

Faith-Based Leadership Meeting  
Friday, October 5, 2007  
9:30 AM at the Camden County WIB

Attendees:

Rev. James Jones  
Rev. Barbara Farmer  
Rev. Tony Evans  
Anthony Lingo  
Gary Divens

Staff:

Leona Tanker  
Robin Widing  
Donna Johnston

Absent:

Sean Doughtry  
Rev. Rodney Bush-Rolands  
Rev. William Ames

**Purpose:** Bring together core Faith-Based leadership to determine how to get FBOs to the table. It is understood that there are issues and that funding is needed. But first we need some structure before we can determine how much and where money will come from. FBO and transportation are key words in fundraising.

Determine various ways Faith-Based want to/can participate in the TMCC. Technology for FBO determined by FBO level of involvement and can vary, dependent on mission and trip making focus, i.e. youth, seniors. Lots of ways the TMCC can work with FBOs. Faith-Based can determine what transportation services they will offer and that will be made known to TMCC possibly through a web portal. The information is entered into a database that is accessed for trip making based on customer need. FBO can change their information from week to week, month to month or as often as the FBO needs to change it.

WIB has a website and will soon have transportation site linked. Important to get the website up; this will be a source of information with which to spread the word.

**Two ways FB can participate:**

1. as a transportation provider
2. as a facilitator between church members and transportation services

One advantage to having churches involved is not just our vehicles, but also we have members who need this transportation. Possible scenario: the church member calls the TMCC for a trip; the TMCC determines the most appropriate ride, i.e. they may qualify for Dept of Labor or Medicaid transportation money. The most appropriate/efficient use of FBO vehicles on *some* trips may be to provide a connector link let's say from a

member's house to an SJTA cluster site. Also, in this mix are economic issues, job related transport to new industrial parks located in outlying areas.

### ***How do we get this across to the FBOs?***

- ✓ Key is getting them together to talk face-to-face
- ✓ Rev Allan, New Mickel Baptist Church, holds a monthly meeting of Camden City ministers; Rev Jones has missed the last few meetings
- ✓ Some ministers are hard to get, but by making personal phone calls, putting a letter out, offering a **free** breakfast or lunch will draw those who are interested
- ✓ the ones who come are the ones who will participate; those who don't come or send a representative aren't interested; just take those who are interested
- ✓ we need some missionaries; someone taking the time to talk to them face-to-face means a lot and sometimes makes the difference as to whether they will participate or not. This approach is successful for Gary Divens and programs he oversees at Camden Comm College.
- ✓ Correspondence addressed directly to the pastor/rev identified as personal makes it more likely that any correspondence the WIB mails will get into the right hands.
- ✓ Need to have more project information, the better chance to outreach to other FBOs; 2 page summary of grant with some of the visioning that is occurring in this meeting; WIB transportation website is also important in providing information
- ✓ a FBO community transportation system is unique around the country and this is one of the things that influenced the DOT's selection of the WIB as a recipient of the planning/demonstration grant
- ✓ Rev. Farmer will have someone in her ministry email those on the WIB mailing list with encouragement to participate in the FBO trans initiative
- ✓ Mayor has a FB meeting on the last Wednesday of the month and only 10% of invitees show up; maybe Linda Winfield or Rev Evans can speak to this group about the transportation initiative
- ✓ Mayor also holds a Community meeting once a month; this may be another meeting to get on the agenda
- ✓ Rev Jones will go down the list and contact those he knows
- ✓ Possibly a second meeting to lay out and explore
  - 2 page summary of the grant
  - add what we have started to vision today
  - answers to: What are we looking for? How you can participate.

### ***Funding***

Money from the implementation grant will go to technology to facilitate the TMCC plan. WIB will look for other resources and has already started a file with some information on foundations and other sources of possible moneys.

Faith Based Office in the White House may help find monies if we can put together a plan.

Once we have some structure, we can go to Camden Banks and say: if we raise this much money will you match it?

### ***FBO umbrella/foundation serve as a broker between FBOs?***

- ✓ Most churches have an association that includes united churches, i.e. United Methodist, United Baptist
  - CCOP
  - Black Concerned Clergy
  - Hispanic Clergy
  - Mayor's Clergy meeting
  -
- ✓ Lay out foundation/association with different levels of participation – what is right for Camden
- ✓ First step: We need a community needs assessment; need to hear from the community as well as the FBOs – page 2 of the survey: what type and level of transportation is needed: medical, work, child care, education trips – bring FBOs together and see what they can provide; what is already in place, i.e. Medicaid, DOL trans dollars. Bench marking once assessment is complete.
- ✓ Municipalities can hold a sponsorship; municipality insurance can cover vans crossing municipality lines; gas at cost from municipality pumps; arrange this through the county; can replace some municipality transportation services
- ✓ Sponsor like Jiffy Lube: JL gets government break, FBOs get a negotiated price on maintenance. Major vehicle repairs, like transmission falling out: possibly negotiate major repairs at reduced rates with another sponsor who does auto repairs
- ✓ Back hauling can be used by any bus carrier – vehicle contracts going and contracts coming back so their is never a wasted trip; logistic opportunity; this is part of what the technology of a TMCC will offer
- ✓ FBO Collaborative for Community Transportation: we need to design
- ✓ Form an advisory board among the collaborative. Few more needed at this table: Rev. Hiram Garcia of the Hispanic Clergy Association and Rev Mannion

