



Draft 2019-2023 Dane County
**Coordinated Public Transit – Human Services
Transportation Plan**

Coordinated Plan Timeline:



July 2018- First coordination meeting

October 2018 – FY 2019 5310 awards announced

January 2019 – STC Presentation on needs, strategies, and implementation priorities.

March 2019- Presentation on needs, strategies, and implementation priorities to MPO Citizen Advisory Committee

May 2019 –Release draft plan and presentation to the MPO Policy Board

June 4th 2019- Second coordination meeting

June 12th 2019 – MPO Citizen Advisory Committee Endorses Draft Plan

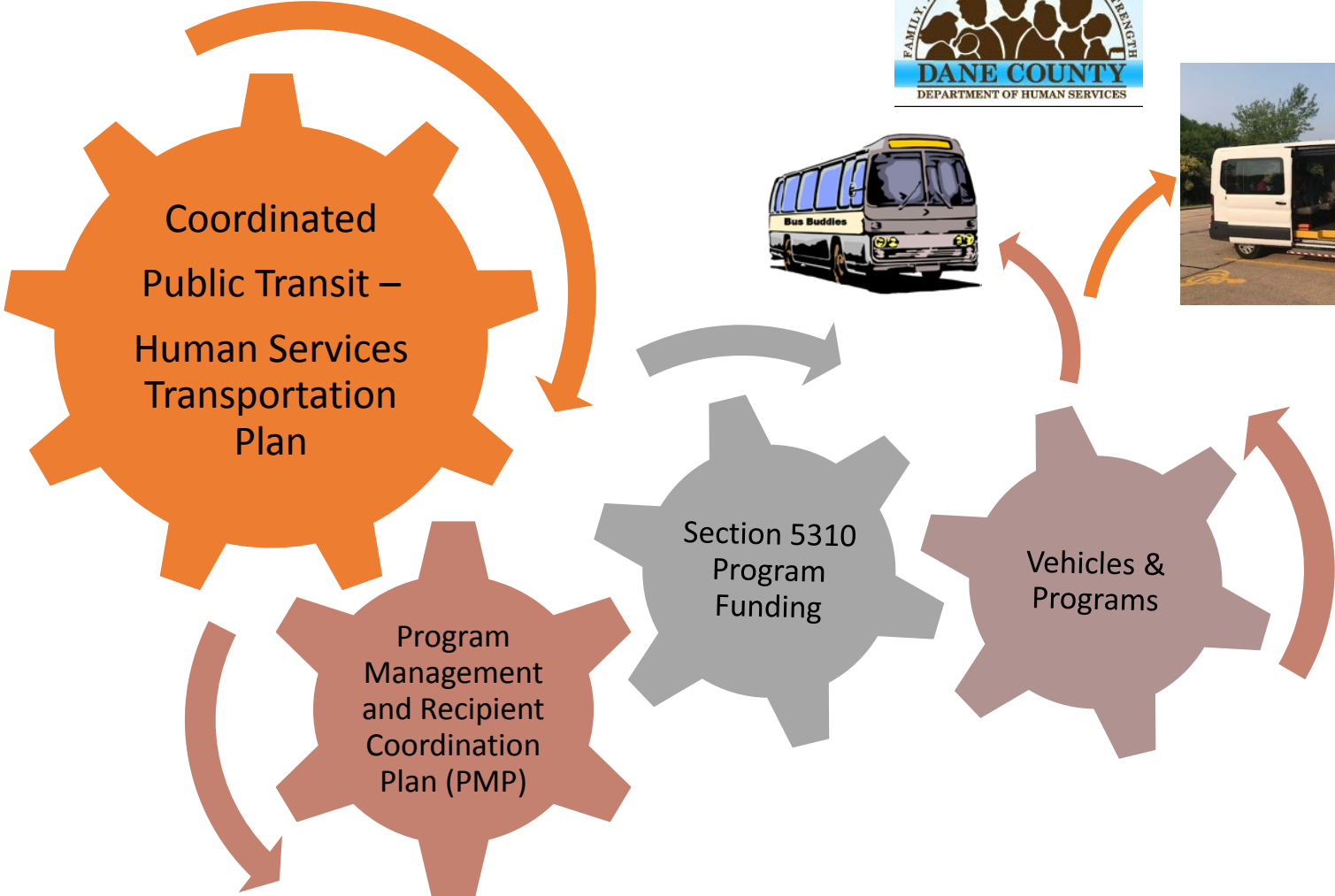
June 14th 2019- Comments on Draft Plan due

