



Appendix D

Organizational Plans supporting the coordination of special needs transportation

To coordinate at the service level, coordination must also occur at the planning level. Coordinated planning is a way to forge a common vision, avoid working at cross purposes, and align work programs toward common goals. Therefore, in the planning process, the regional workgroup examined existing plans.

Federal agency plans give directives to state and local plans. A number require coordination locally as a prerequisite for receiving funds or as a means of deciding how funds are distributed, such as SAFETEA-LU. The Federal Interagency Coordinating Council on Access and Mobility oversees compliance with the *Executive Order on Coordinating Human Services Transportation*.

The Washington State Priorities of Government articulates what the state has determined to be its core government functions. Allocation of state resources is prioritized in order to carry out these core government functions. Many of the state priorities are related to the work of coordinating special needs transportation, such as “Improve Social Services for Washington’s Vulnerable Children and Adults,” “Improve the Economic Vitality of Businesses and Individuals,” “Improve Statewide Mobility of People, Goods, Information and Energy,” and “Improve the Efficiency of Government Function Throughout the State.”

State agency plans set goals, objectives and strategies for carrying out core government functions. Plans also include strategies to assure that requirements of federal funding sources are met. State agency plans give direction to the local and regional agencies that are responsible for service delivery at the local level. The State Department of Social and Health Services, the Washington State Department of Transportation, and the Office of the Superintendent of Public Instruction all develop statewide plans to further their mission.

Regional plans address cross-jurisdictional issues and facilitate connectivity for a particular type of service, such as transportation or education. Regional bodies involve local agencies from multiple jurisdictions as regional plans are developed. Regional plans give direction to local plans, but also, local plans feed into regional plans. The Puget Sound Regional Council’s “Vision 20/20” and Sound Transit’s “Sound Move” are essential regional plans for the region.

Local agency plans must comply with federal and state requirements and also meet local needs. More and more, funding is dependent on coordination at the planning and implementation stages of transportation activities. In addition to the local coordinated transportation coalition plans, other supporting local plans include county and city comprehensive plans, capital facilities plans, transportation and transit plans, social service plans, and school district plans.

The following table lists excerpts from various federal, state, regional, and local plans that support special needs transportation coordination.

Statements Supporting Special Needs Transportation

Organization and Plan	Supporting Statements
Federal Plans	
<p>United States Environmental Protection Agency</p> <p><i>Characteristics and Performance of Regional Transportation Systems</i></p> <p>January 2004</p>	<p>The STN population is not addressed specifically. A smart growth transportation system is described as one with:</p> <ul style="list-style-type: none"> • Multiple route choices between points • Short blocks and frequent opportunities to cross streets • A variety of street types that provide both access and mobility • Sidewalks and bicycle facilities that provide direct, safe travel routes • Highways linking towns, but not bisecting them or bypassing them • A network of dense, frequent transit service <p>Lower auto ownership is enabled by neighborhoods that offer dense and frequent transit service.</p>
<p>United We Ride – Federal Interagency Coordinating Council on Access and Mobility</p> <p><i>Executive Order: Human Service Transportation Coordination</i></p> <p>February 2004</p>	<p>The Council is directed to: “Promote interagency cooperation and the establishment of appropriate mechanism to mitigate duplication and overlap of Federal programs and services so the transportation disadvantaged people have access to more transportation services</p> <p>Federal agencies are directed to: “assist the council and provide information to the council consistent with applicable law as may be necessary to carry out its functions.”</p>
<p>US Department of Transportation, Federal Transit Administration</p> <p><i>FY06 Strategic Business Plan</i></p>	<p>Deliverable 10: In each region, ensure that the agreed to targeted number of communities (urban, suburban, rural) have a local coordinated transportation planning process using the Framework for Action or other mechanism and a resulting plan that is inclusive of older adults, people with disabilities, and individuals with lower incomes. In each region, 2 or more urban communities will develop and implement new human service transit pass initiatives for at least one population. 70% of all states will have made progress in developing a process for meeting the coordinated transportation planning requirement outlined in SAFETEA-LU.</p> <p>Increase by 3, the number of federal partners that integrate policy language related to human service transportation coordination into their program guidance using legislative, regulatory, or administrative mechanisms</p>
<p>State of Washington Office of Financial Management</p> <p><i>Priorities of Government</i> Last modified March 2006</p>	<p>The State of Washington identified 10 Priorities of Government. All have components that depend on transportation and coordination of services for success.</p> <p>Improve Mobility of People, Goods and Services:</p> <ul style="list-style-type: none"> • Provide additional connectivity between modes • Maximize the use of the existing system –Increase the number of travel information webpage visits <p>Improve Cultural and Recreational Opportunities Throughout the Stat</p> <ul style="list-style-type: none"> • Ensure access to cultural and recreational opportunities <p>Improve the Economic Vitality of Businesses and Individuals</p> <ul style="list-style-type: none"> • People have jobs • Coordination government efforts to improve the effectiveness of economic development investments <p>Improve the Security of Vulnerable Children and Adults</p> <ul style="list-style-type: none"> • Provide in-home care supports • Provide support services to families <p>Improve the Health of Washingtonians</p> <ul style="list-style-type: none"> • Provide access to appropriate health care <p>Improve Student Achievement in Elementary, Middle, and High Schools</p> <ul style="list-style-type: none"> • Support early education and learning • Support parent and community connections

