



2003–2004 Report to the Washington State Legislature



February 2005



Washington State
Department of Transportation

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Prepared by the Agency Council on Coordinated Transportation, with support from the Washington State Department of Transportation.

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I. Executive Summary

The Agency Council on Coordinated Transportation (ACCT) is a partnership of members from the legislature, state agencies, transportation providers, and consumer advocates. ACCT's mission is to direct and promote activities that efficiently use all available state and community resources for special needs transportation across the state.

ACCT was created by the legislature in 1998 to facilitate coordination and eliminate cross-jurisdictional and government program barriers to transportation. The enabling statute, RCW 47.06B included in Appendix C, requires the Council to report to the legislature every two years. This report on Council activities:

- Outlines ACCT's strategic action areas.
- Provides an overview of the ACCT mission and goals, membership, and budget.
- Summarizes the progress made in promoting coordination and improving access to transportation for people with special needs.
- Describes demonstration projects and coordination successes.

A. ACCT's Key Accomplishments

During 2003–2004, ACCT concentrated on three critical areas: identify and address barriers, focus on results, and increase advocacy. Recent highlights include:

1. Identify and Address Barriers

- ACCT made a breakthrough testing coordination programs. ACCT worked with the Pierce County Coordinated Transportation Coalition on "*Common Ground*," a demonstration project for implementing a cost allocation model.

The Department of Social and Health Services (DSHS) committed time and resources to this project. Further, DSHS agreed to test alternative rule interpretations which will allow ACCT and DSHS the opportunity to evaluate this project for increased cost savings statewide. If the support from DSHS continues, the project could have far reaching benefits between public transportation providers and Medicaid Brokers.

- Through a \$1 million federal grant secured by Senator Patty Murray, ACCT worked with the Office of the Superintendent of Public Instruction to award grants to seven Washington school systems for the transportation of homeless children.

- ACCT assumed responsibility for the federal Job Access and Reverse Commute (JARC) grant that had been previously administered by the Community, Trade and Economic Development Department. ACCT managed \$4.57 million in JARC funds to support job access projects in 28 of 39 counties in Washington. The projects are helping to remove transportation as a barrier so low-income people can develop job skills, meet their childcare needs, and find and keep jobs.
- ACCT held focus groups and developed a prototype of the Web site for the Statewide Trip Planner, an online scheduling resource for public transportation customers. ACCT plans to implement the first phase of the project in 2005 to streamline information sharing between public transportation providers and the public.

2. Focus on Results

- In 2004, ACCT focused on developing a performance measures program to demonstrate the results of coordinated transportation to ACCT stakeholders including state agencies, transit districts, communities, and legislators.
- ACCT held a “*Seeing Our Progress, Expanding Our Vision*” performance measures summit and selected “cost-per-trip” as the measure that most closely reflects ACCT’s mission and goals.

- ACCT staff started gathering “cost-per-trip” data from transit fixed route and demand responsive services, Medicaid broker purchased trips, and school transportation. The data will be used to establish a performance baseline, which ACCT will use to identify the value of transportation improvements made through coordination in the future.

3. Increase Advocacy

- During the 2004 Legislative Session, ACCT supported Senate Bill 5869 allowing nonprofit corporations to form a self-insurance risk pool with other nonprofit corporations or a local government entity for property or liability risk. The bill passed and transportation providers may now lower their insurance costs by accepting higher deductibles.
- ACCT supported House Bill 2883 and its companion, Senate Bill 6552, during the 2004 Legislative Session. These stretcher bills would have allowed for people who needed to be transported in a prone position, and not likely to need medical attention, to take transportation other than ambulances back home from the hospital. The bills would have reduced costs for transporting stretcher patients, but they did not pass.
- ACCT members provided input for the Washington Transportation Plan (WTP), particularly for the Transportation Access goals. The WTP process will provide new visibility for coordination issues in project development and statewide transportation discussions.

B. What ACCT Needs from the Legislature

1. Continue Providing Funds to Support ACCT Activities and Public Transportation

Funding requests for ACCT and public transportation programs are made through the Washington State Department of Transportation (WSDOT). WSDOT's new funding proposal, *Recommendation on New Funding to Address Critical Transportation Needs Over the Next Decade*, includes descriptions of how new funding for these programs could be used over the next ten years. Excerpts from the document are included in Appendix D.

Expanding the state's public transportation programs would help Washington meet the growing demand for special needs transportation. Transit agencies spend a significant amount of operating revenue for special needs transportation and demand response service. This service alone exceeded \$104 million in 2003. Increasing costs, the growth in general population, and the growth in the elderly population will continue to drive up these costs and reduce available revenue for fixed route service.

The proposed additional public transportation programs would assist transit systems and other transportation providers with special needs transportation, rural mobility, and preservation. In addition, this funding would assist ACCT with these important projects:

Re-establish Support for Community Coalitions

Re-establishing the financial support for local coalitions would improve transportation coordination efforts across the state. During the 2001–2003 biennium, 24 local coalitions each received \$20,000 grants to support coordinated transportation activities. Due to a significant reduction in the legislative appropriation for ACCT in the 2003–2005 biennium, local coalitions did not receive continued funding.

Support Performance Measures Activities

Funding is needed for continued development of performance measures to demonstrate the value of coordinated transportation. Performance measure activities include defining measurement criteria, collecting and reporting data from transportation providers and human service organizations, and evaluating programs.

Provide Funding for Statewide Trip Planner

Providing funds and staff to successfully implement the Statewide Trip Planner will increase the ability of people to take full advantage of existing investments in our transportation system.

2. Support Policy Changes

To improve coordinated transportation and reduce policy barriers, ACCT needs legislators to influence law making in these areas:

Stretcher Bills

House Bill 1237 and Senate Bill 5653 are new versions of the stretcher bill. The language omits personally-owned mobility devices from the definition of “stretcher.” This change will allow people with disabilities who own or lease personal gurneys to save costs by traveling by means other than ambulance.

WUTC Temporary Permits

Senate Bill 5105 authorizes the Washington State Utilities and Transportation Commission (WUTC) to grant temporary certificates for up to 180 days to airporter services or bus services—as long as (1) an existing certificate holder for a territory either does not object or is not providing service, or (2) a pending certificate applicant does not object. Had the temporary permits been in place when Greyhound Bus Lines stopped serving many rural communities, another transportation provider would have been able to quickly assume the abandoned routes.

ACCT Membership

To get broader representation on the Council, ACCT would like to add voting members to the Council who represent:

- Washington Association of Cities
- Washington Association of Counties
- Department of Community, Trade and Economic Development
- Employment Security Department
- Washington Utilities and Transportation Commission (Senate Bill 5057)

II. ACCT Purpose

The Agency Council on Coordinated Transportation (ACCT) is a partnership of state agencies, transportation providers, and consumer advocates working to remove transportation as a barrier to full participation in the community. ACCT provides a resource to bring agencies and people together to maximize the use of all community transportation resources while meeting local and agency needs.

ACCT provides an institutional structure to promote coordination and improve transportation options—particularly for people who because of low income, age, or disability do not have access to adequate transportation.

ACCT also provides technical assistance and limited grants for transportation providers and local interests to pursue coordination, planning, and implementation of services and projects to improve service.

ACCT works to identify and address barriers, focus on results, and increase advocacy for coordinated transportation.

The mission of ACCT is to:

Facilitate a statewide approach to coordinated transportation to increase access to transportation specifically for special needs transportation customers.

This means:

- Provide oversight and direction to the state’s coordination agenda.
- Promote the coordination of special needs transportation.
- Provide a forum for discussing issues and initiating change.
- Report to the legislature on progress and propose legislative remedies.

Through coordination of transportation services, programs will achieve increased efficiencies and will be able to provide more rides to a greater number of persons with special needs.

*Washington State Legislature, 1998
RCW 47.06b.010*

Local Coordination Success Story

The Stevens and Pend Oreille Carpool Project matches drivers with riders and makes it possible to provide transportation where none was available before. In one instance, a public assistance client was offered a job in the medical field but had no transportation. She was matched with a person who worked at a bank. They started riding together the next day. The client has now been hired full-time at the hospital and is no longer in need of public assistance.

A. ACCT Membership

Membership in ACCT consists of permanent state agency representatives, Governor appointed representatives, and legislators.

1. ACCT Members

Nine voting members sit on the Council including three State agency representatives and six Governor appointed members. The permanent state agency members of the Council represent the agencies that deliver programs and provide transportation funds for special needs populations. The Governor appoints six additional members who each serve two-year terms, which the Governor may renew to ensure institutional knowledge and continuity within the Council.

State Agency Representatives

- Superintendent of Public Instruction
Marcia Riggers
- Department of Transportation
Paula Hammond
- Department of Social and Health Services
Doug Porter



The ACCT Council holds public meetings on the first Friday of even numbered months.

Governor Appointed Members

- Office of the Governor
Andrew Johnsen (2003–2004)
(position currently vacant)
- Consumer Representative
Bernice Robinson
- Consumer Representative
Glen Hallman
- Washington Association of Pupil Transportation
Reg Clarke
- Washington State Transit Association
Michael Harbour
- Community Transportation Association of the Northwest
Marilyn Mason-Plunkett

2. ACCT Legislators

The Council also consists of eight non-voting legislative members chosen by Senate and House of Representatives leaders. The legislators bring a unique perspective to transportation policy and are in a strong position to influence law making to reduce barriers to coordinated transportation. Some ACCT legislative positions are currently vacant due to turnover and committee reassignment for the 2005 Legislative Session.