June 19th 2019- Adoption of Final Plan by MPO Policy board

June 20th 2019- Adoption of Final Plan by Dane County STC

June 21st 2019- FY 2020 Section 5310 application released

From Coordinated Plan to Implementation



June 4, 2019 Coordination Meeting

- Review of Draft 2019-2023 Coordinated Public Transit- Human Services Transportation Plan for Dane County
 - Review of plan requirements
 - Review of specialized transportation gaps and needs
 - Review of strategies and projects to address unmet needs
- Overview of Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Funding Program
 - Review of eligible projects and program requirements
 - Application schedule
 - Review of proposed 5310 project scoring criteria revisions
- Discussion and Coordination Updates from Public Transit, Human Services Providers, and Other Stakeholders
 - Opportunity for all meeting participants to share successes, challenges, and concerns

Chapter 4

Financial Needs

Coordination, Education and Outreach Needs

Service Needs

Vehicle Needs

Infrastructure Needs

Technology Needs

Assessment of Transportation Gaps and Needs

Through coordination with Dane County Human Services, Madison Metro, and area human services and transportation providers, the following list of transportation gaps and needs was compiled. Many of the identified gaps and needs have carried over from the previous coordinated plans; however, stakeholders also identified new and emerging needs. The gaps that were identified have been broadly classified into six categories: financial; coordination, education and outreach; service; vehicles; infrastructure; and technology.

Financial Needs

Funding

The lack of funding for transportation needs expansion is a significant barrier to transportation with at least one state level regional transit.

Madison Metro is at capacity, which limits any expansion of Metro service. Metro has not received transportation investment generating economic recovery (TIGER) federal funding during the past three application periods in effort to secure funding for a satellite bus facility to provide the capacity necessary to expand service; however Metro has not received an award from any of the grant cycles.

Affordability for Users

Providing fare assistance for people to use existing public transit, specialized transit, taxi, or other services is often the most cost-effective way to provide transportation for low-income people. Fares for taxi services – even publicly subsidized shared-ride services – can be particularly difficult for low-income people to afford. Additionally, providing conditionally eligible paratransit riders with a free transit pass to encourage fixed-route use has shown potential to achieve substantial cost savings for Metro Transit and increased mobility for the individual.

The costs of vehicle ownership, transit fares, or other transportation costs may limit access to jobs, medical care, and other services for low-income individuals. There is a need for financial assistance to low-income people to purchase or repair vehicles for employment transportation in areas or situations where public transit service, specialized transportation, and ride sharing are not practical – primarily in rural areas. Driver's license fees, insurance, and vehicle registration have also been identified as barriers for low-income people to access transportation.

