



Tale of Two States: Rural Transportation Coordination in Wisconsin & New York

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Presentation:

1. State-wide Coordination Planning in NY & WI: Blueprints for Local Action
2. Recent Coordination Achievements in Wisconsin: Case Studies
3. Recent Coordination Achievements New York: Case Studies
4. Transferable State-Local Coordination Strategies: Learning from New York and Wisconsin



Presentation Overview

- **Contrast Two State Coordination Models**
 - State interpretations of SAFETEA-LU mandate
 - Shared goals and objectives for local outcomes
 - Different institutional approach and funding resources
 - Focus on how each state uses available tools and strategies
- **Local Case Studies in Wisconsin and New York**
 - Organizational structures
 - Transit and Specialized services provided
 - Funding
 - State role in local program
- **Assess local outcomes**
 - Lessons for other states on implementing coordination
 - Lessons for local entities for partnering with state agencies



Federal Influence on State Coordination Policies

- **FTA / DHHS Interest in Transportation Coordination**
 - Efforts to encourage efficiency and coordination among funded transportation programs dates back to the 1970s
 - Evolution of Federal policy from advocate to “fiscal federalism”
- **SAFETEA-LU** (Federal Transportation Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users)
 - Requires coordination plan to receive FTA funds
 - Elder and Disability Transportation (FTA Section 5310)
 - Job Access Reverse Commute (FTA Section 5316)
 - New Freedom (FTA Section 5317)
- **State Coordination Planning**
 - Nearly every state has a written plan
 - Mixed results to date - some more successful than others
 - State roles vary in efforts to support and achieve coordination
 - Active vs. passive stakeholder involvement in local programs



Rural Transportation Coordination: Increased Emphasis on Implementation

Convergence of factors causing increased demand for transportation, especially in rural areas:

- SAFETEA-LU Reauthorization is pending
 - Likely to require further coordination measures
- Economic Forecasts
 - Conditions are improving but still lots of people and areas left behind
- Health Care Reform
 - More people will be able to participate in Medicaid
 - Transportation needs of these individuals not well known
- Changing health care delivery models
 - More community-based service delivery
- Demographics
 - Aging “Tsunami”



Statewide Coordination Planning: Blueprint for Local Action

- **Coordination Plan Requirements**
 - Background, authority and purpose
 - Staff and oversight
- **State Funding Programs**
 - Resources
 - Fund and match services and programs
- **Partnerships and Organizational Models**
 - State, regional and local
- **Integration of Rural Transit & Medicaid (NEMT) Service Delivery**
 - Recent experience and success



Rural Transportation Coordination The Wisconsin Experience



Wisconsin Overview



- 52 out of 72 counties in Wisconsin are rural.
- Counties are the primary entities responsible for service delivery in Wisconsin.
- Counties decide program delivery of state funded transportation programs.

Wisconsin Public Transit

- 45 Shared Ride Taxi (SRT) programs
- 26 Municipal/County bus systems
- 2 Reservation-wide systems
- 9 County-wide systems
- 3 Multi-County systems
- 2 publicly funded Intercity services
- 8 Shuttle/Commuter services

2010 WISCONSIN PUBLIC TRANSIT SYSTEMS





Wisconsin Coordination Infrastructure

Interagency Council on Transportation Coordination (ICTC)

- Appointed by the Governor
- Organized in October 2005
- Includes state departments and agencies that fund or manage transportation services
- Staff support provided by WisDOT
- HST Coordination Program Manager hired in 2005



ICTC Initiatives

- Stakeholder Advisory Group
- 2007 Conference on Coordination
- OCI Insurance Company Survey
- UWR Implementation Grant
- Governor's Report on Coordination
- UWR Mobility Management Grant
- Focus on multi-agency activities and participation



WisDOT Initiatives

- **Developed Training and Resources to Support Coordination**
 - Led Coordination Planning Processes
 - Developed Coordination Plan Toolkits and Training Curriculum for Coordination Planning
 - Developed Mobility Management Training Programs
- **Linked Coordination Planning to State and Federal Funding Programs**
 - Award of grant funds tied to coordination planning for federally mandated grant programs
 - 5317 funding support fund mobility managers
 - RTAP funds support mobility management training

Federal Transit Funds

- 5310 Elderly and Disabled Transportation Program
- 5311 Rural Transit Assistance
- 5316 Job Access and Reverse Commute
 - In Wisconsin combined with Workforce Development Funds to create Wisconsin Employment Transportation Assistance Program (WETAP)
 - Used to reduce local match requirements (Funds projects at 75%)
- 5317 New Freedom

