiple Sclerosis Society operates a door-to-door free transportation service for Multiple Sclerosis patients in Monmouth County. This free service transports one hundred ten clients per week to social programs, recreational and health centers in Monmouth County. This service operates Monday through Friday from 9:00 a.m. to 5:00 p.m. The County is divided into five sections, and each one is served one day a week. Current operating expenses are \$49,507, with fundings provided from C.E.T.A., County, and agency funds. The agency leases one, five passenger 1979 station wagon.
22. North Monmouth Nutrition Project For the Elderly operates a combination fixed-route, door-to-door transportation service for county residents aged 60 and over. This free service transports 185 clients per week to nutrition centers where they are given a hot lunch. The agency serves residents of Aberdeen, Freehold and Howell Townships, Keansburg, Leonardo and Red Bank. The current agency budget is \$93,000, 90% of which is supplied by an HEW Special Programs for the Aging Title III grant, with the remainder coming from C.E.T.A. funds. The agency operates three, 18 passenger 1976 Chevy mini buses and two, 18-passenger 1977 Chevy mini buses.
23. Retired Senior Volunteer Program operates a free, door-to-door transportation program for their volunteers, who are all over age 60. This program transports volunteers to their work at various social service agencies in Monmouth County. Hours of operation are from 8:00 a.m. to 5:00 p.m., Monday through Friday. Approximately, 80 volunteers use this service each week. Current agency transportation budget is \$11,400. Funds are supplied by ACTION and the Family and Children's Service of Monmouth County. The agency's equipment consists of one, 12 passenger 1974 van.

24. Riverview Hospital provides a free door-to-door transportation system for patients in its mental health care facility. Patients are transported to community training centers in the Red Bank area. Hours of operation are from 9:00 a.m. to 5:00 p.m., Monday through Friday. The hospital provides all funding for this program, which now costs \$13,700 per year. 75 people per week are transported in the hospital's 12-passenger 1975 van.
25. Salvation Army, Asbury Park operates a combination fixed-route and door-to-door program which provides transportation to doctors' offices, shopping centers, and recreation programs for elderly Salvation Army members and other county residents. This service which is free of charge, operates Monday through Friday, from 9:00 a.m. to 4:00 p.m. and also provides some weekend service. Transportation is available in Asbury Park, Ocean Grove, Bradley Beach, Avon, and Neptune. The current agency budget is \$10,364, all of which is supplied by the Salvation Army. The agency operates one, 36 passenger 1969 Reo bus.
26. Search Day Program operates a door-to-door transportation service for autistic children who live in Monmouth County. This free service transports fifty children per week to therapy treatments and recreation programs in Monmouth and Ocean counties. Hours of service are from 9:00 a.m. to 3:00 p.m., Monday through Friday during the school year. Current agency operating budget amounts to \$42,905, 45% of which is supplied by Monmouth County school districts, with the remainder coming from agency funds. Equipment used includes one, 12-passenger 1974 van, one, 8-passenger 1979 station wagon, two, 8-passenger 1978 station wagons, and one, 8 passenger 1977 station wagon.
27. South Monmouth Nutrition Program for the Elderly operates a combination fixed-route and door-to-door transportation program for county residents over age 60. Approximately, 850 people per week use this free service, which transports them from their homes to nutrition centers in Asbury Park, Long Brank, Neptune, and Belmar, where they are served a hot lunch. This service operates from 8:30 a.m. to 4:00 p.m., Monday through Friday. The current operating budget is \$93,317, 90% of which is supplied by a Special Programs for the Aging Title III grant, with remaining funding supplied by C.E.T.A. The agency operates two, 1974 eleven passenger vans, one, 1975 eleven passenger van, two, 1977 fifteen passenger vans, and three, 1979 fifteen passenger vans.
28. Transition Program operates a free fixed-route transportation program for patients at Marlboro State Hospital. This program transports patients to and from the hospital and community training centers in the Marlboro area. Hours of operation are from 9:30 a.m. to 4:00 p.m., Monday through Friday. Current budget for this project is \$6996.00, all of which is supplied by a community care grant. The agency's one, 15 passenger, 1977 Dodge Maxi Van carries 20 people each week.

29. United Cerebral Palsey of Monmouth and Ocean Counties operates a door-to door transportation service for cerebral palsy patients in Keansburg, Leonardo, and Wannamassa. This service transports approximately 20 patients per week to recreation and training programs in Long Branch. Hours of operation are from 10:00 a.m. to 3:00 p.m., Monday through Thursday. There is no charge for Transportation. Current operating budget is \$5,500.00 with funding supplied from a D.D.S.A. grant and agency monies. The agency operates a lift equipped, 1979 Ford van, with space for five wheelchairs.

30. Westside Community Center provides a limited, scheduled transportation program for senior citizens. The center transports its elderly members to recreational and social activities in Monmouth County, and in other areas of the state. Transportation services are available as needed, both on weekdays and weekends. Current agency budget is \$20,770, 50% of this amount is provided by a Title XX grant, and 45% is provided by the United Fund, with the remainder coming from donations. The agency transports approximately 45 elderly persons each month in its two, 15 passenger 1978 Dodge maxi vans.

MORRIS COUNTY

Scope of Existing Service

Presently there are a total of 9 private, 6 county and state agencies, and 14 municipal providers of transportation services for the elderly and handicapped residents of Morris County. Services provided range from fixed-route to dial-a-ride, with most services available 5 days a week. The total transportation fleet of these organizations adds up to six mini-buses, two large buses, forty-one vans, ten station wagons and five sedans. Of these, one minibus and eleven vans are specially equipped to handle wheelchairs.

Of the fourteen municipal operations, twelve are dial-a-ride programs. In 1977, the County Department on Aging transferred the county dial-a-ride program from the County Courthouse office complex in Morristown to individual municipal operations. The county supplied a van and \$1,500 in Title XX funds to each of the twelve municipal programs to help initiate service. Several of these dial programs are operated in conjunction with other communities, so the number of municipalities operating some type special transportation service totals 21 around the county.

Morris County has been successful in obtaining several vehicles through UMTA's 16(b)(2) program. For FY'75, United Way, Morris Area Red Cross, Occupational Training Center, St. Clare's Hospital and St. Francis Health Resort all received vans. FY 76's successful applicants were again, the Morris Area Red Cross and United Way, each of which received two station wagons. For FY 1977, the American Heart Association (Morris-Sussex Chapter) the Occupational Training Center, St. Clare's Hospital Community Integration Program and the Morris Area Red Cross will be receiving vehicles.

In addition, the Morris County Board of Public Transportation, in conjunction with the County Office on Aging recently initiated a fixed-route transportation service for the elderly areas of the county where no public transportation presently exists. Frequency of service is limited to 10:00 a.m. to 2:30 p.m., Monday thru Friday. There are no fares charged for this service, which is operating 10 different routes a week. Funding is provided by a federal grant, and the transportation equipment utilized are large transit buses chartered from Watchung Mountain Transit, which also operates the Morris County Metro System. This bus route is an experimental program

and will only run for five consecutive weeks. Depending on its bus ridership, the route might be initiated again in the summer of 1979.

Inventory of Existing Services

Montville and Boontown Townships - operate a combined dial-a-ride service for residents of their communities who are 55 years and older. Frequency of service is limited to 9:00 a.m. to 3:00 p.m., Monday thru Friday. No fare is charged for this service, which transports approximately 20 persons per day to hospitals, doctors, shopping and nutrition sites. Maintenance and operational costs of the service are covered by the two municipalities through yearly appropriations. The transportation equipment presently utilized is a 1977 12 passenger van, which along with "seed" money, was originally provided by the County to establish the program.

Denville Township - offers both dial-a-ride and fixed-route transportation services to its disabled or 55 years and older residents. Frequency of service is limited to 8:00 a.m. to 5:00 p.m. The dial-a-ride van operates on Tuesdays and Fridays only, with reservations made 24 hours in advance. The fixed-route bus service operates five days a week, transporting approximately 80 riders per day on shopping, banking, and agency trips. The dial-a-ride van transports approximately 10 riders a day to medical and nutrition sites. There is no cost to the rider in the dial-a-ride service, however, a donation box is provided on the senior bus. Funding for the dial-a-ride is shared by the municipality and the County office on Aging, which supplied the vehicle and some Title III, Older American Act monies. The Seniors bus is operated with 100% municipal funds. The transportation equipment utilized in those services are a 1977, 12-passenger van, and a 24 passenger bus.

East Hanover Township - operates a dial-a-ride service for its elderly and handicapped residents. Frequency of service is limited to 9:00 a.m. to 5:00 p.m., Monday thru Friday. There are no fares charged for this service, which transports approximately 280 persons per month on medical, nutrition, shipping and social trips. Funding for this dial-a-ride is provided by the municipality. The transportation equipment presently utilized is a 1965, 40-passenger bus and a 1979, 7-passenger van.

The Jefferson Township Health Department - operates a fixed-route, dial-a-ride service for residents of the township who are 55 years of age and older. Frequency of service is limited to 8:30 a.m. to 4:30 p.m., Monday thru Friday. There is no fare charged to the rider in this service, which transports approximately 125 persons (on a monthly basis), to nutrition and medical sites, and on special trips to the area shopping mall. Annual transportation costs are paid by the municipality. Transportation equipment presently utilized is a 1977, 12-passenger van.

The Mt. Olive Senior Transport (M.O.S.T.) Program - provides a semi-fixed-route, demand-responsive transportation service to the 55 years and older residents of the Mt. Olive-Hackettstown area. Frequency of service is limited to 8:30 a.m. to 4:30 p.m., Monday thru Friday. No fares are charged for this service, which transports approximately 20 people a day to nutrition sites, doctors' offices, hospitals, special treatments, shopping malls, community programs, recreational sites, and/or volunteer RSVP stations. Annual transportation costs of approximately \$10,000 are absorbed entirely by the township. The transportation equipment presently utilized is a 1977, 11-passenger van provided by the County Office on Aging, to which M.O.S.T. has installed a 2-way police radio for better dispatching.

The Township of Parsippany - Troy Hills - offers free fixed-route and dial-a-ride services to its disabled and elderly residents. However, the fixed-route bus service is free to any township resident. Hours of operation for the fixed-route bus service are 9:00 a.m. to 5:00 p.m., Monday thru Friday. The dial-a-ride vans operate from 8:30 a.m. to 4:30 p.m. weekdays. Both service transport approximately 1000 persons a week to medical, nutrition and shopping sites. Funding for the \$60,000 annual transportation costs is provided by the township, with the County Office on Aging contribution some Title III funding for the dial-a-ride operation. Transportation equipment presently utilized are 2, 14-passenger vans, aged 1972 and 1976, 2, 1972 19-passenger buses, and a 1977, 23-passenger bus.

Passaic Township - operates a free dial-a-ride service for its residents who are 55 years and older. Frequency of service is limited to 9:00 a.m. to 5:00 p.m., two or three days a week, but hours vary according to need. Approximately, 30 persons per week are transported to doctors' offices, senior citizen meetings, and shopping areas. The 1977, 12-passenger van utilized in this service was originally supplied by the County, along with a \$1,500 grant to initiate the program. However, the dial-a-ride service is now entirely maintained and operated by the municipality.

The Pequannock Dial-A-Ride - offers door-to-door transportation services to the 55 years and older residents of Pequannock, Riverdale, Kinnelon, Butler, and Lincoln Park. Frequency of service is limited to 8:30 a.m. to 5:00 p.m., Monday thru Friday. There is no cost to the riders in this service, which transports approximately 400 riders per month to recreational, shopping, medical and nutrition sites. The yearly transportation budget of approximately \$40,000 is provided by each Municipality's appropriation along with some Title III Older American Act monies through the County Office on Aging. The transportation equipment presently utilized are two, 1975 11-passenger vans, and one 1977, 7-passenger van.

Randolph Township - offers its elderly and disabled residents both dial-a-ride and fixed-route transportation services. The fixed-route bus carries approximately 170 riders per month to shopping areas and operates a local "in-town" route only. The dial-a-ride van transports approximately 230 riders a month to nutrition and medical facilities, and services the entire county. Frequency of service is limited to 9:00 a.m. to 5:00 p.m., Monday thru Friday. No fares are charged on the dial-a-ride service, but a donation bus is prohibited for patrons of the fixed-route bus service. Funding for the dial-a-ride service is provided by the municipality, although the County donated \$1,000 and the van to initiate service. The fixed-route service is also funded entirely by the municipality. Transportation equipment utilized for these services are a 1977, 12-passenger van and a 1977, 23-passenger, lift-equipped bus.

Rockaway Township and Borough - offers a dial-a-ride transportation service its disabled and elderly residents (55 years and older). Frequency of service is limited to 9:00 a.m. to 5:00 p.m., Monday thru Friday. No fares are charged for this service, which transports approximately 250 persons per month to medical, shopping, and nutrition sites. Funding for the operation of this program is provided by both municipalities, although the County Office on Aging supplied \$1,500 and the 1977, 12-passenger van in order to initiate service.

Roxbury Township - operates a dial-a-ride service for its residents who are 55 years and older or disabled. Frequency of service is limited to 9:00 a.m. to 5:00 p.m., Monday thru Friday. There is no fare charged for this service, which transports approximately, 100 persons per month to nutrition, medical, social and shopping centers. Transportation operating costs are defrayed by municipal funding. The equipment presently utilized is a 1977, 12-passenger van, donated to the program by the County Office on Aging.

Washington Township - has proposed a free dial-a-ride service for its elderly residents 55 years of age or older. Although the service has been in operation intermitterly since June, full operation is not expected until late November of 1978, when CETA funds will become available for the salary. This dial-a-ride service will parallel most of Morris County's other municipal dial-a-rides, with frequency of service limited to 9:00 a.m. to 5:00 p.m., Monday thru Friday. Approximately, 100 seniors per week will be transported to medical facilities and shopping sites. Funding for the program is provided by the municipality and CETA. The transportation equipment utilized for this service is a 1978, 12-passenger van, donated by the county to initiate service.

The Borough of Butler - operates a Senior Citizen Shopping Bus for the residents who are 60 years or older. Frequency of service is limited to 10:30 a.m. to 2:30 p.m. on Fridays only. Approximately, 25 seniors are transported to the area's shopping centers weekly. The cost of this service is approximately \$160 a month, and is funded entirely with municipal monies. The transportation equipment utilized is a large transit bus, rented from the Jordan Transportation Company.

The Town of Boonton - operates both fixed-route and demand-responsive transportation services for its senior citizens. The Parking Authority operates a fixed-route "trolley" service throughout the town, free to all residents who are 18 years and older, although it is utilized mostly by senior citizens for their shopping. Frequency of service is limited to 9:00 a.m. to 4:00 p.m., Monday thru Friday. Approximately, 400 persons are transported weekly by this service, which is maintained by the Parking Authority, at an annual cost of \$2,500. Funding for this bus service is also provided by CETA (driver's salary) and the municipality (gasoline). The transportation equipment utilized for this service is a 1974, 28-passenger reconverted schoolbus. The town also provides a demand-responsive "Senior Citizen Car", staffed by a CETA driver, and funded with municipal allocations. Senior citizens must call 24 hours in advance to make appointments for the car to transport them to doctors offices and medical facilities.

