

2008 OUTAGAMIE COUNTY SPECIALIZED TRANSPORTATION COORDINATION ACTION PLAN

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Location: Liberty Hall, Kimberly

Date: 8/27/08

Things Done Well	Service Needs and Gaps	Limitations/Implementation Feasibility	Strategies, Projects, and Programs to Address Service Needs and Gaps	Responsible Parties	Timeframe	Priority Level
Information clearinghouse for elderly (Making the Ride Happen)	ongoing funding of the Making the Ride Happen in the future; collapse of SMV medical transportation service in the County; continue advertising collaboration with the ADRC; intercounty coordination; oversee volunteer program for elderly and disabled	complicated funding and the number of funding sources(federal); getting through the "red tape" at the state level; political considerations may be why some of these things are not implemented - matter of priorities, i.e expanding services- especially of the monies came out of the tax levy;	Could offer video tape to cable stations, tv stations, etc.; market with private businesses so that they are more familiar with the public transportation and promote the benefits of public transportation; work with the Chamber of Commerce; advocacy coalition - groups that lobby for public transportation - getting more people involved; best practices from other RPCs and bring those ideas back to the public transportation providers; expansion of the Bus Buddy program to train people on bus use	Media, private business, non-profit groups, Chamber of Commerce, public transportation providers, RPCs, consumers and advocates,	ongoing	(connection between promoting public transportation and funding) - medium
Advocate the Advocacy Coalition	increased education to key policy makers; data base of concerned individuals/impacted consumers		build a data base of concerned individuals/impacted consumers	Fox Valley Advocacy Coalition	ongoing	
Coordinating the paratransit services in the Fox Cities; coordinating state, federal and local funding	Limited services hours, especially in the rural areas; 2nd, 3rd shifts and going to church and getting to appt. on time; Expand urban services into the rural areas where there is a lot of development; Overall education process of the community; how transportation affects people within the Fox Cities in every way; more advertising; medical assistance transportation needs to be sorted out (i.e. what is currently being done, what needs to be done, etc); Connector service is addressing some of these gaps, but only in the Fox Cities; shuttle service OCHA; mobility manager is needed to improve the system	Funds; political realities; individuals believe that some people do not need to take the bus - the automobile is too convenient - urban design (i.e. schools and medical buildings on the urban fringe); individuals want to work the night shift or the weekend for the better pay, but then there is no public transportation service; collapse of the medical SMV program - short distance rides; cost of services to the consumer; impact of the county tax levy cost	More funds for people to be able to afford the public transportation and more funds for public transportation; it must be practical; Efficient service; Urban sprawl creating an expansion of public transportation - higher fares and costs to operate public transportation; work with private companies to work with public transportation providers; raise gas taxes - provide additional state and federal funds - public transit would be benefit; attitudes would have to change - education; hard to get to bus stops - limited resources - local municipalities to make bus stops more convenient; urban design; demand response; WETAP grant for a vehicle repair and loan program with donated vehicles; pursuit of funding for a mobility manager	United Way, Wisconsin Interfaith Needs Response, elected officials, state, local, and federal agencies	ongoing	High - for the group and advocates; medium for the public
Already exceed some of the ADA requirements because of coordination; (examples of economies of scale in the Fox Cities by coordinating)	Secure more monies so transportation providers don't cut the budget; getting the bus and transit fares more reasonable for low income	Funding; education on public transportation services especially to governmental officials and the public; competing for funds within the municipality; municipal ownership of transit systems (i.e. RTA); a sense that our taxes need to be cut rather than be raised - there is a need for a possible RTA within the Fox Cities	See above; new non-traditional sources of funding (i.e. United Way, Goodwill, school districts, private companies, etc possibly pay more in taxes or fees); Needs to be an effort from the state and federal governments need to provide information on what programs for funding public transportation systems; make the decision on the RTA and what should be telling our legislators on the RTA - how are we going to get a RTA; work together on getting funding; affordability; pursuit of a mobility manager; development of a strategic plan for Making the Ride Happen; increased coordination of funds	non-profits, elected officials, business, state, local, and federal officials, Chamber of commerce	Legislation currently being examined by a State legislative council, legislation in 2009, referendum to public 2009 no later than 2011	Very High

