

2008 WINNEBAGO COUNTY SPECIALIZED TRANSPORTATION COORDINATION ACTION PLAN

Facilitator: Jason Kakatsch, East Central Wisconsin RPC

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
Counties and groups meet regularly		Everyone has time limitations; Running times of the buses; three shifts	Putting it on cable stations and vehicle to respond; do internet response - web cast	Main facilitator - i.e. Oshkosh Transit, Any entity that is scheduling to provide the notice of the meeting and show the meeting on cable stations; Coordination of all systems - would be responsible	Provide notice of meeting on cable stations and possible showing of meeting	Low
More human services transportation in the Valley than anywhere in the state	learn from mistakes and successes of others	humans make mistakes; turf issues and stubbornness; sometimes don't study issues enough; hidden agendas	WisDOT and EC could be facilitator role for working through the issues; look outside of WI to find areas that have had success; need to have prioritization - more to consumers	WisDOT and EC on regional scale to continue; WisDOT and EC work more aggressively with agencies and coordinate programs	Ongoing	High
Pubic hearings on funding held regularly (85.21)	Provide funds for programs that invest in public transportation Ex. WINR donated wheels program - purchase and repair program for low income individuals to get to work	Competition from other modes of transportation i.e. waterways, railroad, construction; heavy reliance on property tax	forming RTAs to look at property taxes and other sources of revenue to address human services transportation (i.e. WETAP)	EC is working with Valley Transit to form a RTA Study Committee; WisDOT, WINR, ADVOCAP, Calumet, Outagamie, Winnebago Counties; Cities, villages and towns within the Fox Cities Urbanized Area along with private stakeholders	First referendum by 2009; if fails, second referendum by 2011	Very High
Provided more than what ADA regulates	Reduce the 24 hour calling and make it more "on-demand"	Funding limitations; Urgent care for consumers	Set-up a different transportation service i.e. share ride taxi service; which may have higher fees, but provides higher level of service; possible contract	Oshkosh - Oshkosh Transit System, currently available; Fox Cities - Valley Transit, currently unavailable; Cerebral Palsy, Lutheran Homes of Oshkosh, ARC of Winnebago County, Red Cross	Valley Transit 2007-20011 (5 year plan); Oshkosh Transit - Ongoing	To be determined in Valley Transit TDP
Three county coordination is good	Why can't meetings be coordinated between the three counties	state requirement of holding meeting by counties	talk to state about being more flexible	It's been done	Ongoing	Done
	Better coordination of non-urgent medical coordination	No data available on non-urgent usage	coordinate with stores to provide money for this type of program	Lutheran Homes of Oshkosh program started		

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
	More effective way to provide weekend transportation; possible providing service on Sundays in Oshkosh		Oshkosh Transit is examining extended service hours for some routes; ARC of Winnebago County's New Freedom program	Valley Transit will take a look at this in the 5-year plan.; OTS to look at possibly having bus service on Sunday; ARC of Winnebago County		To be determined by Valley Transit in the TDP.; High priority to citizens
	Communicate what these programs are and understand them and possibly apply for more funds			WisDOT and EC more info distributed to agencies that can apply for these funds.	Ongoing	High
Consumers take in active role in process	Encourage more consumers to be involved	Lack of transportation to and from these meetings; workers can't meet during the day	More internet access for meetings; provide opportunities for transportation for a late night meeting if there is no public transportation after the meeting (stipend/free public transportation) for riders to attend	Role for non-profits along with gov't agencies to take a look at this; Put signs in the transit buses, in the cabs, etc. to get the notices out about the meetings.; Media needs to get involved		
Winn. Cty Specialized transportation council that is well represented	more consumers could attend those meetings	Costs of specialized transportation to get to meetings	having meetings on public access tv.			
Council puts together brochure of all transportation services available; done every year	Get the word out about the services to potential riders		Drivers of these services drop those brochures off at dr. offices, stores, etc.	Hospitals, stores, etc. could do some advertising with regards to public transportation; would need to be coordinated	Ongoing	
Oshkosh to Neenah route and Neenah to Oshkosh route; link from urban to rural to urban	More publicity for people to use it i.e. to Mall	Increase prices of diesel fuel (to keep funding this)	Future funding increases, make sure that the program continues	Responsible for funding: State, federal, County, local officials, providers; WETAP funds (Oshkosh Transit and Valley Transit)	Ongoing	High
Higher ADA certification average compared to rest of state; level of services is higher	Timing expanded for transit buses: to Sundays and evenings; recertification process is not consumer friendly	Costs to system and individual user	Coordination of funding and programs	Above; Valley Transit would like to analyze the ADA recertification process		

