

Coordinating Planning and Transit in Rural Regions

How it's Working in Washington State



The Washington State experience

- Why Coordinate?
- A “Perfect Storm”
- The Good, the Not-so-good, and the Lessons Learned (so far)
- A Rural Transit Success Story

Why Coordinate?

Washington makes a significant state investment in public and client transportation

- Coordination can improve access to transportation
- Coordination can improve customer experience
- The state gets more service for the same cost when system coordinating vehicles, customers or services
- Implementing a multi-agency coordination program creates a framework for crosscutting accountability

The Perfect Storm – part 1

Regional Transportation Planning Organizations (RTPOs)

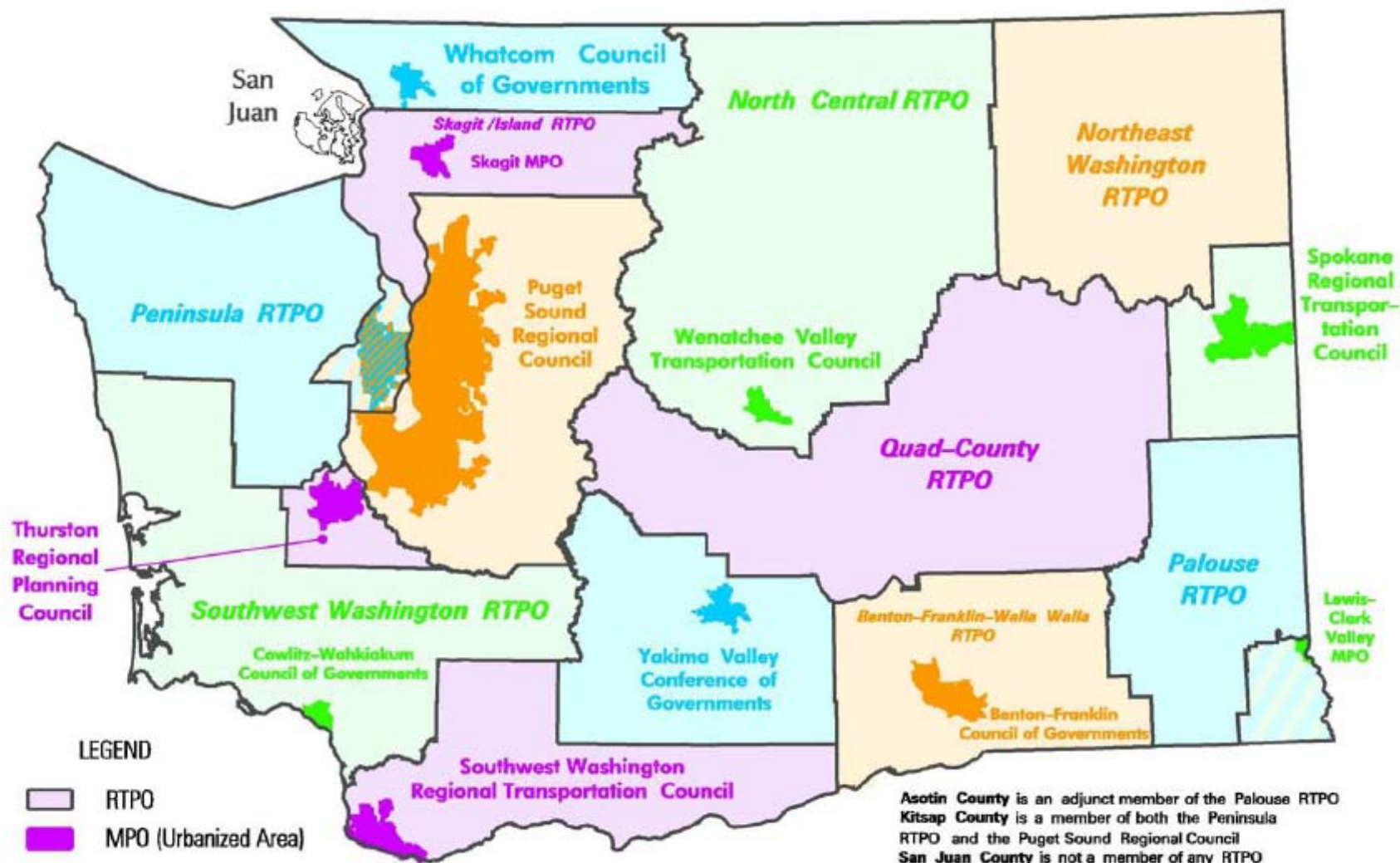
- **What are they?**

RTPOs are formed by **voluntary** associations of local governments within a county or contiguous counties. RTPO members may include cities, counties, WSDOT, tribes, ports, transportation service providers, and private employers

- **Why were they created?**

Part of the 1990 Growth Management Act to ensure regional coordination of state and local transportation plans

Regional and Metropolitan Transportation Planning Organizations





The Perfect Storm – part 2

Agency Council on Coordinated Transportation (ACCT)



- ACCT was created in 1999 by request of WSDOT and DSHS
 - RCW 47.06B
- Defined special needs and coordinated transportation
- Provided guidance and support for local special needs coalitions (*some RTPOs participated in these*)

Agency Council on Coordinated Transportation – cont'd



- Remove transportation as a barrier from fully participating in the community
 - Identify barriers to coordinating transportation services
 - Focus on results of coordinating and the benefits to the state and the customer
 - Increase advocacy for special needs transportation
- In 2006, ACCT created a new ad-hoc position for a MPO/RTPO representative