The Morristown Office on Aging - operates a door-to-door transportation service for its 55 years and older residents. Frequency of service is limited to 9:00 a.m. to 2:00 p.m., 4 days a week (20 hour week). This transportation service, which carries approximately 125 riders per week to hospitals, doctors' offices, and shopping sites, also delivers 12 meals a day under the Title VII Nutrition

Program. Funding for this service is provided by the town, with some Title VII, and Community Development funds. The transportation equipment presently utilized is a van on loan from St. Perer's Church in Morristown. This program will be receiving a \$15,000 grant thru Communtiy Development Funds to transport the elderly (60 years or older) and disabled.

The Morris Unit of the New Jersey Association for the Retarded - operates a door-to-door service for county residents who are 30 years and older and retarded. Frequency of service is limited to 9:00 a.m. to 5:00 p.m., Monday thru Friday. There is no cost to the approximately, 40 riders who are transported daily to the center for their program. Funding for the transportation program is provided by fees, agency funds, and Title XX funds. The transportation equipment presently utilized are 5 vans and 1 station wagon.

The Occupational Training Center for the Handicapped - provides semi-fixed-route, door-to-door service for the county residents, 17 years and older, who are physically disabled. Frequency of services is limited to 7:30 a.m. to 4:00 p.m., Monday thru Friday. No fares are charged for this service, which transports clients from their homes to the rehabilitation program at the center and back. Funding for the transportation services is provided by the State of maintenance are provided by the New Jersey Department of Transportation equipment presently utilized is a 12-passenger van, and a 6-wheelchair-capacity van, both obtained thru the UMTA 16(b)(2) FY75 program.

The Morris County Daytraining Center - provides a door-to-door service for its clients, county residents aged 5 to 21 years, who are retarded and physically and or mentally disabled. Frequency of service is limited to 8:00 a.m. to 4:30 p.m., Monday thru Friday. There are no fares charged for this service, which transports approximately 35 passengers per day to the training center's program. The State of New Jersey Department of Education, Bureau of Day Training allocated \$50,000 to the Morris County center, which included Title XX as well as state monies. The transportation equipment presently utilized are six lift-equipped vans.

The RSVP of Morristown - operates a door-to-door service for the 50 years and older residents of Morris County. Frequency of service is limited to 9:00 a.m. to 4:00 p.m., Monday thru Friday. Approximately, 125 persons a day are transported to the 5 nutrition sites in the county, to shopping areas, and back to their homes. Current operating costs of \$43,200 are paid by the county (20%), who owns and services the vehicles, and Title VII program funds, (80%). The transportation equipment presently utilized are five, 9-passenger vans, ranging in age from 1974 to 1977.

St. Francis Health Resort - operates a demand-responsive transportation service for their elderly and infirm clients. Frequency of service is limited to 10:00 a.m. to 4:00 p.m., Monday, Tuesday, and Thursday. Approximately 35 persons are transported weekly to doctors and dentists' offices, hospitals and other medical facilities. Funding for this service is provided by the agency's own private funds. The transportation equipment presently utilized is a 1976, 12-passenger van with lift, received through UMTA's FY 75 16(b)(2) program.

St. Clare's Hospital - Community Integration Program in Denville, NJ - provides a semi-fixed-route transportation service for its psychiatric patients. Approximately, 30 clients are transported daily and from their therapeutic program, community job placements, and/or social and recreational activities. Frequency for this service is provided by Title XX, County CETA and Freeholder monies, and State Grant-in-Aid allocation. The transportation equipment presently utilized are two, 15-passenger mixi-vans (1976 and 1978) and a 1978, 9-passenger (leased) station wagon. This agency will be receiving a 16(b)(2) station wagon under the FY'77 program.

The Morris Red Cross - operates a free, demand-responsive service for Morris County residents, primarily the elderly, the physically disabled and children with parents. Frequency of service is limited to 8:30 a.m. to 4:30 p.m., Monday thru Friday. The service transports approximately 1-15 persons per day to hospitals, doctors offices and to other emergency trips. Funding for the approximate \$20,000 annual operating expenses is provided by the United Way, however, most of the staff, including the drivers, are volunteers. The transportation equipment presently utilized are two station wagons, 1 van with lift with 2-wheelchair capability, and a 77 Maverick, all ranging in age from 1970 to 1977.

The South East Morris County Red Cross - operates a demand-responsive service for residents of the region. Hours of operation are 24 hours a day, 7 days a week, although most trips are provided during the day on weekdays. No fares are charged for this service, which transports approximately 3,600 riders per year to hospital, doctor and recreational sites. The yearly transportation budget of approximately \$30,000 is funded through United Way, private donations and endowments, along with assistance from community volunteers. The transportation equipment presently utilized are four station wagons, none of which are specially equipped, although the program does transport quite a few disabled persons weekly.

Within Morris County, there are four chapters of FISH, located in Butler, Mendham, Chester, and the Madison-Florham Park area. These chapters provide free transportation services for the elderly and other residents of their municipalities and the county. Frequency of service is usually 8:30 a.m. to 5:00 p.m., Monday thru Friday, with most chapters offering a 24-hour answering service. Generally, most of the trips provided by these services are of a medical nature, to hospitals, doctors and dentists, although some shopping trips are also provided. Volunteers man the privately-owned vehicles which are utilized for these transportation services.

Hope House of Dover, New Jersey - provides a demand-responsive transportation service for the low-income, handicapped or isolated senior citizens of the area. Frequency of service is limited to 9:00 a.m. to 5:00 p.m., Monday thru Friday. Approximately 60 to 70 seniors are transported on a monthly basis to doctor and dental visits, shopping and recreation trips. Funding for this service is provided entirely by the county CETA program. The transportation equipment utilized are the staff's own 4 private vehicles.

C.I.L.A.H. - The Center for Independent Living:
Aging Handicapped - in Convent Station, offers a door-to-door pick-up service for the handicapped elderly clients who attend the educational "home economics" program at their center. Frequency of service is limited to 11:00 a.m. to 5:00 p.m. on Wednesday, for the duration of their six-week program. Approximately, 15 persons are escorted weekly to this program, which is free of charge. Funding for the approximate \$2,500 annual transportation costs is provided by the Morris County Department on Aging, utilizing Title IV - Older Americans Act monies. The transportation equipment presently utilized is a 1977, 7-passenger van, equipped with lift and wheelchairs capability.

The Educational Program for Children with Handicaps - offers a free door-to-door service for handicapped children, aged 7 to 16 years, who reside within a 15-mile radius of Madison. Frequency of service is limited to 1:30 to 4:30 p.m., Monday thru Friday. Approximately, 18 children are transported daily from their homes or school to the program site at the Madison YMCA. The expenses of the transportation service are paid by the South East Morris County Red Cross, who also owns the van operated in this program.

The Market Street Mission of Morristown - provides transportation services for the public inebriate of Morris County, 7 days a week, 24 hours a day. Transportation is provided for alcoholics to and from their detoxification center, hospitals, rehabilitation programs, homes, clinics, etc. No fares are charged for this service, which transports approximately 180 persons per month. Funding for this transportation service, initiated in August of 1978, is provided by the State Division of Alcoholism, SLEPA, and CETA. The Transportation equipment presently utilized is a 1978, 12-passenger van. The vehicle is equipped with a phone so that immediate service can be provided.

OCEAN COUNTY

Scope Existing Services

At present, there are nine organizations providing transportation services to the elderly and handicapped residents of the County. Transportation provided is available at no cost to the patrons and ranges from fixed-route to dial-a-ride to subscription service; with most services available five days a week. Night time and weekend services are available on a limited basis.

Transportation is provided for medical, shopping and social/recreational trips for clientel to nutritional and educational programs.

Currently operating in the county are 30 vehicles of which only one is with wheel-chair lift equipment. The "fleet" of vehicles is comprised of 16 mini-buses, seven vans and seven station wagons or sedan type vehicles.

Inventory of Existing Services

1. The Long Beach Island Community Center (St. Francis) provides the Senior Outreach Services of Southern Ocean County. Located on Long Beach Island this organization receives funding from Title IV of the Older Americans Act as a sub-grantee of the Ocean County Area Plan. A transportation service for senior citizens is provided by the Center in five vans utilizing five drivers. Extensive volunteer service supplements the regular trips to and from programs offered at the Center, one of which is providing take out lunches to senior shut-ins. Trips are also provided to shopping centers, banks, and medical facilities.

2. The Lakewood Outreach Center for Seniors is also supported by the Ocean County Area Plan. A 14 passenger van and 4 workers with automobiles provide miscellaneous trips for seniors in Lakewood and is primarily oriented to the Nutrition Center at the Lakewood Y.M.C.A. Some of these trips include:

Nutrition Center	436 people
Lunch deliver to shut-ins	138 served
Shopping	86 people
Doctors	49 people

The Center encourages that recipients of these services combine their motivations for these trips, such as, shopping and doctor appointments.

3. Seaside Heights Boro currently provides transportation for senior citizens aged 55 or over. The senior citizens are transported to lunch programs twice a week, Tuesday and Thursday. On the other

weekdays transportation is provided on a subscription basic to hospitals, doctors, shopping centers, etc. Frequency of service is limited to weekdays between the hours of 9:00 am to 6:00 pm with the lunch program operated between 9:30 am to 3:00 pm. The program operated from September 15 to June 15 each year; no service is provided during the summer months. The cost to the riders is free. The vehicles currently used are a 1965, twenty-three passenger bus and a 1971, twelve passenger van.

4. Staford Township operates a dial-a-ride service for all residents of the township. Senior citizens constitute about 40% of the overall ridership of approximately, 150 people a day. Service is provided six days a week, Monday thru Saturday, from 8:30 am to 6:30 pm. The cost to the rider is free. Funding, (approximately \$7500 a year for operating expenses) is provided by the municipality. The vehicles currently being utilized are two 1975, 21 passenger mini-buses.

5. Point Pleasant Boro-Department of Recreation provides funds for "special events" trips for senior citizens, aged 55 or over. Trips are provided 2 or 3 times a year and approximately 150 people participate in each trip. Buses are chartered for each trip with the Boro providing the funding. This program is available to all senior citizen residents of Point Pleasant Boro.

6. Jackson Township provides transportation for senior citizens and handicapped persons. The transportation service for senior citizens, aged 55 or older, is provided year round. The service currently carries approximately 200 people a week to shopping center throughout Monmouth and Ocean counties. Hours of operation for this service are Monday thru Thursday 9:00 am to 1 pm and on Friday 9:00 am till 6:00 pm. The vehicle currently used for this service is a 1973 bus on loan from the Board of Education, however, the township is currently in the process of purchasing a bus financed by a municipal bond issue.

The transportation service for the handicapped is only provided during a seven-week program during the summer. Approximately, 100 handicapped children are transported to various recreation facilities in Ocean and Monmouth counties. Hours of operation are generally from 9:00 am till 2:00 pm, Monday thru Friday with additional trips provided in the evenings and on weekends. These vehicles used are two, 1967 buses which were purchased with municipal funds.

7. The Ocean County Department of Health provides transportation to and from hospitals, the clinic and physican offices. Service is provided by appointment only and no fare is charged for the service. Approximately, 10 to 15 people, primarily elderly, are transported each week. Operating funds for this service are provided by the County. The vehicle currently used is a 1976 station wagon.

8. The Ocean County Welfare Board provides transportation for welfare clients to hospitals, clinics and drugstores. Service is provided Monday thru Friday from 9:00 am to 4:00 pm. Currently this service is provided for 200 certified recipients, half of which are elderly. Funding for operating costs is provided through Titles XIX and XX of the Social Security Act. The vehicles utilized are two, 1975 four-door sedans which were purchased with administrative funds.

In addition, to providing transportation, the Welfare Board reimburses cost, at 14¢ a mile, to clients who use other means of transportation.

9. The Ocean County Office on Aging, Transportation Division, provides transportation for handicapped persons to various health facilities and training centers. Service is provided weekdays from 5:00 am to 9:00 pm. No fare is charged for this service. The vehicles currently used are four, (4) 1976 station wagons, three, (12) passenger and one, (1) seven passenger 1977 mini-buses. The seven passenger mini-bus is equipped with three wheelchair and four ambulatory seats. Funding for this program is provided through Title III of the Older Americans Act and with County funds.

In addition the County provides service for senior citizens (aged 60 years or older) to various nutrition program sites throughout the County. The nutrition programs are located in Toms River, Jackson Twp., Point Pleasant, Tuckerton, Long Beach Island, Barnegat and Lakewood.

This Service is provided five days a week from 9:00 am to 5:00 pm with additional trips operating on some Saturdays. No fare is charged for this service. The vehicles currently used for this program are two, 1970, two, 1976, and two, 1977 mini-buses, each with a seating capacity of 12-15 passengers. None of the vehicles are equipped with wheelchair lift equipment. Funding for this program is provided through Title VII of the Older Americans Act.

PASSAIC COUNTY

Scope of Existing Services

At present, there are twenty-one organizations providing transportation services to the elderly and handicapped residents of Passaic County. Of these, two are county, four are municipal and fourteen are private non-profit agencies:

Services provided range from fixed-route to dial-a-ride, with most services available five days a week.

These agencies operate a total of 31 vans (6 are specially-equipped) 4 station wagons, 6 mini buses (4 are specially-equipped), school bus and 1 sedan. Most of these vehicles are operated throughout the densely populated lower county area, with the upper county area remaining this in both services and coordination.

Under the Section 16(b)(2) program of the Urban Mass Transportation Act of 1964, federal funds are appropriated for use by private non-profit organizations for the purchase of vehicles for their elderly and handicapped transportation programs. Several organizations in Passaic County have been successful in their applications for 16(b)(2) funds for FY'75, the Upper Passaic Community Action Council received 3 vans, the Paterson Coalition received one minibus with wheelchair lift, and the Daughters of Miriam Center for the Aged was again approved to receive a vehicle, this time a 28 passenger bus. Other successful applicants for FY'76 included the Jewish Family Service of North Jersey, one van; the Father Frances English Multi-Purpose Community Center, one 28-passenger bus; and Project Span, one van. Also, approved for vehicles for FY'77 were the Passaic County RSVP, one bus; the Scheduled Transit Association of Ringwood, one van; the Community Action Council of Passaic Co. Inc., one mini-bus; the Youth Department-Tri-County Youth Services Inc., one small bus with lift; the Department of Special Education-Diocese of Paterson, one van; and the Paterson Task Force for Community Action, Inc., one small bus.

In addition, the Passaic Board of Social Services will purchase two lift-equipped vans for its Areawide Transportation Project for the Blind, Disabled and Aged. The total cost of the vehicles is \$32,700, with FAUS funds being used for the State share. These vehicles will operate out of two area offices in Passaic and Wanaque.

Inventory of Existing Services

The Passaic County Adult Daycare Program offers a free, semi-fixed route transportation service to the 55-year-old-and-over residents of Passaic County. Approximately, 20 seniors are transported daily to the program's center facility and back to their homes. Frequency of service is limited to 9:00 am to 4:00 pm weekdays. Funding for the program is provided 75% by Title XX, with the county absorbing the costs of operation as their 25% matching contribution. The transportation equipment presently utilized are two, 8-passenger

vans, one of which is equipped with a hydraulic lift. Both vehicles are on loan from other agencies, but the program will be receiving a new 16 passenger van shortly, purchased with Title XX funds.

