

“They tell me that every morning in Africa a gazelle wakes up knowing that it must run faster than the fastest lion or it’ll be killed. Every morning when a lion wakes up it knows that it must outrun the slowest gazelle or it’ll starve to death. ...”



“... Between 5:30 and 6:30 a.m., I’m a gazelle because I have to succeed in that mad rush - that golden hour - to get to the curb to catch my ride to work. After I’ve boarded the wheelchair lift I’m elevated onto the vehicle and secured. Off to work I go.”
— Ed Bynam



March, 1977

House Public Works and Transportation
Committee

“Any program addressing transportation needs of the elderly and disabled should include some mechanism for coordinating the wide variety of federally assisted transportation services currently provided under a number of social service programs”

Brock Adams, Secretary
US Department of
Transportation

1998 –
Transportation Equity Act for the 21st
Century (TEA 21)

The Department of Transportation
should coordinate with other human
service providers.

2003

House Transportation and Infrastructure Committee

“These multiple Federal programs each have unique requirements and criteria but share a common goal of transportation for their eligible clients. Coordinating these transportation services would encourage efficiency, reduced costs through the shared use of personnel, equipment and facilities, and thereby improving the level of services for current clients and making an expansion of services possible.”

Congressman Thomas Petri

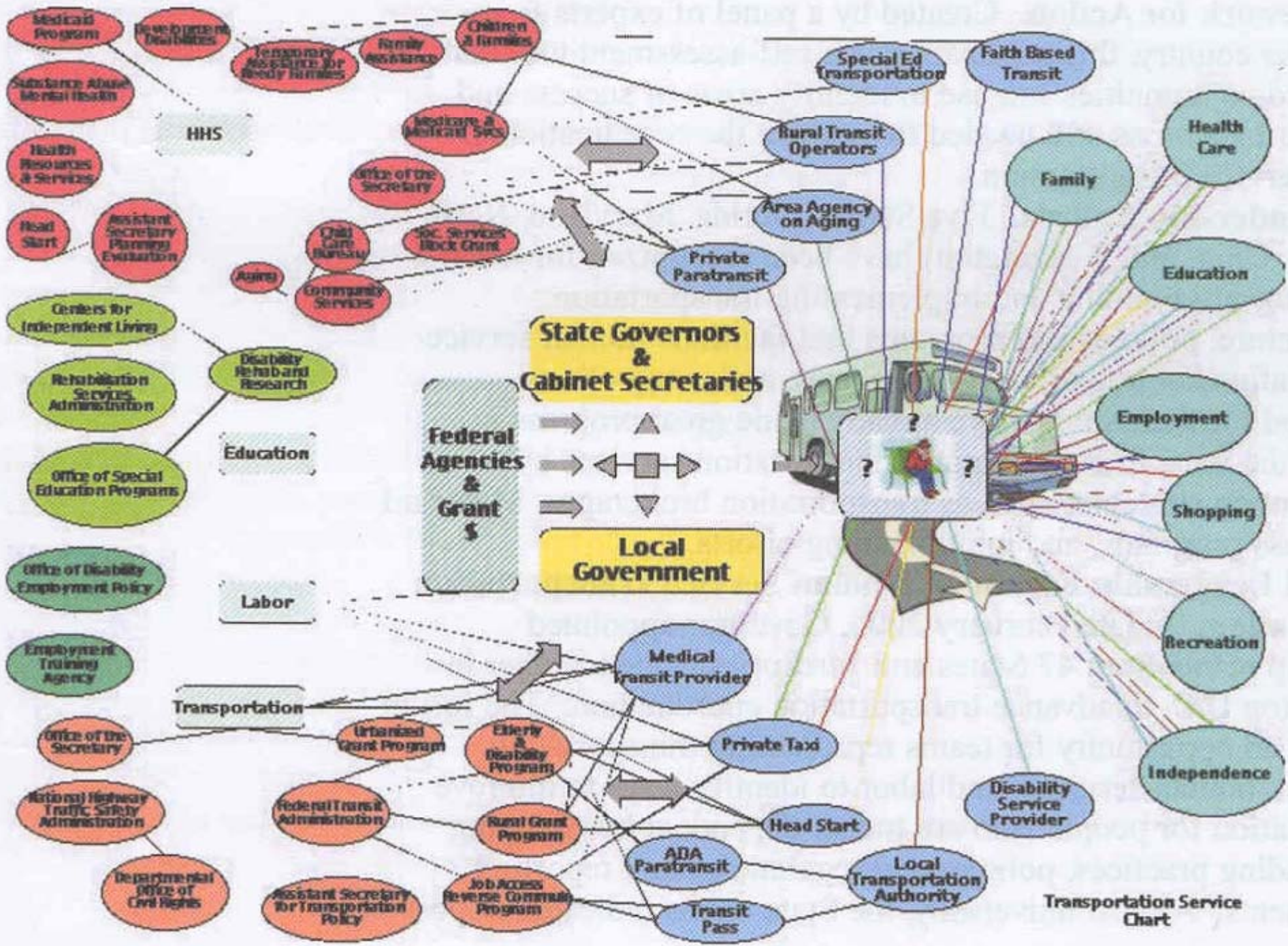
2005

SAFE, ACCOUNTABLE, FLEXIBLE,
EFFICIENT TRANSPORTATION
EQUITY ACT – LEGACY FOR
USERS
(SAFETEA-LU)

ELDERLY AND INDIVIDUALS WITH
DISABILITIES (5310)

JOB ACCESS AND REVERSE COMMUTE
PROGRAM (5316)

NEW FREEDOM PROGRAM (5317)



Transportation Service Chart

DEFICIENCIES

NO SERVICES

RURAL

BEYOND ADA CORRIDOR

DUPLICATION OF SERVICE

GAPS IN SERVICE

WEEKENDS

EVENINGS

CONFLICTING ELIGIBILITY REQUIREMENTS

POPULATION “PROTECTION”

JURISDICTIONAL BOUNDARY LIMITATIONS

ABESENCE OF TRANSPORTATION KNOWLEDGE



ADMIRE
THE
PROBLEM



**SEIZE THE
INITIATIVE**



PADUCAH AREA TRANSIT SYSTEM
EASTER SEALS WEST KENTUCKY
FULTON COUNTY TRANSIT
MURRAY CALLOWAY COUNTY
TRANSIT



Travel Management Coordination
Center for all of far Western Kentucky
Eight Rural Counties on the far end of
Kentucky

2,500 square miles

200,000 people



Allegan County, Michigan

Provides transportation for people:
with limited income
with disabilities
older adults

Schedule:

5:00 a – 11:00 p Monday-Friday



Allegan County, Michigan

\$\$\$\$ From

Community Mental Health

Family Services

Michigan Department of Transportation

Michigan Family Independence Agency

Federal Job Access Reverse Commute
Program

Federal New Freedom Program



Washington Metropolitan Area Transit Authority

Learn How to Use Metro - Metro System Orientation Sessions

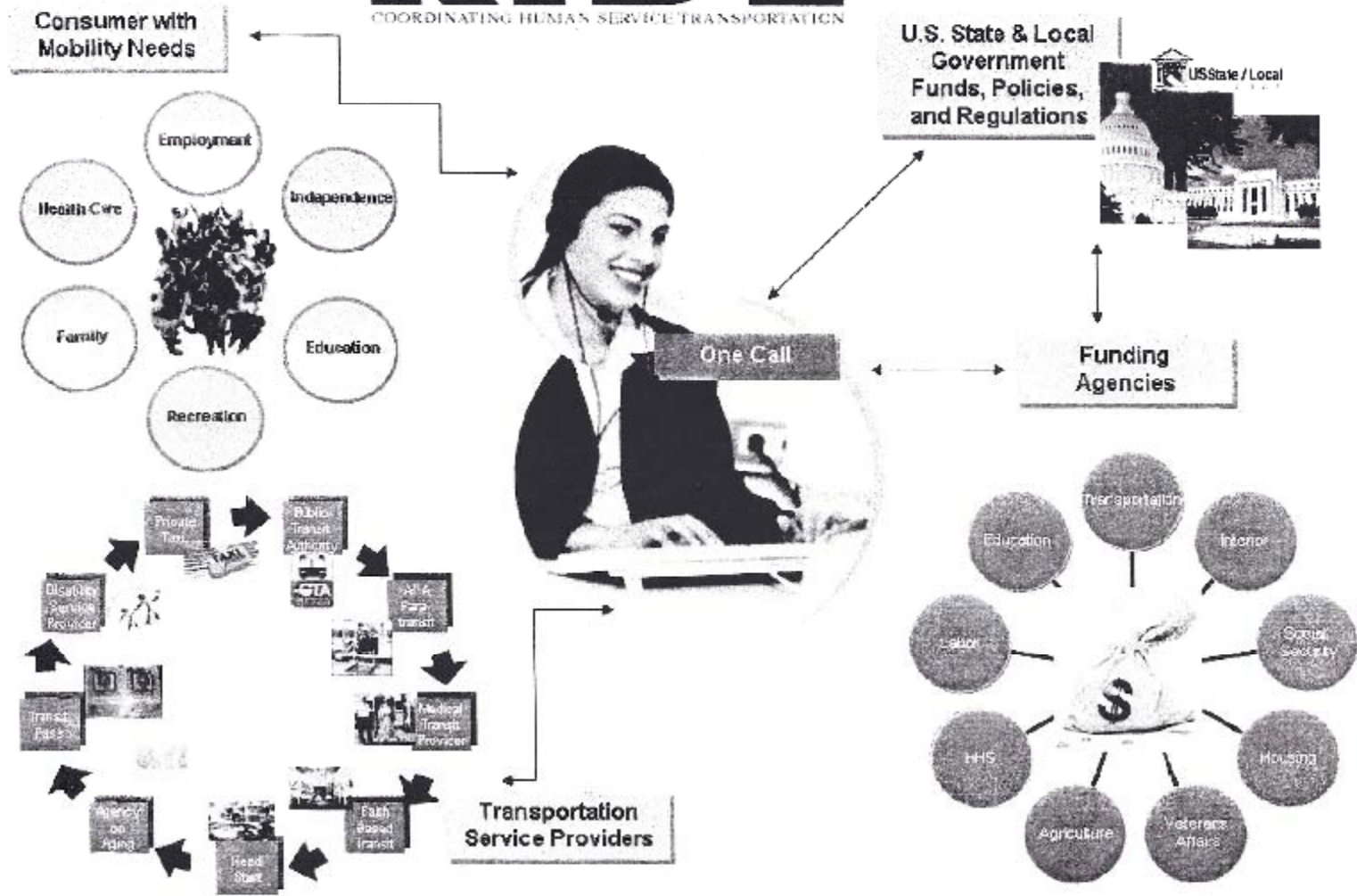
“To help our customers with disabilities use our Metrorail and Metrobus systems for travel all around the region, we offer orientation sessions and provide hands-on learning. These orientation sessions are available one-on-one or in a group atmosphere.”

**2003 NATIONAL DIALOGUE
VISION OF A TRANSPORTATION SYSTEM-
EASTER SEALS PROJECT ACTION –**

“...WOULD OPERATE WITH A SINGLE POINT OF ENTRY WITHOUT DUPLICATION AND GAPS ACROSS GEORGRAPHICAL AND JURISDICTIONAL BOUNDARIES, UTILIZING DIFFERENT TRAVEL MODES PROVIDED BY NON-PROFIT AND FOR-PROFIT AGENCIES AND ULTIMATELY WOULD MAKE MORE EFFECTIVE USE OF PUBLIC AND PRIVATE DOLLARS.”

UNITED WE RIDE

COORDINATING HUMAN SERVICE TRANSPORTATION



THE AVERAGE LIFE
EXPECTANCY AT BIRTH
TODAY IS-

72.6 YEARS 72.6 YEARS

FOR MEN

79.3 FOR WOMEN

SENIORS BENEFIT FROM TRANSPORTATION COORDINATION PARTNERSHIPS-
A TOOL BOX. PROMISING PRACTICES FROM THE AGING NETWORK.
THE NATIONAL CENTER ON SENIOR TRANSPORTATION ORIGINALLY PUBLISHED BY
THE US DEPARTMENT OF HEALTH AND HUMAN SERVICES, ADMINISTRATION ON AGING, 2007.