### ***Types of groups to approach for collaboration***

Anthony Lingo's Notes

Planned Transportation & Buy-In

1. Nonprofit
  - a. transportation system already functioning
  - b. Example: To and Fro
2. Associations/Groups
  - a. Concerned Black Clergy
  - b. CCOP
  - c. Hispanic Clergy Association
  - d. Other groups: county wide rfp for vehicles
3. Church Outreach: countywide rfp for vehicles
4. Foundation: FBO independent transportation, single focus
  - a. Perks

- i. Donations as a write off
    - ii. Umbrella insurance coverage
      1. independent insurance extension coverage (cheap)
    - iii. Quasi government blanket policy
    - iv. Corporate maintenance negotiations, i.e. Jiffy Lube
    - v. Qualified Drivers
  - b. Other possible perks
    - i. gas from municipality pumps at cost
    - ii. vehicle maintenance: cost of repairs; special repair rates
    - iii. driver training – job opportunities; job training feeder groups
    - iv. job re-entry programs for those recently released from prison
5. NJ State program: Ride Share
6. For Profit - ABC

3 things to go after - carrots:

1. Insurance; overseer agency, several not-for-profits already have trans systems, i.e. seniors
2. Associations already in existence: Black Clergy, Hispanic Clergy, CCOP – offer them something they can bite into, then you have something that is already there
3. County wide outreach to churches for vans – mom & pop churches with vans could – buy into an extension service that will give them affordable insurance then you have more vans

**Three Issues:**

1. insurance
  - a. There are questions concerning the need for added insurance if the FBOs use their vans. Resources: Short article on a community based, self insurance that has been forming over the last few years. One of their board members is from NJ and a friend of Steve Fittante. Requesting him to speak and answer questions at an FBO meeting is a possibility. Also a framework for determining what types of insurance are appropriate is included in the Easter Seals publication, *A Solutions Package for Volunteer Transportation Programs*, found on the Easter Seals website at [http://www.easterseals.com/site/PageServer?pagename=ntl\\_tsc\\_volunteer](http://www.easterseals.com/site/PageServer?pagename=ntl_tsc_volunteer).
  - b. Possible Resources:
    - i. Community self insurance
    - ii. Easter Seals program book on a senior trans network and person w/disabilities discusses what's involved in a risk assessment
    - iii. each org currently has insurance with restrictions which include hours of operation, geographic area/distance covered
  - c. insurance extension for an added focus to current insurance?
    - i. Many small business and nonprofits work on an insurance waiver; have regular insurance and add extension coverage based on quantity of people served at a given site
    - ii. Discount based on collaboration?

- d. NJ program Ride-Share: part of insurance paid for as long as you're taking so many people on a consistent basis
2. drivers
  - a. May not be enough qualified drivers; can partner with the One-Stop to develop a training program; residents not employed at this time and who have the skill to work as drivers
  - b. Driver trainings already available, can FBO possible drivers fill the empty seats at no cost to FBO or to SJTA and other transportation agencies who hold trainings for their own drivers
  - c. Being a feeder group for drivers; connecting training with experience as a stepping stone to a better job driving for agencies such as SJTA; possible opportunity for those who have done time and are eager for an opportunity
3. vehicles
  - a. obtaining vehicles:
    - i. Enterprise selling used rental van at 30K miles
      1. maintenance
    - ii. ABC vans/buses rental company uses their vehicles to 30K miles then sell them; has too many vans/buses just sitting in their lot; they could take tax/government credits for allowing FBOs to use/lease buses. Buses are expensive to maintain; renting makes more sense; partner or ask them to join as a sponsor. Tony Lingo can get information on who owns ABC. Need to research what benefits ABC will gain from a sponsorship; then go talk to them. A package is needed before contact is made.
      1. ABC has buses and vans on their lots not in use, FBO could buy a share of a van; ABC takes care of gas (?), insurance, maintenance as part of the cost of the share and FBO uses the van when they need it. If ABC gets credit on donations than apply the credits to the share rather than exchanging the money.
    - iii. School buses sit from 9 to 2.
    - iv. Most vans break down from old age. They sit most of the time

### ***Parking Lot Issues***

Black Clergy, when they were active, use to have town meetings. Had some who said they would employ people; some involved where ex-cons who said: what about us? With no opportunities we will have to go back to crime to survive. What they can make on the street is more than a living wage. But, there is a need for jobs for ex-cons that pay enough to live. Faith-Based Office of the White House have a conference coming up on serving this population. (Handout provided)

### ***Next Meeting***

Date for next meeting: Monday, October 22 at 11 AM and WIB will provide lunch

- ✓ Rev Garcia will receive a personal invitation from Rev Farmer
- ✓ Leona will issue a personal invitation to Rev Mannion

***ACTION ITEMS:***

1. Do a community needs assessment that will include (Donna):
  - a. Data on Camden City (US Census, NJ Dept of Ed)
  - b. Survey for FBOs to complete (vehicles, trip needs)
  - c. focus groups of members of congregations
2. Gather more information on insurance (Anthony Lingo)
3. Extend a personal invite the Oct 22<sup>nd</sup> meeting to Revs Mannion and Garcia (Leona, Rev. Farmer)
4. ABC package; benefits (Leona, Rev. Evans)
5. Beginnings of a Foundation concept paper (Robin)