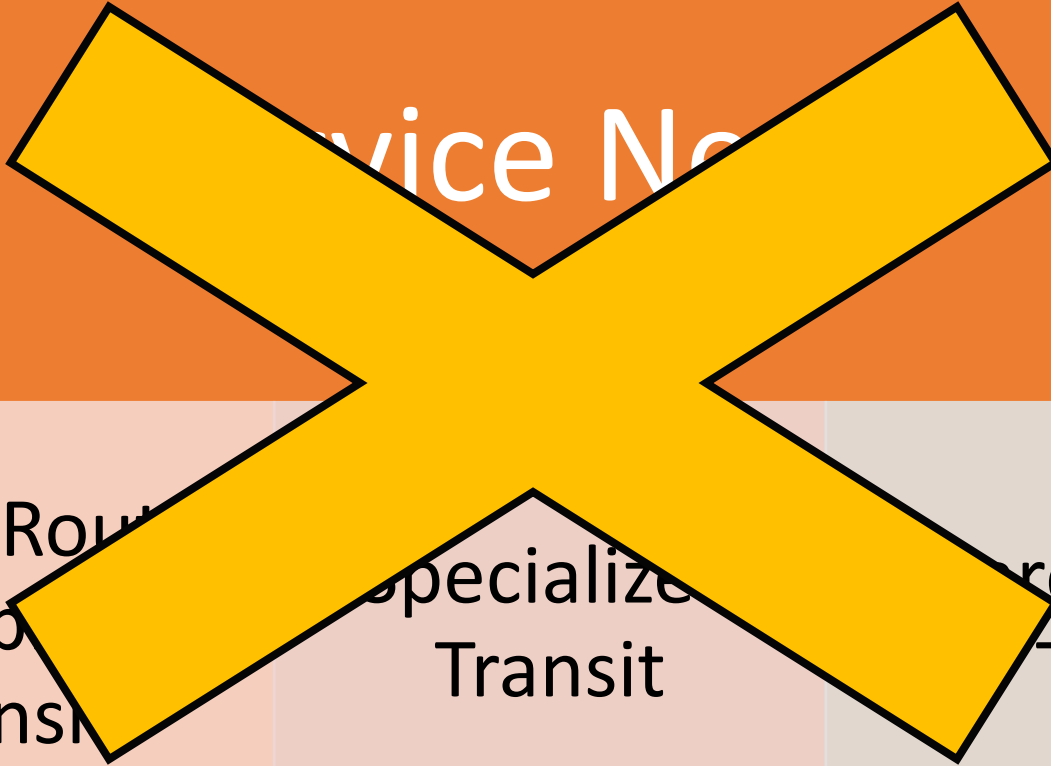
**Revised
Based on Public Comments**

Service No

Fixed-Route
Public
Transit

Specialized
Transit

Shared-Ride
Taxi



Service Needs-Revised

Coverage Area

Service Hours

Travel Times

Reliability

Scheduling

Other Service Needs

Strategies to Address Needs

Priority Strategies to Address Needs

The following strategies address transportation and are carried over from previous plans.

Table 1

Funding for Service Providers

Affordability for Users	individuals, and conditionally eligible paratransit riders
	Continue to support employee transportation assistance programs
	Continue to provide financial assistance for low-income individuals to purchase or repair a vehicle for employment transportation

Strategies to Address Coordination, Education, and Outreach Needs

Mobility Management	Continue to support the Dane County One-Call Center
	Continue to support Metro Paratransit in-person assessments
Rider Education	Continue to support travel and mobility training programs
Outreach	Improve information on available resources
	Convene regular meetings to discuss coordination needs
	Seek greater stakeholder involvement in the coordination process, particularly from education and healthcare providers

Strategies to Address Service Needs

Fixed-Route Public Transit	Expand public transit service area, hours, and frequency
	New regional fixed-route bus service
	Develop Bus Rapid Transit (BRT) service
Specialized Transit	Additional scheduled group transportation service
	Continue and increase transportation to work options
	Continue to provide mileage reimbursement for RSVP drivers
Shared-Ride Taxi	Expand and increase shared-ride taxi services

Strategies for Addressing Vehicle Needs

Vehicles	Replace vehicles as necessary
	Add vehicles for eligible non-profits and shared-ride taxi systems
	Investigate feasibility of creating a vehicle pool to allow a greater availability of affordable, accessible vehicles for non-profit organizations and agencies

