

# Public Transit-Human Services Transportation Coordination Plan Report

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Transportation coordination involves human service agencies, transportation providers, consumer groups, and public officials working together to develop and improve services for individuals needing transportation as a result of disability, age, income or choice. Transportation coordination provides more rides to more consumers through cooperation, communication and sharing resources. Coordination ensures transportation resources funded by local, state and federal programs are effective, efficient and well-managed.

Federal transit law, as amended by the FAST Act (2015) requires that projects seeking funding under Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities program) are:

- Included in a locally developed, coordinated public transit-human service transportation plan,
- Developed and approved through a process that includes representatives of public, private, and non-profit transportation and human services providers and with participation by members of the public.
- Plans must be updated every four years for ozone non-attainment and maintenance areas and every five years for attainment areas.
- **Plans are also required for counties to receive their 85.21 state funds.**

The goal of the coordinated planning process is to develop a four- or five-year plan that emphasizes strategies for specialized transportation that are broad and encompassing to accommodate action items.

- The plan should outline strategies and actions for enhancing the mobility of seniors and individuals with disabilities and be able to stand the test of time for the duration of the plan.
- Plans can be for either a single county or multi-county.

*In most counties, the Regional Planning Commission planners help facilitate and write these plans. Counties in non-attainment areas updated their plans in 2016 and the rest of the counties completed updates in 2018.*

Coordination plans must include:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit).
- An assessment of transportation needs for individuals with disabilities, seniors, and people with low incomes.
- Identification of strategies, activities and/or projects to address the identified gaps between current services and needs, as well as opportunities to improve efficiencies in service delivery.
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

(WisDOT website - <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pqms/transit/compliance/coord.aspx>)

The following pages are a compilation of common goals from 71 of the 72 county's coordination plans. Twelve themes were identified among all goals in these plans. While solutions and strategies to meet common goals differ by county and region and among urban, suburban and rural areas, grouping goals by category allows the creation of a picture of the overall needs across the state.

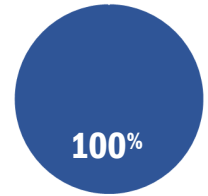
Below are the most common themes from 71 of 72 county plans. Only the most prevalent goals are represented in this document. *Dane County's updated plan was not available at the time this summary was compiled.*

## 1. Expand services – 100% of respondents

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Expanded hours, geography and purpose of trips.

- Evening and weekend hours
- Cross-county trips
- Access to major employment and medical destinations
- Expand transportation for employment

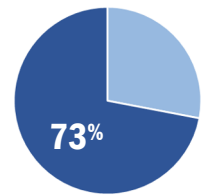


## 2. Promote Existing Services – 73% of respondents

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Ensure people know about existing services.

- Coordinated marketing between counties
- Reach consumers in rural areas
- Create marketing materials and/or marketing campaign
- Use social media for promotion
- Travel training

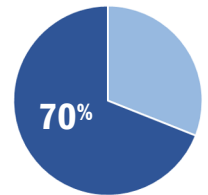


## 3. Increase funding – 70% of respondents

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Forty-nine counties identified the need for maintaining or increasing funding through state, federal and local sources.

- Increase funding for state 85.21 specialized and other state transportation funding
- Increase funding for federal 5310, 5311 and other transit funding
- Explore additional funding from private sources including healthcare facilities

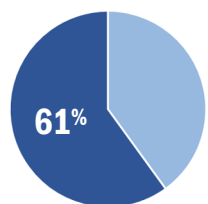


## 4. Driver Recruitment – 61% of respondents

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Recruiting both paid and unpaid drivers.

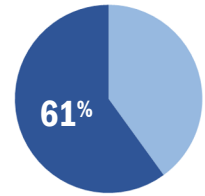
- Expand volunteer driver programs
- Create a regional pool of drivers – paid and volunteer



## 5. Vehicles – 61% of respondents

Replace or increase the number of vehicles was a goal of 43 counties.

- Replace deteriorating equipment
- Purchase wheelchair accessible vehicles
- Increase the number of vehicles in a region



WisDOT’s Transit Asset Management (TAM) October 2018 – 2022 plan illustrates the growing gap between funding available for vehicle replacement and need. On average, WisDOT can fund 73 vehicles per year, but as the fleet ages, more and more vehicles will need replacement each year.