The Township of Wayne, Department of Parks & Recreation operates a free, fixed-route transportation service for its elderly citizens. Frequency of service is limited to 9:00 am to 3:30 pm. Approximately 700 persons a month are transported in this service, which transports seniors on shopping and medical trips. Funding for the approximately \$11,500 yearly transportation costs is provided by the township. The transportation equipment presently utilized are one 1964, 45-passenger school bus and one, 18 passenger school bus and one, 18 passenger mini-bus with hydraulic lift.

The Passaic County Nutrition Program for the Elderly offers a free, fixed-route transportation service to the elderly residents of Passaic County. Frequency of service is limited to 9:00 am to 4:00 pm, Monday thru Friday. Approximately, 980 seniors are transported daily to the different nutrition sites throughout the county. Funding for the approximate \$56,000 annual transportation costs is provided by Title VII and matching county funds. The transportation equipment presently utilized are three, 1977, 15-passenger vans, one, 1976 lift-equipped, 15-passenger vans and two, 18-passenger mini-bus, modified for senior citizen use.

The City of Paterson's Nutrition Project for the Elderly-Title VII offers both a demand-responsive and a fixed-route service for its senior citizens. Frequency of service is limited to 9:00 am to 4:00 pm, Monday thru Friday. There is no fare charged for this service, which transport approximately 250 person's daily on fixed-route trips to nutrition and shopping sites. The demand-responsive service transports the elderly to doctor's offices and medical facilities as needed. Funding for the approximate \$45,000 a year operating costs is provided by Title VII and matching city funds. This project has seven sites scattered throughout the city, and transportation equipment utilized to service them are five, 15 passenger maxi-vans, and one, 7-passenger lift-equipped van, ranging in age from 1977 to 1978. These vehicles are also used occasionally to transport seniors on recreational mini-trips.

The City of Clifton-operates a semi fixed-route transportation service for its elderly citizens. Frequency of service is limited to 8:30 am to 4:00 pm Monday thru Friday. The program transports approximately 300 seniors a week to shopping areas, medical facilities and to the nutrition site. Funding for this service is provided by the County Office on Aging, and the county's CETA program. The transportation equipment presently utilized are two, 15-passenger mini-buses, aged 1974 and 1975, which were purchased by the Passaic Co. Office on Aging with Title III funds.

The Northside Forces agency offers a free, fixed-route transportation service for the senior citizens of Paterson who reside in the area

of their nutrition site. Frequency of operation is limited to 8:30 am to 3:00 pm., Monday thru Friday. Annual operating expenses are paid for with CETA, county funds private donations. The transportation equipment presently utilized is a 1973, 12-passenger ramp-equipped van.

The Department of Special Education, Munay House, offers a semi-fixed route transportation service to their mentally-retarded adult clients from the Paterson-Passaic area. Frequency of service is limited to 9:30 am to 4:30 pm., Monday thru Friday. There is no fare charged for this service, which transports approximately, 35 handicapped clients a day from their homes to the agency's center for its day program, and back. In addition, clients who reside in the agency's Group Homes are transported to medical facilities and on recreational and educational trips on occasions. Funding for the approximate \$10,000 annual transportation costs is provided by the agency's own funds. The transportation equipment presently utilized are three, 16-passenger 1977 vans.

The Community Action Council of Passaic County operates 3, semi-fixed routes in its Senior Shuttle program, for the elderly residents of West Milford, Wanaque, and Ringwood. Frequency of service is limited to Monday, Tuesday, Thursday, and Friday, 9:00 am to 4:00 pm. There is no fare charged for this service, which transports approximately 6,000 persons yearly. Operating expenses are absorbed by each municipality, with Title IX funds and CETA funds supplying the driver's salaries. The transportation equipment presently utilized are three, 1976 15-passenger vans, supplies by D.O.T. The agency will be receiving a 16(b)(2) minibus in the next few months, under UMTA's FY'76 program.

The First A.M.E. Zion Church, in Paterson, offers an escort transportation service to the elderly residents in the Paterson area. Frequency of service is limited to 9:00 am to 5:00 pm., Monday thru Friday. There is no fare charged for this service, which escorts approximately 30 seniors weekly to doctor offices, clinics, shopping areas and other agencies. The funding for this service is provided by Title III-Passaic County Office on Aging. The transportation equipment presently utilized is a 1969, 12-passenger van, and volunteer vehicles from the agency.

The Daughters of Miriam Center for the Aged offers a demand-responsive transportation service for its elderly and handicapped clients. Hours of operation are limited to 8:00 am to 5:00 pm., Monday thru Friday. No fare is charged for this service which transports approximately \$20,000 annual operating costs is provided by Title XX, Medicaid, and agency funds. The transportation equipment presently utilized are two, 1976 vans. One van has a capacity for 12 passengers and was purchased with Title XX funds. The other is a 6-passenger, 2-wheelchair van, purchased by D.O.T. This agency is scheduled to receive a 28-passenger bus in December from D.O.T., through UMTA's 16(b)(2) program.

The Catholic Family and Community Services agency operates a free fixed-route transportation service for the elderly residents of Paterson's six Housing Authority buildings. Frequency of service is limited to 9:00 am to 2:00 pm., Monday thru Friday. Annual operating expenses of approximately \$3,000 are covered by Title XX and matching city funds. The transportation equipment presently utilized is one, 10-passenger van (8-passenger if wheelchair is positioned inside).

12. The Paterson Senior Citizen Council operates a free fixed-route transportation service for the elderly and handicapped residents of the Paterson area. Frequency of service is limited to 9:00 am to 5:00 pm, Monday thru Friday, although evening service is available if needed. Approximately, 55 persons are transported daily to and from the nutrition center, doctor's offices, medical facilities, etc. Funding for the operating and maintenance costs of the program is provided by the city's Community Development program, county, and Title XX funds. The transportation equipment presently utilized is a 1976, 14-passenger van with lift, purchased by DOT under the 16(b) (2) FY'75 program.

13. The Passaic Red Cross operates a demand-responsive by appointment, transportation service. Frequency of service is 9:00 am to 4:00 pm, Monday thru Friday. There is no fare charged for this service, which transports an average of 125 persons per month on non-emergency medical trips. Funding for the driver's salary is provided by CETA, while the agency's funds pay for the approximately \$40,000 a year operating costs. The transportation equipment presently utilized are two, 1972 6-passenger station wagon.

14. The Clifton Red Cross operates a free demand-responsive service for the senior citizens and ambulatory handicapped of the Clifton area. Frequency of service is limited to 9:00 am to 4:00 pm, Monday thru Friday. Approximately, 3 persons are transported daily by this service, which is manned totally by volunteers. Funding is provided by the agency itself. The transportation equipment utilized is a 1972, 9-passenger station wagon.

15. The National Institute for Rehabilitation Engineering provides a demand-responsive transportation service to handicapped persons of all ages who are receiving training or rehabilitation services at the agency. Frequency of service is limited to 9:00 am to 5:00 pm Monday thru Friday, with reservations made on week in advance. Approximately, 5-10 persons are served per week, within a geographical service area of 50 miles. Annual transportation costs of approximately \$3,500 are paid totally by private funds, although the agency does charge its clients a fee for its services. The transportation equipment presently utilized is a 1968, 6 to 8 passenger VW van, with a ramp that allows 2 wheelchairs to be positioned inside.

16. The Paterson Orphan Asylum Association operates both a fixed-route and demand-responsive service for the emotionally and psychologically handicapped children who reside in the asylum. The fixed-route service transports children to school and back, 8:30 am to 2:30-

pm, Monday thru Friday. The demand-responsive service transports the children to medical and recreational facilities five days a week. Funding for the approximate \$8,000 a year operating costs is provided by the N.J. State Division of Youth and Family Services and the agency's private funds. The transportation equipment presently utilized are a 1976, 15-passenger maxi-van and a 1977, 8-passenger station wagon.

17. The YM-YWHA of North Jersey offers some transportation service for its senior citizen members to attend activities at its Multi-purpose Center. The agency utilizes a 1977, 17-passenger van from its children's program to transport seniors who have no other means of getting to the center, particularly on Wednesday, when many activities are offered to the elderly. Hours of operation are 9:30 am to 4:30 pm, Monday thru Friday. Funding is provided mostly by private agency funds, with some United Way monies also utilized towards the approximate \$10,000 a year transportation costs. The agency has applied for an additional vehicle under the 16(b)(2) program.

18. The Starfish Organization in Wayne provides free demand-responsive transportation for its members in the Wayne area. Frequency of service is 9:00 am to 8:00 pm, 7 days a week. Calls are handled through an answering service. Transportation is offered mostly for medical trips for the elderly and handicapped, although the agency can not handle the severely handicapped because the transportation equipment utilized are volunteer driven private vehicles. Funding for the minimal \$25 a month transportation expenses is provided entirely by donations.

19. The Tri-County Youth Services, Catholic Diocese of Paterson, operates a fixed-route free, Senior Citizen Transportation Program for Paterson's elderly residents. Frequency of service is 9:00 am to 5:00 pm, Monday thru Friday. Approximately, 700 seniors a month are transported on shopping and medical trips. Monthly operating costs of approximately \$1000 are covered with a \$28,000 grant from the city of Paterson, CETA funds pay for the three driver's salaries. In addition, the agency provides a vehicle as their in-kind services. The transportation equipment presently utilized are two, 15-passenger vans and one, 6-passenger sedan (in-kind), all ranging in age from 1975 to 1977.

20. The New Jersey Association for Retarded Children, Haledon office, operates a fixed-route free transportation service to mentally handicapped children in Passaic and neighboring counties. Frequency of service is 9:00 am to 4:00 pm, Monday thru Friday. Funding for the transportation operating costs is provided by the N.J. Division of Local Vocational Rehabilitation Services (HEW), Title XX-Social Security; Division of Youth and Family Service; Passaic County Freeholders funds, and private contributions. The transportation equipment presently utilized are two, 1975, 15-passenger vans, which transport approximately 45 clients a day.

21. The Office of Senior Affairs in the City of Passaic, operates both a fixed-route and demand-responsive free transportation service for its elderly and disabled citizens. Frequency of service is limited to 8:00 am to 2:30 pm, Monday thru Friday. The fixed-route services is used primarily to transport seniors to shopping sites. The demand-responsive service transports elderly and handicapped residents to doctor's offices, medical facilities, recreational and work sites. Both services transports approximately 500 persons in a given month. Funding for the approximately, \$22,000 annual operating cost is shared by municipal funds (35%) and county Title III-funds (65%). The transportation equipment presently utilized is a 1976, 14-passenger GMC Bussells with hydraulic-lift and wheel-chair capacity, and a 1974, 11-passenger van, used mostly to deliver meals to shut in seniors.

22. Straight; Narrow, Inc. formerly Mt. Carmel Guild of Paterson, N.J. offers transportation services to elderly and handicapped residents of Passaic County. The agency offers residential and non-residential rehabilitation services to severe drug and alcohol addicts of all ages. Frequency of service is limited to 9:00 am to 5:00 pm, Monday thru Friday, although weekend and evening service is available as needed. Approximately 100 persons are served weekly in educational, recreational, therapeutic and cultural activities. Funding for the transportation programs is provided by state and county contracts for rehabilitation, and CETA. Maintenance work on the vehicle is performed by the autobody and mechanics workshop run by the agency. Staff and volunteer drivers man the 1955 Dodge School Bus which is utilized for the transportation services.

SALEM COUNTY

Scope of Existing Service

At present there are 10 organizations providing transportation services to the elderly, handicapped and low-income residents of Salem County. Services provided range from modified demand-responsive to fixed-route transportation, with most services available 5 days a week. In Salem County there are a total of 8 vans, 2 station wagons and 5 buses which are operated throughout the county. In addition, Pennsgrrove Housing Authority will operate a service once they receive their new vehicles.

Two agencies have applied for federal capital funding grants for purchase of vehicles. The Salem County Rehabilitation Center has received approval of its 1978 UMTA 16(b)(2) application for a 40 passenger bus. The Pennsgrrove Housing Authority is awaiting delivery of 2 16-passenger buses, one of which will be equipped with a wheelchair lift. These buses will be financed through UMTA, Section 5 funds.

Inventory of Existing Services

The Housing Authority of the City of Salem operates a dial-a-ride service for the senior citizens of Salem City. Frequency of service is limited to 8:30 AM to 4:00 PM, with reservations made 24 hours in advance. There is no fare charged for this service, which transports approximately 360 senior citizens per month. Operating costs of approximately \$18,000 yearly are covered with Title III funds (60%) and the city's Housing Authority funds (40%). The transportation equipment presently utilized is a 1975, 11-passenger van.

The YMCA of Salem County operates a dial-a-ride service for the 60 years and older residents of Salem County. Frequency of service is limited to 9:00 AM to 4:00 PM, with reservations made 24 hours in advance. There are no fares charges for this service, which transports approximately 44 seniors per week. Annual operating costs of approximately \$19,000 covered with funds from the agency (50%) and from Title III of the Older Americans Act. The transportation equipment presently utilized are a 1975 and a 1976, 9 passenger vans. These services are scheduled to cease on December 31, 1978.

Salem County Nutrition Project operates a modified demand-responsive, county wide service for the elderly. The frequency of service is limited to weekdays 9:00 AM to 4:00 PM. No fare is charged to the elderly for this service, which provides transportation to and from nutrition projects and to and from recreational and cultural activities. Title VII Nutrition, Older Americans Act of 1965 as amended provides \$2,000 for operating expenses. The equipment presently utilized are two, 12 passenger vans and one, 15-passenger van.

Fenwick's Colony Association of Retarded Citizens operates a fixed-route county wide transportation service for the mentally retarded. Frequency of service is limited to weekdays, 7:00 AM to 9:00 AM, 3:00 PM to 5:00 PM. No fare is charged for this service, which transports their clientele to and from the center and to and from recreational and cultural activities. The N. J. Division of Rehabilitation Service provides approximately, \$12,000 for operating expenses. The transportation equipment presently utilized includes one, 12-passenger bus and one, 48-passenger bus.

The American Cancer Society operates a demand-responsive, county wide transportation service for cancer patients. Transportation is provided, free of charge, to and from medical facilities, as frequently as it is needed, however, normal hours of operation are 9:00 AM to 4:30 PM, Monday through Friday. Private funds provide the funding for operating expenses. The equipment used for transportation of the cancer patients are private autos.

Starfish, a volunteer organization of Salem County, provides a demand-responsive transportation service to county residents. Frequency of service depends mostly on the emergency of the situation, and an answering service is present 24 hours a day, 7 days a week, however, normal operating hours are 8:00 AM to 6:00 PM, Monday through Friday. Transportation is provided to and from medical facilities in Salem County, Philadelphia, Wilmington and Bridgeton. Private funds provide the funding for operating expenses. Private autos are utilized as transportation equipment.

Pennsgrove Housing Authority will operate a demand-responsive service for elderly and handicapped residents of Pennsgrove and Carney's Point Township. Frequency of service will be limited to 9:00 AM to 5:00 PM weekdays. There will be no fares charges for this service, whose operating expenses will be funded through the New Jersey Division of Youth and Family Services. The equipment utilized are two, 16-passenger buses. Service is expected to start by the end of 1978.