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	<p>Crossing municipal boundaries &amp; county boundaries regarding transit and paratransit, etc. (i.e. Appleton and Oshkosh improved coordination, Appleton and Green Bay transit link within 6 months); more advertising on the successes of the systems</p>	<p>Some cities and municipalities don't look beyond their boundaries - regionalism needs to be looked at; medical services, schools, grocery stores, etc moving out to the urban fringes of the Fox Cities; Funding comes to counties (for example) and the counties are under restrictions on how they spend that money (i.e. red tape issue); historical, political, and legal issues of turning over public transportation one municipality or one county.</p>	<p>form a consortium of different municipalities and different groups; more collaboration between non-profit, churches, school districts, business, or any agencies that use public transportation; possible formation of the RTA for the Fox Cities;</p>	<p>non-profits, elected officials, business, state, local, and federal officials, Chamber of commerce, churches, citizens</p>	<p>Ongoing, more stakeholders invited</p>	<p>High</p>
	<p>County public hearings, and other public meetings should provide public transportation for those individuals that need public transportation to attend those meetings.</p>	<p>Education and awareness of programs; Not just of elderly and disabled, but it is also for people who don't drive; Hours of the meetings (i.e. they are usually scheduled in the evenings) and the notification of the meetings - sometimes not enough time to schedule transportation; housing - affordable housing near services;</p>	<p>Changing meeting hours to coincide with public transportation hours - have multiple meetings; people who set up the meetings - go directly to elderly and disabled populations; Transportation meetings are on short notice and that the most inconvenient times - timing of the meeting is a factor; media - agencies do a community interest article - brings the awareness to the public; getting the media to make awareness of public transportation options; emergency planning and find out how you would be able to provide public transportation and would it be efficient; a lot of people who need the paratransit</p>	<p>people who conduct the meetings, media</p>	<p>Ongoing</p>	<p>(go to the people instead of having the citizens come to the people conducting the mtg)</p>

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<p>Life Study was done well; Thedacare when they do the Community Pledges - they look at community needs and they are done well; coordination of agencies and municipalities; a new study is due 2009/2010 (more public input)</p>	<p>Different groups of people have a lot of the similar needs - duplication of services; lack of data to show what services are needed by disable individuals; those individuals with disabilities are more towards the bottom of the priority list.</p>	<p>Common ground developed to address inter faith coordination on transportation and other services; Centers closing - looking at from young to elderly people who are developmentally/physically disabled and need to provide services - transportation and medical</p>	<p>Leadership Fox Cities inventory of transit services; rehab facilities; County case managers and public health providers need to be educated and behavior specialists, school districts, private businesses, workforce development, private agencies for job development, health care systems, private transportation agencies - having workshops to bring these stakeholders to the table and you may need to bring agencies for competitive business - Clarity Care, Innovative, Lutheran Social Services, Cerebral Palsy, Brewster Village, People First, Family and guardians involved - update inventory of the services that are provided for all people - include county departments, county specialized transportation committees; include agencies who have cliental that use public transportation - housing; Project Promise looking at poverty issues including public transportation</p>	<p>Sheltered workshops; County case managers and public health providers need to be educated and behavior specialists, school districts, private businesses, workforce development, private agencies for job development, health care systems, private transportation agencies - having workshops to bring these stakeholders to the table and you may need to bring agencies for competitive business - Clarity Care, Innovative, Lutheran Social Services, Cerebral Palsy, Brewster Village, People First, Family and guardians involved - put together an inventory of the services that are provided for all people - include county departments, county specialized transportation committees; include agencies who have cliental that use public transportation - housing</p>	<p>Regional human services/public transportation services committee - should replace something - EC could do - could replace the Valley Transit/ADA Committee; standardized committee</p>	<p>High</p>
	<p>Need more people to come to the budget public hearings for the City of Appleton and other various municipalities; education on various public hearings; some of the times of those meetings are set by enabling legislation;</p>	<p>large number of municipalities at are required to attend the public hearings</p>	<p>Agencies/advocacy groups represent those populations; RTA would be one public hearing at different times and dates; do a public interest story to show the benefits of public transportation</p>	<p>Reference RTA above</p>		
	<p>with the population we will have more people using paratransit and transit services (veterans, elderly, medically needy, children who will be adults); affordable and efficient public transportation;</p>	<p>2010 U.S. Census this area will exceed 200,000 and will be ineligible for federal operating assistance - all 12 systems will also bear the brunt of losing the federal operating costs from Valley Transit and Green Bay Transit; majority of the people that are on fixed limited incomes; the aging population - how are the lower numbers of the younger populations going to support the aging population and the services that will be needed for those individuals</p>	<p>More Funding; trying to limit the urban sprawl occurring - bring people back into the urban area where services are close - urban design; more redevelopment; involve housing - need to be able to be affordable and accessible for those with ADA needs; ADRC - grant monies available; formation of RTA; more involvement from private organizations and the health care industry (see list from above)</p>	<p>See above</p>		