Current funding requests from subrecipients to replace vehicles that are beyond useful life outweigh the grant opportunities WisDOT can award annually. To figure out what future funding requirements may be, WisDOT predicted replacement needs and average annual vehicle awards per vehicle type during the life of the current TAM Plan. (See chart below.) TAM targets are meant to be a basic indicator used in the overall TAM Plan to establish how many vehicles in each vehicle category are “allowed” to be over their useful life age without replacement.

### Vehicle Need & Shortfall Predictions

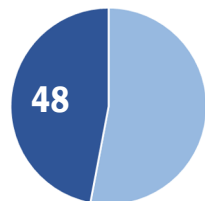
Vehicles Predicted to be Delivered 2019 – 2022	Number of Vehicles Predicted to be Needed to Maintain 2018 Targets 2019 - 2022	Predicted Shortfall of Vehicles 2019 - 2022
292	646	354

*Reference: Wisconsin Department of Transportation, Transit Asset Management Plan. October 2018 to 2022, Updated February 18, 2019.*

## 6. Maintain and Enhance Existing Resources – 48% of respondents

Efficient use of the resources that already exist.

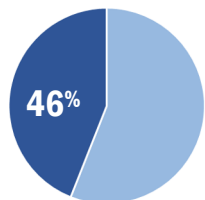
- Update vehicle inventory and schedules
- Share resources with other programs
- Work regionally, increase coordination
- Improve or implement technology
- Collect better data



## 7. Mobility Manager/Transportation Position – 46% of respondents

Maintain, expand or create a position dedicated to transportation.

- Increase funding for mobility management.

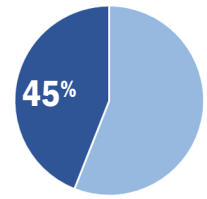


## 8. Advocate/Educate Local Officials – 45% of respondents

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Thirty-one counties identified the need to

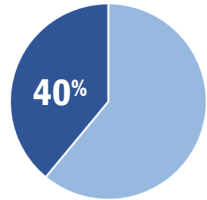
- educate decision makers on funding requirements and volunteer driver insurance barriers.
- advocate for transportation needs in their communities.



## 9. Support Regional Transportation Authorities – 40% of respondents

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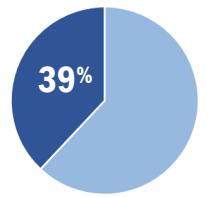
Twenty-eight county plans support a local funding mechanism like a regional transportation authority with dedicated funding for transit and/or specialized transportation.



## 10. Strengthen Transportation Committees – 39% of respondents

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Local transportation committees take many forms. Twenty-seven counties identified the need to create, strengthen or improve these committees.

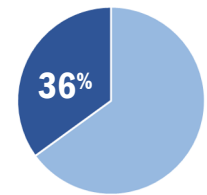


## 11. One-Call Center – 36% of respondents

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The need for centralizing transportation requests, scheduling and information in regions was identified.

- Funding for a scheduling center
- Regional call center for information and ride dispatching

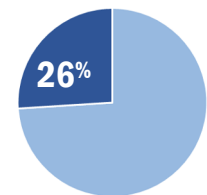


## 12. Needs Assessment – 26% of respondents

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One quarter of the state identified the goal to assess transportation in their area through,

- Transportation evaluations
- Gap analysis
- Community needs surveys
- Plans for public transit related to economic and community development
- Identifying needs for non-business hour transportation



This plan summary gives local and state decision makers a comprehensive look at the needs identified in transportation coordination plans across the state. These plans were developed with significant customer and stakeholder input, which makes them a valuable tool to evaluate what is needed across the state to improve and expand transportation systems for all.

Thank you to East Central WI RPC, West Central WI RPC, North Central WI RPC, Mississippi River RPC, Southeastern WI RPC, ADRC of Dodge County, Rock County Council on Aging for compiling data for their service area. Thank you to *WisDOT Transit Section staff* for providing the TAM information and graphic.

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