

New Coordination Plan for Sauk County



Sauk County Coordination Plan Meeting
Baraboo
June 30, 2010

Overview of today...

- WisDOT review of 2010 plan suggestions
- WisDOT review of state/federal transit funding
- Assessment Process:
 - Overview of county demographics and current transit resources
 - ID needs and gaps
- Plan Development:
 - **Group ID of broad goals** (based on assessment)
 - **Individual's write activities to remedy the needs/gaps and meet the goal on stickies**
 - **Activities are grouped under goal on flip chart page**
 - **3-4 people review for duplicates**
 - **Prioritize goals/strategies**
 - **Complete Plan Worksheet**



Myth vs. Fact

Myth

- All counties need to have an individual county coordination plan
- All counties are required to do new plans in 2010.
- WisDOT approves all plans.
- Each plan must have an “owner”.
- Grant projects need to be specifically mentioned in the plan, e.g. “Apply for 5310 or New Freedom.”

Fact

- No. A multi-county plan can be designed so it covers individual county projects too.
- No.
- **Nobody** is required to approve plans.
- There is no owner of the plan.
- No. Grant projects must be derived from a prioritized goal (strategy) in an appropriate coordination plan.



FTA Guidance

- Projects competitively selected for funding shall be derived from a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:
- An assessment of available services that identifies current transportation providers (public, private, and non-profit);
- An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- 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; and
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.



Coordination Plans...WisDOT's Role

In WisDOT's application for federal funding, FTA requires WisDOT to certify:

- grant projects are derived from a prioritized goal in a coordination plan

AND

- the coordination plan was developed through a process that included a broad base of stakeholders



Coordination Plan: Assessment

Requirements:

- Identify provider resources;
- Identify transit needs;
- Describe the transit gaps in resources and needs;



Assessment: Resources

Existing Provider Inventory - who is already providing transportation services?

- Route
- Hours
- Number and kind of vehicles (accessible?)
- Who will they transport?
- How are they funded?
- Are riders satisfied with their service?
- Turndowns?



Assessment: Gap Identification

- Gaps define what is missing between the resources that exist and what resources are needed
- Grant projects remedy gaps through prioritized goals and activities



Goals vs. Strategies

Goal (new term):

- Answers “**what**”
- Broad goals can be current for the 5-year plan period

Strategy:

- Answers “**how**”
- Confusing concept
- Synonymous to activities

WisDOT certifies the *grant project* is *derived* from a prioritized strategy/*goal* in the coordination plan



Coordination Plan Goals

- Individual and/or multi-county goals can be one or all of the list
- Most projects will fit into broad based goals

AND

- Broad goals facilitate coordination plans remaining current for 5 years



Are coordination plan goals meaningful....

...if all coordination plans contain similar or identical broad goals?

YES



Broad Goals (aka FTA strategies)

Examples:

- Increase transportation options for the transportation disadvantaged.
- Develop and improve access to information about transportation services.
- Improve transportation service delivery and increase/improve service productivity.
- Maximize efficiency and productivity of transportation services through the use of technology.
- Develop/expand/continue transportation services.
- Increase purchasing power through contracting and consolidation of purchasing with other entities.



More Examples of Broad Plan Goals

(from participants at 3/23 training)

- Enhance coordination between transportation providers
- Expand services to adjoining counties
- Develop/expand marketing of transportation services
- Analyze new technologies for on-demand transportation services
- Increase consumer awareness of available transportation services
- Increase customer “rider” satisfaction



Coordination Plan: Activities

- Coordination plan activities describe “how” the plan goal will be accomplished or achieved
- Grant projects are defined in the Activities (how) of the coordination plan
- Grant projects address and remedy needs and gaps through the activities described
- Plan activities will be specific to geographic area of coordination plan



Coordination Plan Goals & Activities



Multi-County Plan

Red County

- Expand volunteer program
- Joint purchase of fuel

Increase purchasing power through tri-county MOU

Gold County

- Joint purchase of fuel
- Develop one-stop call center
- Develop a travel training program

Increase purchasing power through tri-county MOU

Tan County

- Design a county website
- Develop a travel training program
- Joint purchase of fuel

Increase purchasing power through tri-county MOU

Multi-county plan



Checklist for Coordination Plans That Will Cover 2011 and 2012 Grant Proposals

- Broad range of stakeholders invited to coordination plan meeting?
- Narrative description of assessment process and how plan was developed?
- Grant projects address gaps and needs?
- Grant projects derived from prioritized goals in the plan?



Thank You!