Continued on next page

**Revised
Based on Public Comments**

Chapter 5

Priority Strategies to Address Needs

General Funding Priorities

Potential Sources of Funding

Strategies to Address Financial Needs	
Funding for Service Providers	Pursue additional funding strategies to support increased service needs
	Establish a regional transit authority with a dedicated funding source
Affordability for Users	Continue to provide financial assistance for low-income families, veterans, homeless individuals, and conditionally eligible transportation paratransit riders
	Continue to support employee transportation assistance programs
	Continue to provide financial assistance for low-income individuals to purchase or repair a vehicle for employment transportation
Strategies to Address Coordination, Education, and Outreach Needs	
Mobility Management	Continue to support Dane County One-Call Center
	Continue to support Metro Paratransit in-person assessments
Rider Education	Continue to support rider education programs
Outreach	Improve in-person outreach
	Convene regular meetings to discuss coordination needs
	Seek greater stakeholder involvement in the coordination process, particularly from education and healthcare providers

Strategies to Address Service Needs	
Fixed-Route Public Transit	Expanded public transit service area, hours, and frequency
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	Continue to provide mileage reimbursement for RSVP drivers
Shared-Ride Taxi	Expanded and new shared-ride taxi service
Strategies for Addressing Vehicle Needs	
Vehicles	Replace vehicles as necessary
	Add additional vehicles for eligible non-profits and shared-ride taxi systems
	Investigate feasibility of creating a vehicle pool to allow a greater availability of affordable, accessible vehicles for non-profit organizations and agencies
Strategies to Address Infrastructure Needs	
Facilities	Improve amenities at bus stops, including concrete waiting platforms, shelters, benches, and audible signals where needed
	Improve pedestrian access to bus stops
	Complete Metro Transit Bus Stop Amenities Study
Facilities	Add a satellite bus storage facility
Strategies to Address Technology Needs	
Technology	Develop real-time information for specialized transportation services
	Maintain or add software and applications to assist with scheduling and routing

Add: "Investigate feasibility of creating county-wide driver training opportunities"

Draft 2019-2023 Dane County

Coordinated Public Transit – Human Services Transportation Plan



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Application process for 2020 funding through the **Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities Program**





Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310 Grant Funding

Eligible Sponsor Types:

- Private Non-Profit
- Local Public Body
- Private Operator for Public Body
- Shared-Ride Private Taxi Provider





Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310 Grant Funding

Traditional (80%/20%):

- Vehicle Capital
- Non-Vehicle Capital
 - Wheelchair lifts
 - Ramps
 - Securement devices
- Information Technology
 - Scheduling
 - Routing
 - One-call
- Contracted Transportation Services
- Mobility Management

Non-Traditional (50%/50%):