- House of Representatives
Transportation Committee
 - (R) Representative Fred Jarrett
 - (D) Representative Alex Wood
- Senate Transportation Committee
 - (R) Senator Jim Horn (2003–2004)
(position currently vacant)
 - (D) Vacant
- House of Representatives
Appropriations Committee
 - (D) Representative Mark Miloscia
 - (R) Vacant
- Senate Ways and Means Committee
 - (D) Senator Mark Doumit
 - (R) Senator Larry Sheahan (2003–2004)
(position currently vacant)

Local Coordination Success Story

The Mason Coalition has become the first coalition to adopt a formal 501(c)(3) nonprofit status. This enables them to advocate on transportation issues and raise funds.



Paula Hammond, ACCT Chairperson and WSDOT Chief of Staff, presents Andrew Johnsen with a certificate of appreciation for his work on the ACCT Council.

3. ACCT Staff

The Washington State Department of Transportation provides staff support for Council activities. All ACCT program staff work within the Public Transportation and Rail Division of WSDOT and are listed in Appendix A. In addition to program staff, WSDOT also provides contract and clerical support.



B. Budget

2003–2005 Biennium

During the 2003–2005 biennium, ACCT received a legislative appropriation of \$377,000. As the table below demonstrates, this money was used to leverage other funds available to the Department of Transportation from both federal and state sources in order to further the goals of coordination.

The funds were used for a variety of projects to support coordinated service and improved access. ACCT assumed responsibility for the federal Job Access and Reverse Commute (JARC) grant that had been previously administered by the Community, Trade and Economic Development Department. ACCT was also awarded funds from the government Services Administration for homeless children transportation grants.

ACCT's 2003–2005 Budget

Category	Funding Source	ACCT Staff	Council Expenses	ACCT Work Plan	Total
ACCT Appropriation	Multimodal Transportation Funds	\$111,067	\$14,833	\$ 251,100	\$ 377,000
Other State Funds for Federal Match	Multimodal Transportation Funds	144,778	0	185,000	329,778
Transportation for the Elderly and Persons with Disabilities (Section 5310) and Rural Public Transportation (Section 5311)	Federal Transit Administration (FTA)	83,286	0	75,000	158,286
Job Access and Reverse Commute (JARC)	FTA	87,707	0	156,100	243,807
Homeless Pupil Transportation Program	Government Services Administration (GSA – federal)			994,100	994,100
Total Funded Through WSDOT		\$426,838	\$14,833	\$1,661,300	\$2,102,971
Community Transportation Association of America (CTAA)	FTA Job Access and Reverse Commute (JARC) Pass-through Grant	0	0	150,000	150,000
Total ACCT Budget		\$426,838	\$14,833	\$1,811,300	\$2,252,971

2005–2007 Biennium

WSDOT plans to use the ACCT budget appropriation in a similar manner in the future. For the 2005–2007 biennium, ACCT requested a \$379,000 legislative appropriation. In addition, the department has requested a federal grant for the Statewide Trip Planner and continued JARC funding.

In WSDOT's new revenue proposal, *Recommendation on New Funding to Address Critical Transportation Needs Over the Next*

Decade, the ACCT Program would be provided an additional \$18 million over ten years. The funding would support local coalitions and match federal dollars for the maintenance of the Statewide Trip Planner. Appendix D includes excerpts from the document and describes how new funding for public transportation could be used. A summary of the recommendation for additional investment is shown below.

WSDOT's 2005–2007 Budget and Additional Investment Recommendation

Ten-Year Expenditure Plan (millions of dollars)	Ten-Year Totals		
	2005-2007 Current Law Budget	Commission Recommendation for Additional Investment	New Total
Public Transportation			
For Transit:			
Operating: Special Needs	\$ 78	\$ 430	\$ 508
Operating: Rural Mobility	60		
Corridor Transit Efficiencies		45	45
Capital: Preservation		225	225
Subtotal	138	700	838
Efficiencies:			
TDM, Trip Planner, ACCT, CTR Tax Credits	116	58	174
Park & Ride Lots		182	182
Subtotal	116	240	356
Other – Profits / Nonprofits:			
Operating: Special Needs & Rural Mobility	62	200	262
Total Public Transportation	\$316	\$1,140	\$1,456

C. Strategic Plan

1. Vision

The ACCT vision is that *we remove transportation as a barrier to full participation in the community.* A person's inability to independently travel between places should not bar them from performing everyday tasks of grocery shopping, seeing a doctor, or heading to work.

2. Mission

The mission of ACCT is to facilitate a statewide approach to coordinated transportation. ACCT activities focus on increasing service to special needs populations by removing barriers to transportation coordination between agencies. Coordinated transportation can increase service availability and quality without increasing costs for the state.

3. Goals

ACCT has started drafting *The ACCT*ion Plan for Achieving Performance Goals*. ACCT staff worked closely with members and core stakeholders to develop goals and measurements for the plan. The performance goals will increase understanding of ACCT projects and the value of coordination in the state.

ACCT discussed its strategic plan and developed guidelines for its mission during April, June, and August meetings. After the general discussion, ACCT staff met with Council members to discuss the strategic plan and the ACCT vision. The resulting ACCT strategic plan outlined below was adopted by the Council at the August 2004 meeting.

ACCT Strategic Plan

Vision

Remove transportation as a barrier to full participation in the community.

Mission

Facilitate statewide approach to coordinated transportation to increase access to transportation particularly for special needs transportation customers.

Goals

- **Efficiency:** *Increase the cost efficiency of publicly funded transportation.*
- **Effectiveness:** *Meet customer and community transportation needs.*
- **Coordination:** *The state investment in transportation will be coordinated with customers and communities.*
- **Information:** *Providers and passengers will have the information they need to use the transportation system.*
- **Accountability:** *Agencies and the public will understand the value of the state investment in coordinated transportation.*

Strategies

- *Identify and Address Barriers*
- *Focus on Results*
- *Increase Advocacy*

III. Program Activities

ACCT undertook several creative demonstration projects and made significant progress on several programs in 2003 and 2004. This section provides information about ACCT’s activities in each of the three strategic action areas:

- A. *Identify and Address Barriers*
- B. *Focus on Results*
- C. *Increase Advocacy*

A. Identify and Address Barriers

Barriers to coordination are varied and range from agency policies to customer comfort. ACCT strived to remove barriers through managing grants, developing innovative demonstration projects, building local coalitions, and facilitating policy change. This section highlights activities ACCT worked on to address the following barriers to coordination:

- 1. *Financial*
- 2. *Agency Policy*
- 3. *Information*
- 4. *Cross-Program*

Local Coordination Success Story

The Pierce County Coalition’s “Beyond the Borders” Project acts as a feeder service to Pierce Transit. With funding from the project, existing transportation providers bring in people from the rural areas of the county and make connections at the transit Park and Ride.

1. Financial Barriers

One of the most significant barriers to coordinating transportation is lack of adequate funding. ACCT assisted special needs providers and users through several grant programs funded by the state legislature and the federal government.

Job Access and Reverse Commute Grant

In 2003, ACCT assumed responsibility for the federal Job Access and Reverse Commute (JARC) grant that had been previously administered by the Community, Trade and Economic Development Department. The JARC grant is a Federal Transit Administration (FTA) program intended to remove transportation as a barrier for low-income job seekers and wage earners.



ACCT received \$4.57 million in JARC funds, which were administered through WSDOT's 2003–2005 public transportation grants program. The federal funds were matched with state and local funds to support job access projects in 28 of 39 counties in Washington. The projects are helping to remove transportation as a barrier so low-income people can develop job skills, meet their childcare needs, and find and keep jobs.

All organizations receiving JARC funding are required to coordinate transportation services, based on a new coordination policy developed and adopted by ACCT and WSDOT. Utilizing a unique planning process, ACCT accepted only one JARC grant application per local planning area. The requirement for a single application ensured that all the agencies with employment transportation interests had to agree on the most important services for their region. When reviewing applications, ACCT gave priority to existing effective projects to sustain the job related transportation services ACCT had funded in past grant cycles.

ACCT plans to continue responsibility for the JARC program and is renewing its request to the Washington congressional delegation for \$5 million in 2006. ACCT plans to use the JARC funding to continue existing projects and support projects in new areas.

Local Coordination Success Story

The Clallam Coalition's vanpool project serving support staff for the Kalaloch Lodge is operated through a unique partnership between the Olympic Community Action Program and Clallam Transit. The ultimate success came when the lodge extended seasonal employment for the members of the vanpool due to increased efficiency.

CTAA Technical Assistance

To encourage communities to coordinate transportation, ACCT partnered with the Community Transportation Association of America (CTAA) to develop an innovative technical assistance program. CTAA provided \$150,000 of federal funds and ACCT is providing matching state funds. The funds are used to work with communities on:

- developing innovative service promotion and design,
- building community partnerships,
- creating choices for people with special needs,
- risk management and safety.

ACCT is currently working on several projects across the state. For example, Asotin County used these funds to develop a transit plan and provide public information that led to a successful initiative to form a Public Transportation Benefit Area.



ParaTransit/Special Needs Grants

ACCT staff worked with WSDOT's public transportation grants program to help transit systems and nonprofit agencies to develop and implement ParaTransit/Special Needs projects. This new grant program provides assistance for transportation for seniors, persons with disabilities, youth, and low-income residents.