 - 2007 ACCT was re-authorized and included MPO/RTPO Representative as voting member

The Perfect Storm – part 3

Federal Law

- Executive Order: Human Service Transportation Coordination (Feb. 24, 2004)
 - Created the Interagency Transportation Coordinating Council on Access and Mobility (CCAM)
- SAFETEA-LU Sec. 3046
 - Requires locally developed, coordinated public transit-human services transportation plan for all FTA human services transportation programs

The Good, the Not-so-good, and the Lessons Learned (so far)

*Coordinated Public Transit –
Human Services Planning in
practice*

The Good . . .

- WSDOT was very helpful
 - Made planning \$ available through the RTPOs
 - Provided a framework for the plans
- Told FTA to get out of the way
- Ongoing support network
- Several models for “best practices” have been developed

The Not-so-good . . .

- Not all RTPOs were ready to lead the coordination at first
- Bi-state organizations trying to coordinate with Oregon and Idaho
- Rural RTPOs had a hard time finding consultants for the first HSTPs
- No uniformity on how these plans will be incorporated into our long-range planning efforts

The Lessons Learned (so far) . . .

- Make new friends
- Learn a new language
- Your transportation plans will be richer
- Need human service agencies to have an incentive to participate
- Still don't have a good understanding of non-DOT funding for transportation services, but it's a start

Planning, Partnerships and Coordination Led to. . .



Pahto Public

P A S S A G E

Partnership Overview

- Yakima Valley Conference of Governments (YVCOG)
- Confederated Tribes and Bands of the Yakama Nation
- TC Transportation – *service provider*
- Federal Transit Administration (FTA) - *\$ and technical assistance*
- WSDOT - *\$ and technical assistance*



Grants Awarded

- Y1, FTA \$490,890.
- Y2, FTA \$400,000 & WSDOT - \$126,387
- Y3, FTA \$442,373.
- Y4, FTA \$1,000,000 & WSDOT - \$198,765.

The Keys to Success. . .