<p>Washington State Department of Transportation</p> <p><i>Washington's Transportation Plan 2003-2022</i></p> <p>February 2002</p>	<p>Goal 3: Special Needs Transportation Transportation system provides all citizens access to basic services. Objective: Meet all basis transportation needs for special needs population</p> <p>Goal 5: Increased Travel Options Throughout the state, travelers have viable alternatives to the privately owned automobile for their trips Objective: Improve existing travel options</p> <p>Goal 6: Seamless Connections The transportation system offers easy connections between different services throughout the state Objective: Create links and remove barriers between transportation facilities and services</p> <p>Goal 9: Effective Community-Based Design Integrated community design, land use, and transportation investments improve quality of life Objectives:</p> <ul style="list-style-type: none"> • Increase integration of state and local interests in the development and implementation of transportation services and facilities • Balance state and local needs in the development and implementation of multi-modal transportation projects <p>Goal 10: Collaborative Decision Making Collaboration occurs between federal, Tribal, state, regional, local, and private sector partners Objective: Increase partner satisfaction with the level of involvement in decision making in the development and implementation of transportation projects</p>
<p>Agency Council on Coordinated Transportation (ACCT)</p> <p><i>2005-2007 Coordination Goals</i></p> <p>October 2005</p>	<p>ACCT will focus on</p> <ul style="list-style-type: none"> • Finding opportunities in WSDOT to support ACCT principals, including better coordination of Job Access grants, CTR and van pool programs • Finding opportunities in DSHS to support ACCT principles including better coordination of transportation spending, Job Access grants, Medicaid, and cost per trip data. • Identifying federal and state barriers that restrict coordination of at the local level, such as multiple requirements for audit data from various funders. <p>ACCT will prioritize funding for projects that:</p> <ul style="list-style-type: none"> • Help communities utilize Medicaid brokers to meet other transportation needs • Integrate schools as a community transportation resource • Support connected trips • Creatively use shared ride strategies <p>ACCT will pursue projects to:</p> <ul style="list-style-type: none"> • Increase information about mobility options and coordination efforts • Measure the performance of coordinated transportation
<p>Department of Social and Health Services (DSHS)</p> <p><i>A Strategic Plan for 2006-2011</i></p> <p>May 1, 2004</p>	<p>Improve the Health and Safety of Communities and clients</p> <ul style="list-style-type: none"> • Provide quality services in the least restrictive settings that are cost effective and appropriate to clients'health and safety needs. <p>Improve Client Self-Sufficiency</p> <ul style="list-style-type: none"> • Provide effective assistance and career choices <p>To people with disabilities who are of working age and able to work</p> <ul style="list-style-type: none"> • Strengthen partnerships among state, counties, and schools to expand high school transition employment opportunities for persons with disabilities • Avoid out-of home placements of vulnerable adults and children with developmental disabilities by providing information, training, support and preventive services to family and other informal caregivers. <p>Improve Accessibility and Service Integration</p> <ul style="list-style-type: none"> • Increase community partnerships to leverage resources • Develop partnership strategies that leverage and align resources to achieve service outcomes • Build partnerships, infrastructure and systems to support integrated services and coordinated case management • Explore opportunities for facility co-location with service partners to improve service accessibility