In 2003, the legislature allocated a total of \$18 million for ParaTransit/Special Needs grants for the biennium. These funds were awarded through a competitive process to nonprofit special needs services (\$4 million) and through formula grants to transit agencies (\$14 million).

Rural Mobility Grants

ACCT staff also worked with WSDOT's public transportation grants program. Rural mobility funds are used to match federal program funds and support rural employment transportation, community connectors, and rural demand response services.

ACCT provided assistance on rural mobility project development and coordination activities. For example, when Greyhound stopped service to many rural communities in August 2004, ACCT worked with grantees to help fill gaps in service and to provide rural residents with more access to urban centers.



WSDOT's public transportation grants helped People for People purchase lift-equipped vehicles to serve people with special needs.

In 2003, the legislature allocated a total of \$12.9 million for rural mobility grants for the biennium. These funds were awarded through a competitive process to transportation providers in areas not served by transit agencies (\$6.9 million) and through formula-based grants to rural and small city transit agencies (\$6 million).

Coordination With Schools

ACCT work groups convened throughout the 2003–2005 biennium to discuss how to improve coordination with school transportation. In Washington State, there are 15 organizations that transport children as a part of their service delivery. Each of these agencies has different regulations regarding drivers, vehicle maintenance, attendants, liability, and funding.

To improve coordination, ACCT worked to develop partnerships across jurisdictional, agency, and program lines to improve services to shared customers. Two issues regarding school transportation were central to the transportation coordination discussion:

- how to utilize school buses for purposes other than transporting children to school,
- how to transport children to school in vehicles other than school buses.

ACCT has been working with local communities and schools to improve coordinated transportation. In 2004, ACCT made great progress on the issue of homeless children's transportation and on developing guidelines for utilizing school buses as a community resource.

Local Coordination Success Story

Asotin and Whitman Coalitions utilize the first multifunction vehicles available in the state. These unique vehicles meet both school bus and transit safety standards and create new opportunities to coordinate.

Homeless Children's Transportation

A federal law protecting students who do not have permanent housing, the McKinney-Vento Act, requires school districts to provide transportation to homeless children from anywhere within the state to the school they attended prior to becoming homeless.

Meeting the federal requirements for transporting homeless children can add significant costs for school districts. First, the law requires that the school district of origin provide transportation no matter how far the children go. Second, the child's temporary location may change from day to day, which adds administrative costs of determining the child's best transportation resource for any given day. For example, in the last year, Spokane School District had to provide transportation for 572 homeless students, costing an additional \$189,836.



Local Coordination Success Story

The Thurston Coalition’s Tribal Transportation Project enhances the Nisqually Tribe’s aggressive training and employment programs by providing service on tribal lands to serve training and employment sites. It also provides connections to adjacent communities and to Intercity Transit’s fixed route system for an even broader service area.

Washington’s \$1 Million Grant for Homeless Children’s Transportation

Senator Patty Murray secured a \$1 million federal earmark in 2004 to help spotlight innovative approaches to providing homeless student transportation in Washington State. ACCT staff is managing the federal grant with the Office of the Superintendent of Public Instruction (OSPI) and is using WSDOT’s existing grant management system for contract administration.

In 2004, ACCT and OSPI formed a workgroup, solicited proposals, and evaluated and selected the projects. The projects were selected based on innovation and the ability for replication in other communities. In December 2004, ACCT awarded seven Washington school systems and educational service districts (ESD) \$845,468 in grants for the transportation of homeless children. The grants were awarded to Clarkston, Spokane, Central Valley, Everett, North Central ESD, Puget Sound ESD, and Northwest ESD.

One of the projects is to take a successful homeless children’s transportation program, currently implemented in the cities of Kent and Auburn, and expand the program throughout the Puget Sound region. The existing Medicaid transportation broker is used to arrange homeless student trips for the school districts.



2. Agency Policy Barriers

ACCT works to remove barriers when coordination is prevented due to programs operating under different funding mandates, rules, regulations, and administrative structures. ACCT made progress on a demonstration project to change agency policies so passengers receiving transportation assistance through different public assistance programs can ride together. Additionally, ACCT worked to reduce barriers between school and community transportation providers by publishing a guidebook for coordinating pupil and public transportation.

Cost Allocation Demonstration Project

For 18 months during 2003-2004, the ACCT Council Transportation Cost Allocation Work Group worked closely with the Pierce County Coordinated Transportation Coalition on a “Common Ground” demonstration project. The goal of the project is to demonstrate potential efficiencies when Medicaid and Americans with Disabilities Act (ADA) eligible passenger trips are scheduled together instead of using separate vehicles.

This “Common Ground” demonstration project was started in Pierce County when officials realized that different government and



“Common Ground” is one of five demonstration projects the Pierce County Coordinated Transportation Coalition is implementing to improve transportation for Pierce County residents, particularly residents with special transportation needs.

Local Coordination Success Story

The Pierce County Coalition started the Common Ground Project targeting high-volume, common destinations of the transit system’s ADA service and Medicaid transportation providers. Efforts will be made to share riders and to free up vehicles to be used in other areas.

nonprofit programs provide separate vehicles and transportation for special needs clients going to similar destinations such as Adult Day Health and Kidney Dialysis Centers. By combining demand response trips for passengers from the different programs through the demonstration project, transportation providers hope to reduce costs so they can provide more rides.

ACCT provided funding for the work group to hire a consultant to test and evaluate several cost allocation methods. In June 2004, the consultant proposed a seat-shared mile cost allocation formula to the work group. Though Pierce Transit and the Medicaid brokers were interested in testing the cost allocation formula, the Washington State Department of Social and Health Services (DSHS) raised concern that federal rules may prohibit the contribution of the two separate funds for the payment of the same vehicle trip.

In 2004, after committing time and resources on this project, DSHS agreed to test an alternative interpretation of current federal law allowing the demonstration project to move forward. ACCT continues to work with DSHS and is hopeful that the investment in testing the cost allocation methodologies will set the stage for a larger demonstration project. In addition to working on this project at the local and state level, ACCT is working on the cost allocation method at the federal level as described later in the federal activity section.

Building a Community Bus Guidebook

In December 2004, ACCT published *Building a Community Bus: Guide to Coordinating Pupil and Public Transportation*, available on the ACCT Web site at www.wsdot.wa.gov/acct/. The guide was written by the Pupil Transportation Safety Institute for ACCT and provides information and tools to facilitate coordination between schools and other community transportation providers.

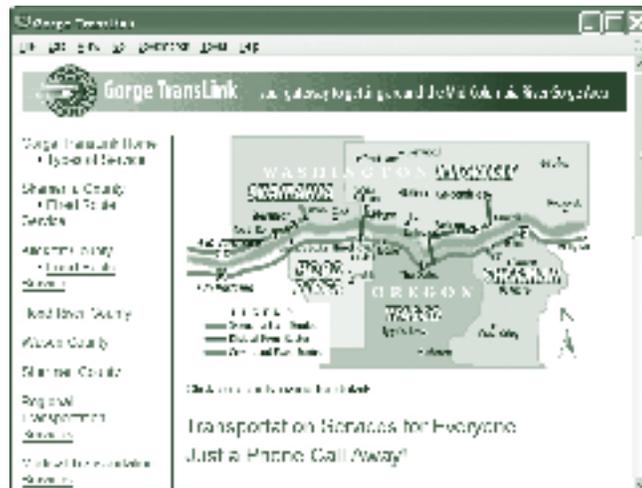
Among the topics discussed are children's safety, cost savings, and building partnerships.

The guidebook describes how coordination between school districts and other transportation providers result in significant benefits to school districts, other organizations, and the community:

- more work for drivers, therefore, less turnover;
- cost savings in capital and training;
- increased services;
- political support.

The guidebook also explains how using school buses for non-pupil transportation during off-hours/days/seasons is the easiest way to allow school buses and drivers to provide additional value to their community. In many rural areas, transportation through community-based organizations may be very limited and school districts may have the only buses in town.

ACCT staff works with local coalitions to encourage coordination among community transportation providers. For example, the ACCT coalition in Yakima offers a joint maintenance program in a collaborative effort between Perry Technical Institute and transportation providers in Yakima County.



Local Coordination Success Story

The Gorge Transportation Providers serve five counties in Washington and Oregon. The group developed a brochure and Web site, available in both English and Spanish, explaining how residents can access services in all five counties.

Local Coordination Success Story

The Snohomish County Coalition’s Special Needs Transportation Hotline is available to help people with special needs find transportation options in Snohomish County. The coalition uses Volunteers of America staff to access information on the major transit providers as well as volunteer transportation programs and services offered by nonprofit organizations.

3. Information Barriers

Lack of information about public transportation services is another barrier that ACCT is striving to remove. ACCT has lead the development of the Statewide Trip Planner, an online tool providing public transportation information. In addition, the ACCT Web site was redesigned to provide better access to the tools ACCT has developed for local coalitions, transportation providers, and special needs users.