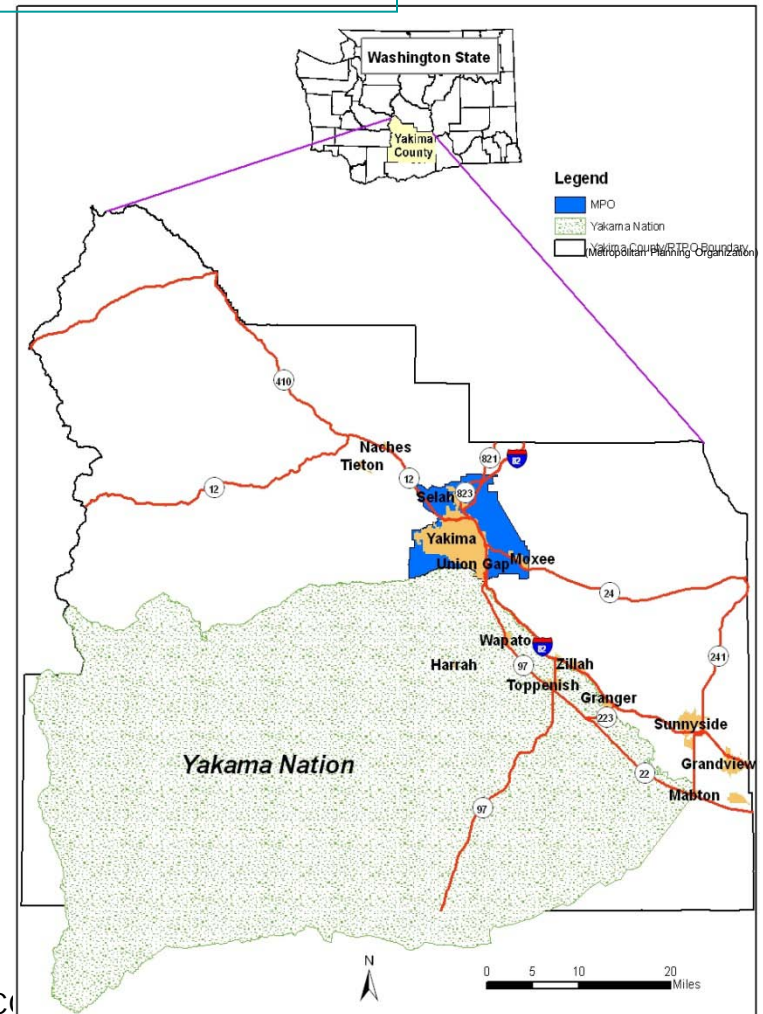
- **Community Planning**
 - Active participation from stakeholders & community members
 - Identified the need and support for expanded transportation services
 - Identified federal state, and local resources for transportation
- **Partnerships with Transportation and Service Providers**
 - Identified existing resources and gaps in service
- **Coordination with all providers of service**
 - Identified cost-efficiencies for transportation system development