The Salem County Rehabilitation Center operates a semi-fixed route county wide service for the handicapped. Frequency of service is limited to weekdays, 7:00 AM to 9:00 AM and 3:30 PM to 5:30 PM. The cost charged to the 45 clients is based on a sliding scale fee based on income. The Salem County Board of Freeholders, the Salem County United Fund and the New Jersey Division of Rehabilitation services all partially fund the \$600 a month operating costs of this service. The transportation equipment utilized is a 1969, 45-passenger school bus, but the agency has been approved to receive an UMTA 16(b)(2) grant for purchase of a 40 passenger bus, which is planned to be used to expand the geographical service area of the agency.

The Red Cross operates a demand-responsive county wide service for the residents of Salem County, particularly children, or elderly and handicapped that need transportation to medical facilities which is not provided by other agencies. There is no fare charged for this service, which is manned totally by volunteers. Frequency of service is limited to 9:00 AM to 4:00 PM weekdays, although emergency transportation is sometimes provided on evenings or weekends. Funding for the 5,000 a year operation of this service, which carries approximately 10 persons a week

to Philadelphia or other county sites, is supplied solely by contributions to the United Fund. The equipment utilized is a 1977, 6-passenger station wagon, but private autos are also utilized as the need arises.

The Salem County Community Development Program operates a dial-a-ride service for seniors 60 years and older who reside in Salem County. Frequency of service is 9:00 AM to 4:00 PM, Monday through Friday, with reservations made 24 hours in advance. Subscription service is also available. There is no fare charged for this service, which transports seniors to doctor's offices and medical facilities. Monthly operating costs of approximately \$2,500 are covered with funds from the county (5%) and from Title III Older Americans Act (95%). The transportation equipment utilized are one, 1978 4-passenger station wagon and two, 1978, 6-passenger vans, equipped with hydraulic lifts.

SOMERSET COUNTY

Inventory of Services

Ten organizations are now providing transportation services to elderly and handicapped residents of Somerset County. These services include both scheduled and demand-response operations, most of which are available five days per week. Combined equipment of all organizations includes 2 large buses, 6 mini-buses, 24 vans, 16 station wagons, and 23 sedans. These totals include 4 vans that are equipped with wheelchair lifts. These vehicles operate throughout the county, with most trips made to transport clients to nutrition centers, shopping areas, medical services, and recreation programs.

Several Somerset County organizations have obtained vehicles under section 16 (b) (2) of the Urban Mass Transportation Act of 1964. In FY'75 the Somerset County Chapter of the New Jersey Association of Retarded Citizens received two vans and two station wagons. These vehicles are now operated by the Somerset County Office on Aging. In FY'77 applications were approved for the Vocational Industries of the Somerset Area to receive one small bus. The Central New Jersey Jewish Home for the Aged's application for one small bus equipped with a wheelchair lift was also approved. In FY'79 applications from the following organizations were approved: The Jewish Community Center of Somerset County, scheduled to receive one van; The Easter Seal Society of Somerset County, scheduled to receive one van; The Church of Mary Mother of God, scheduled to receive one maxi van equipped with wheelchair lift.

American Red Cross, Plainfield Area Chapter: Operates a free, combination scheduled and demand-response (with 24 hours notice) transportation service. This operation provides transportation services for elderly and handicapped Somerset County residents who live in North Plainfield and Green Brook and who need transportation to area medical facilities. This service also transports patients to and from the V.A. Hospitals at Lyons and East Orange. Hours of operation are from 9 a.m. to 3 p.m., Monday thru Friday. The agency transports 150 people per week in its five station wagons and one 1976 van, which is equipped with a wheelchair lift.

American Red Cross, Raritan Valley Chapter: Operates a free, combination scheduled and demand-response (with one week notice) transportation system for Somerset County residents who live in Bound Brook, Branchburg, Bridgewater, Hillsborough, Manville, Millstone, Raritan, Somerville, and South Bound Brook. This service operates from 9 a.m. to 4 p.m., Monday through Friday, transporting passengers to area clinics and hospitals. This program transports 15 passenger per week in its one 5 passenger, 1973 Dodge station wagon and two 4 passenger 1979 Chevy sedans.

American Red Cross, Somerset Hills Area Chapter: Operates a free, demand-response (with 72 hours notice) transportation service which provides transportation for elderly and handicapped residents of Northern Somerset County. This service transports clients to and from their homes and medical facilities, primarily in Morristown. Hours of operation are from 9 a.m. to 4 p.m., Monday thru Friday. This service transports 10 people per week in its one 5 passenger 1968 Chevy station wagon.

Township of Bridgewater: Provides a free, demand-response (with 24 hours notice) transportation system for Bridgewater residents who are over age 55. Hours of operation are from 12:30 p.m. to 4 p.m., Monday thru Friday, with weekend service available for special recreational events. The service normally operates within Bridgewater Township. Cost of this operation is approximately \$8,000 per year, all of which is supplied by the township. The service transports 90 people per week in its one 24 passenger 1974 International Bus.

North Plainfield Senior Citizens: Operates a free van service which provides transportation services for North Plainfield residents who are over age 55. This service operates three days per week, transporting passengers to medical facilities, shopping centers, and recreational events within North Plainfield. Funding for this service is provided by individual donations. This (operation) transports 20 people per week in its one 12 passenger 1971 Dodge van.

Somerset County Community Mental Health Center, Project Mainstream: The center operates a free, scheduled transportation system for its clients, who are transported to and from their homes and agency rehabilitation centers, where they are trained in overcoming the effects of their mental and emotional problems. Hours of operation are from 8:30 a.m. to 9 p.m., Monday thru Friday. The agency transports 30 passengers per week in its one 13 passenger 1976 GMC van.

Somerset County Office on Aging: This agency operates a free, countywide, combination scheduled and demand-response (with 24 hours notice) transportation system for county residents who are over age 60. Service is provided to medical, nutritional, rehabilitation, and recreational programs in Somerset County and within a 50 mile radius of the county. Hours of operation are from 6:30 a.m. to 9 p.m., Monday thru Friday. This program is unique because it has absorbed the transportation operation of several non-profit organizations which formerly ran their own independent programs in Somerset County. These organizations have turned their vehicles over to the county, which provides drivers, maintenance facilities, and coordinated schedules. The County Department on

Aging bills each organization based on the number of its members transported, the mileage travelled, and the time expended in transporting clients. The total yearly cost of this operation is now \$250,000.00, all of which is funded by Somerset County. Agency equipment includes 5 mini-buses, 16 vans, 4 station wagons, and 3 sedans; 2 of the vans are equipped with wheelchair lifts. The agency transports 2,500 people per week.

Somerset County Welfare Office: Operates a free, demand-response transportation program for county residents whose income meets the level imposed by Title XX of the Social Security Act (nearly all of those eligible are either elderly or handicapped). Transportation is provided to medical and shopping centers in Somerset County, and clients are, on occasion, provided transportation to New York City, Long Island, and Philadelphia. Hours of operation are from 8:30 a.m. to 4:30 p.m., Monday thru Friday. Funding is provided by a Social Security Title XX grant and by Somerset County. The agency's one 1978 Dodge station wagon, four 1976 Ford sedans, four 1977 Dodge sedans, and one 1977 Chevy sedan make 600 trips per month.

Somerset Home for Temporarily Displaced Children: This private, non-profit organization provides temporary shelter to children who are referred by welfare case workers and probation officers. The agency runs a demand-response transportation system which operates in Somerset County, and in part of Morris and Hunterdon Counties. Transportation service is available throughout the school year and is available as needed. The agency operates one 12 passenger 1974 Dodge van.

Veterans Administration Hospital: Located in Lyons, this hospital runs a transportation program for its hospitalized veterans. This service operates as needed, providing patients with transportation to medical facilities and recreational events throughout New Jersey, New York, and Pennsylvania. This agency operates one 40 passenger 1972 International Bus, one 15 passenger Chevy van equipped with a wheelchair lift, three 8 passenger vans, four station wagons and nine sedans. This service transports approximately 500 people per month.

SUSSEX COUNTY

Scope of Existing Services

Within the county, at the present time, there are fifteen small specialized transit systems operated by non-profit organizations which are designed to serve the transit disadvantaged residents. Although certain of these systems are limited to specific areas of the county, six agencies do provide service throughout the county.

Services range from scheduled fixed-routes to door-to-door or subscription services, with most services available five days a week, plus limited services on weekends. Transportation is provided at no charge to the patrons.

Currently, vehicles available for the elderly and/or handicapped citizens of Sussex County consist of two buses, one of which is equipped with a hydraulic lift for wheelchairs. Also, providing transportation are five station wagons, 16 vans and 14 sedans.

At this point in time there are five private, non-profit organizations applying for vehicles under the FY 1978 16(b)(2) program. All of these organizations either do presently, or will provide specialized transportation for a large segment of the county's elderly and handicapped. Not all owe their existence to the fact that they are involved in transporting the elderly and handicapped, meal deliveries, or outreach type of activities. Some are local senior citizen clubs using volunteer drivers willing to donate their time and energy to those needing them.

Applicants seeking additional or replacement vehicles through FY 1978 Section 16(b)(2) grant program are:

1. Sussex County Unit, New Jersey Association for Retarded Citizens - two vans lift equipped
2. Newton Memorial Hospital - two vans lift equipped
3. Highlands Workshop, Inc. - three vans, 12-15 passengers
one van, 6 passengers
4. Sussex County Family Services, Meals on Wheels/Outreach -
two vans, 15 passengers
5. Byram Township Senior Citizens Club, Inc. - one station
wagon

Inventory of Existing Service

1. Byram Township is one of several Sussex County municipalities which provide specialized transportation for their senior citizens, free of charge. Using a "retired" 1976 Plymouth, 5-passenger police sedan, the Township transports seniors, who are 60 or older, within its boundaries and on special trips up to 25 miles. This service is

available on weekdays between 9:00 AM and 5:00 PM; travel must be arranged by telephone one day in advance. Up to 45 trips per month are made using this service, which is funded entirely through appropriations from Byram Township. The Township will also be applying for a station wagon under the 1978 16(b)(2) program to act as a replacement vehicle.

2. The Highlands Workshop, of Franklin, a sheltered workshop, provides transportation to and from its programs for handicapped clients. The program schedule dictates that participants be transported on weekdays between 7:00 and 9:00 AM and 4:00 and 6:00 PM. The Workshop provides free transportation to clients throughout the County, serving groups of municipalities with scheduled runs on a rotational basis. This also includes mental health trips to Newton as well as scheduled trips to the County nutrition program. Two, 1975 vans are utilized to provide transportation. Approximately, 40 persons per week make round trips in this fashion.

As of March, 1977, this agency also operates under contract to the Sussex County Office on Aging. Demand-responsive service for the elderly is provided, on a rotational cycle, to the 14 Sussex County municipalities which have not previously been served by municipal or other local systems. This new service is coordinated with the Highlands Workshop's schedule, allowing for "Dial-a-Ride" (DAR) service between approximately, the hours of 10:00 AM and 3:00 PM on weekdays. No fare will be charged to users.

Under the Office on Aging Contract, the operation is funded by a Title III grant, through the Office on Aging.

This demand-responsive service is known as Special Transportation for Older People (S.T.O.P.). In its first year of operation it has average 50 riders a week.

3. The Borough of Hopatcong, provides a free Dial-a-Ride service to its elderly residents aged 60 or older. Transportation is made available to these persons every weekday between 9:00 AM and 3:00 PM. A 1976 Ford, 6-passenger station wagon is used, and is operated by a volunteer driver. Trips may be made within the Borough and to nearby points. In January 1977, a typical month, 37 round trip riders were carried for such purposes as shopping, health care, and social services. This project is now funded completely by the Borough of Hopatcong.

4. Meals on Wheel/Outreach, uses two vehicles to provide Dial-a-Ride service to elderly residents (age 60 and over, able to ride in a van or station wagon) of Hamburg, Franklin and Ogdensburg. Riders may travel free of charge within these municipalities or, for special purposes, to points up to approximately 30 miles distant. A driver's helper rides with each vehicle to assist less mobile passengers. About 30 to 50 round trips to medical, nutritional or shopping centers and to social/recreational services are completed each week, Monday

through Friday, between the hours of 8:00 AM and 4:30 PM. Reservations must be made 24 to 48 hours in advance except in emergencies. The vehicles are also used for home delivery of meals to shut-ins.

The existing fleet consists of a 1975 Dodge, 15 passenger van and a 1976 Plymouth Volare, 6-passenger station wagon. Current operating expenses for providing transportation service amount to approximately \$11,325 per year, including delivery of meals to the homebound. Funding for the service is divided between Title III, municipal funds from the three, boroughs served, and local fund-raising efforts.

The project is also expecting delivery this fall, of a station wagon through a 1976 16(b)(2) application. Application has been made for two, twelve passenger vans under the 1978 16(b)(2) program which also will be used, one as a replacement and the other to expand services.

Transportation services are provided to approximately 60 elderly and/or handicapped persons per week.

5. The Newton Senior Shuttle is a scheduled route service operated within the Borough of Newton for senior citizens. No fare is charged to riders, who must exhibit a County identification card upon boarding. The shuttle vehicle is a 1976 Ford Pacer, 20 passenger mini bus which is equipped with a hydraulic lift for wheelchairs. Hours of operation are from 10:00 AM to 4:00 PM, and 6:00 PM to 9:00 PM on Tuesdays through Fridays, and from 10:00 AM to 1:00 PM on Saturdays. The shuttle serves between 250 and 270 trips per week. Funding has been through a block grant provided by the U. S. Department of Housing and Urban Development.

6. The Retired Seniors' Volunteer Program (RSVP) provides rides for participants to its volunteer work programs for the elderly. Since RSVP programs are scheduled on a regular basis, transportation of volunteers is geared to the same timetable. Using a 1975 Dodge, 14-passenger van and three, alternating drivers, RSVP accommodates an average of 50 round trips per week from all points in the County. Riders travel at no cost. Both programs operate Monday through Friday between the hours of 8:30 AM and 4:30 PM. Operating and capital costs are defrayed by grants made by the Federal Action Program.

7. Sparta Township provides a municipally operated Dial-a-Ride service to its elderly residents over 60. This nonfare service operates on weekdays between 9:30 AM and 4:00 PM. Trips may be made within the municipality and to other shopping, health care or social service locations within the County.

Sparta uses a 1977 Plymouth, 12 passenger van as the Dial-a-Ride vehicle. Capital and operating funds are derived from a Title III grant and the municipal budget.

8. Sussex Borough Transportation operates a small municipal service, providing transportation between 9:00 AM and 5:00 PM on weekdays with a six passenger 1971 station wagon. Senior citizens (age 60 and over) are transported for medical purposes (95%) and shopping or business trips (5%), within a five mile radius of the Borough, although trips as far as 25 miles are occasionally made. No fare is charged. Reservations should be made 24 hours or more in advance. Current operating expenses are approximately \$950 per year. There are nine volunteer drivers. Capital and operating expenses are municipally funded. Transportation services are provided for 35 to 40 citizens per month.

9. The Sussex County Association for Retarded Citizens (ARC), transports its clients (mostly juveniles), by a scheduled route service, to its daily programs at the Newton facility. Operating between the hours of 8:30 AM and 4:30 PM on weekdays, the ARC provides transportation for its clients from all points in the County, serving a total of about 125 round trip passengers each week. A small fleet of three, 12-passenger vans is presently used for this service. A replacement 12-passenger van was awarded in late 1976 through a Development Disabilities grant program connected with the Division of Mental Retardation of the New Jersey Department of Institutions and Agencies.

