

Chapter 14

Coordination

NOTES

Chapter 14 Overview

- ✓ Stresses the **importance of cooperation between state transit agencies and the federal government.**
- ✓ Examines the **role of the state in the provision of transit services at the local level.**

A. Coordination with Federal Programs

Federal funds to be used for highway or transit projects must be included in a Statewide Transportation Improvement Plan (STIP), 23 U.S.C. Section 135, which generally covers three program years. Examples of areas for planning would be for vehicle acquisition, transportation services, operating assistance, intercity bus projects, facility construction, state administration, and training and technical assistance. Metropolitan planning organizations (MPOs) are responsible for planning and programs in metropolitan areas. Coordination must occur between the MPOs and local transit providers when servicing areas. KDOT will consider coordination efforts when approving projects.

The Transit Equity Act 21 (TEA-21) includes a new requirement that, to the extent feasible, governmental agencies and nonprofit organizations that receive assistance from other Federal agencies for non-emergency transportation services shall participate and coordinate with FTA recipients in the design and delivery of transportation services and be included in the planning for those services.

FTA encourages state DOT's to work with their counterparts at state human service agencies, to participate with other states in regional initiatives, and to assist local recipients and subrecipients of Sections 5307, 5310, or 5311 funds to participate in coordinated systems at the local level, along with recipients of funds from the programs of DHHS and other Federal and state programs. Section 5311, RTAP, and Federal transportation planning funds may be used to support eligible activities related to the development and administration of

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coordinated activities at the state and local level.

TEA-21 includes a new requirement for local governmental agencies and nonprofit organizations that receive assistance from Federal sources other than the FTA for non-emergency transportation services. These agencies are now required when possible to participate and coordinate with recipients of assistance from FTA in the design and delivery of transportation services. All participating agencies must be included in the planning for the services.

It is encouraged that transit providers work to coordinate transportation resources for welfare reform initiatives, with state agencies taking leadership roles in this effort. In addition to FTA and state transit funding, funding is available under Department of Labor Jobs programs and Department of Health and Human Services Temporary Assistance to Needy Families (TANF), as described in joint guidance published by DOT, DOL, and DHHS on May 27, 1998.

B. Coordination with State Programs

The Kansas Legislature mandated in 1992 that by July 1, 1995, all 49 U.S.C. 5310 and 49 U.S.C. 5311 subrecipients must be part of a Coordinated Transit District (CTD). The purposes of the CTD's are to enhance coordination and management of all state and federal public transportation funds. Some of the responsibilities of the CTD's are:

- ◆ Contracting with KDOT's Office of Public Transportation for receipt of state and federal funds which will enhance transportation coordination among the providers in each district.
- ◆ Provision of transportation services or subcontracting with eligible agencies.
- ◆ Monitoring the provisions of transportation services in the districts to ensure compliance with applicable state and federal regulations and laws.

In addition to establishing CTD's, the Office of Public Transportation will continue to meet regularly with the

Kansas Department on Aging, Kansas Department of Social and Rehabilitation Services, and the Kansas Commission on Disability Concerns to discuss issues which are germane to providing transportation services to elderly persons, persons with disabilities, and the general public.

Section 5310 projects in urbanized areas will submit with their applications copies of notifications to any area Metropolitan Planning Organizations (MPOs) of a statement of their intent to apply for capital assistance for inclusion on the TIP.

C. Coordination Between CTDs and Transit Providers

The role of the CTD is to bring individual transit providers together in such a way as to maximize scheduling availability, vehicle usage and, as a result, rider satisfaction. Transit providers should make their concerns and insights known to their CTD so that its members can seek a solution together.

There are three basic models for coordination:

- Lead agency;
- Brokerage; and
- Administrative.

LEAD AGENCY MODEL

One agency takes responsibility for providing transportation for several other agencies. The lead agency generally takes on the following responsibilities:

- Administration;
- Grants management;
- Purchase of service contracts;
- Scheduling;
- Dispatching;
- Operations;
- Maintenance; and
- Purchase of future vehicles and other capital equipment.

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Advantages of this model include:

- The lead agency is not likely to go out of business, since it provides a variety of services;
- The lead agency is likely to continue to provide resources for transportation, because it is already funding its own program;
- There are efficiencies in sharing administrative responsibilities with other non-transportation services.

BROKERAGE

A brokerage model is a form of a totally coordinated system in which the overall management of the system is consolidated, but the fleets are not consolidated. The broker is responsible for setting up a system to provide transportation for several different human services programs; actual operation of the system is dispersed among the participating cares. The broker will handle:

- Registration information for eligible individuals;
- Contracting for transportation with private and private non-profit operators;
- Providing reimbursement to clients;
- Agency billing and record keeping;
- Providing reimbursement to private and private non-profit operators;
- Providing quality assurance; and
- Reservations, scheduling, dispatching, maintenance and insurance.

The advantages of this system include:

- The broker can provide for cost effective transportation.
- It can provide users with a choice of qualified contractors;
- Since the broker is not linked to a particular program, it will provide equal transportation opportunities to all agency participants.

ADMINISTRATIVE

In this model, a public agency assumes the responsibility for coordination and the provision of transportation. In most cases, the public agency is a regional transit authority with general responsibilities for public transit in a particular service area. The administrative agency model is inclusive

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because it incorporates the lead agency and brokerage models. The administrative agency can perform all the functions required to operate a totally coordinated system or it may contract with a lead agency to handle everything except limited administration and grants management.

The advantages of this model of coordination include:

- Easier access to public funding;
- Stability; and
- The institutionalization of transportation services as local public services.

Coordination, in some form, is beneficial to all transit providers and their customers. The lead agency, brokerage and administrative agency represent a few ways that agencies can join together to provide higher quality services at better prices.

Resources

CTAP: "Transportation Coordination: Models of Cooperative Arrangements."

CHECKLIST

- Does TEA-21 require KDOT to coordinate transit efforts with the FTA? 14-1
- Can KDOT work with state agencies to develop transit service programs? 14-1
- Are subrecipients of FTA funding required to join a CTD? 14-2
- What is the role of the CTD? 14-3
- Would coordination, in some form, benefit the services provided by your agency? 4-3

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