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<p>Thedacare donates a van for Making the Ride Happen - once a month; Medical services have more education but could be done better</p>	<p>Location of clinics and medical buildings, planning of transportation for new development in general - because they may not be on the public transportation services; All plans for medical buildings and clinics should be run through one entity to make sure that the location is along the public transportation route; Thedacare at the downtown office provides compensation for parking to their employees, why can't they provide compensation for their employees who use public transportation - promoting public transportation</p>	<p>Hear that more services are needed in the rural areas, but try to limit providing services in the rural; Want to provide services in the rural areas, but you may be encouraging more development; incentives for municipalities from tax revenues - ag. Lands to subdivisions not coinciding with smart growth plans;</p>	<p>Address transportation as a utility, Should contact HMOs and get those involved in making sure that the location of the medical building or the clinic is located within the public transportation area, otherwise the HMOs should have to pay for the patients to go out on the urban fringe areas for appts.; local businesses providing vouchers for public transportation and possibly providing some compensation for public transportation; address smart growth plans and implementation; gas tax increase \$1.00 to promote smart growth plans and implementation of those plans - education of the smart growth and the CDC; look at local health departments and have grant monies to keeping communities healthy; education planning and zoning committees</p>	<p>ECWRPC group meeting could have medical required items and have all municipalities approve that and if it goes to cities and counties and approve that - it is an added step</p>	<p>ongoing</p>	<p>High</p>
<p>County specialized transportation coordination committee</p>	<p>Pursuit of a mobility manager</p>					
<p>Bike racks on public transit buses;</p>	<p>Fares being too high (bring down from other Group per Deborah) - will increase in 2009</p>	<p>fuel, insurance, overall operations costs</p>	<p>educate legislators and local decisions makers on this issue - change in the mind set; local corporations and business, and general public as well; RTA referendum will need to have public backing on the RTA issue - that is why need the education on the public transportation ; work with realtors and builders on ADA compliant - have it as a marketing tool; renting association - make houses ADA accessible; Universal design of houses; construction homes being accessible and affordability; Fox Cities Housing Coalition</p>	<p>United Way, Community Foundation, RTA Study Committee</p>	<p>Ongoing</p>	<p>High</p>
<p>One provider for urban or rural transportation - one phone number and if they don't qualify for urban or rural public transportation than they are directed to Making the Ride Happen</p>						

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	Overall public transportation overwhelming environment is to an elderly person and some people who do not use the public transportation; security of transit center; police records indicate that transit facilities are safe; working with the community and neighbors to improve perceptions		knowledge of public transportation; have police department have a office at the Transit Center; Shared community office that would have information for people riding Valley Transit; signage at Valley Transit; INR office and that would provide information to people who ride valley transit; there is currently an office available for lease - having activity there would deter from having destructive activity; doing a personal liaison with the local police dept. - partnership; similar to the bus buddy at Making the Ride Happen; work with Fox Valley technical College with their law enforcement program as part of their curriculum; Volunteers that could go with a person on public transportation (non-English speaking - ESL); on the internet where they have what bus a person has to take, where they switch, and how long it takes to walk to the bus stops, etc.	New East Central Committee take a lot at this - would also look at the internet option (use private companies to sell the internet option)	ongoing	High
	Need more positive stories of people using public transportation.					
	mobility manager needed that understand the different funding silos and can assist with grants		Occur through the state level; more state and federal involvement on what funds they have available	local, state, and federal agencies, East Central director could send a letter to all local municipalities and state agencies regarding this issues	Ongoing	Moderate
	Having a Regional (Regional local something with local ties) brokerage (independent group i.e. EC or Making the Ride Happen, Valley Transit, Lamers) for all paratransit - take care of medical, ADA, elderly, school, anything specialized transportation - use trip planners on the internet - do it more efficiently and effective; must be a regional issue - not by county	Multiple jurisdiction, complicated funding sources, who should do it, get over the trust issues	state could provide a funding incentive - additional seed money, partnership between state and united way, regional leadership; look at the San Francisco model; mobility management	New East Central Committee; ECWRPC	future New Freedom grant	Medium-High
	Increase transportation options for public transportation through improved coordination	regulations - "red tape" issue for different clients that services are provided to (i.e. ADA vehicle or driver may not be MA compliant)	Analysis of state and federal policies and regulations on providing public transportation services; less duplication	New RTA; federal and state policy	2012	Low currently, but it will become medium to high in the future; dependent on RTA legislation
Valley Transit to have a trip planner on Google					September 2008	