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
	Coordination center related to transportation and mobility management		Pursuit of a New Freedom grant	County and providers		
Coordination council looks at individual needs as well as the system	Information on services	Two transit systems and different programs toward the systems; putting the rider first is hard sometimes	Greater public participation	Above		
Look at access to all areas including rural areas	Look at extended bus hours and buses for special events (Cty Fair, Waterfest, Sawdust Days)	Potential users unsure of the services available	Timing of meetings; including information to agencies so that people would attend these kinds of meeting	Additional service issues that were addressed; ARC of Winnebago County (New Freedom); Lutheran Homes of Oshkosh (expansion of transportation to and from the Town of Algoma)		Very High
Linkage between Oshkosh and Valley Transit (Oshkosh to Neenah - Route 10)	Look at additional tie-downs on the buses, so more than two wheelchairs could ride at a time	Fuel costs (health insurance; utilities; etc.)	Volunteers to provide information to new people in the area regarding the services	Transit Systems - Store wheelchair is person can sit in a regular seat	Ongoing - may consider an additional wheelchair tie down in 2011	Medium
Agencies, providers, gov't work well together to provide services	Vouchers for transportation home if someone attends a gov't meeting		ARC of Winnebago County program	Addressed above		
	Getting from Oshkosh to Neenah for special services; wheelchair or during non-service hours		A new route - through New Freedom funding	Not occurring; Oshkosh Transit and/or Valley Transit	To be determined	Very High
	Put bike racks on buses			Valley Transit (completed in 2006); Oshkosh Transit (spring of 2009)	Ongoing	Low
	City Council and Cty Board participation in meeting such as this			EC, all participating members, local officials	Ongoing	High

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
Meetings to discuss issues regarding the services	Funding should meet the consumer/provider needs; regulations vs. client needs			Funding Addressed above; advocates for making sure that the individual needs are met; getting regulations to meet individual needs; Provider being open to public input and the client understanding the regulations as well; educating the people who create the regulation to make sure the people creating the regulations know what the individual needs are	Ongoing	
Good mix of volunteer and private based providers	Needs to be more public hearings to know what the clients needs are	Ridership is growing; more of a need	Need more funding; get rid of some of the boundaries; consolidate/possibly eliminate some of the policies	Joint effort by transportation providers and local officials	Ongoing	
	Medical assistance program; bring in more funds and coordinate	funding		Winnebago County (big issue)	ongoing	High
Winn. Cty Specialized transportation committee meets quarterly	Could some of the organizations use the same vehicles	Lacking of scheduling personal	Increase contacts between different agencies	Winnebago County Coordinating Committee;	Ongoing	
Rural trans. over and under 60 is done well, however there are some growing issues	Rural transportation for low income; especially from townships to Oshkosh and Neenah	Lack of funding	Increase contacts between different agencies; pursuit of JARC, WETAP, and New Freedom funds	Winnebago County Coordinating Committee; ARC of Winnebago County; Lutheran Homes of Oshkosh	Ongoing	
Low costs City transportation within Oshkosh	Expand hours (evenings and weekends)	Lack of funding; lack of demand	Increase funding	Addressed Above		
Urban over and under 60; disabled trips	More equipment to be available; equipment not being utilized	Lack of funding	Increase funding	Addressed Above		

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
Brochure that is developed	Get info. out to consumers better; community access TV; improvement of the Oshkosh Transit website - provide better info	Have one source for information	maybe establish a Cty Transportation Information System or 211 system (COMPLETED); info on community access TV; Oshkosh Transit will examine a New Freedom grant to improve information on access to services/website	United Way; Oshkosh Transit	Ongoing	
Ctywide transportation for medical trips	statewide transportation for medical trips for county residents	lack of funding and drivers	more volunteer drivers; aging of the drivers; sharing of volunteer drivers; retention of drivers; liability and cost of fuel	Transportation Service providers	Ongoing	
		Quality of life; liability	cooperation of the health care industry to assist customers; providing direction for hospitals, medical communities addressing the transportation services	Coordination with local gov't agencies and medical communities	Ongoing	
Transportation for people in public housing to go shopping	Be able to drop off clients in the driveway	Insurance issue-accidents		State insurance commission	Ongoing	
			Cerebral Palsy intends to apply for a 5310 grant within 5 years			
			Lutheran Homes of Oshkosh intends to apply for additional New Freedom funding for service to the Town of Algoma within the next 3 years and 5310 funds for vehicle expansion for service to the Town of Algoma with 3 years as well.			
			ADVOCAP will examine the attainment of WETAP/JARC funds for low income individuals			
			WINR will examine the attainment of WETAP/JARC funds for a car loan and repair program			

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
			ARC of Winnebago County will continue to pursue funds (i.e. New Freedom) for continuation of their transportation program with a continued need of \$100,000+ annually			
			Continued pursuit of WETAP funds by Valley Transit to fund the Connector			
			Pursuit of WETAP funds by Oshkosh Transit for continuation and expansion of Route 10			