

## DEPARTMENT OF AGING

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# PROGRAM MEMO

TO: <b>AREA AGENCIES ON AGING DIRECTORS</b>	NO: <b>PM 07- 02(P)</b>
SUBJECT: <b>Transportation Coordination</b>	DATE ISSUED: <b>03/09/07</b>
REVISED: <b>N/A</b>	EXPIRES: <b>Until Superseded</b>
REFERENCES: <b>N/A</b>	SUPERSEDES: <b>N/A</b>
PROGRAMS AFFECTED: <input type="checkbox"/> All <input checked="" type="checkbox"/> Title III-B <input checked="" type="checkbox"/> Title III-C1/C2 <input type="checkbox"/> Title III-D <input checked="" type="checkbox"/> Title III-E <input type="checkbox"/> Title V <input type="checkbox"/> CBSP <input type="checkbox"/> MSSP <input type="checkbox"/> Title VII <input type="checkbox"/> ADHC <input type="checkbox"/> Other _____	
REASON FOR PROGRAM MEMO: <input type="checkbox"/> Change in Law or Regulation <input type="checkbox"/> Response to Inquiry <input checked="" type="checkbox"/> Other Specify: <b>Clarification of Transportation Coordination</b>	
INQUIRIES SHOULD BE DIRECTED TO <b>Denny Wight at (916) 928-3329 or e-mail at <a href="mailto:dwight@aging.ca.gov">dwight@aging.ca.gov</a></b>	

This Program Memo provides notice to Area Agencies on Aging regarding Federal Executive Order (EO) 13330 on Human Service Transportation Coordination. The EO intent is for federally assisted grantees to coordinate their resources to maximize accessibility and availability of transportation services. The EO directs federal agencies that fund human service transportation programs to implement strategies that reduce transportation duplication and increase efficient transportation service delivery. These actions should result in the expansion of transportation access for seniors, persons with disabilities, children, low-income persons, and others who cannot afford to readily use automobile transportation.

The basic tenets in EO 13330 parallel those emphasized by the California Department of Aging (CDA); i.e., the coordination of transportation resources in order to expand services statewide. Coordination of resources can be accomplished in a number of ways, such as partnering with community agencies that provide transportation services, pooling various transportation resources, and facilitating cost-sharing arrangements. You may also want to engage the business community in these efforts since many private operators that provide shuttle, curb-to-curb, and other transportation services to older persons are sustained through fare-based payment systems. Another excellent approach is ride sharing that includes working out a financial agreement to have a transportation operator pick up seniors living in the same neighborhoods and take them to and from destinations along the vehicle's route.



Federal cost principles allow programs to share costs with other programs and organizations as long as each program pays its fair share of costs in accordance with the benefits received. Program costs must be reasonable, necessary, and allocable. Any compensation received as a result of sharing vehicles purchased with Older Americans Act funds should be reported to CDA as Non-Matching Contributions.

We encourage you to maximize the use of your vehicles. Such creativity can help address many transportation issues that local communities face on a daily basis. It can also contribute to the building of an overall comprehensive and coordinated system of services in your Planning and Service Area.

**Original Signed By:**

Lora Connolly  
Chief Deputy Director