Funding for both operating and capital costs is received from a variety of sources. Most prominently, the Division of Mental Retardation provides grants directly and through Title XX. School tuitions for individual clients, furnished by their school districts, are another source of transportation funding. Clients are not charged for this service.

10. The Sussex County Office of the Division of Youth and Family Services (New Jersey Department of Institutions and Agencies), operates a demand-responsive service for its transportation disadvantaged clients. Although a client may arrange for transportation on as little as 24 hours notice, the more common practice is to arrange trips weeks in advance in accordance with the visitation schedules of caseworkers, who will drive clients to their destinations as part of a scheduled visit. Accordingly, operating hours coincide with caseworkers' work hours, which are 9:00 AM to 5:00 PM, Monday through Friday. However, emergency trips may be made at any hour. Travel is generally confined to within the County or to nearby points. The DYFS service is used by clients for a total of approximately 65 to 75 round trips per week.

Although staff use their own automobiles for certain visitation duties, insurance stipulations require that vehicles from the state motor pool be used to transport clients. There are usually seven or eight, six-passenger sedans available for this purpose. No charge is levied for client transportation. Title XX funds are used to offset operating costs.

11. The Sussex County Nutrition Project sponsors weekday lunches at three sites in the County for senior citizens who are 60 or older. Free transportation is provided to the sites for participants. In addition, trips for shopping and "support" (e.g., medical) services are accommodated when vehicles are available. The latter service is offered on a demand-responsive basis, although shopping travel is generally subscribed a week in advance.

The Newton congregant meal site is assigned a 1974 Ford 12-passenger van, which was furnished with County funds. On a typical week in January, 1977, this vehicle carried 372 round trip riders for all purposes. Service to this Hopatcong/Stanhope site is supported by a 1976 Dodge, 16-passenger Maxivan which has been provided through a grant under Title VII of the Older Americans Act; this is further supplemented by a 1974 Ford, 14-passenger van donated by the Stanhope Kiwanis Club. At total of 383 round trips were accommodated by these vehicles during the same week. For that period, an additional 1974 Ford van supplied by the County provided a total of 72 passenger round trips in connection with the Nutrition Project's Sussex Borough location. A second Dodge van, a 1973 10-passenger model obtained through the Title VII grant, is used largely to shuttle meals between the Newton and Hopatcong locations.

The service area of the Nutrition Project covers the entire County of Sussex. Capital needs are met by the Kiwanis donation, the Title VII grant, and the donation of the County vehicles as an in-kind appropriation. Operating expenses are also offset by Title VII and in-kind maintenance services performed by the County motor pool on its own vehicles. Drivers' salaries are funded through Title VII and the Comprehensive Employment and Training Act.

Three more replacement vans are being sought through a 16(b)(2) application in the 1978 grant program. These vehicles will be a definite necessity since new centers have been opened in Franklin and Vernon.

12. The Sussex County Welfare Board, with headquarters in Newton, offers free transportation to welfare recipients who are unable to provide transportation for themselves. Service is furnished on demand, as vehicle availability permits, provided that a telephone request is made at least 24 to 48 hours in advance. Travel is confined mostly to within county boundaries, although special trips to New York and other less distant points are occasionally made. The Welfare Board provides for roughly 40 round trip riders per week, during its business hours of 8:30 AM to 4:30 PM, Monday through Friday. Vehicles for this service are drawn from the county motor pool; three to five sedans and two station wagons are generally available for use by the Board. Operating funds are provided through Title XX of the Social Security Act.

13. Vernon Township operates a 1976 Ford, 24 passenger minibus for its senior citizens, generally for special excursions. The service area is confined mainly to the Township, although trips are also made to Franklin. About 18 persons are carried on an average vehicle round trip. Hours of operation are 9:00 AM to 5:00 PM, Monday through Friday. The vehicle was purchased with revenue-sharing funds by the Township; operating expenses are compensated by municipal budget appropriations or services in kind.

A dial-a-ride service is also available which utilizes either a "retired" police car, or the Civil Defense van. A new van is being applied for

through the 1978 169b)(2) program by one of the senior organizations in Vernon. Municipal funds will maintain it.

14. Horizon School provides educational sessions and also transports its physically handicapped/mentally impaired students to and from a physical therapy training facility. Operating between the hours of 9:00 AM to 2:00 PM on weekdays, the school provides transportation to clients from Morris, Warren and Passaic counties as well as Sussex. A 1975 van, 12 passenger capacity, is utilized currently.

Funding for both operating and capital costs is received from a variety of sources. School tuitions for individual clients, furnished by their school districts, are a source of transportation funding. No fare is charged to the client. Transportation is provided for approximately 31 students per day.

15. Labyrinthe is a county operated drug rehabilitation center, which provides transportation at no charge for its clients to and from its program on a regular weekday basis. The scheduled route is operated between approximately 8:00 AM and 5:30 PM using a 15 passenger, 1976 Maxivan. An average of 12 clients are transported to and from the center each day. Costs incurred by Labyrinthe for transportation are covered by a combination of funds from Sussex County, the State of New Jersey and (NIDA) National Institute of Drug Abuse.

Union

Scope of Existing Services

At present, there are 35 organizations providing transportation services to the elderly and/or handicapped and low income residents of Union County. Services range from portal-to-portal, to fixed-route transportation, with most services available five days a week. Vehicles currently available for the elderly and handicapped of Union County consist of 24 buses, four of which are wheelchair lift equipped, five sedans, 19 station wagons and 33 vans, seven of which are equipped with wheelchair lifts. This total does not include transportation services provided daily by such organizations as FISH, Union County Educational Commission and others which have access to ambulance service, the use of personal autos, and motor pool vehicles.

Transportation is provided throughout the county, with some trips extending beyond the county limits and even out of state, particularly for medical trips, however, certain organizations provide services to limited areas only.

The Eastern Union County/Cranford Area Chapters-American Red Cross has been designated as the "key" agency by the Union County Elderly and Handicapped Transportation Committee and the County Planning Board. It functions as an umbrella agency under the administration of the County's Division of Youth and Family Services, providing special transportation services for the elderly and handicapped of other organizations and agencies in the county. Union County will be using \$500,000 in Federal Highway funds (FAUS) to purchase lift-equipped vehicles for the Union County Red Cross Transportation service.

Under this proposed program, any agency which needs or desires additional service can contact the Red Cross, and if possible, the vehicles will be made available.

A budget of \$350,000 is anticipated for operating the transportation program to be divided among the Division of Youth and Family Services, UMTA, CETA funds, and seed money. It is expected that 75,000 person trips will be provided annually through this program.

Inventory of Existing Services

1. Senior Citizens Department of Union Township is a nonprofit municipal organization providing transportation to senior citizens (age 60 or over) of the township. A scheduled fixed-route service to shopping centers in town or a maximum of 150 miles round trips for recreational or social programs is operated four days a week, Monday, Tuesday, Thursday and Friday from 9:45 AM to 4:15 PM. Approximately 5% of the trips by the elderly are for medical purposes. No fare is charged. Funding for the operating cost of approximately \$17,000 annually is provided by municipal funds (tax or bond). The vehicles utilized are a 1972 mini-bus with 17 passenger capacity, a 1975 mini-bus with 16 passenger capacity and a 1976 school bus with 40 passenger capacity. One full time and six part time drivers are employed. Approximately 30 elderly and handicapped citizens are transported each day.

2. Union County Community Services, Inc., is a nonprofit organization providing transportation to the elderly (aged 60 or over) and handicapped residents of Union County, excluding Plainfield and Elizabeth. A scheduled fixed-route service or a door-to-door service, including subscription services available from 9:00 AM to 4:00 PM Monday through Friday. Reservations should be made 48 hours in advance. Participants are transported to two multi-service centers where senior programs and meals are available. Trips are also made to shopping centers, recreational sites or for medical purposes. No fare is charged, however, there is a "donation box" on the vehicles. Funding (approximately \$27,500 operating expenses annually) is provided by county funds (70%), Federal funds through Community Services Administration (30%) and through donations. The vehicles utilized are two vans, 1972 and 1975 with nine passenger capacity each. Considered inoperable are two 1972 station wagons, nine passenger capacity, as well as a 1972 school bus, 44 passenger capacity and a 1976 mini-bus with 20 passenger capacity. Transportation services are provided to approximately 103 elderly and handicapped persons per day.

3. Associated Catholic Charities (RSVP of Union County) a nonprofit agency, operates a door-to-door subscription service for the elderly (age 60 and over) and handicapped citizens on a countywide basis. It transports the elderly and handicapped to medical facilities and the elderly to volunteer nutritional programs, shopping and social trips.

Frequency of service is limited to weekdays between the hours of 8:00 AM to 4:00 PM. No fare is charged. Funding for the operating expenses of approximately \$9,300 annually is provided by the agency; capital funding for the vehicle is provided by UMTA Section 16(b)(2) and C.E.T.A. assists with driver salaries. The vehicle utilized is a 1976 15-passenger van. Approximately 90 persons are transported weekly. The three divisions of Associated Catholic Charities in Union County are:

- A) Mt. Carmel Guild, Cranford
- B) Family Services, Elizabeth
- C) Project Maintain, Elizabeth

These agencies are providing transportation services with one other van plus the personal vehicles of the workers (about 10).

4. Union County Nutrition Program Dept. of Human Resources, Division on Aging is an organization that does not own vehicles to transport elderly persons. However, they do contract with three organizations to provide transportation to some of their nutrition sites and also provide transportation for other purposes (e.g., medical visits, shopping). The three transportation organizations are:

- 1. Catholic Charities with a level of service averaging eight-ten persons per day.
- 2. Sylvester Valmin with a level of service averaging 20 persons per day.
- 3. McDaniels Transp. with a level of service averaging 20 persons per day.

5. New Providence Senior Citizens is a nonprofit social organization serving the senior citizens of New Providence. A scheduled fixed-route service provides transportation three hours per day on Tuesday, Wednesday, and Friday, every week, for shopping or social trips. Destinations are limited to a radius of eight miles in New Providence Borough. No fare is charged. Funding for the operating expenses of approximately \$4,500 annually is provided by the Borough of New Providence. The transportation equipment presently utilized is one school bus of unknown mileage with 35 passenger capacity. Approximately 85 citizens are transported weekly.

6. Senior Citizens of Berkely Hts. is a municipal organization providing transportation to elderly (age 55 and over) and handicapped or legally blind citizens of Berkely Heights. A scheduled fixed-route or door-to-door service, including subscription service, is available eight to ten hours a day, five days a week. Reservations should be made four hours in advance. Transportation is provided to a large area of the county for medical, shopping, social or recreational purposes. No fare is charged. Funding (approximately \$10,800 operating expenses annually) is provided by Municipal funds (15%) and Federal funds (85%). The vehicle utilized is a 1976 van with 14 passenger capacity. Transportation services are provided to approximately 20 elderly and handicapped persons per day.

7. Plainfield Senior Citizens Center is a nonprofit organization providing transportation services to senior citizens (age 55 and over) who are certified members of the program residing in Plainfield. Senior citizens who are disabled or handicapped are automatically eligible for services by nature of their being 55 years of age and over and provided they meet Title XX eligibility requirements. A scheduled fixed-route and also door-to-door service is provided five days a week, Monday through Friday from 8:00 AM to 7:15 PM. Dial-a-ride reservations should be made 24 hours in advance. Transportation is provided from senior citizens housing centers and from the site of the lunch programs and from various locations for shopping. Trips are also made for medical, social/recreational purposes. No fare is charged. Funding (approximately \$30,000 operating expenses annually) is provided by Municipal funds (20%) and Federal funds under Title XX (80%). The vehicles utilized are a 1970 sedan with five passenger capacity and a 1975 mini-bus with 22 passenger capacity - also equipped with a wheelchair lift. Transportation services are provided to approximately 300 elderly citizens per month with an average total of 1,800 rides per month.

8. Union County Unit, NJ Association for Retarded Citizens, Inc. is a private nonprofit corporation operating a scheduled, door-to-door subscription service countywide for mentally retarded children and adults. The organization daily transports 180 persons to and from education and training programs, with some shipping and social activities. Transportation is also provided for a ten week camping period. Frequency of service is limited to five days per week. Of the 180 transported daily, approximately 50 pay \$40 per month, but fee is based on sliding scale with \$40 top fare. The funding (approximately \$95,000 annually) is provided through Municipal funds (10%), Federal funds, i.e., Title XX and Title VI (70%), and fares paid by patrons (20%). The vehicles utilized are:

	<u>MAKE</u>	<u>SEATING CAPACITY</u>	<u>AVERAGE WEEKLY MILEAGE</u>
Van	1977 Dodge	16	455
Van	1975 Chevy	16	440
Van	1976 Ford	9	200(handicapped room for 2 wheelchair
Van	1969 Ford	12	535
Van	1971 Dodge	16	300
Van	1976 Dodge	15	310
Van	1972 Ford	12	250
Van	1973 Dodge	15	420
Van	1973 Dodge	16	460
Van	1973 Chevy	16	410
Bus	1974 Intn'l.	32	370
Bus	1976 Ford	34	350
Sta. Wagon	<u>1976 Ford</u>	<u>9</u>	<u>350</u>
TOTALS	13	218	4,850

9. Concern, Inc. is a nonprofit organization providing various programs and services to all residents of Elizabeth. The transportation program consists of transporting senior citizens on Sundays to their respective places of worship between the hours of 8:30 AM to 6:00 PM. No fare is charged. The vehicles used are two 1972 vans of 15-20 passenger capacity provided through volunteer use of vehicles by the Elizabeth C.E.T.A. program. Transportation services are provided on a scheduled fixed-route to approximately 100 senior citizens each Sunday.

10. American Cancer Society, NJ Division, Inc. Union County Unit, a nonprofit corporation, operates a subscription service to elderly, handicapped and other residents of Union County. Transportation is provided in private automobiles to and from doctor's offices and clinics in the New Jersey, New York metro area. Frequency of service is limited to weekdays between the hours of 9:00 AM to 5:00 PM. No fare is charged. Funding for the transportation expenses is absorbed by the 15 volunteer drivers who drive their own cars. Currently, eight people a day are being transported.

11. The American Cancer Society of Plainfield supplies door-to-door service at no cost to cancer patients residing in Union County for trips to the doctor's office, clinics and hospitals. Volunteers using their own vehicles transport five to ten patients per week, Monday through Friday. Funding comes entirely from voluntary contributions to the Society.

12. Eastern Union County YM-YWHA is a nonprofit organization providing transportation to senior citizens (aged 65 and over). A scheduled fixed-route service transports participants to Title VII nutritional sites or to social and recrea-

tional programs. Frequency of service is limited to two hours per day, two days per week. Wednesday, transportation is provided to the Elizabeth and Cranford area, and on Thursday, transportation is provided to Union and Lower Irvington area. No fare is charged, however, there is a "donation box" on the vehicle. Funding for the operating cost (one bus is rented for \$4040 per year) is provided by E.U.C. YMHA (70%), and donations (30%). Approximately 50 elderly citizens are transported each week.

13. YWCA of Elizabeth is a nonprofit public service agency attempting to meet the needs of women and children. A fare is charged to cover the direct cost of the chartered bus that is used. Transportation is provided from a central location to events primarily located in Eastern Union County, though there are some out of state trips scheduled. Approximately 50 senior citizens (age 60 and over) are transported to social/recreational or educational programs per event. For special events for children, approximately 50 children are transported. On the average, 150 persons per week are served.