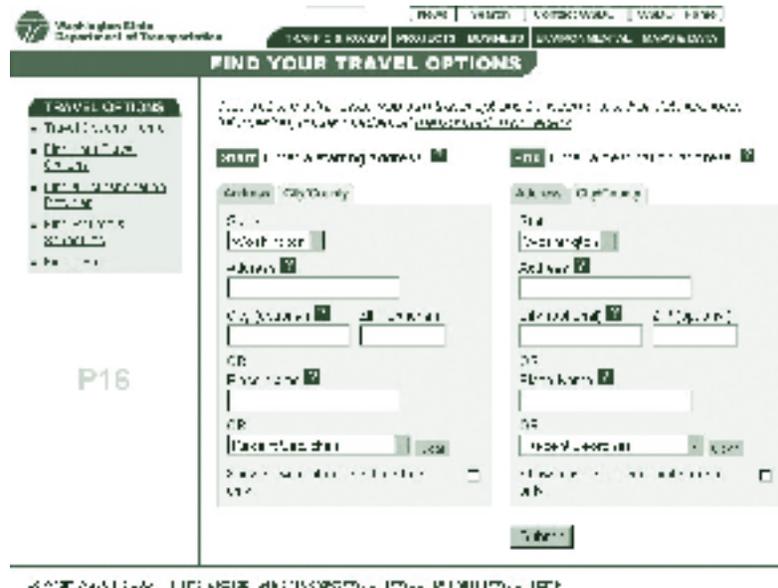
Statewide Trip Planner

ACCT has made significant progress on the Statewide Trip Planner project. The first phase will be an Internet search tool for finding schedule, route, and connection information on public transportation providers. The core of the system is a geographic information system-based search tool for rail, intercity bus, transit, and demand responsive passenger services including taxis and shuttles. The Statewide Trip Planner will gather and provide information on public transpor-

tation services from Washington and Oregon on one Web site including schedules, fares, accessibility, routes, and stops.

In May 2004, the trip planner development agreement between WSDOT and Oregon’s Department of Transportation was signed. This agreement paved the way for joint development of the project and the ability to share public transportation information across borders.

Statewide Trip Planner Prototype





ACCT held focus groups to learn what features are most important to customers and to get feedback from people who will provide transportation data for the Statewide Trip Planner.

The Statewide Trip Planner project will increase the ability of people to take full advantage of existing public transportation services.

By the winter of 2005, the first phase of the Statewide Trip Planner should be available to the public. This phase will provide online information for the general public, transit call centers, social service caseworkers, senior centers, and tourism information centers.

Local Coordination Success Story

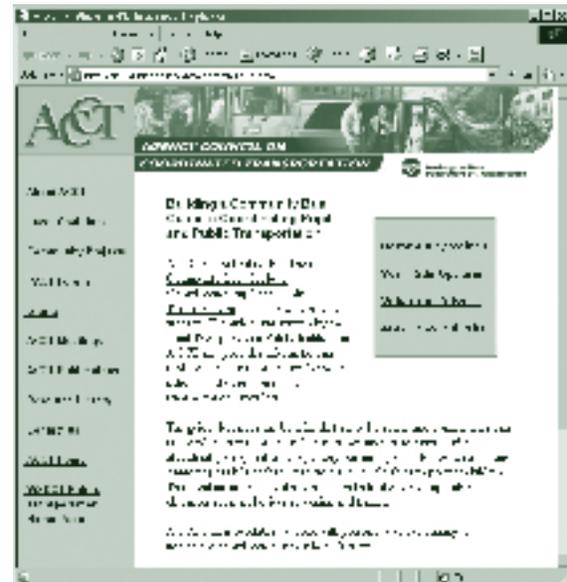
The Wahkiakum “On The Move” community van service provides people access to neighboring communities along State Route 4. This project was conceived and implemented by the county housing authority and a mental health agency and uses non-traditional funding sources.

ACCT Web Site

In September 2004, ACCT launched a new Web site located at www.wsdot.wa.gov/acct/. ACCT created the new Web site because the previous version had outgrown its structure and was becoming cumbersome to use. The new Web site is easier to navigate and provides a better reflection of current ACCT activities.

The new Web site includes a special section with information for the public as well as a clear menu with information for Council members and transportation specialists. ACCT Council meeting minutes and handouts are archived on the site for easy reference and *ACCTion* bulletins are published regularly.

ACCT’s New Web Site



4. Cross-Program Barriers

An important part of ACCT's mission is to work with other transportation programs to help meet customer and client needs for transportation. Improving access to our transportation system for people with special needs makes the system more accessible for everyone. This year ACCT has made connections with existing transit and commute trip reduction programs to leverage our state and federal resources as well as program experience.

Intercity Program

Because of the reduction in Greyhound services in August 2004, and continuing instability in rural service, ACCT is working with local coalitions to identify basic service needs and mobility options.

Washington's intercity bus network is an important part of passenger transportation in the state and creates links to medical, educational, and employment opportunities. The Federal Transit Administration allocates intercity bus transportation grants (Section 5311f) to be used to maintain the state's network of services. The funds are for ground transportation connections to support access from rural communities to the transportation, education, medical, and social services available in larger urbanized areas.

Washington has used these federal funds in the past to support rural connections between Omak and Wenatchee, Goldendale and Vancouver, and in Yakima County.

ACCT is working with WSDOT on the state's intercity transportation program. WSDOT has hired staff and is in the process of revising the existing intercity program to meet specific statewide net-work needs. The work during the next year will result in a clear policy statement on the state's interest and a grant program to build the network identified by the policy.



Intercity bus transportation connects rural residents to larger communities.

Commute Trip Reduction Program

During 2004, ACCT staff worked with WSDOT's Commute Trip Reduction (CTR) program staff to identify opportunities to create innovative JARC projects to meet congestion mitigation needs in urban areas and mobility needs in rural areas. The CTR program received over \$1 million in JARC funds to provide transportation project construction mitigation, rideshare incentives, and other transportation demand management (TDM) strategies.

ACCT is also working with WSDOT's new vanpool investment program. Rural transit agencies may be able to increase access and mobility for residents by operating vanpools.

B. Focus on Results

ACCT is focusing on performance measures and pursuing activities that are likely to produce measurable results. To demonstrate the success and benefits of coordination, ACCT is developing a method for data collection and reporting, performance measurements, and evaluation criteria.

In 2004, the Council took steps toward establishing baseline data for transportation funding, cost-per-trip, number of trips, and other indicators. The Council is establishing a work plan with measurable results for state agencies, local coordinated transportation coalitions, and organizations receiving ACCT funds.

Performance Measures

In 2004, ACCT began developing a performance measures program to demonstrate the value of coordinated transportation to ACCT stakeholders, including state agencies, transit agencies, communities, and legislators. The performance program is on a 1-1-1 schedule: one year for development, one year for implementation, and one year for revising and focusing.



Local Coordination Success Story

Hopelink & Mt. Si Senior Services have teamed up to provide transportation for people in King County who need assistance getting to and from work, medical appointments, prescription pick-ups, grocery and food bank shopping, counseling, and family support meetings.

Local Coordination Success Story

The Walla Walla Coalition was able to quickly respond when Greyhound announced that they were no longer going to serve the community last summer. The coalition was able to meet and demonstrate a need and encourage other providers to resume service.

Performance Measures Summit

ACCT held a “*Seeing Our Progress, Expanding Our Vision*” performance measures summit on March 24, 2004, in Bellevue. State agency managers, transportation providers, and policy makers, including Representative Jarrett (R-41) and Representative Miloscia (D-30), attended the summit.

The lively discussion focused on identifying indicators of a successful coordinated public transportation system and performance measures for providers, purchasers, and riders. “Cost-per-trip” was selected as the measure that most closely reflects the goals and mission of ACCT. The summit attendees asked ACCT and state agency staff to select two counties and collect cost-per-trip data.



Jon Burkhardt, public transportation consultant, gives keynote address at ACCT’s performance measures summit.

Data Collection

ACCT collected performance measures data from Yakima and Pierce Counties for all types of special needs transportation providers.

The analysis of the initial data showed variation in program delivery and cost prompting ACCT to also analyze existing statewide cost-per-trip data.

ACCT will use the statewide data to establish a performance baseline to measure and identify the value of transportation improvements made through coordination in the future.

Strategic and Work Plan Elements

During the next year, ACCT staff will be working with providers, brokers, customers, and agencies on ACCT’s work plan elements and on measuring the results. ACCT is drafting *The ACCT*ion Plan for Achieving Performance Goals*. This document will outline the ACCT workplan and member agency activities to support coordinated transportation. The plan will be produced according to this timeline:

- **January to April 2005** – Gather information on member and stakeholder coordination interests.
- **April to June 2005** – Prioritize coordination activities with ACCT members.
- **June 2005** – Publish a completed version of *The ACCT*ion Plan for Achieving Performance Goals*.

C. Increase Advocacy

A primary council role is to advocate for coordinated special needs transportation at the local, state, and federal levels. This section highlights ACCT's efforts to:

- encourage local coalitions,
- propose state legislative remedies,
- increase federal activity.

1. Encourage Local Coalitions

In 2003–2004, ACCT continued to encourage local coalitions in their coordination work. However, due to lack of staffing and financial resources, some of the coalitions are inactive, have outdated plans, or have stalled in their progress. In addition, only 23 of 39 counties have access to a coalition forum for developing local transportation resources. The local coalitions contacts are listed in Appendix B.

The next step for many coalitions is to implement aspects of their plans. Because of the CTAA grants mentioned earlier, ACCT staff will be able to provide limited technical assistance to the existing local coalitions. However, ACCT does not have enough staff resources to develop coalitions in other areas.

To assist local coordinated transportation activities, 24 coalitions each received a \$20,000 start-up grant during the 2001–2003 biennium. The local coalitions did not receive continued funding during the 2003–2005 biennium due to a significant reduction in legislative appropriation for ACCT. Were ACCT able to provide grants to local coalitions in the future, more progress would be made at the local level.



Providers of special needs transportation, education, and employment services collaborate on a “Road to Work” project.

