

Houma – Thibodaux
Metropolitan Planning Organization
Regional Transit Committee
(CHSTP)

South Central Planning and Development Commission Office
5058 West Main Street, Gray, LA 70359
985-851-2900

M E E T I N G M I N U T E S

Regional Transit Committee Grant Workshop

Date: Wednesday, October 23, 2013 10:00 AM

Meeting Location: SCPDC's Pelican Room, Gray, LA.

In Attendance 22

Committee:	<u>Assumption ARC</u> Marvin Schwartzburg Ellen Daigle	<u>SED #1</u> Mona Danos
	<u>Assumption COA</u> Rosa Lou Molaison	<u>St. James Parish</u> Sheila Clayton Michelle Nailor Octave
	<u>LADOTD</u> Jamie Ainsworth Mike Watts Casey Lewis	<u>Terrebonne ARC</u> Roger Shelton
	<u>Lafourche ARC</u> Peggy Krieg Kyle Soignet	<u>Terrebonne COA</u> Kayla Dardar Darla Cantrelle
	<u>Lafourche COA</u> Linda Pertuit Charlene Rodriguez	<u>Terrebonne Parish Consolidated Government Transit</u> No representation
	Other Attendees:	Luci Sposito, City of Thibodaux Warren Chauvin, Louisiana Rehabilitation Services John Schweitzer, LA Workforce Commission/ LA Rehabilitation Services
Staff:	Scott Leger, SCPDC Leo Marretta, SCPDC Cassie Parker, SCPDC	

Call to Order

L. Marretta called the Regional Transit Grant Workshop to order at approximately 10:00 A.M. on October 23, 2013 at South Central Planning and Development Commission Pelican Room in Houma, LA. Introductions then took place.

Agency Information

L. Marretta requested that each agency inform the committee of their client population and their mission with regards to transporting these clients.

M. Schwartzenburg with Assumption ARC stated that their buses are used to transport clients that come to their agency. They transport their clients to jobs and shopping stores. J. Ainsworth stated that the general public, rural grants are issued through the public body and limited to one agency per parish. R. Lou stated that the agencies assist one another in transporting the population. J. Ainsworth reminded M. Schwartzenburg of the New Freedom grant can be additional funding for the employment component.

D. Cantrelle stated that Terrebonne COA use Council on Aging buses to transport students from school to the YMCA to participate in programs the YMCA offers. She explained that the agency was accepting Medicaid, but when certain changes took place, it became too cumbersome. She added that the agency still provides transportation to those eligible and documents those with Medicaid. She stated that one of the largest hurdles is finding and retaining qualified drivers. She informed the committee that Gibson is the agency's most popular rural transit area.

It was suggested that driver pool be established in order to assist the agencies when they are lacking drivers. C. Lewis suggested conducting a survey amongst the agencies in order to know how many are interested. J. Schweitzer advised the committee that LWC Career Solutions Center is one source to find qualified workers.

L. Marretta informed the committee that, because of the ozone standard becoming more stringent, vanpooling conversations with employers will be happening in the near future.

M. Danos informed the committee that SED #1 service the elderly and disabled. She explained that the center does not have a problem with drivers because the day staff also serves as the drivers. The center is a daycare facility that operates from 8:00 AM until 2:45 PM. She stated that the center has 10 DOT vehicles.

L. Pertuit informed the committee that Lafourche COA operates 11 vehicles. While the agency mainly serves elderly and disabled population, anyone is able to ride. Those riders that fall below 60 years of age and/or not disabled are charged a fair. The riders are taken to doctors' appointments, hospitals, shopping once per week, and other places.

J. Ainsworth informed the committee that the 5317 New Freedom is exclusively disabled and the 5316 JARC is exclusively low income.

R. Molaison informed the committee that Assumption COA is the rural public transportation provider in Assumption Parish. Many of the riders the agency serves are Medicaid recipients. She stated that the agency transports individuals to dialysis on holidays. Most of the trips are outside of Assumption Parish, as the parish is very small.

J. Schweitzer informed the committee that an organization in Rapides Parish had a project done in 2009-2010 to connect workers from the Workforce Commission's Business Career Solutions Center to a plywood factory. He explained that the match was paid by the company and the workers paid a portion of the cost. He also stated that ridership increased as a result of this project.

K. Soignet stated that Lafourche ARC has 21 FTA/DOTD buses. The agency transports between 130-140 individuals per day, Monday through Friday. There are three different program locations: Grenier, Thibodaux and the Town of Lockport. The Thibodaux area is the largest area served. He stated that the agency is in the transportation business because of necessity. He explained that if Lafourche ARC was unable to transport individuals to the programs, there would be no programs. With regards to maintenance, the agency has a crew comprised of developmentally disabled individuals that wash the buses, check the tire pressure, check the oil, and other maintenance tasks. A maintenance person oversees the crew and checks their work and documentation. He stated that P. Krieg is in charge of STARS and grant applications.

W. Chauvin states that Louisiana Rehab Services works with individuals with disabilities. One issue encountered is transportation for these individuals to get to and from work. They serve the parishes of Assumption, Lafourche, Terrebonne, and some individuals in St. James.

J. Schweitzer encouraged the committee to email C. Parker any stories that they could share about the individuals they serve. He explained that these stories builds a case for the need of these services and shows why the services provided are so important.

S. Clayton stated that all services are provided by St. James Parish. They have 18 vehicles and utilize funds from 5311, JARC and New Freedom to provide services. She stated that St. James has demand response and route deviation. They employ 8 full-time drivers, 4 part-time drivers, 2 dispatchers, and 1 mechanic and helper. She agreed that, at times, there are some challenges with drivers. She explained that St. James has the capability to link with the River Parishes Transit Authority (RPTA) for employment purposes.

Best practices regarding 5310 and 5311 grant applications were shared and discussed amongst the committee and DOTD.

Other Business

There was no new business

Adjournment

The workshop was adjourned at approximately 12:15 P.M.

Approved 2013-12-17