BY 2030

**ONE OUT OF FIVE PEOPLE IN THE US
WILL BE AGE 65 OR OLDER**

COMPARED TO 2000, BY 2050

**-PEOPLE AGE 65 AND OVER ARE
PROJECTED TO MORE THAN DOUBLE**

**-PEOPLE AGE 75 AND OVER ARE
PROJECTED TO TRIPLE**

**-PEOPLE AGE 85 AND OVER ARE
PROJECTED TO QUINTUPLE**

TOMORROW'S OLDER ADULTS

- WILL TRAVEL MORE
- SEEK HIGH QUALITY TRANSPORTATION
- REMAIN ACTIVE IN THEIR COMMUNITIES AND DESIRE TO AVOID ISOLATION
 - CIVIC ENGAGEMENT
 - FAITH BASED INVOLVEMENT
 - SOCIAL INVOLVEMENT
- REMAIN EMPLOYED
- NEED ADDITIONAL TRAVEL OPTIONS – ESPECIALLY IN RURAL AND SUBURBAN AREAS
- DRIVING WILL CONTINUE TO BE PREFERRED OPTION

PEOPLE WITH DISABILITIES

ESTIMATED 50 MILLION

1/6 OF US POPULATION

FUNCTIONAL LIMITATIONS

25% of people between ages 65-74
have one or more functional
limitations

75% of people over 85 have three
or more functional
limitations

FUNCTIONAL LIMITATIONS*

PHYSIOLOGICAL OR MENTAL
IMPAIRMENTS THAT
CREATE SIGNIFICANT LIMITATIONS
ON THE PERFORMANCE OF
THE ACTIVITIES OF DAILY LIFE SUCH
AS “WALKING, SEEING, SPEAKING
AND HEARING”

POTENTIAL LIMITATIONS OF OLDER ADULTS AND PEOPLE WITH DISABILITIES

- VISION AND HEARING LOSS
- ECONOMIC VULNERABILITY
- NEED FOR ESCORTS
- LACK OF EXPERIENCE/FEAR OF USING TRANSIT
- RESISTANCE TO USING PARA TRANSIT VEHICLES
- MANAGING PACKAGES
- IMPACT OF MEDICATION AND/OR MEDICAL TREATMENT

POTENTIAL LIMITATIONS OF OLDER ADULTS AND PEOPLE WITH DISABILITIES

COGNITIVE LIMITATIONS

- HANDLING MONEY
- READING AND UNDERSTANDING
SCHEDULES
- FOLLOWING AND REMEMBERING
DIRECTIONS
- TRANSFERRING VEHICLES

POTENTIAL LIMITATIONS OF OLDER ADULTS AND PEOPLE WITH DISABILITIES

MOBILITY LIMITATIONS

- BALANCING
- WALKING
- STANDING
- RISING
- CLIMBING STEPS
- HANDLING AND STORING

MOBILITY DEVICES

VISION AND HEARING LOSS

AGING IN PLACE

Aging in place is the ability to **live** in one's own home - wherever that might be - for as long as confidently and comfortably possible. Livability can be extended through the incorporation of universal design principles, telecare and other assistive technologies.

FEBRUARY 24, 2004
EXECUTIVE ORDER 13330
GEORGE W BUSH, PRESIDENT

**CREATED THE INTERAGENCY TRANSPORTATION
COORDINATING COUNCIL TO...**

**“FACILITATE ACCESS TO THE MOST
APPROPRIATE COST-EFFECTIVE
TRANSPORTATION WITHIN EXISTING
RESOURCES AND ENCOURAGE ENHANCED
CUSTOMER ACCESS TO THE VARIETY OF
TRANSPORTATION AND RESOURCES
AVAILABLE.”**



**-63 DIFFERENT FEDERAL
PROGRAMS SUPPORTING THE
DELIVERY OF HUMAN SERVICE
TRANSPORTATION**

**-SILOED DELIVERY OF
TRANSPORTATION**

-ABSENCE OF COORDINATION

**ELDERLY INDIVIDUALS AND
INDIVIDUALS WITH DISABILITIES
(5310)**

- TARGETS OLDER ADULTS AND
PEOPLE WITH DISABILITIES**
- SUPPORTS VEHICLE
ACQUISITION FOR NON PROFIT
ORGANIZATION**
- 80/20 FEDERAL/STATE MATCH
FOR CAPITAL**
- FUNDING FROM FY05-
FY09=\$584M**

JOB ACCESS AND REVERSE COMMUTE PROGRAM (5316)

- TARGETED TO EMPLOYMENT
RELATED ACTIVITIES FOR LOW
INCOME INDIVIDUALS
- REVERSE COMMUTE SERVICES
- Operating Match is 50-50
- Capital/Planning Match is 80-20
- FY 05-FY 09 \$727M

NEW FREEDOM PROGRAM (5317)

