

Camden County Workforce Investment Board

FBO FOUNDATION COLLABORATIVE

FOR

COMMUNITY TRANSPORTATION

CONCEPT PAPER

For the past two years, the Camden County WIB has been working closely with the faith-based community to develop a transportation project that would utilize the houses of worship's vehicles in support of community transportation. The initial goal was to increase access to transportation, particularly in the City of Camden, calling for establishing a single set of standards for vehicle age, usage, insurance, driver education, etc. that all FBOs would agree to. The CCWIB's proposal to the US Department of Transportation for a Travel Management Coordination Center (TMCC) highlighted and underscored the importance of exploring how to incorporate the faith-based community in the final design for the TMCC.

The Paradigm Shift

The visit from Yehuda Gross, ITS Transit Program Manager with the US Department of Transportation and head of this grant at the federal level, prompted a shift in the discussion around the Travel Management Coordination Center. Of particular note was his emphasis on the value that technology can play as an enabler, especially for the smaller transit providers. A model for a TMCC can be developed whereby all information such as number of vans, availability for trips by day/hours and type of services could be instantaneously processed and coordinated, regardless of the level of service that each organization is able to provide. This technology can be so seamless that it can appear invisible to anyone who is participating.

With this new understanding about the flexibility that technology could bring to our TMCC came the recognition that our paradigm for how we were approaching the FBO component of the TMCC could be greatly expanded.

The Collaborative Concept

Shortly thereafter, the CCWIB organized a brainstorming session with key leaders from the faith-based community and the City of Camden. A number of terrific ideas surfaced during that session—most importantly the concept of creating a FBO Foundation Collaborative for Community Transportation. This could provide the organizing framework for the many ideas being discussed. The value of a “FBO Foundation Collaborative” is enormous:

First, a non-profit entity is needed in order to receive corporate and foundation funding that could be used in support of the faith-based communities' participation in the Travel Management Coordination Center.

Second, companies that donate goods and services to a foundation receive a tax write-off, providing a clear incentive and making them more likely to help. Ideas such as donation of vehicles, lower cost maintenance, use of private, for-profit companies' vans and buses in off hours, and more were discussed.

Third, the concept of a "Foundation Collaborative" arose in recognition that there are already at least three faith-based foundations operating in Camden City, and therefore, it may not be necessary to create another foundation.

Fourth, an FBO Foundation Collaborative would become the institutional framework for which faith-based and community-based organizations could join. The Collaborative would also more clearly define the role of FBOs, underscoring the importance and value that the faith-based community brings to the TMCC. Through the Collaborative, there would also be established a clear process for how various houses of worship would participate, ensuring FBOs could become involved in ways that support their individual and collective mission.

Role of the FBO Foundation Collaborative

The following are beginning ideas for the role of the Collaborative.

- ◆ Function as the convener of the faith-based community's participation in the project, once operational.
- ◆ Establish a Board that is comprised of the foundations as well as the CCWIB and at least five other houses of worship who will actively participate in the TMCC.
- ◆ Function as the Fiscal Agent.
- ◆ Develop a mission statement and By-laws for the FBOs. Include in the By-laws the roles and standards for how the Fiscal Agent will function.
- ◆ Develop Memorandum of Understanding/Non-Financial Agreements among the three foundations on the process, reporting mechanism, etc. for carrying out the fiscal agent responsibilities.
- ◆ Establish clear processes that ensure full access and participation of the faith-based community in the TMCC county-wide.
- ◆ Determine and document levels of participation for each individual faith-based houses of worship through MOUs.

Note: In light of the flexibility that the technologies being explored will bring to this project and to the FBO Foundation Collaborative, it was discussed in our initial meeting that it was important that the various FBOs be given the opportunity to assess and determine what their individual levels of participation would be. And, therefore, it will be important to clearly lay out what those various levels might look

like, as well as identify what the implications are for the participation such as insurance, driver training requirements, etc.

- ♦ Provide written reports to the Collaborative's Board and the TMCC operating structure (not yet defined) on a monthly or quarterly basis as needed.

Brainstorming Ideas that might be enhanced by a FBO Foundation Collaborative

The following ideas surfaced during the initial meeting with the faith-based leadership. More ideas will likely surface and a process will be needed to explore each of the ideas in greater depth.

Varying Levels of Involvement: Participants can choose their level of involvement based on trip purpose, vehicle size, driver requirements and insurance. Organizations can participate at the level that would best fit their capabilities and constituents' needs.

Corporate Foundations: Identify foundations that would be willing to support the FBOs' participation in the TMCC for various reasons. This will require understanding what each foundation's mission and level of participation might be.

US Faith-Based Office: Connect with them to identify funding opportunities for supporting the FBOs' ongoing operations in the TMCC as well as other project areas.

Umbrella Insurance Coverage: The County and City have an insurance group that can provide discount coverage. Options include coverage for a limited geographic area, such as vehicle use only in Camden County or only in Camden City.

Corporate Maintenance program which would yield reduced maintenance costs through partnerships/sponsorships with companies such as Jiffy Lube.

Used Vehicle Donations: Establish and promote a program where corporations could donate their used vans (which meet certain standards) in exchange for a tax write-off.

Discounted Gas and Insurance Rates through Municipal, City and County Agreements: Joint purchase drives prices down, enabling cost savings. This can be accomplished through agreements such MOUs and a resolution with the City.

For-Profit Transportation Providers: Create a process where for-profit transportation providers could lease/offer at no charge their vehicles when not in use. (Need to explore the concept of reverse lease). The use of these vehicles could also be a tax write-off.

Leaseback Option: This is creating a partnership where the FBOs can lease their vehicles out to a transportation provider or other third party when the vehicles are not in

use. The concept is similar to a reverse mortgage, where an established vehicle operator leases the vehicle in return for service level based on an agreed upon value of the vehicle.

Driver Training: Many individuals in Camden City do not have a driver's license or a CDL. Develop a partnership with the Camden County One-Stop for driver training.

... ***And***, there are probably many more exciting and good ideas to be explored.

Next Steps

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