



SNAPSHOT

SUPPLEMENTAL

TRANSPORTATION

PROGRAMS for

SENIORS

Prepared by the Beverly Foundation

Rural America Special STPs Sector

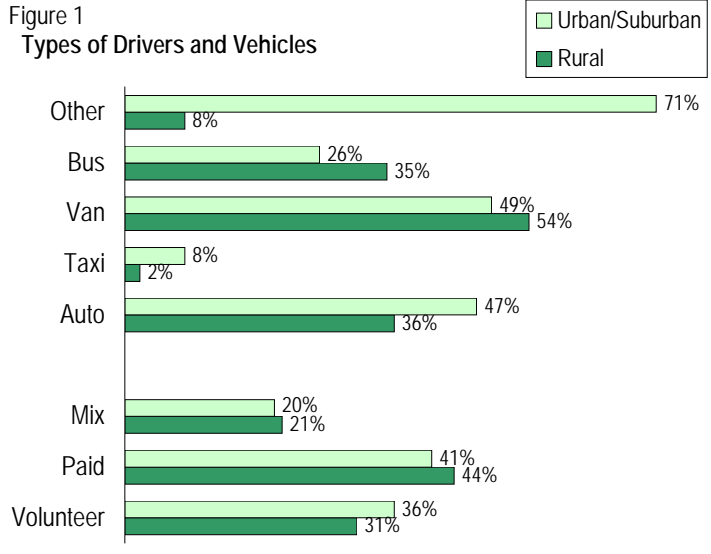
Seniors living in rural areas tend to be older, have lower incomes, and be in poorer health than seniors in urban and suburban areas. Transportation can be a major problem for them because of the limited public and paratransit services that are available and the travel distances that often are required for them to get to health and social services and quality of life activities. The table below provides a summary of data on STPs in rural locations.

Rural Transportation Programs

Organizational Status		Escorts	
Non-profit	86%	Are Provided	37%
Funding		Not Provided	58%
Grants	71%	Service Hours	
Tax Revenue	20%	Daytime	61%
Rider Fees	41%	Daytime and Evenings	16%
Rider Donations	15%	Weekdays	55%
Purpose of Trip		7 Days a Week	20%
Medical	70%	Sundays	5%
Essential	18%	Anytime	4%
Religious	21%	Reservation Requirements	
Social/Recreation	44%	Same day service	35%
Any	42%	24 hours in advance	35%
Other	11%	2 days in advance	20%
Vehicles Used		2+ days in advance	17%
Auto	36%	Service Type	
Taxi	2%	Door-to-door	72%
Van	54%	Curb-to-curb	13%
Bus	35%	Fixed Route	6%
Drivers		Door-thru-door	14%
Volunteer	31%	Other	3%
Paid	44%	Rider Fees	
Mix	21%	Flat Rate	19%
Riders Targeted		Mileage Rate	14%
Senior	64%	Sliding Scale	9%
Seniors and ADA	40%	Rider Donation	16%
Everyone	14%	None	54%

The data suggests that STPs in rural locations receive a large percentage of their funding from grants (71%), provide a greater amount of medical transportation (70%), tend to emphasize the use of vans (54%) and autos (36%), tend not to use escorts (58%), tend to

use paid drivers (44%) more than volunteer drivers (31%), appear to emphasize door-to-door service (72%) more than other types of service and generally do not charge rider fees (54%).



Drivers and Vehicles. There were no major differences in the types of drivers used by rural or urban/suburban STPs. While there is some variation in the types of vehicles, the two areas tend to use autos, vans, and buses at about the same rate. Figure 1 illustrates the usage of drivers and vehicles within each of these sectors.

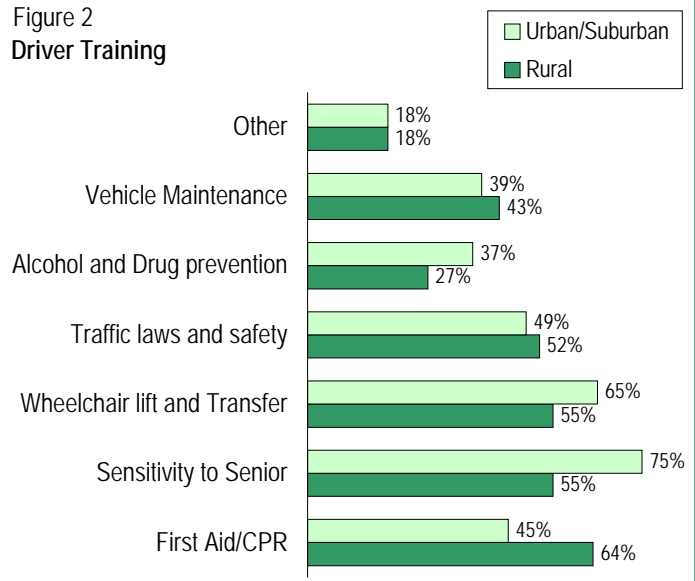
Reservations. Service providers within both groups appear to have similar reservation requirements, although rural STPs appear to provide a greater

amount of same day service (35% vs. 26%), and require 24-hour reservations (35% vs. 28%) slightly more often. Program services hours are similar.

Trip Purpose. Rural STPs appear to put more emphasis on medical based transportation (70% vs. 54%). Urban/suburban programs put slightly greater emphasis on essential trips (31% vs. 18%).

Rider Fees. Rural programs tend to not charge rider fees (54% vs. 10%). While urban/suburban programs tend to have flat rate fees (24% vs. 19%) more often.

Driver Training. Both STPs tend to provide driver training similarly, Urban/suburban tend to provide sensitivity (75% vs. 55%) and wheelchair lift and transfer (65% vs. 55%) more often. Rural programs tend to screen drivers more frequently (85% vs. 67%), although the type of driver screening within both sectors is similar. Figure 2 illustrates they types of screening and training of both sectors.



Problems. Both programs, rural and urban/suburban top problems are financial (45% vs. 40%) and driver (71% vs. 43%).

Summary. Transportation programs meeting the needs of seniors in rural areas are distinctive in several ways. These distinctions are a product of the types of issues, lower income, poorer health and distances to reach services.

* Data from Beverly Foundation STAR Search 2000-2003 Surveys

<p>Tel (626) 792 2292 Fax (626) 792 6117</p>	<p>The Beverly Foundation 566 El Dorado Street, Suite 100 Pasadena, CA 91101</p>	<p>www.beverlyfoundation.org</p>
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