Local Coordination Success Story

In Okanogan County, the Job Access Project provides intercity transportation for low income clients going to job related activities. By providing public transportation, these clients now have access to Omak where the DSHS office and training activities are located.

2. Propose State Legislative Remedies

2004 State Legislative Activity

Insurance Risk Pool

The ACCT Council supported Senate Bill 5869 which passed overwhelmingly. The bill allows nonprofit corporations to form a self-insurance risk pool with other nonprofit corporations or a local government entity for property or liability risk. The nonprofit self-insurance risk pools will be subject to Office of Financial Management oversight and regulations.

The first, and to date only, Non-Profit Insurance Program (NPIP) was formed on August 20, 2004. NPIP administers a Joint Insurance Purchasing Program wherein members pool



Governor Gary Locke signs legislation authorizing nonprofits to form self-insurance risk pools.

Local Coordination Success Story

The Spokane Coalition's Volunteer Van Program is a partnership between the transit system and an agency that provides support to the developmentally disabled community. The agency agrees to purchase a monthly fare pass for each ADA-eligible person riding the van, and will plan, schedule, and deliver the transportation rides for their clients' needs.

their losses and claims. NPIP members also jointly purchase insurance, administrative, and other services through the program including claims adjustment, risk management consulting, and loss prevention. The primary benefits to nonprofit organizations participating in the insurance pool are:

- lower insurance premiums,
- stable access to the insurance market,
- increased availability of risk management and loss prevention services.

On August 24, 2004, the NPIP Board adopted the following mission statement:

"The Non-Profit Insurance Program groups together non-profit organizations to ensure the availability of stable and affordable protection for the non-profit sector. We shall accomplish this through effective risk management, effective marketing and best practices administration."



Local Coordination Success Story

In Pacific County, an agreement between Pacific Transit and South Bend School District enables low-income children access to school district's after school and summer programs by providing additional public transportation services.

Stretcher Bills

The ACCT Council supported House Bill 2883 and its companion, Senate Bill 6552, during the 2004 Legislative Session. Current state law requires that any person needing to be transported in a stretcher must be transported by ambulance. Since the cost of an ambulance can be hundreds of dollars per trip, the transportation of stretcher patients can be expensive. The bills would have reduced costs by allowing for transportation in specialized commercial transport vehicles such as cabulances, stretcher vans, and wheelchair vans. These bills did not pass.

2005 Legislative Agenda

Resolutions

In 2004, the ACCT Council adopted two resolutions, published in Appendix D of this report, supporting proposed legislative budgets:

Pupil Transportation – Resolution 001

ACCT supported the Office of Superintendent of Public Instruction's 2005 legislative budget request for funding pupil transportation and encouraging local school incentives for districts engaging in transportation coordination activities.

Special Needs and Intercity Transportation – Resolution 002

ACCT supported the joint legislative budget request of the Washington State Transit Association and the Community Transportation Association of the Northwest that the state provide sufficient and stable funding to address special needs transportation. Funding would be distributed among transit systems and nonprofit transportation providers and through competitive grants for developing innovative and collaborative transportation programs. In addition, ACCT supports the state identifying and funding a network of intercity transportation services to ensure basic mobility for people living in rural areas.



Seniors and people with special needs rely on funding for specialized transportation to maintain their independence, health, and quality of life.

Stretcher Bills

ACCT plans to support new versions of the stretcher bills, House Bill 1237 and Senate Bill 5653. The revised language omits personally-owned mobility devices from the definition of “stretcher.” This change will allow people with disabilities who own or lease personal gurneys to travel by means other than ambulance.

WUTC Temporary Permits

ACCT plans to support Senate Bill 5105 authorizing the Washington Utilities and Transportation Commission (WUTC) to grant temporary certificates. The certificates would provide up to 180 days of airporter services or bus services—as long as (1) an existing certificate holder for a territory either does not object or is not providing service, or (2) a pending certificate applicant does not object.

The issue came up in 2004 when Greyhound Bus Lines stopped serving many rural communities in Washington. Under the current law, the WUTC was unable to grant temporary permission for assumption of the abandoned routes.

Local Coordination Success Story

The Kittitas Coalition designed the first special needs transit system in Washington. The system is designed to compliment the transportation already provided by area nonprofits. A unique aspect of the system design is that passengers will be given travel vouchers that can be used for public transportation, taxis, and volunteer driver programs.

ACCT Membership

To get broader representation on the Council, ACCT would like to add voting members to the Council who represent:

- Washington Association of Cities
- Washington Association of Counties
- Department of Community, Trade and Economic Development
- Employment Security Department
- Washington Utilities and Transportation Commission (Senate Bill 5057)

3. Increase Federal Activity

United We Ride Award

The U.S. Department of Transportation announced a new multi-agency coordinated transportation initiative, *United We Ride*, a partnership of the U.S. Department of Health and Human Services, the U.S. Department of Labor, and the U.S. Department of Education. *United We Ride* encourages the coordination of transportation services to access health care, employment and employment-related services, and other community resources.

Washington State received a *United We Ride* leadership award based on the excellent performance of the ACCT Council, including the creation of local coordination coalitions, funding of demonstration projects to test coordination options, and the sponsorship of the Statewide Trip Planner. Award criteria included:

- promotion of leadership and partnership,
- evaluating needs and taking action,
- putting the customers first,
- flexing funds for greater mobility,
- utilizing technology for coordination,
- moving people efficiently.



Governor Gary Locke and Washington state representatives accept a leadership award from Secretary of Transportation, Norman Y. Mineta and Federal Transit Administrator, Jennifer Dorn.

The Federal Transit Administration (FTA) granted the award to Washington State in February 2004. A ceremony was held in Washington, D.C., where Governor Locke and representatives from WSDOT, OSPI, and DSHS accepted the award.

Federal Approval for Demonstration Project

As described earlier in ACCT's activities to remove agency policy barriers, ACCT financed a cost allocation model study in 2004 for the "*Common Ground*" demonstration project. The study examined the different means of sharing cost between Medicaid and ADA demand responsive rides. Currently, two separate vehicles can take two people from within blocks of each other to a destination within blocks of each other. If the rides were coordinated, the two individuals could ride on the same vehicle, saving both programs money while not compromising on service quality.

In addition to reducing policy barriers at the local and state level on this demonstration project, ACCT is clearing the way for coordinated transportation at the regional and federal levels. Through Region X of the U.S. Department of Transportation's Federal Transit Administration (FTA), ACCT participated in discussions at a federal coordination workshop and wrote a letter requesting clarification from the U.S. Department of Health and Human Services (HHS) on the rules governing reimbursement of transportation costs by the Centers for Medicaid and Medicare services.

Federal Funding Requests

During 2003–2005, the ACCT Council succeeded in securing three federal grants totaling \$6.27 million for Washington State. The federal funds will ensure that ACCT projects continue achieving their objectives and that special needs transportation in Washington State receives planning, administrative, and capital assistance.

JARC Grants

In FY 2003, ACCT received \$4.57 million from the FTA's Job Access and Reverse Commute (JARC) program, which focuses on removing transportation as a barrier for low-income people. In FY 2005, ACCT requested \$5 million from FTA, but received only \$1.6 million, an amount that just allowed ACCT to maintain current levels of service in all of its rural job access programs. WSDOT, on behalf of ACCT, is requesting \$5 million in the federal fiscal year 2006 for statewide JARC projects. In addition, WSDOT included a \$1.38 million agency request in the federal reauthorization.

Statewide Trip Planner Funding

WSDOT allocated \$364,800 from the FTA Section 5311 Intercity Bus Program toward the Statewide Trip Planner in 2004 to include rail and intercity carriers such as Amtrak, Northwest Trailways, and Greyhound. WSDOT has recently requested an additional \$1.2 million federal transportation appropriation to increase the ability of the system to provide door-to-door itineraries. The Intercity Bus funds will allow the project to begin the initial start-up phase in winter 2005. The Statewide Trip Planner will gather information on transit, intercity bus, rail, and demand responsive transportation from Washington and Oregon on one Web site that people can access for information to plan their trip.

Local Coordination Success Story



The Mason Coalition's After School Busing Program is a national model for coordinating transportation with school districts. Mason Transit runs an after-school route using school buses to transport students who would like to take part in extracurricular activities.

Appendix A – ACCT Staff



Robin Phillips, Seija Blaylock, and Don Chartock provide staff support to the ACCT Council.

Robin Phillips

Administrator for Coordinated Transportation

(360) 705-7929 or PhilliR@wsdot.wa.gov

Robin Phillips joined the WSDOT team in January 2004 from the Public Transit Division of the Oregon Department of Transportation (ODOT). For seven years, she was responsible for the development and implementation of their statewide Intercity Passenger Program, Rural Job Access, Bi-State Trip Planner, and coordination of intercity and transit issues with ODOT's Rail and Planning Divisions.

Robin leads ACCT staff in their goals to develop coordination performance measures, oversee special needs transportation program development, implement the Statewide Trip Planner, and manage and improve the Intercity Bus Program. Robin earned a Bachelor of Arts degree in History from Reed College and a law degree from Willamette University.

Don Chartock

Special Needs Coordinator

(360) 705-7928 or ChartoD@wsdot.wa.gov

Don Chartock is the lone veteran of the program staff. His work with rural communities in the past year has facilitated public transit development in several communities in eastern Washington. He has also been instrumental in responding to the changes in Greyhound service in eastern Washington. Don's experience and commitment to ACCT has kept the Council moving forward during a year of change. Don earned a Bachelor of Arts degree from American University and a law degree from Seattle University.