14. Emergency Medical Services, City of Elizabeth provides door-to-door service to any resident of the city of Elizabeth requiring transportation to medical facilities. Currently, approximately 100 people per week use this service. There is a charge, depending on the distance. The agency operates five vehicles, 24 hours a day, seven days a week. Funding is provided by Municipal funds, State funds, Federal funds under Title VI of the Comprehensive Employment and Training Act, and a grant from the Robert Wood Johnson Foundation.

15. Winfield Volunteer Ambulance Squad is a nonprofit association offering 24 hour door-to-door service to medical facilities for residents of Winfield. No fare is charged. Funding (approximately \$6000 operating expenses annually) is derived through a municipal donation plus proceeds from an annual carnival. The vehicle utilized is one 1974 ambulance, an average of four or five people served weekly.

16. STAR-FISH of Plainfield offers transportation service at no charge to citizens with special needs, such as the elderly and handicapped, who are residents of Plainfield. Door-to-door transportation is available 24 hours a day, seven days a week. Volunteers, driving their own vehicles, transport approximately two persons per week for medical purposes or shopping trips.

17. FISH of Summit serves residents of Summit, New Providence and Berkely Heights. Approximately ten or 12 persons a week are driven to doctor's offices, clinics, hospitals, shopping trips, etc., by volunteers using their own vehicles. Door-to-door service is provided to all citizens, but predominantly the elderly.

18. FISH of Westfield offers transportation service at no charge to citizens with special needs, such as the elderly and the handicapped (must be ambulatory) and who are residents of Westfield, Mountainside, Scotch Plains and Fanwood. Door-to-door transportation is available 24 hours a day, seven days a week. Volunteers driving their own vehicles carry approximately 20 people a week. Operating expenses are paid for through donations from various local charities.

19. FISH of Cranford offers transportation services at no charge to citizens

with special needs such as the elderly, handicapped or low income who are residents of Cranford, Kenilworth and Garwood. Door-to-door transportation is available seven days a week, usually between the hours of 8:00 AM and 11:00 PM. Reservations normally require a one day notice. Medically oriented trips account for 90% of the service while shopping, social and church account for the balance of trips. Volunteers (36) driving their own vehicles, carry approximately seven people per week. Annual operating costs of over \$600 annually are offset by contributions of civic organizations, clubs (95%) and donations by others.

20. Scotch Plains Recreation Commission is a municipal organization providing transportation to the elderly (aged 60 and over) residents of Scotch Plains. A scheduled fixed-route bus service is operated 9:00 AM to 3:00 PM, three days a week. Twice a week, seniors are transported to club meetings and one day a week is set aside for shopping trips. Transportation is also provided for special outings two-three times a month. No fare is charged. Funding (approximately \$5600 operating expense annually) is provided by Municipal funds (20%) and Federal funds - CETA driver (80%). The vehicle utilized is a 1977 mini-bus with 22 passenger capacity. Transportation services are provided to approximately 207 senior citizens per month.

21. The Linden Recreation Department is a municipal organization providing transportation to elderly (aged 60 and over) citizens of Linden. A scheduled fixed-route service is operated 9:00 AM to 3:00 PM, Monday through Friday, to shopping centers and for social/recreational purposes. The Department also sponsors three programs a week for handicapped children. No fare is charged. Funding (in excess of \$10,500 operating expense annually) is provided 100% with Municipal funds with maintenance costs also absorbed by City of Linden Municipal Garage. The vehicle utilized is a 1976 mini-bus with 24 passenger capacity specially equipped with a sliding aluminum wheelchair ramp, one wheelchair space located R.F. of unit and a mobile radio for emergency use. Transportation services are provided to approximately 51 senior citizens daily.

22. American Red Cross, Eastern Union County Chapter is a nonprofit "key" agency operating a diversity of services, including a transportation program. Peak ridership amounts to approximately 8800 per 20 day cycle. Overlapping categories preclude definitive breakdowns of trips made by elderly and handicapped. Transportation is provided countywide for social, nutritional, recreational, shopping and medical reasons. The Chapter offers door-to-door service by appointment from 9:00 AM to 5:00 PM, Monday through Friday. Reservations should be made five days in advance when possible. In addition, a scheduled fixed-route service is also operated during the same time period. No fare is charged. Funding (approximately \$250,000 operating expenses annually) is provided by Title XX, UMTA and CDA (94%), with Red Cross accounting for 5% expenses and donations of approximately 1%. Drivers salaries and certain other salaries are funded through CETA. The equipment utilized are:

<u>TYPE</u>	<u>YEAR</u>	<u>NUMBER OF VEHICLES</u>	<u>SEATING CAPACITY</u>	<u>WHEELCHAIR LIFT EQUIPPED</u>
Van	1976	4	16	2
Van	1976	4	11-12	
Station Wagon	1972	5	8	
School Bus	1965	2	37	1
Handicapped Bus	1965	<u>1</u>	<u>18</u> (plus 4 wheelchair positions)	<u>1</u>
TOTALS		16	90-91	3

Transportation services are provided to various agencies and organizations including the Cranford Area Chapter, American Red Cross.

23. American Red Cross, Plainfield Area Chapter is a nonprofit organization operating a variety of services, including transportation service to elderly (age 62 or over) and handicapped citizens of Plainfield, North Plainfield, South Plainfield, Dunellen, Greenbrook, Fanwood, Scotch Plains, Warren, Watchung and part of Edison. Medically related reasons account for 98% of trips made with social, recreational and sheltered workshop accounting for the balance of trips. The Chapter offers a door-to-door service by appointment from 8:30 AM to 5:00 PM, Monday through Friday. Reservations should be made 24 hours in advance when possible. No fare is charged. Funding (approximately \$87,000 operating expenses annually) is provided by County funds (49%), municipal funds (1%), Title XX (50%). The vehicles utilized are one 1968 station wagon with five passenger capacity, four 1976 station wagons with eight passenger capacity and one 1976 van with nine passenger capacity and equipped with a wheelchair lift. Approximately 2100 citizens are transported monthly.

24. Summit Area Chapter, American Red Cross is a nonprofit organization operating a transportation service for the elderly (age 65 and over) and handicapped of Union County. Medically related reasons account for 98% of trips made county-wide with social and recreational trips accounting for the balance. The Chapter offers door-to-door service by appointment from 8:00 AM to 5:00 PM, Monday through Friday. Reservations should be made 48 hours in advance when possible. No fare is charged. Funding (share attributable to E & H transportation approximately \$3250 expense annually) is provided by donations (53%) and State funds (47%). The vehicles utilized are:

<u>TYPE</u>	<u>YEAR</u>	<u>NUMBER OF VEHICLES</u>	<u>SEATING CAPACITY</u>
Station Wagon	1978	1	6
Station Wagon	1974	1	6
Sedan	1976	1	6
Sedan	1971	1	6
Sedan	1970	<u>1</u>	<u>6</u>
TOTALS		5	30

Transportation services are provided to approximately 45 persons weekly.

25. American National Red Cross, Westfield - Mountainside Chapter is a non-profit organization operating a variety of services including transportation services to the elderly (65 and over), the handicapped and low income citizens of Westfield and Mountainside. Medically related trips, some as far as New York City, account for 90% of trips made with social/recreational, shopping and public assistance trips accounting for the balance. A scheduled fixed-route service is available 9:00 AM to 5:00 PM, Monday through Friday. Also available 9:00 AM to 5:00 PM, Monday through Friday is door-to-door service, provided, reservations are made 24 hours in advance. Subscription service is available on a limited basis only. No fare is charged. Funding (approximately \$47,000 operating expenses annually) is provided by County funds (12.5%), Federal funds through Title XX (75%) and Senior Citizens Housing Corp. (12.5%). The four vehicles utilized are a 1976 maxi-van wagon with 14 passenger capacity and equipped with a step and hand grip, a 1976 station wagon with eight passenger capacity, a 1975 four door sedan with five passenger capacity and a 1972 station wagon with eight passenger capacity. Transportation is provided to approximately 70 passengers per day.

26. The Jewish Community Center of Plainfield provides a transportation at no charge or at a nominal fee, depending on purpose, to approximately 150 elderly (aged 60 and over) persons who are residents of the Plainfield, North Plainfield, Scotch Plains and Westfield areas. Programmed trips are made primarily for social/recreational purposes. The vehicles utilized are two 1974 vans with 15 passenger capacity each. The annual operating expenses of approximately \$5000 is supported from internal funds. Approximately 50 elderly residents are transported each week.

27. The Township of Cranford provides service at no charge to approximately 500 elderly (aged 60 and over) residents per week. One vehicle, a 1975 mini-bus with 18 passenger capacity, is operated along a scheduled fixed-route from 9:00 AM to 4:00 PM, Monday, Tuesday, Thursday and Friday. Trips are made primarily for shopping and social/recreational purposes. Annual operating expenses of approximately \$12,000 are funded from two sources: 25% from the Township of Cranford and 75% from the Federal government under Title VI of the Comprehensive Employment and Training Act.

28. Union County Society for Crippled Children and Adults is a nonprofit organization providing transportation services to elderly (aged 65 and over) and handicapped citizens of all ages in Union County and neighboring communities. Door-to-door service transports participants to social and recreational programs usually held at Calvary Lutheran Church in Cranford. Frequency of service is limited to four days a week, Tuesday 3:00 to 7:00 PM, Wednesday 4:00 PM to 8:00 PM, Thursday 6:00 to 12:00 PM and Saturday 8:00 AM to 1:30 PM. No fare is charged. Funding (approximately \$8600 operating expenses annually) is provided by United Way and NJ Easter Seals. Car insurance expense of \$240 per year is provided for volunteer drivers using own vehicles. The vehicles utilized for all transportation services (with drivers) are contracted and consist of one 1968 bus, 19 passenger capacity wheelchair lift equipped, and three vans of eight, ten and 16 passenger capacities, two of which have wheelchair accommodations, one with lift and the other with ramp. Transportation services are provided to approximately 90 persons per week.

29. The Salvation Army of Plainfield offers transportation at no charge for all residents of the City of Plainfield including the elderly and handicapped (primarily disabled veterans) to the agency for social/recreational activities, including church trips on Sundays. Trips are made to the agency on Tuesday evenings by approximately 20 women, half of whom are elderly. Whereas, every Thursday, 30 to 35 clients of whom 25 are veterans are picked up at 1:00 PM and returned at 3:00 PM. The entire operating expense is supported by charitable donations. The vehicle utilized is a nine passenger 1978 station wagon. It is planned to acquire a large van in the near future to supplement and enlarge the existing service.

30. Department of Human Resources of Roselle Park is an organization providing transportation to the elderly (aged 62 and over) and handicapped citizens of Roselle Park. A scheduled fixed-route service, including subscription service, operates Monday through Friday, five hours a day, to shopping centers and social or recreational sites in the county. Door-to-door service is provided for the ill or handicapped from 8:00 AM to 4:00 PM. Reservations for shopping outside of town require two day notice. No fare is charged. Funding (approximately \$11,000 operating expenses annually) is provided by county funds (75%) and State funds (25%). The vehicle utilized is a 1972 mini-bus with 17 passenger capacity. Transportation services are provided to approximately 90 elderly and handicapped persons per week.

31. Scotch Plains Multi-Service Center is a nonprofit agency providing transportation services to the elderly (aged 60 and over) citizens of Scotch Plains, Fanwood, Westfield, Cranford and Kenilworth. A dial-a-ride (door-to-door service) is provided, however, reservations must be made on the previous day. A subscription service is also available. Trips are made to the agency's facilities, shopping centers, medically related and planned social/recreational sites. The hours of operation are 8:30 AM to 4:30 PM, Monday through Friday. No fare is charged. Funding for the operating expenses of approximately \$9700 annually, is provided by Union County Community Services. The vehicles utilized are a 1973 eight passenger station wagon and a 1975 11 passenger van. The latter vehicle is church owned and is borrowed providing schedules do not conflict. Transportation services are provided to approximately 50 persons per day.

32. The William Buie Community Center provides transportation to the elderly (age 55 and over) and handicapped residents of Hillside Township. The organization operates a scheduled fixed-route service and also a limited door-to-door service for the handicapped and during inclement weather. Transportation is provided to the center, a nutritional site, and is also the hub of ongoing programmed activities of a social, educational and recreational nature. Trips are also made for medical or business purposes, shopping centers and to special events such as Art shows. Hours of operation are from 9:00 AM to 3:00 PM, Monday through Friday, however, hours and days are flexible to include some evenings or weekends. No fare is charged. The operating expenses for providing transportation services is derived from municipal funds. The vehicle utilized is a 1975 mini-bus with 16 passenger capacity. Transportation services are provided to approximately 75 or 100 citizens per day.

33. Springfield Senior Citizens provides transportation to the elderly (age 62 and over) residents of Springfield Township via a scheduled fixed-route service. Trips are made to the center for programmed activities of a social, educational and recreational nature or to shopping centers or for medical purposes. Hours of operation are from 9:00 AM to 4:00 PM, Monday through Friday. No fare is charged. Current operating expenses for providing transportation services amount to approximately \$7500 per year. Operating funds are provided by the municipality, however, the vehicle drivers are funded through CETA. The vehicle utilized is a 1975 bus with 22 passenger capacity. Transportation services are provided to approximately 125 citizens per day.

34. The Summit Mini-bus Service accommodates approximately 1,600 people per week; of these about 20% are elderly (age 55 and over). A uniform fee of 25¢ is charged to all patrons. Transportation is provided from 7:00 AM to 7:00 PM, Monday through Friday, on a scheduled fixed-route. An added feature on Tuesdays, Senior Citizen's day, provides a two hour shopping trip with door-to-door service, provided reservations are made one day in advance. The back-up mini-bus is utilized for this additional service. Current operating expenses for providing transportation services amount to approximately \$66,600 per year. This cost is supported 67% by municipal funds and 33% by fares. The vehicles utilized are three 1975 mini-buses with 16 passenger capacity each. Two of the three buses see daily service while the third vehicle is used as a back-up and for charters or special trips.

35. Roselle Volunteer Ambulance Corp. is a nonprofit organization limiting its service to the 23,000 residents of the Borough of Roselle, or if called upon, also provide transportation to residents of adjacent Roselle Park. A door-to-door service to medical facilities is in operation round the clock, seven days a week, manned by approximately 45 volunteer members. Funding (approximately \$15,000 to \$17,000 operating expenses annually) is provided by municipal funds and donations by patrons and others. Three ambulances, a 1970 Cadillac, a 1975 truck and a 1977 van are utilized to respond to the 1,600 or more annual calls.

WARREN COUNTY

Scope of Existing Services

Currently, there are ten organizations providing transportation services to the elderly and/or handicapped and low income residents of Warren County. Services range from portal-to-portal and subscription services to fixed-route transportation, with most services available five days a week, plus, limited service on weekends. Most services are provided at no charge to the patrons, however, some organizations do charge a nominal fare.

At present, vehicles available for the elderly and handicapped of Warren County consist of 2 buses, 10 subcompact autos, 9 sedans, 5 station wagons and 10 vans, 5 of which are equipped with wheelchair lifts.

Organizations in Warren County that plan to acquire new vehicles to either expand their fleet or replace older equipment within the next year are:

A. Abilities of Northwest Jersey, Inc. plan to purchase one, 15 passenger van with funds generated by their workshop to replace an existing vehicle.