Brief Overview of our Area

Yakima Valley

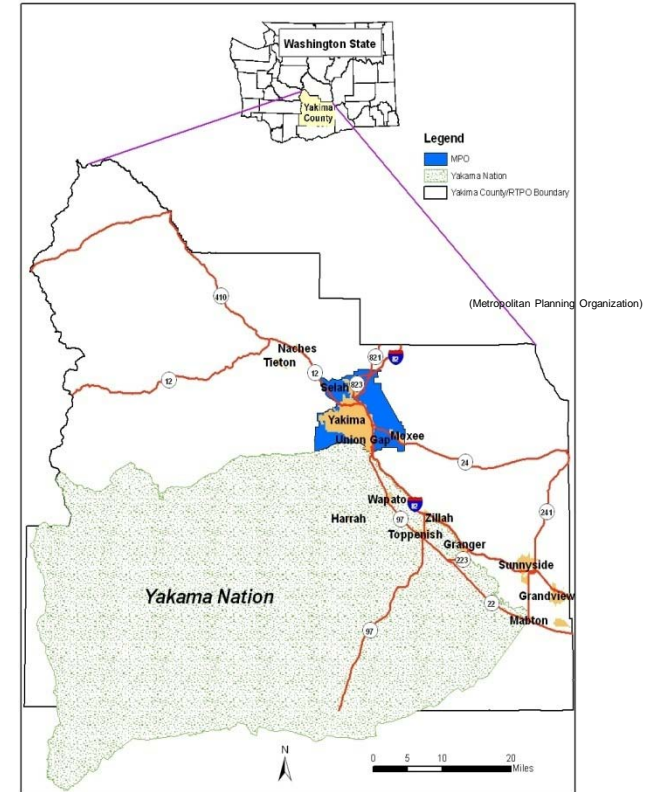
- County Population:
243,000

- 4296 sq miles

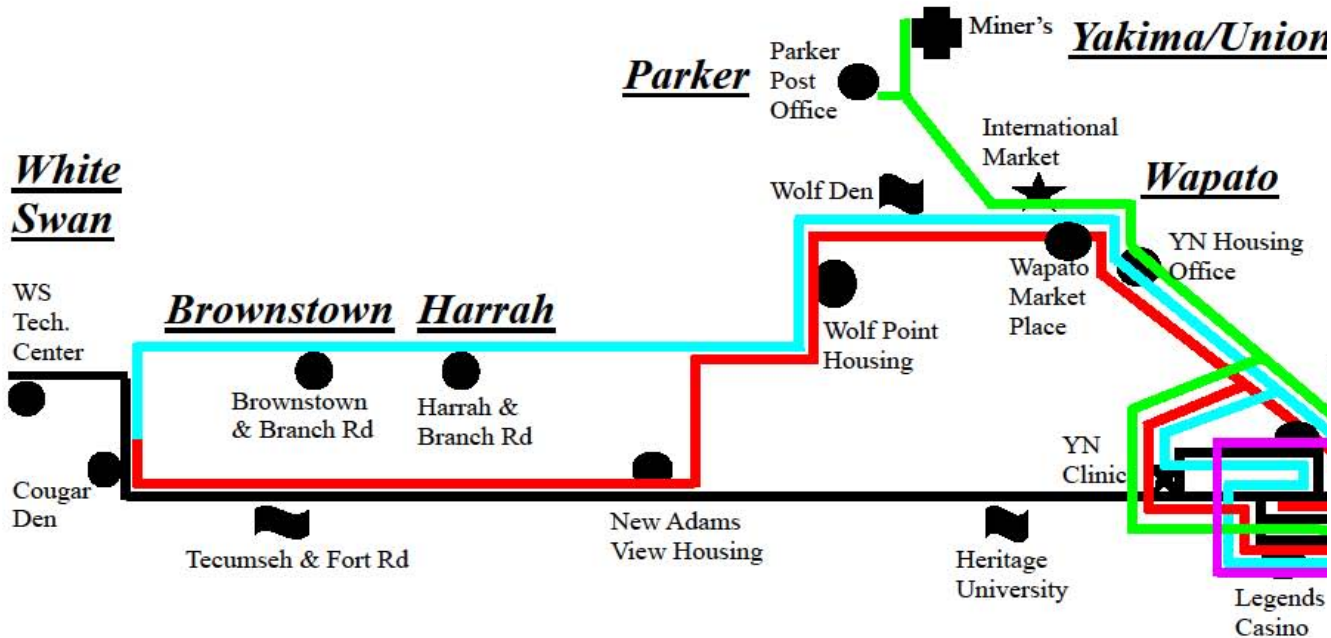


Yakama Nation Area:

- Approximately 32,000 residents within/near Yakama Reservation boundaries
- Yakama Nation Reservation 2187 sq miles (1.4 million acres)
- Less than 1/3 are enrolled tribal members
- High poverty rates & low per capita incomes
- Grandparents caring for grandchildren
- Disabled adults



Service Area for Pahto Public Passage



Route 1-Black (Monday thru Friday Only)

Route 2-Blue (Monday thru Friday Only)

Route 3-Red (Saturdays Only)

Route 4-Green (Monday thru Saturday Only)

Route 5-Purple (Mondays & Wednesdays Only)

Goldendale

City Hall

Dairy Queen

Chevron

Star in the Co

Cross indic Yakima Tra

For more info

- ACCT
 - www.wsdot.wa.gov/ACCT
 - Examples of all the HSTPs in Washington
- Pahto Public Passage
 - www.pahtotransit.com
- YVCOG – Page Scott
 - www.yvcog.org