- NEW PUBLIC TRANSPORTATION BEYOND THE ADA
- OPERATING MATCH IS 50-50
- CAPITAL MATCH IS 80-20
- FUNDING FROM FY06-FY09 =\$339M
- ANY SERVICE NOT OPERATIONAL ON AUGUST 10, 2005

NEW AND BEYOND THE ADA

- TRANSIT SERVICE THAT PROVIDES ACCESS TO COMMUTER RAIL/BUS
- ENVIRONMENTAL MODIFICATIONS LIKE SIGNAGE, CURB CUTS, TECHNOLOGIES TO ENHANCE CUSTOMER ACCESS
- ACQUISITION OF VEHICLES SUCH AS ACCESSIBLE TAXIS
- ADMINISTRATION OF VOLUNTEER PROGRAMS
- TRAVEL TRAINING
- MOBILITY MANAGEMENT

NEW AND BEYOND THE ADA

PARATRANSIT

- EXPANDED HOURS
- EXPANDED ROUTES BEYOND
 $\frac{3}{4}$ MILE
- SAME DAY SERVICE
- DOOR THROUGH DOOR

COORDINATED PLANNING PROCESS

- COMMUNITY BASED PLAN BASED ON ANALYZING THE TRANSPORTATION NEEDS OF SENIORS, PEOPLE WITH DISABILITIES AND LOW INCOME PERSON AND DEVELOPING STRATEGIES TO ADDRESS THOSE NEEDS
- PLAN NOT LIMITED TO JARC, 5310 AND NEW FREEDOM – STRATEGIES COULD BE FUNDED BY ANY OTHER PROGRAM SINCE HUMAN SERVICE PARTNERS DEVELOING THE PLAN ALSO HAVE PROGRAM FUNDING TRANSPORTATION AS DO TRANSIT OPERATORS

COORDINATED PLAN COMPONENTS

- INVENTORY OF EXISTING SERVICES
- HOW BEST TO COORDINATE EXISTING SERVICES
- STRATEGIES TO ADDRESS GAPS AND UNMET NEEDS
- PRIORITIES FOR FUNDING

FAMILY OF TRANSPORTATION SERVICES

MOBILITY CONDITION

TRAVEL OPTIONS

HIGHLY INDEPENDENT

CARS

FIXED ROUTE BUSES

WALKING

PARATRANSIT VEHICLES

MOBILITY LIMITED

TAXIS

VOLUNTEER DRIVERS

RAIL

NEEDS SOME ASSISTANCE

BICYCLES/BICYCLE
SHARING

CAR/VAN POOLS

FRAIL

SCHOOL BUSES

ZIP CARS

FERRIES

AMBULANCES

MOBILITY MANAGEMENT

A SINGLE SOURCE FOR COORDINATING A FULL RANGE OF MOBILITY OPTIONS IN A COMMUNITY OR REGION AND INFORMING CUSTOMERS ACCORDINGLY

CREATE PARTNERSHIPS WITH
TRANSPORTATION

PROVIDERS

ENHANCE TRAVEL OPTIONS

COMMUNICATE OPTIONS TO PUBLIC

UNIVERSAL DESIGN

DESIGN OF PRODUCTS AND ENVIRONMENTS TO BE USABLE BY ALL PEOPLE TO THE GREATEST EXTENT POSSIBLE WITHOUT THE NEED FOR ADAPTATIONS OR SPECIALIZED DESIGN

UNIVERSAL DESIGN

PEDESTRIAN WALKWAYS

CURB CUTS

CORRIDORS WITH REST STOPS

SHELTERS WITH BENCHES

LARGE SIGNS SENSITIVE TO COLOR

AND CONTRAST

ACCESSIBLE ROUTE MAPS AND

SCHEDULES

TRAVEL ORIENTATION

VIDEOS

“BUS” BUDDY PROGRAMS

TRANSIT AGENCY/HUMAN
SERVICE PROVIDED TRAVEL
ORIENTATION WORKSHOPS



AATA's Travel Training Program Includes:

Requesting bus information

Trip planning

Reading bus schedules

Boarding and exiting buses

Using the wheelchair lift and securement system

Street crossing

Emergency procedures

Stranger awareness

Appropriate behavior on the bus

**“I TELL PEOPLE , AMERICA IS
CHANGING – GET OVER IT!”**

Clarkston, Georgia Minister