<p>Office of the Superintendent of Public Instruction (OSPI)</p> <p><i>Preparing Washington's Students for the 21st Century – Five Year Strategic Plan for the Office of the Superintendent of Public Instruction 2002-2007</i></p> <p>April 2003</p>	<p>OSPI Values and Beliefs: 4. OSPI works in partnership with students, families, community members, business leaders, educators, and policy makers Objective 1.5 Ensure that all schools implement a plan for continuous improvement that involves a whole community collaborative effort and results in increased student achievement. Objective 3.3 Ensure that students have access to social and health services that reduce barriers to learning</p>
<p>Puget Sound Regional Council</p> <p><i>Vision 2020 1995 Update</i></p> <p>May 1995</p>	<p>Although the STN population is not specifically addressed, the vision is for a “multimodal transportation system that is integrated with and supported by the growth management and economic strategy... balanced to establish a more efficient transportation system, shifting emphasis from highways and vehicle movement to travel options that support the movement of people and goods.”</p> <p>“The strategy emphasizes coordination of plans and implementation activities through interjurisdictional planning. Vision 2020 provides a regional framework for jurisdictions and agencies to work together to resolve transportation, land use, and other issues of mutual concern.”</p> <p>“Integrate land use and transportation planning to encourage health and human service facilities to locate near transit and other services”</p> <p>“Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.”</p> <p>“Improve intermodal connections between high capacity transit stations, (including ferry terminals, rail stations, and bus centers), major transfer points, and the communities they serve, primarily through more frequent and convenient transit service.”</p>
<p>Sound Transit: Central Puget Sound Regional Transit Authority</p> <p><i>Sound Move – The Ten-Year Regional Transit System Plan</i></p> <p>May 1996</p>	<p>The STN population is not specifically addressed. The plan calls for a cost-effective and balanced approach to increase the capacity of the existing system by offering a package of transportation options. Principles and commitments for doing so include: “Coordinated services – regional and local transit services will be coordinated and a single fare structure will be used.”</p> <p>“By coordinating with local transit and other transportation services Sound Move will make it convenient and easy to move around the region. Crucial to the ... entire regional transportation system are the mechanisms that make different transportation components work together to create an efficient network connecting the entire region.”</p>
<p>Puget Sound Regional Council</p> <p><i>Destination 2030</i></p> <p>May 2001</p>	<p>The special needs population is not specifically addressed. “<i>Destination 2030</i> establishes investment principles that clearly emphasize coordination among the state, counties, cities, towns, ports, and transit agencies”</p> <p>System management strategies include “Transit operations projects, including new technology for coordinated fare collections, vehicle tracking, traveler information, and other new transit technologies and information systems.”</p> <p>Investment goals include “A 30 percent increase in demand response, or paratransit service by 2010, and a 65 percent increase over year 2000 levels by 2030.”</p> <p>Additional actions include “Investigating tools for greater regional coordination. Regional Council will work with jurisdictions and the state to implement the Blue Ribbon Commission on Transportation’s recommendations, including those that emphasize efficiency and accountability, and promote strong state and strong regional roles in planning, prioritizing, and funding transportation.</p> <p>“The financial structure should support multi-modal investments that improve the availability options where and when they are needed.”</p>
<p>Puget Sound Regional Council</p> <p><i>Puget Sound Milestones;</i></p> <p>August 2002</p>	<p>No specific mention of STN population or their needs in the planning process. One statement about aging “Consistent with national trends, the population of the central Puget Sound region is aging. The share of the region’s population between the ages of 45 and 64, which largely corresponds to the baby boomer generation, increased from 17.9 percent of total population in 1990 to 22.7 percent in 2000.”</p>