B. Heath Village, a retirement community, intend to acquire an additional 1972 school bus.

C. The NORWESCAP Retired Senior Volunteer Program will acquire an additional van, for which funding has been committed by N.J.D.O.T. In addition, a proposal has been submitted to N.J.D.O.T. for one station wagon.

D. Warren County Nutrition Project, through funding from Federal and County sources will add one, 12-passenger van.

E. Family Guidance Center of Warren County will replace one vehicle this year with a 1978, twelve passenger van thru UMTA FY 1976 Section (b) (2) funds. A FY 1977 Section 16(b)(2) request for an 8 passenger van with two wheelchair lifts has been submitted for approval.

Inventory of Existing Service

1. Abilities of Northwest Jersey, Inc. is a non-profit corporation operating a scheduled, door-to-door subscription service to enable the handicapped residents of Warren County achieve employability. The handicapped are transported five days a week from 7:00 a.m. to 9:00 a.m. and again from 4:00 p.m. to 6:00 p.m. from their homes to the Workshop and returned. The fare charged for transportation amounts to .05/mile. Current operating expenses for providing transportation services amount to approximately \$18,150 per year. Operating funds are derived from County funds (20%), State funds DVR (60%), Federal Grant (15%) and fares paid by patrons (5%). The vehicles utilized are a 1973 station wagon

with 8 passenger capacity, a 1974 van with 12-passenger capacity and two wheelchair lift equipped 1976 vans with 9-passenger capacity each. Transportation services are provided to approximately 35 handicapped persons per day.

2. American Cancer Society, Warren County Unit is a non-profit society that provides door-to-door transportation to and from a treatment center for cancer patients when volunteer transportation is available. Trips are limited at the present time to residents of the Phillisburg area. Hours and days of operation are determined by medical appointment. Reservation must be made 24 hours in advance; however, a subscription service is available. No fare is charged. The number of patients transported varies according to need and availability of volunteer drivers who drive their own cars.

3. Heath Village is a retirement community including a nursing home, providing total care for their residents. Transportation services to the elderly (age 65 and over) include scheduled fixed-route trips to shopping centers or churches in Hackettstown from 1:30 p.m. to 3:00 p.m. on Monday and Tuesday and from 10:00 a.m. to 11:30 p.m. on Thursday and Friday, plus 9:00 a.m. to 12:00 p.m. on Sundays. A fare is charged for this service. No fare is charged for the dial-a-ride service to hospital or doctor as required, however, reservations must be made 48 hours in advance. Heath Village is in too remote an area of Morris County (to avail themselves of Morris County public transportation), however, most trips are made just over the line to Hackettstown, Warren County. Reservations are necessary to make trips to Morristown, Newark, N.Y.C., etc. for entertainment, educational or cultural events. Current operating expenses for providing transportation service amount to approximately \$6,500 per year. Operating funds are derived from County funds (3%), and resident rents (97%). The vehicles utilized are a 1963 bus with 32-passenger capacity and a 1974 station wagon with 6-passenger capacity. Transportation services are provided to approximately 20 residents per day.

4. Northwest New Jersey Community Action Program, Inc. NORWESCAP NORWESCAP Transportation, Outreach and Escort Program is a private non-profit corporation that provides transportation to elderly (age 60 and over) and handicapped Warren County residents. Transportation is county-wide with occasional trips to Morris County and into Pennsylvania. More than 50% of the trips are medically related, with the balance of trips to shopping centers and to service and employment agencies. Door-to-door service is provided five days a week, Monday thru Fridays from 8:30 a.m. to 5:00 p.m.; however, reservations must be made 48 hours in advance. A subscription service is also available. No fare is charged; however, donations are accepted. Current operating expenses for providing transportation services amount to approximately \$123,000 per year. Operating funds are derived from County funds (5%), Dept. of H.E.W. Title III funds (10%), Social Security Act of 1965 as Amended Title XX funds (70%), CETA and Green Thumb Drivers program (10%) and donations by patrons (5%).

The vehicles utilized are 14 sedans:

<u>Type</u>	<u>Year of Manufacture</u>	<u>Number of Vehicles</u>	<u>Seating Capacity</u>
Subcompact	1979	2	3 pass.
Subcompact	1978	8	3 pass.
Sedan	1975	1	5 pass.
Sedan	1974	1	5 pass.
Sedan	1974	1	4 pass.
Sedan	1972	1	5 pass.

Transportation services are provided for approximately 500 elderly and 32 handicapped persons per month.

The NORWESCAP Retired Senior Volunteer Program is a private non-profit organization providing services and transportation to elderly citizens (age 60 and over) in Warren County. Transportation is provided to the 24 volunteer stations only. A door-to-door service is operated from 8:00 a.m. to 5:00 p.m., Monday thru Friday. Reservations must be made 24 hours in advance. No fare is charged. Current operating expenses for providing transportation services amount to approximately \$3,500 per year. Operating monies are derived from Federal funds thru ACTION. The vehicle utilized is a 1975 van with 16-passenger capacity. Transportation services are provided for approximately \$3,500 per year. Operating monies are derived from Federal funds thru ACTION. The vehicle utilized is a 1975 van with 16-passenger capacity. Transportation services are provided for approximately 30 persons per day.

5. Bureau of Field Services-Division of Mental Retardation is an agency of the state providing services and transportation to mentally retarded or handicapped children, adults and their families. The area served includes Hunterdon, Sussex, Morris, Somerset and Warren counties. Trips are made to medical facilities, shopping centers, social/recreational sites and to Community Homes of other services. A door-to-door service is provided 9:00 a.m. to 5:00 p.m., Monday thru Friday. No fare is charged. The operating expenses are derived from State funding. The vehicles utilized are five, 1975 sedans, averaging a total of 17,000 miles per month. These vehicles are used throughout the five county area previously mentioned above. The number of clients transported daily varies greatly. The size of the group served is approximately 100+ on caseload in Warren County.

6. Warren County Nutrition Project is a non-profit agency operating various services including transportation to elderly and handicapped citizens (age 60 and over) of Warren County residing in Phillipsburg, Washington, Hackettstown and outlying districts. A door-to-door service provides transportation to and from nutrition sites, shopping centers, social and recreational facilities. Hours of operation are from 9:30 a.m. to 3:00 p.m., Monday through Friday. No fare is charged. Current operating expenses for providing transportation services amount to approximately \$9,500 per year. The county provides 75% of the cost, the balance is derived from Federal funds through the "Green Thumb" program. The vehicles utilized are 3 vans, 1975, 1976, and 1977, each of 12-passenger capacity and one van is equipped with a hydraulic lift. Transportation

services are provided to approximately 70 elderly and 4 handicapped persons per day. Total clientele served per day has increased from 305 daily to 385 daily by late October 1978, with a corresponding increase expected in transportation requirements.

7. Association for Retarded Citizens- Warren Unit, is an agency providing services and transportation to mentally retarded or handicapped children, adults and their families of Warren County. Trips are made throughout the year to social/recreational programmed activities. A rental school bus provides additional transportation to Phillipsburg area clients during the six week summer camp schedule. A door-to-door service from 9:00 a.m. to 3:00 p.m., Monday thru Friday provides transportation to 75% of the clients during the summer season, with the remaining 25% utilizing a scheduled fixed-route service. Winter activities are normally programmed from 4:00 p.m. to 9:00 p.m. No fare is charged. Reservations must be made 24 hours in advance. Current operating expenses for providing transportation services amount to approximately \$4,500 per year, including the bus rental in the summer. Operating funds are derived mainly from County funds, including some funds from tuition fees, donations, United Way and cooperation from the State Division of Mental Retardation. The vehicles utilized are a 1973 van and a 1974 van, both of 12-passenger capacity. The size of the group transported varies greatly from a summertime high of 60 clients per day to an average of 6 to 10 clients daily during other seasons.

8. Family Guidance Center of Warren County is an agency that makes available Outpatient, Partial Hospitalization, Transitional Services to residents (ages up to 61) of Warren County. 90% of the transportation provided is of a medical/therapeutic nature and the balance of trips are divided between shopping and social/recreational activities. A semi-fixed route service is provided from 7:30 a.m. to 5:30 p.m., from Monday thru Friday, limited only to the length of the program--could be one month, three months or longer. A door-to-door service is also provided five days a week, plus some Saturdays, provided reservations were made the previous day. A subscription service is available to partial hospitalization and transitional service patients. No fare is charged. Current operating expenses for providing transportation services amount to approximately \$7,330 or 20¢ a running mile for the 36,000 miles traveled during the first 9 months of 1978. Operating funds are derived from the County (40%) State funds (30%) and Fee income (30%). The vehicles utilized are a 1970 and 1978 station wagon, both of 6 to 8 passenger capacity. Transportation services are provided to approximately 6 elderly and 25 to 35 handicapped persons per day.

9. The House of the Good Shepherd is an organization providing shelter, various levels of care and transportation to elderly and handicapped patrons residing in Hackettstown, Warren County. Handicapped patrons (non-ambulatory except with assistance) pay an all inclusive charge for services including trips to medical centers. A scheduled fixed-route transportation service is provided for the elderly patrons to shopping centers and Main Street. Hours of operation are from 9:15 a.m. to 10:30 a.m., Monday and Friday and from 2:15 to 3:30 p.m. on Thursday. No fare is charged for this service. Current operating expenses for providing transportation services amount to approximately \$7,340 per year, including the cost fo private taxis of approximately \$1,540 per year. Operating funds are

derived from Medicaid (10%) and the balance from the inclusive charge for services. NORWESCAP also provides some transportation. The vehicle utilized is a 1973 station wagon with 6-passenger capacity, plus private taxis that provide approximately 15 miles of travel per week. Transportation services are provided to approximately 62 elderly and 18 handicapped patrons per month.

10. Mount Scott Institute is an organization, located in Washington, that operates a treatment center for mentall handicapped children of the State of New Jersey. Using a 12-passenger 1977 van, the Institute transports approximately 25 children a day from the Institute and return, for medical purposes, recreational facilities or shopping centers. Cost of transportation is absorbed in the overall tuition cost that is paid by the State.

Appendix E
A BRIEF OUTLINE OF TRANSPORTATION COORDINATING
ACTIVITIES AT THE COUNTY LEVEL

Atlantic County

Atlantic County Office on Aging sponsors a county-wide transportation system through Title XX and CETA monies. At the present time, the program serves disabled elderly 60+. Handicapped persons are being serviced on a special referral basis. The transportation manager sees the program as the basis for a much larger system servicing other transportation disadvantaged persons over a period of time

At the present time, there are three field routes operating. Title XX monies pay for administrative staff, gas and oil, and leasing of sixteen vehicles. Maintenance and insurance are included in the lease cost. CETA and Green Thumb monies fund drivers and two dispatchers.

The program when fully operating will provide 40,000 one-way trips over a 12-month period. Three vans are equipped with ramps and wheelchair locks. The free-fare system has no radios and requires 48 hour advance notice.

The programs first efforts towards coordination will be the absorption of Title VII project vehicles and operating costs.

Bergen County

Bergen County has a very active Transportation Coordinating Subcommittee for Elderly and Handicapped Persons. The subcommittee meets once a month. Membership includes consumer representation of both elderly and handicapped persons as well as members representing over 30 social service agencies and taxicab companies.

The Bergen County Board of Transportation operates the Bergen Senior Mini-Bus System using Title III and CETA monies. The Northwest Bergen Red Cross Chapter and the Jewish Community Service Center in Englewood operate part of the system through subcontracts with the County. Recently, the County agreed to slowly expand the system to include handicapped persons but only over a long period of time.

Through the efforts of the E&H Subcommittee, the Bergen County Planning Board has submitted a proposal for a para-transit study. The proposal is for development of a plan for county-wide agency coordination of special transportation and use of subsidized taxis. The county has also applied for four wheelchair-equipped vehicles to add to their present fleet through a FAUS transfer. Federal Aid to Urban System (FAUS) monies are usually used in a county for highway projects but counties can set aside monies for vehicles which must be equipped to handle handicapped persons. The County will soon be submitting a second FAUS transfer application for additional vehicles.

Burlington County

Burlington County Office on Aging sponsors a county-wide transportation service through Title III of the Older Americans Act monies. Through the efforts of the County's Committee on Elderly and Handicapped Transportation, the county hired a transportation coordinator responsible for the upgrading and operating of the county system as well as implementation of a coordinated system which will hopefully include a number of private social service agencies.

The committee has selected a consultant to undertake a support services project which will recommend a working plan for the integration of all transportation systems in the county. The consultants will work closely with the committee and coordinator during the duration of the study. It is expected that the system will be Burlington County C.A.R.E.S. (Coordinated Agencies Rural Escort Service).

Camden County

The Office on Aging has centralized its subgrantees 19 vehicle fleet. It is servicing all areas of the county from its new location in Mt. Ephraim. A full-time dispatcher and additional part-time drivers have been employed. Transportation services for elderly and handicapped are provided and coordination with R.S.V.P. for non-ambulatory passengers exists.

Cape May County

Cape May County has a model consolidated program that has been in existence since 1975. Since 26% of the permanent population of this County is elderly, the freeholders have assured permanent continuation. The system offers both fixed routes and a demand-response service with a fleet of five school buses, one busette and eight vans, two of which are equipped with lifts. Social service agencies under contract with the system include the County Office on Aging, the Sheltered Workshop, the Guidance Center and various other human service agencies and projects. The County is finalizing a Section 18 application to fund additional free fare fixed-route service open to the general public.

Cumberland County

Cumberland County has a county-wide coordinated transportation system that afforded 84,695 rides in 1978. The County Office on Aging coordinates 12 vehicles in the system of which, 16(b)(2), Day Care and Nutrition Center vehicles are included. The City of Vineland assists in vehicle maintenance. The system services both elderly and handicapped. The County has recently applied for funding under Section 5 Urban Mass Transportation Act for capital assistance to purchase a maintenance facility.

Essex County

The county is presently taking initial steps towards coordination of the numerous municipal jitney services operating within the county. In addition, the County Office on Aging is taking a lead role in local efforts, has completed an inventory of all social service vehicles presently operating in the county and is reviewing the collected data. A sub-committee on transportation for elderly and handicapped persons meets regularly to exchange information among agencies.

Gloucester County

The county distributed 12 small school buses to select municipalities. They operate intra-municipal fixed-routes and some service surrounding municipalities. The service is aimed primarily as an off-peak, non-work system. Non-ambulatory residents are referred to the County transportation office who contracts with N.J.A.R.C. escort service for lift-equipped transportation.

Hudson County

At this time, there are no coordination efforts going on in Hudson. There are some strong municipal systems operating within the county. There also is no specific committee on a county level working on E&H transportation.

Jersey City

The City has applied for a \$160,000 FAUS transfer for lift-equipped vehicles to be utilized within the City's existing coordinated system. The City is now attempting to coordinate its efforts with the local City Medical Center. The basic demand-response system services E&H persons for non-emergency medical trips, social service trips and shopping.

The system is composed of approximately 15 vehicles operating from 8 a.m. to 6 p.m. with a special jitney service operating from 10 p.m. to 1 a.m. from the PATH Stations.

Hunterdon County

One agency, Pioneers on Wheels (POW), provides the bulk of transportation services within the County. The County has supported POW with funds, and participates in a group gas purchasing operation. There are several agencies interested in coordination. The County applied for assistance under the UMIA 16(b)(1) program but the proposal was rejected by UMTA. The County is now preparing a Section 18 application, although the amount of funding is only one-third of the amount requested from UMTA.