Seija Blaylock

Public Transportation Analyst and Training Specialist

(360) 705-7923 or BlayloS@wsdot.wa.gov

Seija Blaylock is the new ACCT Program Analyst and was brought on board in March 2004 to work on the performance measures analysis. Seija has been gathering information from transportation providers around Washington State in order to build a more accurate picture for the Council on the efficiency of transportation. She comes to WSDOT from the Department of Community, Trade and Economic Development where she did fiscal analysis on transportation legislation. Seija recently completed Masters degrees from the Evans and Jackson Schools at the University of Washington.

Appendix B – Coalition Contacts

Asotin/Whitman

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Clallam

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Grant/Adams

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Debbie Greene
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Grays Harbor/Pacific

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King

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Kittitas

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Pend Oreille

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Thurston

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Yakima

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Appendix C – Enabling Legislation

Chapter 47.06B RCW COORDINATING SPECIAL NEEDS TRANSPORTATION

RCW SECTIONS

47.06B.010	Finding – Intent
47.06B.012	Definitions
47.06B.015	Program for Agency Coordinated Transportation
47.06B.020	Agency Council on coordinated transportation -- Creation, membership, staff
47.06B.030	Council -- Duties (as amended by 1999 c 372)
47.06B.030	Council -- Duties (as amended by 1999 c 385)
47.06B.040	Local planning forums
47.06B.900	Council--Termination
47.06B.901	Repealer

RCW 47.06B.010 Finding – Intent

(Effective until June 30, 2008)

The legislature finds that transportation systems for persons with special needs are not operated as efficiently as possible. In some cases, programs established by the legislature to assist persons with special needs can not be accessed due to these inefficiencies and coordination barriers.

It is the intent of the legislature that public transportation agencies, pupil transportation programs, private nonprofit transportation providers, and other public agencies sponsoring programs that require transportation services coordinate those transportation services. Through coordination of transportation services, programs will achieve increased efficiencies and will be able to provide more rides to a greater number of persons with special needs.

[1999 c 385 § 1; 1998 c 173 § 1.]

RCW 47.06B.012 Definitions

(Effective until June 30, 2008)

The definitions in this section apply throughout this chapter.

- (1) “Persons with special transportation needs” means those persons, including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.
- (2) “Special needs coordinated transportation” is transportation for persons with special transportation needs that is developed through a collaborative community process involving transportation providers; human service

programs and agencies; consumers; social, educational, and health service providers; employer and business representatives; employees and employee representatives; and other affected parties.

[1999 c 385 § 2.]

RCW 47.06B.015 Program for Agency Coordinated Transportation

(Effective until June 30, 2008)

In order to increase efficiency, to reduce waste and duplication, to enable people to access social and health services, to provide a basic level of mobility, and to extend and improve transportation services to people with special transportation needs, the state shall implement the Program for Agency Coordinated Transportation. The program will improve transportation efficiency and effectiveness to maximize the use of community resources so that more people can be served within available funding levels.

The Program for Agency Coordinated Transportation will facilitate a statewide approach to coordination and will support the development of community-based coordinated transportation systems that exhibit the following characteristics:

- (1) Organizations serving persons with special transportation needs share responsibility for ensuring that customers can access services.
- (2) There is a single entry process for customers to use to have trips arranged and scheduled, so the customer does not have to contact different locations based on which sponsoring agency or program is paying for the trip.
- (3) A process is in place so that when decisions are made by service organizations on facility siting or program policy implementation, the costs of client transportation and the potential effects on the client transportation costs of other agencies or programs are considered. Affected agencies are given an opportunity to influence the decision if the potential impact is negative.
- (4) Open local market mechanisms give all providers who meet minimum standards an opportunity to participate in the program, and, in addition, allow for cost comparisons so that purchasers can select the least expensive trip most appropriate to the customer's needs.
- (5) There is flexibility in using the available vehicles in a community so that the ability to transport people is not restricted by categorical claims to vehicles.
- (6) There is maximum sharing of operating facilities and administrative services, to avoid duplication of costly program elements.
- (7) Trip sponsors and service providers have agreed on a process for allocating costs and billing when they share use of vehicles.

(8) Minimum standards exist for at least safety, driver training, maintenance, vehicles, and technology to eliminate barriers that may prevent sponsors from using each other's vehicles or serving each other's clients.

(9) The system is user friendly. The fact that the system is supported by a multitude of programs and agencies with different eligibility, contracting, service delivery, payment, and funding structures does not negatively affect the customer's ability to access service.

(10) Support is provided for research, technology improvements, and sharing of best practices from other communities, so that the system can be continually improved.

(11) There are performance goals and an evaluation process that leads to continuous system improvement.

[1999 c 385 § 3.]

RCW 47.06B.030 Council -- Duties (as amended by 1999 c 385)

(Effective until June 30, 2008)

To assure implementation of the Program for Agency Coordinated Transportation, the council, in coordination with stakeholders, shall:

- (1) Develop guidelines for local planning of coordinated transportation in accordance with this chapter;
- (2) Initiate local planning processes by contacting the board of commissioners and county councils in each county and encouraging them to convene local planning forums for the purpose of implementing special needs coordinated transportation programs at the community level;
- (3) Work with local community forums to designate a local lead organization that shall cooperate and coordinate with private and nonprofit transportation brokers and providers, local public transportation agencies, local governments, and user groups;
- (4) Provide a forum at the state level in which state agencies will discuss and resolve coordination issues and program policy issues that may impact transportation coordination and costs;
- (5) Provide guidelines for state agencies to use in creating policies, rules, or procedures to encourage the participation of their constituents in community-based planning and coordination, in accordance with this chapter;
- (6) Facilitate state-level discussion and action on problems and barriers identified by the local forums that can only be resolved at either the state or federal level;

- (7) Develop and test models for determining the impacts of facility siting and program policy decisions on transportation costs;
- (8) Develop methodologies and provide support to local and state agencies in identifying transportation costs;
- (9) Develop guidelines for setting performance measures and evaluating performance;
- (10) Develop monitoring reporting criteria and processes to assess state and local level of participation with this chapter;
- (11) Administer and manage grant funds to develop, test, and facilitate the implementation of coordinated systems;
- (12) Develop minimum standards for safety, driver training, and vehicles, and provide models for processes and technology to support coordinated service delivery systems;
- (13) Provide a clearinghouse for sharing information about transportation coordination best practices and experiences;
- (14) Promote research and development of methods and tools to improve the performance of transportation coordination in the state;
- (15) Provide technical assistance and support to communities;
- (16) Facilitate, monitor, provide funding as available, and give technical support to local planning processes;
- (17) Form, convene, and give staff support to stakeholder work groups as needed to continue work on removing barriers to coordinated transportation;
- (18) Advocate for the coordination of transportation for people with special transportation needs at the federal, state, and local levels;
- (19) Recommend to the legislature changes in laws to assist coordination of transportation services;
- (20) Petition the office of financial management to make whatever changes are deemed necessary to identify transportation costs in all executive agency budgets;
- (21) Report to the legislature by December 1, 2000, on council activities including, but not limited to, the progress of community planning processes, what demonstration projects have been undertaken, how coordination affected service levels, and whether these efforts produced savings that allowed expansion of services. Reports must be made once every two years thereafter, and other times as the council deems necessary.

[1999 c 385 § 5; 1998 c 173 § 3.]

RCW 47.06B.040 Local Planning Forums*(Effective until June 30, 2008)*

The council may request, and may require as a condition of receiving coordination grants, selected county governments to convene local planning forums and invite participation of all entities, including tribal governments, that serve or transport persons with special transportation needs. Counties are encouraged to coordinate and combine their forums and planning processes with other counties, as they find it appropriate. The local community forums must:

- (1) Designate a lead organization to facilitate the community planning process on an ongoing basis;
- (2) Identify functional boundaries for the local coordinated transportation system;
- (3) Clarify roles and responsibilities of the various participants;
- (4) Identify community resources and needs;
- (5) Prepare a plan for developing a coordinated transportation system that meets the intent of this chapter, addresses community needs, and efficiently uses community resources to address unmet needs;
- (6) Implement the community coordinated transportation plan;
- (7) Develop performance measures consistent with council guidelines;
- (8) Develop a reporting process consistent with council guidelines;
- (9) Raise issues and barriers to the council when resolution is needed at either the state or federal level;
- (10) Develop a process for open discussion and input on local policy and facility siting decisions that may have an impact on the special needs transportation costs and service delivery of other programs and agencies in the community.

[1999 c 385 § 6.]

RCW 47.06B.900 Council--Termination

The agency council on coordinated transportation is terminated on June 30, 2007, as provided in RCW 47.06B.901.

[1999 c 385 § 7; 1998 c 173 § 6.]

RCW 47.06B.901 Repealer

The following acts or parts of acts, as now existing or hereafter amended, are each repealed, effective June 30, 2008:

- (1) RCW 47.06B.010 and 1999 c 385 § 1 & 1998 c 173 § 1;
- (2) RCW 47.06B.012 and 1999 c 385 § 2;
- (3) RCW 47.06B.015 and 1999 c 385 § 3;
- (4) RCW 47.06B.020 and *1999 c 385 § 4 & 1998 c 173 § 2;
- (5) RCW 47.06B.030 and 1999 c 385 § 5 & 1998 c 173 § 3; and
- (6) RCW 47.06B.040 and 1999 c 385 § 6.