Programs Unique to Wisconsin

- Supplemental Transportation Rural (public) Assistance Program (STRAP)
 - Federal pilot for 4 yrs.;
 - Planning and operating grants at 80% of deficit
- 85.20:
 - State assistance to urban mass transit
- 85.21:
 - State assistance for elderly and persons with disabilities based on counties population
- 85.22:
 - Supplement to 5310

**Combined Funding for Rural
Transit = \$81M**



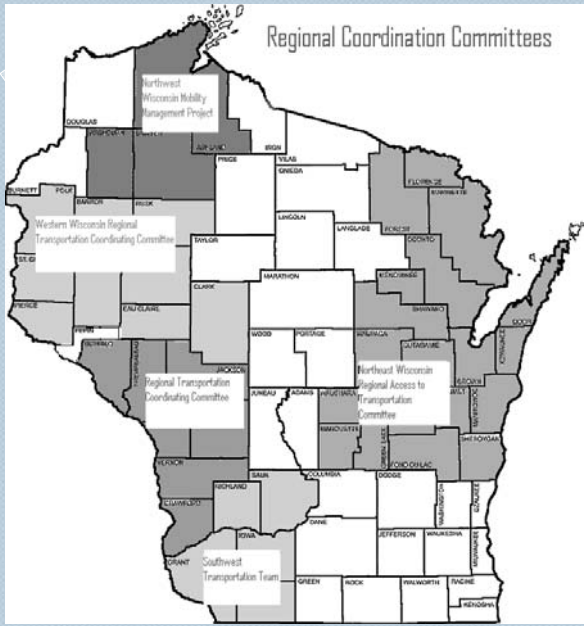
Linking Funding Programs to Coordination Efforts

- Encourage and Support Local Coordination Planning
- Strengthened link between state funds to coordination plans
- Re-write of Trans rules will have clear ties to grant funds
- Recognize ongoing need for education about coordination planning
 - Ongoing updating and revisions to coordination plan curriculum



Statewide Results

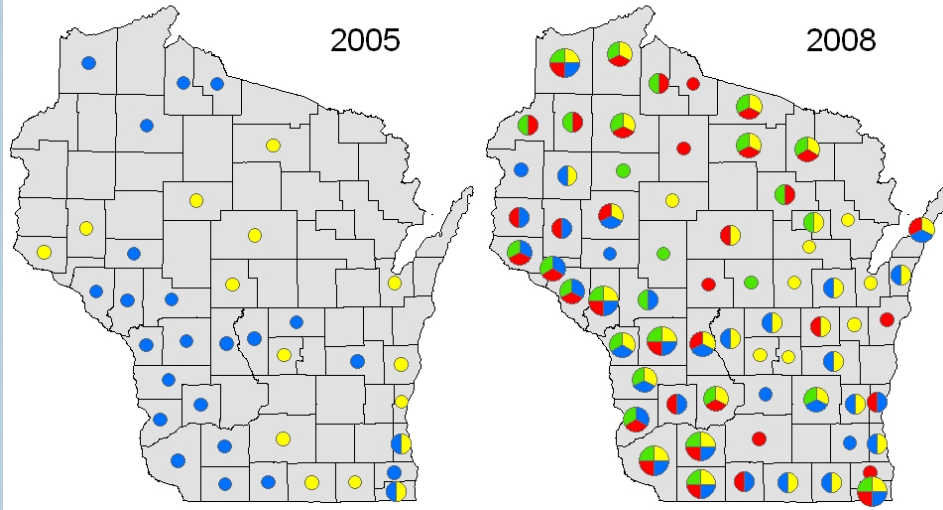
- 7 new 531 public transit systems started
- 7 transit service expansion projects
- 2 commuter services under discussion
- 3 counties initiated new rural services
- New Intercity bus program funded in 2009-2011
 - \$1.2 million in Governor's budget proposal



Statewide Results:

Regional Coordination Committees

Increase in Specialized Transit Participation, 2005-08



- 5310*
- WETAP/TEAM
- New Freedom
- STRAP

* Represents NEW capital projects in grant cycles 05/06 and 07/08.