Mercer County

Mercer County operates a coordinated system called T.R.A.D.E. which is funded through special UMTA demonstration monies. There were some initial problems with the public agencies originally expected to participate in the project concerning the actual details of coordinating equipment, services, etc.

At the request of Red Cross and the State Division of Youth and Family Services, T.R.A.D.E. now operates a Title XX contract service as of April 1 which the Red Cross operated. T.R.A.D.E. also coordinates the County nutrition project vans, the city of Trenton Office on Aging vehicles and a Department of Labor Ride and Work Program. Negotiations are now being completed with VOC Rehab to transport clients to Occupation Training Centers. Also some municipalities are now interested in contracting for service for their elderly and handicapped residents.

Although the program is a two year demo, it is expected to continue to operate based on the success of its coordination contracts.

Middlesex County

The County has a demand-responsive system run by the Office on Aging. An advisory board has been meeting on a regular basis. The County has been awarded an UMTA Section VIII study and a contract has been signed with the consultant firm selected. There are a number of varied agencies providing service at present, and many of them have expressed interest in coordinating services based on the final consultant report.

Morrmouth County

The Morrmouth County Community Service Council received a Developmental Disabilities Grant which provided for a County Transportation Coordinator. The Coordinator has completed an extensive survey of social service agencies within the County and an analysis of the transportation needs of the County's Elderly and Handicapped Persons. The agencies have formed a Task Force on County Transportation for E&H Persons. The agencies have also received a verbal commitment that the County will make every effort to support the final recommendations for a special system.

Morris County

Several agencies are presently providing demand-responsive service. Many municipalities also provide fixed-route service. An UMTA Section IX study is currently being conducted. It is anticipated that a coordinated system can begin to be implemented at the conclusion of the study. In addition, the County has begun working on a FAUS transfer application for lift-equipped vehicles to be used in the coordinated system.

Ocean County

Ocean County Handicap and Elderly Transportation Systems (OCHETS) is a basic medical transportation demand-response system. Since January, OCHETS has expanded their system through Title XX monies. During the next few months, the system will experience steady gradual growth through planned consolidation of private, non-profit agency transportation services and by absorbing the County Social Service Board's transportation service through a purchase of service agreement. In addition, OCHETS will be applying for Section 18 funds to provide fixed-route service for the general public.

Passaic County

Specialized transportation services are provided by a number of different agencies with no one lead operator. The County is largely urban, but also has a rural "up-county" area where service is most scarce. An advisory board has been meeting on a regular basis for sometime. The Board has been helpful in obtaining a grant from the Developmental Disabilities Council which provided for the hiring of a county-wide transportation coordinator. That position has been filled and the one-year plan is being pursued.

Salem County

The County Office on Aging is coordinating elderly transportation in the County. S.C.O.P.E., Non-Emergency Medical and CAP vehicles (8) are consolidated to provide nutrition, employment, medical and shopping services to the elderly. Penns Grove Housing Authority has agreed to coordinate services upon delivery of their two 16 passenger buses.

Somerset County

The County has started a coordinated system which now has 28 vehicles. An UMTA Section IX study was conducted to examine the feasibility of coordination. After this study was completed, several private non-profits contacted the County Office on Aging (which was already running an elderly transportation service) and requested that the Office on Aging take possession of the non-profits' vehicles and provide necessary service on a "fee for service" basis. A unit cost based on an hourly cost rate was established. Agencies are given credits for the depreciated value of capital equipment donated to the system. While there have been some "growing pains," the system appears to be successful. The County has taken the transportation program out of the Office on Aging and established it as a separate unit of the County government. A preventive maintenance program has been started with the result of less vehicle downtime.

Sussex County

Sussex is the only New Jersey County to have been awarded a FHWA Section 147 demonstration project. Legal barriers have delayed implementation of the program. A contract has recently been executed though. At the same time, the concept of coordination has gained acceptance by many in the County. A group of non-profit agencies that were meeting separately have agreed to join the County E&H Advisory Board sessions. The County and Advisory Board have been discussing ways to coordinate available Section 18 funds with the 147 Demo and other transportation resources in the County.

Union County

The County has started coordinating the specialized transportation services previously funded under a number of different Title XX contracts. The County now has one contract with DYFS for all the Title XX funds, and sub-contracts with private non-profits to operate the service. The County is providing group gas purchasing and maintenance for the vehicles already in the coordinated system. In addition, the County has filed a FAUS transfer application for 10 busettes and radios. The County is presently negotiating with Medicaid (Title XIX) and Title XX to provide rides on a fee for service basis.

Warren County

Several agencies provide transportation for their own clients, but the major operator is NORWESCAP which provides transportation to a number of client groups on a demand-responsive basis. A lot of work has been completed in the movement towards a coordinated system operated by NORWESCAP. The Agency is now receiving UMTA 16(b)(2), Title III of the Older Americans Act, Jobs Transportation Demonstration, Title XX of the Social Security Act, and County funding. They also plan to utilize FAUS, Section 5 and Section 18 funds. A plan is ready for the system to operate on a fee for service basis. The unit cost is billed on a zone system which was designed on a mileage cost basis. The system will also use taxis whenever economically feasible to do so.

[OFFICIAL COPY REPRINT]
ASSEMBLY, No. 890

STATE OF NEW JERSEY

INTRODUCED FEBRUARY 23, 1978

By Assemblymen SCHWARTZ, BURNS, Assemblywoman BERMAN,
 Assemblymen HARDWICK, FORTUNATO, PATERO and
 KOZLOSKI

Referred to Committee on Transportation and Communications

AN ACT concerning the consolidation and coordination of certain
 Federally funded special transportation services at the county
 level.

1 BE IT ENACTED *by the Senate and General Assembly of the State*
 2 *of New Jersey:*

1 1. The Legislature hereby finds and determines that:

2 a. The provision of certain special transportation services for
 3 the elderly, handicapped, and economically disadvantaged is a
 4 wholly valid and essential public purpose.

5 b. The Federal Government makes funds available to New Jersey
 6 for such special transportation services through **such programs*
 7 *as* Section 16 (b) (2) of the Urban Mass Transportation Act, Title
 8 20 of the Social Security Act, Titles 3 and 7 of the Older Americans
 9 Act, the Comprehensive Employment Training Act, and the Com-
 10 munity Services Act **and other legislation**.

11 c. In New Jersey, ***[three different]*** **several** departments of
 12 State government ***[—]*** **, including but not limited to** the De-
 13 partments of Transportation, Community Affairs, ***[and]*** Labor
 14 and Industry ***[—]*** **and Human Services,** are charged with the
 14A responsibility of distributing and administering such Federal
 14B funds.

15 d. Because of this fragmentation of responsibility, there exists
 16 a certain lack of coordination among the departments in their
 17 individual efforts to establish effective and efficient special trans-
 18 portation programs for the elderly, handicapped, and economically
 19 disadvantaged, which has resulted in the funding and development
 20 of particular, rather than complementary, projects and a significant
 21 under-utilization of available vehicles.

EXPLANATION—Matter enclosed in bold-faced brackets [thus] in the above bill
 is not enacted and is intended to be omitted in the law.

22 e. By developing a plan to coordinate and consolidate the dis-
 23 tribution and administration of the Federal funds available for
 24 special transportation projects, the State could establish a truly
 25 effective and efficient transit program for New Jersey's elderly,
 26 handicapped, and economically disadvantaged.

1 2. As used in this act:

2 a. "Federal funds" means all moneys and grants provided **for*
 3 *the elderly, the handicapped and the economically disadvantaged**
 4 pursuant to Section 16 (b) (2) of the Urban Mass Transportation
 4A Act, Title 20 of the Social Security Act, Titles 3 and 7 of the Older
 5 Americans Act, the Comprehensive Employment Training Act, and
 6 the Community Services Act, **and other Federal funds adminis-*
 7 *tered by State departments or agencies,** which are used in any
 7A way to provide special transportation services;

8 b. "Quasi-governmental agency" or "paragovernmental agency"
 9 means any local authority or other agency, whether public or
 10 private, whether or not supported in whole or in part by public
 11 funds, which provides any special transportation services;

12 c. "Special transportation services" means any Federally
 13 funded program for transporting elderly, handicapped, or eco-
 14 nomically disadvantaged persons for any purpose.

1 3. ***[The]** **Within 6 months from the effective date of this act*
 2 *the** governing body of each county shall prepare ***[annually]**
 3 a plan to coordinate and consolidate all special transportation
 4 services within its borders **and said plan shall be updated*
 5 *annually to reflect any changes in the need for and the potential*
 6 *availability of special transportation services to the elderly, handi-*
 7 *capped and economically disadvantaged*.*

8 Each such plan shall include, but not need be limited to, a
 9 detailed outline of all special transportation services available
 10 within such county's borders, **including a list of all vehicles used*
 11 *to transport the elderly, handicapped and economically dis-*
 12 *advantaged which have been purchased or leased with Federal*
 13 *moneys within the county,** a program for consolidating and
 14 coordinating such services, and a timetable for implementing said
 15 program.

1 ***[4.** The governing body of each county shall submit its annual
 2 plan prepared pursuant to section 3 of this act to the State De-
 3 partments of Transportation, Community Affairs, Labor and In-
 4 dustry, and any other department of State Government which is
 5 involved in any way in the provision or administration of special
 6 transportation services. Each such State department shall in-
 7 dividually review and approve or reject such plans pursuant to
 8 criteria for the coordination and consolidation of special trans-

9 portation services adopted by such department, or criteria imposed
10 by the Federal Government, or both.】*

1 *4. *Each such annual plan shall be submitted not later than*
2 *December 31 of each year to the executive administrative com-*
3 *mittee created in section 6 of this act. Such committee shall*
4 *promulgate guidelines for the content of such plans, review and*
5 *approve or reject each plan and insure its distribution to all appro-*
6 *priate officials of all other State departments or agencies having*
7 *responsibility for the award or distribution of Federal moneys for*
8 *purchase of vehicles or support of special transportation services.*
9 *Each such department or agency shall review and take into account*
10 *such annual plan and consult with the appropriate county office*
11 *or official before awarding Federal funds for special transportation*
12 *services within a given county and shall not award such funds for*
13 *any programs, projects or purposes not in keeping with the annual*
14 *transportation plans unless otherwise required by State or Federal*
15 *law.**

1 5. *a. *Each county shall establish appropriate liaison with every*
2 *quasi-governmental agency or paragovernmental agency located or*
3 *operating within its border in order to determine the number of*
4 *vehicles devoted to Federally funded special transportation*
5 *services within the scope of this act so that the respective county*
6 *may adequately prepare its plan and any annual update thereof*
7 *as required by this act. Whenever a quasi-governmental agency or*
8 *paragovernmental agency shall file an application to receive*
9 *Federal funds for special transportation services as defined in this*
10 *act with any department of State Government, or any division or*
11 *agency thereof, it shall also file a duplicate of such application*
12 *with the respective county in which it is located or in which it is*
13 *operating. No department of State Government, or any division or*
14 *agency thereof, shall accept or act upon applications for State or*
15 *Federal funds for special transportation services as defined in this*
16 *act without having assured that such duplicate has been filed with*
17 *the county.**

18 *b.* *No quasi-governmental agency or paragovernmental agency*
19 *shall be deemed eligible in any fiscal year to receive any Federal*
20 *funds, *administered by the State* or any vehicles, or the use*
21 *thereof, which have been either leased or purchased with Federal*
22 *funds by any department of State Government, or any division*
23 *or agency thereof until the county in which such quasi-govern-*
24 *mental agency or paragovernmental agency is located, or is operat-*
25 *ing, has secured approval of the relevant department of State*
26 *Government for its annual plan*; provided, however, that no*

27 *quasi-governmental agency or paragovernmental agency owning*
 28 *or operating vehicles on the effective date of this act shall be re-*
 29 *quired to so share the use of such vehicles with other such quasi-*
 30 *governmental agency or paragovernmental agency as to diminish*
 31 *the level of service available to the owning or operating agency*.*

1 6. There is hereby established an executive administrative com-
 2 mittee to consist of:

3 a. The Commissioner of the Department of Transportation, or
 4 his designee;

5 b. The Commissioner of the Department of Community Affairs,
 6 or his designee;

7 c. The Commissioner of the Department of Labor and Industry,
 8 or his designee; ***[and,]***

9 *d. *The Commissioner of the Department of Human Services, or*
 10 *his designee;**

11 ***[d.]** *e.* The commissioner of any other department of State
 12 Government which is involved in any way in the provision or
 13 administration of special transportation services, or his
 14 designee***[.]*** *; and,

15 f. *A representative of the County Transportation Association*
 16 *of New Jersey to be selected by the Governor.**

1 7. It shall be the responsibility of the committee to:

2 a. Promulgate whatever reasonable rules and regulations it may
 3 deem necessary in order to carry out the objectives of this act;

4 b. Consult with and advise the governing body of each county
 5 with respect to the development and implementation of effective
 6 and efficient plans to consolidate and coordinate special transpor-
 7 tation services within its borders; and

8 c. Report annually *by December 1 of each year* to the ***[Legis-**
 9 **lature]*** *Senate and General Assembly Committees on Trans-
 10 portation and Communications, or their successors, as to* what
 11 progress has been made in realizing the objectives of this act.

1 8. This act shall take effect immediately.

County Transportation Association of New Jersey

Public Transportation Is A Public Necessity And Has Become A Public Responsibility

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STATEMENT OF CONCURRENCE AND CLARIFICATION ON THE
REPORT TO THE GOVERNOR'S TASK FORCE ON TRANSPORTATION
SERVICES FOR ELDERLY AND HANDICAPPED PERSONS ENTITLED

"COORDINATING SPECIALIZED TRANSPORTATION SERVICES IN
NEW JERSEY"

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The major thrust, including the series of detailed recommendations, of the Report of the Governor's Task Force on Transportation Services for the Elderly and Handicapped Persons has our complete support. In one instance, there is a need for clarification. The Task Force Report does not adequately address the question of funding for the proposed County Transportation Coordination Office.

We recognized that such a Transportation Coordination Office is logically located within the county structure of government despite the fact that most programs that require coordination are either State programs or are programs whose major funding sources are funneled through State agencies pursuant to State regulations.

The Governor's Task Force Report recognizes that there are "turf" problems and all agencies are facing stringent funding limitations, which tend to retard efforts to provide coordinated efficient transportation. However, there is a gap in the Governor's Task Force Report regarding any firm mechanism or funding proposal that would induce agencies to coordinate their vehicular services with other agencies. Such coordination would

require transfer of funds from the social agencies to the coordinated transit system, for which the County will be responsible.

It is probably impossible to design a blueprint for such a funding mechanism since this fund transfer procedure will require different approaches with different agencies. In any event, since the Governor's Task Force recommends that the counties be responsible for Coordinated Transportation, it would seem that the legislation providing for implementation of this proposal also provide an assured source of funding. The difficulties county governments are facing under the caps legislation needs no elaboration.

Therefore, it is our recommendation that any legislation mandating county transportation coordination offices must incorporate a formula for a continuing appropriation.

The Governor and Legislature of the State of New Jersey, in calling for improved and efficient transportation for the elderly and handicapped through coordinated transit systems, must face the reality of an appropriation bill.

ag
10/15/79

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