[1999 c 385 § 8; 1998 c 173 § 7.]

NOTES:

*Reviser's note: 1999 c 385 § 4 was vetoed.

Appendix D – New Funding Requests

The following excerpts are from the *Recommendation on New Funding to Address Critical Transportation Needs Over the Next Decade*, a working document for the 2005 Legislative Session. The Washington State Transportation Commission and the Washington State Department of Transportation produced this document in January 2005.

To view the document in its entirety, visit www.wsdot.wa.gov/commission/2005NewRevProp.pdf/.

The excerpts included here describe how new funding could be used for state public transportation programs including ACCT.

This section contains a narrative description of how new funding for public transportation could be used. The table below is an excerpt from the "Ten-Year Expenditure Plan Summary" displayed in Tab 2.

Public Transportation			
For Transit:			
Operating: Special Needs	78	430	508
Operating: Rural Mobility	50		
Corridor Transit Efficiencies	-	45	45
Capital: Preservation	-	225	225
Subtotal	138	700	838
Efficiencies:			
TDM, Trip Planner, ACCT, CTR Tax Credits	116	58	174
Park & Ride Lots	-	182	182
Subtotal	116	240	356
Other - Profits/ Non-Profits			
Operating: Special Needs & Rural Mobility	62	200	262
Total Public Transportation	318	1,140	1,456

Public Transportation - \$1,140M

Transit: Operating: Special Needs (ADA) - \$430M

Description
This new funding will provide operating funds directly to transit systems for special needs transportation to meet the growing demand for transportation services required by the Americans with Disabilities Act (ADA).
Benefits
<p>This additional funding would support transit agencies' operating costs for transportation services required by the ADA.</p> <p>Transit agencies spend a significant amount of operating revenue for ADA required transportation on fixed routes and demand response service. These costs exceeded \$104 million for demand response service alone in 2004. Increasing costs, the growth in general population and particularly the growth in the elderly population will continue to drive public transit expenses for these services well beyond the rate of inflation (4% to 6% per year).</p> <p>The additional funding should be distributed according to statutory formula that would provide:</p> <ul style="list-style-type: none"> • Allocations directly to transit systems. • Allocations to the department for competitive grants to transit agencies, including new, innovative and creative programs to be developed for special-needs transportation.
Where in the state will this investment be made?
This program would be statewide.

Transit: Corridor Transit Efficiencies - \$45M

Description
This new funding will establish a program to increase highway efficiency in congested corridors by increasing public transportation services in coordination with transit agencies.
Benefits
This is a new program to maintain and improve the efficiency of the state and local highway system. This program will provide funding to transit agencies to focus efforts on reduction of congestion in corridors.
WSDOT, in collaboration with transit agencies, will develop a program to fund transit services that create efficiencies in congested corridors.
Where in the state will this investment be made?
This program will focus on congested corridors throughout the state.

Transit: Capital: Preservation - \$225M

Description
This new funding will provide grant funds to transit agencies for vehicles and facilities.
Benefits
This program would provide funding for transit agencies to acquire buses, other vehicles, and facilities. To be eligible for grants, transit agencies would be required to provide local matching funds. This program would be similar to a previous state administered capital matching program funded by the Motor Vehicle Excise Tax that distributed capital grants to public transportation agencies based on criteria adopted by administrative rules. It would provide a portion of the funds needed by Washington State transit agencies to meet capital needs that are approximately \$250 million per year.
Grants could be used for vehicles, facilities, shelters, bus rapid transit facilities, and capital maintenance, passenger ferries and passenger ferry docks (non-state operated). To facilitate administration of this program, eligible projects would be required to meet Federal Transit Administration (FTA) capital grant requirements.
Where in the state will this investment be made?
This program would be statewide.

TDM, Trip Planner, ACCT, CTR Tax Credits - \$58M

TDM, Trip Planner, ACCT, CTR Tax Credits - Financial Incentives for Vanpooling - \$5M

Description
This new funding will enable the Department to develop and sustain a vanpool rideshare incentives program to encourage commuters to use alternatives (vanpools) to driving alone to work.
Benefits
<p>The legislature provided \$4 million in the 2003-05 biennium for grants to public transit agencies to add vanpools and for incentives to employers to increase employee vanpool use. All of the funds are being used to purchase vans, leaving no money available for incentives. Programs that include financial incentives are more likely to have sustainable results.</p> <p>In the vanpool marketplace, incentives have been a valuable tool to attract new riders to try ridesharing and to retain existing riders. Value-added incentive products such as cash cards have two important purposes: (1) attract the customer to purchase a product or service and (2) create brand loyalty.</p> <p>According to the Puget Sound Regional Vanpool Study, vanpool incentives can significantly impact commuter choices toward vanpooling. Up to 30% of commuters said they would start vanpooling if incentives were made available. Incentives are especially needed to promote commute options as part of on-going congestion mitigation and during major roadway construction projects.</p>
Where in the state will this investment be made?
The program is statewide with a focus on congested corridors and in areas where opportunities for providing roadway capacity are limited or expensive.

TDM, Trip Planner, ACCT, CTR Tax Credits - Funding for Counties and Local Jurisdictions - \$5M

Description
This new funding will provide additional funds for Commute Trip Reduction (CTR) counties to meet increased program costs and provide services required to meet CTR program goals.
Benefits
<p>The new funding will do the following:</p> <ol style="list-style-type: none"> 1) Restore basic training that counties provide to employers; 2) Increase advanced training and provide new training for Employee Transportation Coordinators (ETCs), including training for employers to retrain their ETCs; 3) Increase on-site assistance for employers; 4) Restore/increase recognition and outreach programs that increase participation in vanpooling by employers and employees in reducing commute trips. 5) Cover the increased program costs to jurisdictions; 6) Re-establish base funding to the five smaller counties; and 7) Allow grant funding to be redirected from basic maintenance to new projects <p>Since 1993, overall CTR funding has dropped by \$1.4 million (inflation adjusted \$) while the number of affected counties has increased by two, and affected worksites have increased from 820 to 1087 (33%). During this same period, the amount of funding allotted per worksite has been reduced by 50% (inflation adjusted), on-site assistance has been reduced to a maintenance/compliance level, ETC training and recognition programs have been reduced and/or eliminated, and CMAC funds (federal funds available in some counties for innovation) have been used for administration rather than for new projects.</p>
Where in the state will this investment be made?
The ten most populated counties mandated to assist employers that are affected by the CTR law are: King, Snohomish, Pierce, Spokane, Kitsap, Thurston, Yakima, Clark, Whatcom, and Benton.

TDM, Trip Planner, ACCT, CTR Tax Credits - Performance Grant Program - \$7.5M

Description
This new funding will boost the benefits of the CTR Performance Grant Program by funding additional cost-effective projects, implementing recommendations to improve the program, and providing technical support to grant recipients.
Benefits
Funding requests for the Performance Grant Program's first allocations exceeded available funding by a ratio of over 2:1. WSDOT has already funded projects that are projected to reduce vehicle trips by 5,022. Increased funding will help WSDOT to improve the efficiency of the transportation system by reducing the demand for vehicle trips during peak periods. The new funding will enable the Department to increase program successes by focusing investments on congested corridors and choke points. The department will be able to provide technical support to employers and entrepreneurs that will enhance the benefits of current and new projects. With the improvements to the program and technical support, the additional funds should nearly double the trips reduced in the first biennium.
Where in the state will this investment be made?
The program is statewide with a focus on congested corridors and in areas where opportunities for providing roadway capacity are limited or expensive.

TDM, Trip Planner, ACCT, CTR Tax Credits - Public Education and Marketing - \$3.5M

Description
This new funding will improve the performance of the Commute Trip Reduction Program and related efforts to increase the use of commute options through public education and marketing.
Benefits
Changing transportation behavior in Washington State will require changes in attitude in addition to improved transportation options and technology. This program would support: (a) the development of a new public awareness campaign for \$1.1 million and (b) ongoing public education funded at \$0.6 million for 4 biennia.
The campaign would provide unified messages for use by organizations statewide that promote the use of transportation options or that encourage reductions in drive-alone commuting. The campaign would reduce duplication in use of resources by generating a package of educational strategies and tools that could be used by all organizations.
Where in the state will this investment be made?
The communications program is statewide with a focus on congested corridors and in areas where opportunities for providing roadway capacity are limited or expensive.

TDM, Trip Planner, ACCT, CTR Tax Credits - Tax Credit Program - \$15M

Description
This new funding will boost the benefits of the CTR Tax Credit Program by improving access of small employers to the program and by increasing the existing tax credit lid by \$1,000,000 in each of the next 5 biennia.
Benefits
<p>This project will encourage more employers to create programs that reduce drive-alone commuting. This will be accomplished by modifying the existing tax credit law to make the credit accessible to small and medium-sized employers, changing the present structure that favors large employers, and reducing the maximum that any employer can receive from \$200,000 to \$50,000. Coupled with the increase in the total credit, these changes will make it attractive for more employers who are not currently participating in the state's CTR program to participate effectively in trip reduction.</p> <p>The tax credit leverages public resources to encourage employers to invest more in alternative transportation for their employees. An evaluation of the tax credit in 1998 showed that employers who qualified for the credit subsidized the use of alternative transportation by their employees an average of \$27 per month compared to \$18 per month for employers who did not qualify. Over a two-year period ending in 1997, employers who qualified for the tax credit had a 176% improvement in the number of employees using alternative transportation, removing 650 vehicle trips more from the highway system on an average workday morning than if they had improved at the rate of the employers who did not qualify for the credit. Employers who did not qualify for the tax credit in 1997 had only a 70% improvement in the rate at which they reduced vehicle trips. An evaluation of the renewed tax credit program that began in 2003 is planned for later in 2005.</p>
Where in the state will this investment be made?
The program is statewide, but most credits are taken by employers in the nine most populous counties.