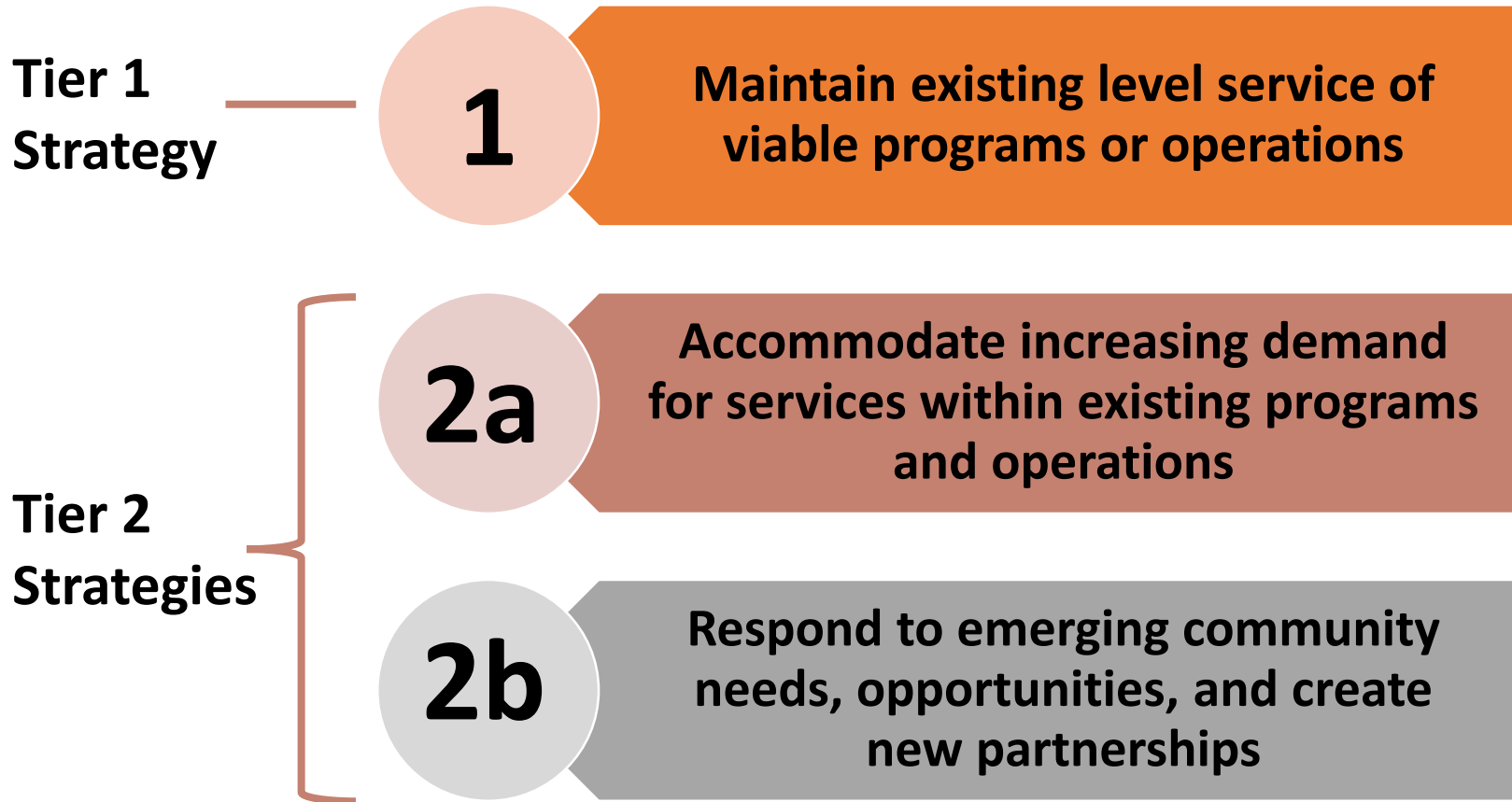
- Vehicle Capital
 - Accessible taxis
 - Ride sharing
 - Vanpooling
- Accessible Infrastructure
 - Paths to bus stops
 - Pedestrian signals
 - Signage/Wayfinding
- Incremental Costs
 - Same-day service
 - Door-to-door service
- Mobility Management



Past 5310-Funded Projects

- Coordination
 - Metro Paratransit/Mobility Coordinator
 - Dane County One-Call Center
- Training and Education
 - Dane County Mobility Training
 - Bus Buddy Program
 - Transportation Independence Project (two phases)
- Improved Amenities
 - Accessible Bus Stop and Path of Travel Supports
- Vehicles
 - Community Living Connections accessible vehicle
 - Madison Area Rehabilitation Centers accessible vehicles
 - City of Stoughton accessible minivans for shared-ride taxi service
 - City of Sun Prairie accessible minivans for shared-ride taxi service
 - Colonial Club accessible vehicle
 - Options in Community Living accessible vehicle

Prioritized Implementation Strategies to Address Needs:



Section 5310 Application Scoring Criteria

1

Demonstration of Need and Project Benefits: 40 points

2

Promotes the Development of a Coordinated Network: 30 points

3

**Financial and Management Capacity:
30 points**

Section 5310 Application Scoring Criteria		Maximum Points
1. Demonstration of Need and Project Benefits		40
The application describes how the existing project or the proposed project will be effective at meeting the transportation needs of seniors and people with disabilities and what happens if the funding is not awarded.		10
Project Type	<ul style="list-style-type: none"> • Replacement <u>or Service Level Maintenance</u> Vehicle- Explains why current fleet cannot meet current needs (10 Points) • Expansion Vehicle- Describes planned service expansion and how the need for the expanded service is met (8 Points) • Mobility Management- Describes how the project addresses the transportation needs of seniors and people with disabilities through specific services and activities (8 Points) • Non-Traditional Project- Describes how the project addresses the transportation needs of seniors and people with disabilities through activities the project will provide (8 Points) 	10
Supported by the Coordinated Plan- The project overcomes a barrier to transportation and/or meets an unmet need. <ul style="list-style-type: none"> • Identified as a Tier 1 Strategy Project (10 Points) • Identified as a Tier 2 Strategy Project (6 Points) • Not identified as a strategy, but addresses a need (3 Points) 		10
The project serves a reasonable number of individuals or trips given the project budget. <ul style="list-style-type: none"> • Should include total number of people served, and percentage of seniors or individuals with a disability served 		10

**Revised
Based on Public Comments**

Section 5310 Application Scoring Criteria		Maximum Points
1. Demonstration of Need and Project Benefits		40
The application describes how the existing project or the proposed project will be effective at meeting the transportation needs of seniors and people with disabilities and what happens if the funding is not awarded.		10
Project Type	<ul style="list-style-type: none"> Replacement or Service Level Maintenance Vehicle- Explains why current fleet cannot meet current needs (10 Points) Expansion Vehicle- Describes the planned service expansion and how the need for the expanded service was determined (8 Points) Mobility Management (Traditional)-Describes how project will help meet the transportation needs of seniors and individuals with disabilities, and identifies specific services and activities the project will provide (10 Points) Non-Traditional Projects- Describes how project will help meet transportation needs of seniors and individuals with disabilities. Identifies specific services and activities the project will provide (8 Points) 	10
	<p>Supported by the Coordinated Plan- The project overcomes a barrier and/or meets an unmet need.</p> <ul style="list-style-type: none"> Identified as a Tier 1 Strategy Project (10 Points) Identified as a Tier 2 Strategy Project (6 Points) Not identified as a strategy, but addresses a need (3 Points) 	
	<p>The project serves a reasonable number of individuals or trips give</p> <ul style="list-style-type: none"> Should include total number of people served, and percentage with a disability served 	



Section 5310 Application Scoring Criteria	Maximum Points
2. Promotes the Development of a Coordinated Network	30
<p>The application identifies other transportation services available and how the project complements rather than duplicates them.</p> <ul style="list-style-type: none"> • Could include (but not limited to) increased hours of operation, reduction of coverage gaps, increased access to medical/employment/recreation trips 	15
<p>The application identifies steps that will be taken to ensure a coordinated effort with other local agencies (including human services agencies, meal and shopping sites, employers etc.), and how the service will be marketed.</p>	10
<p>The application describes who is eligible to ride/participate in proposed service.</p> <ul style="list-style-type: none"> • Public- Project/service is open to all eligible seniors or individuals with disabilities (5 Points) • Private- Project/service is limited to a select client base (2 points) 	5

Section 5310 Application Scoring Criteria	Maximum Points
3. Financial and Management Capacity	30
The project has a reasonable level of administrative costs	10
The application identifies local match sources that are backed up by budgets, support letters, and other documentation.	10
The project sponsor has the capacity to meet the project management, reporting, and project delivery functions of the Section 5310 program.	10

Timeline

- Application released:
June 21, 2019
- Applications due:
by 11:59 PM, August 4, 2019
- Preliminary awards determined:
September 4, 2019
- Preliminary awards announced:
September 5, 2019
- Awards finalized:
October 2, 2019
- Grant Cycle Begins:
January 1, 2020
- Grant Cycle Ends:
December 31, 2020



Supplemental Timeline & Resources

- Application released:
June 21, 2019
- **Optional Draft Application Review:**
Submit by 8:00 AM Monday, July 15
- **Optional Application Questions:**
Submit by 8:00 AM Monday, July 22
- Applications due:
by 11:59 PM, August 4, 2019

FTA Circular: Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance and Application Instructions:

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>



Madison Area Rehabilitation Centers (MARC),
Responsive Employment Services van