<p>Puget Sound Regional Council</p> <p><i>Metropolitan Transportation System: Regional Transit</i></p> <p>July 2003</p>	<p>The report monitors aspects of meeting the goals and objectives of <i>Destination 2030</i> to create an efficient, balanced, multi-modal transportation system. None of the goals specifically mentions the STN population, but the transit demand response service is included in the monitoring.</p> <p>“The transit monitoring effort will address three major types of transit service, including:2)demand response services”</p> <p>The initial performance measures establish a year 2000 baseline from which to measure progress. This report looks at supply, use and efficiency.</p> <p>“Targets for increasing service hours were established in <i>Destination 2030</i> The plan calls for a30 percent increase in demand response service hours.”</p>
<p>Puget Sound Regional Council</p> <p><i>Environmental Justice Demographic Profile</i></p> <p>October 2003</p>	<p>The report is a baseline demographic profile of low-income, minority, disabled and elderly populations in the Puget Sound region .It identifies population groups and communities to be considered in subsequent environmental justice analysis and activities.</p> <p>The following environmental justice principles must be integrated into federal transportation programs, policies, and activities:</p> <ul style="list-style-type: none"> • Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations • Ensure full and fair participation by all potentially affected communities in the transportation decision- making process • Prevent the denial of , reduction in, or significant delay in the receipt of benefits by minority and low-income populations
<p>Puget Sound Educational Services District</p> <p><i>2004-2005 Ends Report</i></p> <p>June 15, 2005</p>	<p>Increase Leadership Capacity</p> <ul style="list-style-type: none"> • Facilitate leadership networks • Provide governance support to superintendents and boards • Provide training to build leader knowledge, skills and abilities <p>Increase Economic Efficiencies and Resources</p> <ul style="list-style-type: none"> • Leverage resources and create economies of scale • Secure new funding • Expand the pilot program to assist in coordinated transportation solutions for homeless students traveling across district boundaries <p>Increase Family and Community Engagement</p> <ul style="list-style-type: none"> • Create and support high quality leadership programs for parents and community members • Assist districts to develop parent/community engagement programs • Create community and regional partnerships that utilize and build upon the assets of our communities
<p>Local Plans</p>	
<p>City of Everett</p> <p><i>Everett’s 10 Year Comprehensive Plan</i></p> <p>Adopted August 1994, last updated on October 31, 2003</p>	<p>Transportation Objectives:</p> <ul style="list-style-type: none"> • Plan, finance and maintain a multi-modal transportation system that provides expanded travel opportunities for transit, pedestrian, bicycle and ride-sharing while accommodating private automobile use and supporting economic development within the community • Establish and maintain an efficient coordination process for identifying, reviewing and resolving inter-jurisdictional transportation concerns in or affecting Everett’s Planning Area <p>Planning Principals and Commitments:</p> <ul style="list-style-type: none"> • Expand local bus service to meet both inter-area commuter and mid-day demand and act as a feeder to high capacity transit services • Coordinate transportation planning and investment decisions with the County, the State, and neighboring jurisdictions, including the use of interlocal agreements
<p>Community Transit</p> <p><i>Transit Development Plan</i></p> <p>April 2004</p>	<p>Goal and objectives:</p> <ul style="list-style-type: none"> • Increase ridership • Improve market share – Increase the proportion of total travel made on public transit • Improve the quality of current services – Customer say the most important improvements in service quality ... are to make bus services faster, add bus stops closer to the start and end of the trips, make service more frequent, and provide real time “next bus” information at bus stops. • Improve Intersystem Connectivity – improving connections with other public