Wisconsin Department of Transportation
Bureau of Transit, Local Roads, Railroads & Harbors

Statewide Results: Counties with Mobility Managers

- Mobility managers are locally designated.
- Three major functions:
 1. Connect transportation to available resources;
 2. Improve access and expand coverage;
 3. Identify transit needs
 4. Advocate for additional resources to remedy critical needs



Case Studies: Door County



- Needs assessments in 1998 & 2005 showed transportation as #1 need in Door County.
- Seized opportunities for training, mentoring, and education.
- 2008: New Freedom grant funds a full-time mobility manager
- 2008-2010 Accomplishments:
 - ½ price travel vouchers
 - 5311 application
 - WETAP grant app & first ever employment van implemented

Door-Tran is a creative community network dedicated to connecting people to transportation services that are affordable, available and accessible.

Case Studies: Portage County

Mobility Manager:

- Viewed as “expert” to direct planning and transportation initiatives
- Expanded Veterans transportation service and funding
- Increased coordination with county volunteer driver programs, now manages it;
- Responsible for coordination of all NEMT rides



“Keys to Success: patience, promotion of even small successes; talk to everyone, ask questions, explore any and all options, be creative, make yourself known, know when you can rock the boat...then do it, stay current on area events, activities, and legislation, participant in as much training and webinars as possible as applicable.”



Next Steps for Wisconsin

- Applied for and received United We Ride Grant
- Examine potential to coordinate NEMT, Public and Human Services Transportation
- Two-pronged approach:
 - Feasibility study to determine if pilots are realistic
 - Pilot implementation – target four counties and one multi-county region
- Medicaid implementing Transportation Manager program
 - Added to Governor's budget after Grant application submitted
 - Attempting to secure commitment for Transportation Manager to work with WisDOT on pilot program
- Implementation on hold until Transportation Manager is selected and contracted implemented by 4/1/11

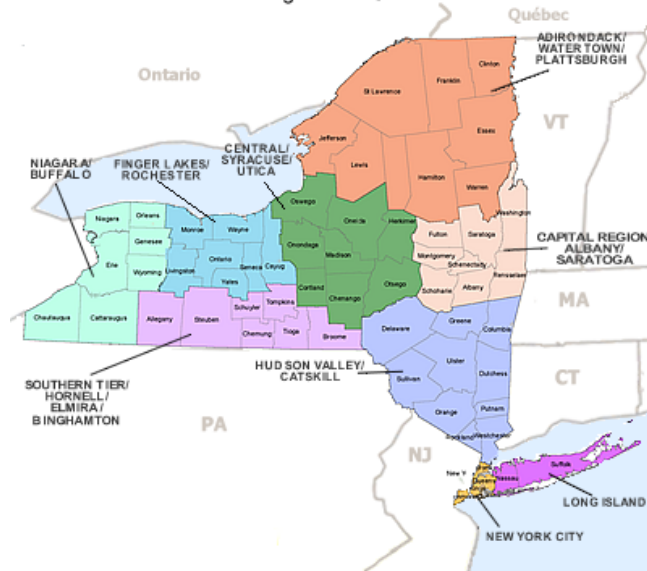


Rural Transportation Coordination The New York Experience



New York Rural Transit Systems

511 Region and Counties



State-wide Coordination Planning: The New York Experience

Official State Strategy

- County-based plans in the rural areas
- Fulfill FTA mandate for coordination
- Sustain current S. 5310, 5316 & 5317 grantees

Negative Past Experience

- “RTCAP” started well...
- Managerial responsibility shifted from local government to service contractors
- Led to client dumping onto local transit systems

NYSDOT Staff Interpretation / Objectives

- Rational cost sharing (NEMT/Public Transit MOU)
- Transparency among participants and contracts
- Move from “transit-centric” thinking to Mobility Management
- Support an ongoing coordination effort – i.e., “a living process”

Statewide Results

Objective: Rational cost-sharing

- Otsego County
- Steuben County
- City of Olean

Objective: Transparency among participants and contract

- Essex County
- Lewis County
- Delaware County

Objective: Move from “transit-centric” thinking to Mobility Management

- Allegany County
- Ontario County
- Schuyler County
- Ontario County

Lessons Learned

What is working in Wisconsin and New York?

- Statewide Implementation Plan directives
- Statewide and Regional Coordinating Councils
- State-level interagency agreements
- Open client-based transportation routes to the general public.
- DOT staff involvement
 - State government as an entrepreneur
 - Establish partnerships
 - Define business plan first
 - Find way to fund it second



Lessons Learned

What are the challenges ahead?

Wisconsin

Dept. of Health Services
(Medicaid) not inclined
toward coordination:

New York

Rapid success with local
projects puts stress on local
institutional relationships:

- Are we overly dependent on individuals over process?
- How do we help with shifting roles and responsibilities

Thank you for listening!

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