TDM, Trip Planner, ACCT, CTR Tax Credits - Statewide Trip Planner- \$4M

Description
This project expands the existing online travel information system to enable customers to plan detailed itineraries for travel between communities across Washington and into Oregon. This information will include service from Amtrak and intercity buses to local transit and taxis.
Benefit
Currently, outside of the Puget Sound area there is limited public transportation connection and service information available. This system will be used statewide to provide a link between rural communities and urban centers. These funds will create itinerary building capacity statewide. This project will increase public access to transportation services and integrate detailed transit information into the existing 511 travel information service. It will also provide a computer application that will increase access for human service clients to public transportation.
Where in the state will this investment be made?
The program is statewide with a focus on increasing access to urban centers and making interstate connections.

TDM, Trip Planner, ACCT, CTR Tax Credits - Agency Council on Coordinated Transportation - \$18M

Description
Agency Council on Coordinated Transportation (ACCT) is a multi-agency forum charged with coordinating the state's investment in public transportation. The Council's goal is to ensure that state spending on special needs transportation is efficient and serves the most clients possible. These funds will support the Council's performance measurement activities and re-establish support for community coalitions statewide in the development of programs and projects aimed at reducing barriers to travel and coordination of multi-agency spending.
Benefits
ACCT brings a broad cross section of government and community representatives into a single forum to pursue coordination of the state's investment in public transportation. The benefit of this program is statewide. Existing local coalitions serve 23 of 39 counties and this funding will enable development of coalitions to serve the remaining counties. The coalitions provide a forum for regional transportation, community and social service interests to identify and prioritize projects that will use existing transportation funding efficiently and serve more clients. Initially, support of the local coalitions would be funded entirely through ACCT. However, in the second biennium, coalitions will be required to fund 50% of their staffing costs. By funding these coalitions to coordinate with existing transportation and social service planning efforts, local and federal transportation funding can be leveraged with existing state funding.
Where in the state will this investment be made?
ACCT is a statewide organization that works with local transportation coalitions and communities coordinating public and community-based transportation. Through increased funding, the number of coalitions will be increased and existing coalitions will be supported.

Park & Ride Lots - \$182M

Description
This new funding will enable the department to develop a park and ride program in coordination with transit systems that will provide additional capacity to alleviate overcrowding of existing lots and to accommodate growth in demand commensurate with increased use of transit.
Benefits
<p>Demand for transit services, particularly in areas with congested transportation facilities, cannot be met without additional Park and Ride capacity. Development of a Park and Ride program and new capacity is critical to maintaining a functioning highway system and vital for increasing transit market share.</p> <p>There is currently no dedicated funding for Park and Ride lots. The purpose of these funds is to work with the transit systems to develop a statewide Park and Ride program that will create additional Park and Ride capacity to move more people, allow commuters access to existing and new transit and vanpool services and meet the state’s transportation objectives in congested corridors.</p> <p>WSDOT will work with transit agencies throughout the state to identify critical long-range needs for Park and Ride capacity to alleviate overcrowding at existing lots and to accommodate growth in demand for transit services.</p> <p>The department estimates that the state needs more than 40,000 additional spaces for the Park and Ride program. The program will develop an investment plan that focuses on the critical needs. The program will prioritize projects, add capacity, identify additional funding opportunities, and address other Park and Ride needs such as security and site improvements. Depending on the locations of the lots that will be built, this funding, combined with funding proposed for the highway construction program, can build nearly half of the estimated state need.</p>
Where in the state will this investment be made?
The program is statewide with a focus on congested corridors and in areas where opportunities for providing roadway capacity are limited or expensive.

Profits/Non-Profits: Operating Special Needs & Rural Mobility - \$200M**Profits/Non-Profits: Operating Special Needs & Rural Mobility - Rural Mobility Grants for Non-Profits - \$182M**

Description
The Rural Mobility Grant Program for non-profit transportation agencies will implement public transportation services in areas where limited or no service is currently available. The goal of the program is to establish, preserve and improve rural transportation. This program will leverage federal and state funds where possible.
Benefits
This program will provide capital replacement funding for vehicles, project development funds, operational support, grants for coordination activities, and resources for developing a rural employment transportation program. In rural areas, demand responsive services and community connectors provide a tenuous link that only meets basic needs. These funds will improve access to jobs, medical care, and education throughout the state.
Where in the state will this investment be made?
The benefit of this program would be statewide.

Profits/Non-Profits: Operating Special Needs & Rural Mobility - Special Needs - \$10M

Description
This program will develop improved service for special needs populations. Demonstration projects will be funded that focus on making service more accessible for special needs target populations including those in hard to serve suburban and rural fringe settings.
Benefits
The Washington Transportation Planning process has identified emerging issues that pose challenges for serving the special needs population, especially the aging population. Demographic shifts and land use patterns have also created challenges for public transportation service. Working through ACCT and the statewide local coalitions, the department will fund and implement demonstration projects that focus on addressing these emerging issues.
Where in the state will this investment be made?
The program is statewide with a focus on increasing capacity where services are limited and challenges are increasing.

Profits/Non-Profits: Operating Special Needs & Rural Mobility - Intercity Connections \$8M

Description
These funds will provide basic connectivity between communities and from rural areas to urban service centers. These funds will provide match for federal funds for business development grants to private sector transportation providers to fill service gaps and improve passenger facilities. If there are no private providers available, the department will work with community transportation providers or transit agencies to develop appropriate services.
Benefits
Inter-city service is needed to provide connections between communities and give people access to medical, social, educational, and employment services and opportunities. The proposed funding will be used to increase connections and contribute to the development of a network of intercity services and facilities.
Where in the state will this investment be made?
The program is statewide with a focus on creating a connected network of services.

Appendix E – ACCT Resolutions

RESOLUTION NO. 001

WHEREAS, the Constitution of the State of Washington specifies that education is the paramount duty of the government, and

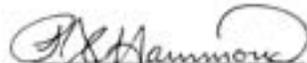
WHEREAS, the courts of the State of Washington have recognized pupil transportation as an integral part of basic education requiring full funding and

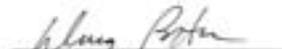
WHEREAS, the average Washington State school district is significantly under funded in pupil transportation, and

WHEREAS, the financial hardship of operating a pupil transportation system on local school districts acts as a barrier to their willingness to participate in coordinated transportation projects,

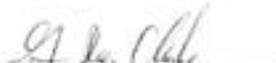
NOW, THEREFORE, BE IT RESOLVED that the Agency Council on Coordinated Transportation supports the Office of Superintendent of Public Instruction's 2005 legislative request moving towards full funding of pupil transportation and encourage local school incentives being offered for districts to engage in transportation coordination activities.

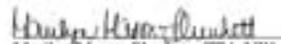
Adopted December 3, 2004 by the Agency Council on Coordinated Transportation:


Paula J. Hammond, PE Chair
Chief of Staff WSDOT


Doug Porter
Assistant Secretary DSHS


Michael Harbour, WSTA
General Manager Intercity Transit


Reg Clarke, WAPT
Edmonds School District


Marilyn Mason-Plunkett, CTA-NW
CEO, People for People


Allan Jones, OSP1
General Manager Intercity Transit


Bernice Robinson,
Citizen Representative

RESOLUTION NO. 002

WHEREAS, people of Washington State require mobility for a thriving economy, and

WHEREAS, all people in Washington should have access to basic transportation services that support access to their basic human needs and their quality of life, and

WHEREAS, the people of Washington require an efficient transportation system of public and community transportation that complements and enhances the efficiency of the highway system, and

WHEREAS, the issue of access can be particularly acute for those Washington residents who have "special transportation needs" (RCW 81.66.010(4)), including seniors, people with disabilities, children and people with low incomes, and

WHEREAS, the funding for providing access and basic mobility to all people in Washington has traditionally been a partnership among local jurisdictions, the State of Washington, the federal government and human service agencies;

NOW, THEREFORE, the Agency Council on Coordinated Transportation supports the joint legislative request of Washington State Transit Association and the Community Transportation Association of the Northwest that:

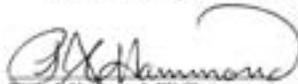
THE STATE OF WASHINGTON recognize and declare a State interest in providing access for people of the State of Washington; and

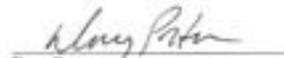
THE STATE OF WASHINGTON provide sufficient and stable funding to address special transportation needs throughout the State that, according to an allocation formula to be developed, would be distributed in three parts:

- Among (1) transit systems and (2) non-profit transportation providers which meet certain criteria;
- (3) Through the WSDOT Public Rail and Transportation Division for competitive grants that will allow new, innovative, creative and collaborative transportation programs to be developed.

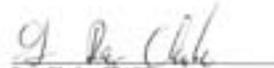
THE STATE OF WASHINGTON identify a network of intercity transportation necessary to ensure basic mobility for people living in rural and small town Washington and provide funding to support those services.

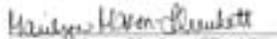
Adopted December 3, Adopted December 3, 2004 by the Agency Council on Coordinated Transportation:
2004 by the Agency Council on Coordinated Transportation:


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