	<p>transportation systems, enabling travelers to more easily travel farther across service area boundaries.</p>
<p>Snohomish County, Planning and Development Services</p> <p><i>10 Year Update of the Comprehensive Plan</i></p> <p>December 2005</p>	<p>“The transportation element has to be consistent with and supportive of the land use element of the comprehensive plan including</p> <ul style="list-style-type: none"> • Identification of transportation system needs to meet current and future travel demand • Strategies for intergovernmental coordination and transportation system impact assessment” <p>Goals and objects include:</p> <ul style="list-style-type: none"> • Public transportation shall be extended throughout the urban area at a level of service appropriate to the planned form and intensity of development • Public transportation shall be limited, outside the urban area, to a level of service appropriate for low density population • Cooperate with WSDOT, the cities, and transit operating agencies to design facilities and provide for services that enhance the mobility of all citizens regardless of age, disability, or income • Participate with cities, transit agencies, Sound Transit, and WSDOT in cooperative planning process for public transportation and high capacity transit • An ongoing public awareness program for ridesharing and public transportation shall be established in cooperation with Sound Transit, Community Transit, and Everett Transit • Plan, develop, and maintain transportation systems through intergovernmental coordination • Participate with the cities, Sound Transit, Community Transit, Everett Transit, King County Metro, Marine Division of WSDOT, and AMTRAK in establishing compatible schedules and terminal locations • Public transportation modes (bus and rail) shall be planned that are time-coordinated and interconnected to increase level of service and ridership
<p>King County Metro</p> <p><i>Six-Year Transit Development Plan for 2002-2007</i></p> <p>September 2002</p>	<p>Elements of the plan include:</p> <ul style="list-style-type: none"> • More convenient and frequent services, particularly to and between activity centers outside of downtown Seattle • Strengthened linkage between service and facility investment and the actions of others • Improved coordination with regional transit services • Continued emphasis on private and public partnerships <p>Strategies include:</p> <ul style="list-style-type: none"> • Improve community mobility options through increase in service levels on existing routes or through the creation of new service in transit-supportive higher household and /or employment density areas • Develop cost-effective alternatives to supplement federally mandated paratransit service and to provide transportation services to persons who are transportation-disadvantaged due to age, disability, or income. Explore ways to help paratransit-eligible persons and other persons with disabilities and seniors on mobility products and services available to the general public, such as vanpools. • Conduct a community planning process in which transit riders, local jurisdictions, unincorporated area councils, employers, and educational institutions participate in the design and implementation of significant changes in existing service
<p>Seattle-King County Aging and Disability Services</p> <p><i>2004-2007 Area Plan on Aging</i></p> <p>October 2003</p>	<p>“Federal law, the Older American’s Act (OAA), requires that every Area Agency on Aging involve a number of community partners in the formulation of a major planning document every four years:</p> <p>The four priority areas included in the Area Plan 2004-2007 are: 1)Basic needs; 2) Health and well-being; 3) Social and civic engagement; and 4) Independence</p> <p>Basic needs includes “mobility for shopping, social and medical visits”</p> <p>Goals include:</p> <ul style="list-style-type: none"> • Increase the number of older people and adults with disabilities who access rides via neighborhood shuttles by seeking fund and convening key transportation partners to advocate for funds to coordinate transportation systems. • Increase by 50 the number of Native American elders who access services by developing a sustainable transportation system that meets their needs • Increase by 50 the number of rural elders who have access to transportation. <p>Health and well being goals include access to nutrition programs, physical activity, health promotion and disease self-management programs.</p> <p>Civic engagement promotes health and well being. Goals include:</p> <ul style="list-style-type: none"> • Increase by 50 the number of Universal Design public housing buildings, through partnerships and educating the public.

	<ul style="list-style-type: none"> • Increase by 2 the number of neighborhood revitalization projects using elder friendly principles • Increase by 100 the number of seniors actively engaged in community life <p>Independence involves in-home care and access to assistive services</p>
<p>Pierce County Planning and Land Services</p> <p><i>Generalized Comprehensive Plan for Pierce County</i></p> <p>November 1994, amended every 3 years</p>	<p>Goals include:</p> <ul style="list-style-type: none"> • Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans • Provide for a GIS that integrates federal, state, city, and county information and allows for information sharing and planning <p>Policies of the Transportation Element include:</p> <ul style="list-style-type: none"> • Active coordination of planning, construction, and operation of transportation facilities and programs with adjacent counties, local jurisdictions, the PSRC, WSDOT, Pierce transit, and other public and private entities • Regional transportation plans and strategies should address the mobility and accessibility of people, freight and goods • Integrate land use and transportation planning with health and human services planning to promote service delivery at affordable costs <p>Objectives include:</p> <ul style="list-style-type: none"> • Encourage Pierce Transit to maintain a process for evaluating boundary and service extensions which includes criteria to determine the feasibility of providing service to new areas: and evaluate alternatives to regular, fixed route transit service (e.g. vans for occasional service, and demand responsive service) • Encourage coordination between Pierce Transit and all social service agencies in the locations of transit and new social service facilities so that social service agency clients can be served effectively by transit
<p>Pierce County Human Services, Aging and Long Term Care</p> <p><i>Four Year Area Plan 2004-2007</i></p> <p>October 2003</p>	<p>Ideals supporting the vision: seniors and adults with disabilities in Pierce County should have:</p> <ul style="list-style-type: none"> • Easy access to information about available services • Meaningful opportunities to participate in community life through social activities, civic involvement, and paid or voluntary employment • Reliable transportation alternatives that promote their mobility <p>Goals and objectives include:</p> <ul style="list-style-type: none"> • Ensure that seniors in rural areas are fully informed about available services • In collaboration with community partners, provide transportation options to rural elders to enhance their mobility. • Continue involvement with the Pierce County Coordinated Transportation Coalition and its work on the demonstration project for Eatonville residents • Work with Interfaith Care Team Ministry, the volunteer Transportation Program, and Senior Companion Program to link volunteer drivers with those with have transportation needs • Coordinate with transportation providers and other community agencies to increase available transportation options for seniors and adults with disabilities, especially in the county's rural areas and urban areas without public or private transit resources • Support legislation advancing a well-designed and adequately funded coordinated transportation system for the state and county • In collaboration with transit providers and local aging network partners, ensure that comprehensive information about transportation options and resources is available countywide • Continue to support efforts for a coordinated transportation system in Pierce County while serving as a member of the Pierce County Coordinated Transportation Coalition • Seek grant and other funding opportunities to support initiating new and/or continued funding of coordinated transportation projects outside of the Public Transportation Benefit Area • Review and implement strategies for increasing participation in volunteer transportation programs by participants and volunteers • Assist community human service providers in obtaining transit services through coordination of small-scale mobility projects • Utilize senior publication and other media outlets, especially in the county's rural areas, to keep the public informed of current transit resources, transit projects, and transportation coordination efforts in Pierce County • Collaborate with community transit providers to develop programs designed to increase usage of public transportation resources by seniors and adults with disabilities • Coordinate with local transit providers to establish a single point of entry for inquiring about and receiving assistance regarding public and private transportation

<p>Pierce Transit</p> <p><i>Transit Development Plan 2005-2010</i></p> <p>May 2005</p>	<p>The State Legislature included funding for expanded paratransit services in the 2003-05 State Transportation Budget. Pierce Transit is utilizing these additional resources to advance three programs:</p> <ol style="list-style-type: none"> 1. The purchase of ten vehicles dedicated to the Bus Plus program 2. Directing \$300,000 to Pierce County to initiate transportation services in neighborhoods that are outside the boundaries of Pierce Transit's Public Transportation Benefit Area; 3. Begin Bus Plus service in the mid-county regions. <p>Pierce Transit will continue sponsoring marketing programs that focus on promoting alternate modes ridership</p> <p>Pierce Transit continues to work with the six other Central Puget Sound transit agencies to develop a regional smart card fare collections system</p>
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