

# Community Coordination Initiative

March 30, 2023



# Today's Agenda

- **Jeremy Johnson-Miller**, NADTC's Community Coordination Initiative
- **Danielle Nelson**, FTA's CCAM Strategic Plan Lead
- **Mike Spadafore**, Coalition Team Lead, Kansas Coordinated Accessible Regional Transportation (K-CART)
- **QA & Discussion**

# NADTC's Coordination Advisory Council

- Coordination Advisory Council: Products
  - Coordination Committee Toolkit
  - Case Studies
  - Coalition Teams

# Coordination Advisory Council Members

- **Amy St. Peter**, Maricopa Association of Governments
- **Coleen Samuels**, Denver Regional Mobility & Access Council
- **Denise Jess**, Wisconsin Council of the Blind & Visually Impaired
- **Josh Massey**, Carepool
- **Jordan Hall**, Statewide Independent Living Council of Georgia
- **Michelle Lichtig**, Minnesota Department of Transportation
- **Shelley Horak**, Iowa Department of Health & Human Services
- *(new!)* **Mike Spadafore**, Jayhawk AAA

# Coordination Committee Toolkit



Photo: ButterFLi, Los Angeles, California



<https://www.nadtc.org/resources-publications/resource/coordination-committee-toolkit/>

# Coordination Committee Toolkit

## Getting Ready

- Needs Assessment, Readiness Assessment, Environmental Scan
- Surveys
- Stakeholder or Community Asset Mapping

## Growing the Table

- Recruitment Process Equity
- Communications and Messaging
- Framing

## Organization and Planning

- Vision/Mission Statements
- Goals, Objectives, and Action Plans
- Performance Measures
- Structuring the Coalition
- Outreach/Public Engagement
- Facilitating Effective Meetings
- Sustaining the Committee

# Coordination Case Studies

- Safe Trips in a Connected Transportation Network (GA)
  - Integrating five transit programs into one
- Virginia Rural Microtransit Project (VA)
  - Very rural and unique geographical challenges
- Seniors and Vulnerable Transportation (CO)
  - Transit resources onto centralized website
- Rural Transportation Incubator (AZ)
  - Implementing technology for rides in rural areas

**Find the  
full case  
studies on  
our  
website:**

[https://www.nadtc.org/  
coordination/](https://www.nadtc.org/coordination/)

# Coordination Coalition Initiative



# Coordination Coalition Initiative

*This initiative aims to strengthen partnerships in the community, begin or reinvigorate discussions about transportation, convene a coalition to address transportation barriers, and generate or sustain positive change.*

Letter of Interest, June 2022

(8) Applications Submitted

(2) Coalition Teams Chosen

- **ConnectAbility Saint Cloud, MN**
- **Jayhawk AAA Topeka, KS**

# Coordination Coalition: Facilitation

- Establish a Sense of Urgency
- Create a Vision
- Develop an Action Plan
  - *Specific, Measurable, Achievable, Relevant, Timely*
- Grow the Coalition
- Structure the Coalition for Sustainability

2-Day, In-Person Facilitated Conversation

Monthly Follow-Up Meetings

# Coalition Team: Spotlight

## ConnectAbility – Saint Cloud, MN

- General focus on volunteer transportation
- Coordination between providers
- Centralized website for information and resources
- Develop strategies for recruitment and retention of drivers

April 6, 11am CT / 12pm ET

# FTA's Coordinating Council on Access and Mobility

Danielle Nelson

# Coordinating Council on Access and Mobility (CCAM) 2023 – 2026 Strategic Plan Implementation

March 30, 2023

Danielle Nelson

Federal Transit Administration


[Danielle.Nelson@dot.gov](mailto:Danielle.Nelson@dot.gov)

# CCAM Overview

## Mission

The CCAM issues policy recommendations and implements activities that improve the **availability, accessibility, and efficiency** of transportation for the following targeted populations:

 **Individuals with Disabilities**

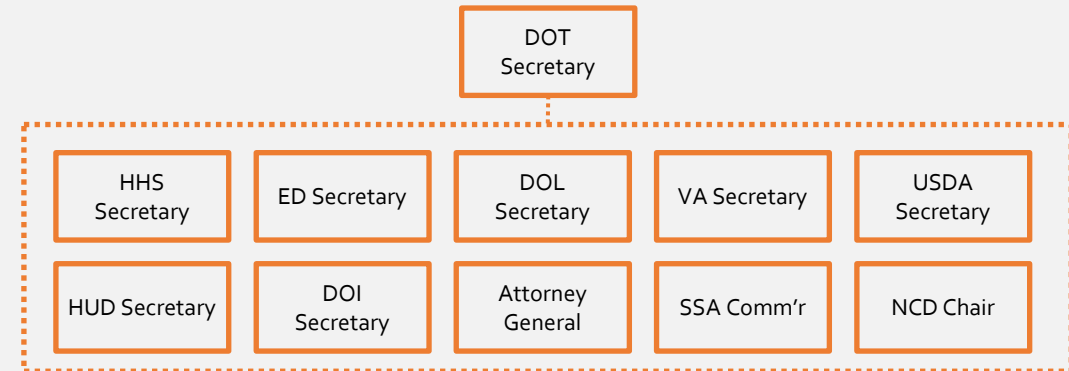
 **Older Adults**

 **Individuals of Low Income**

## History

The CCAM is an interagency partnership **established in 2004 by Executive Order 13330** to coordinate the efforts of the Federal agencies that fund human service transportation for CCAM targeted populations.

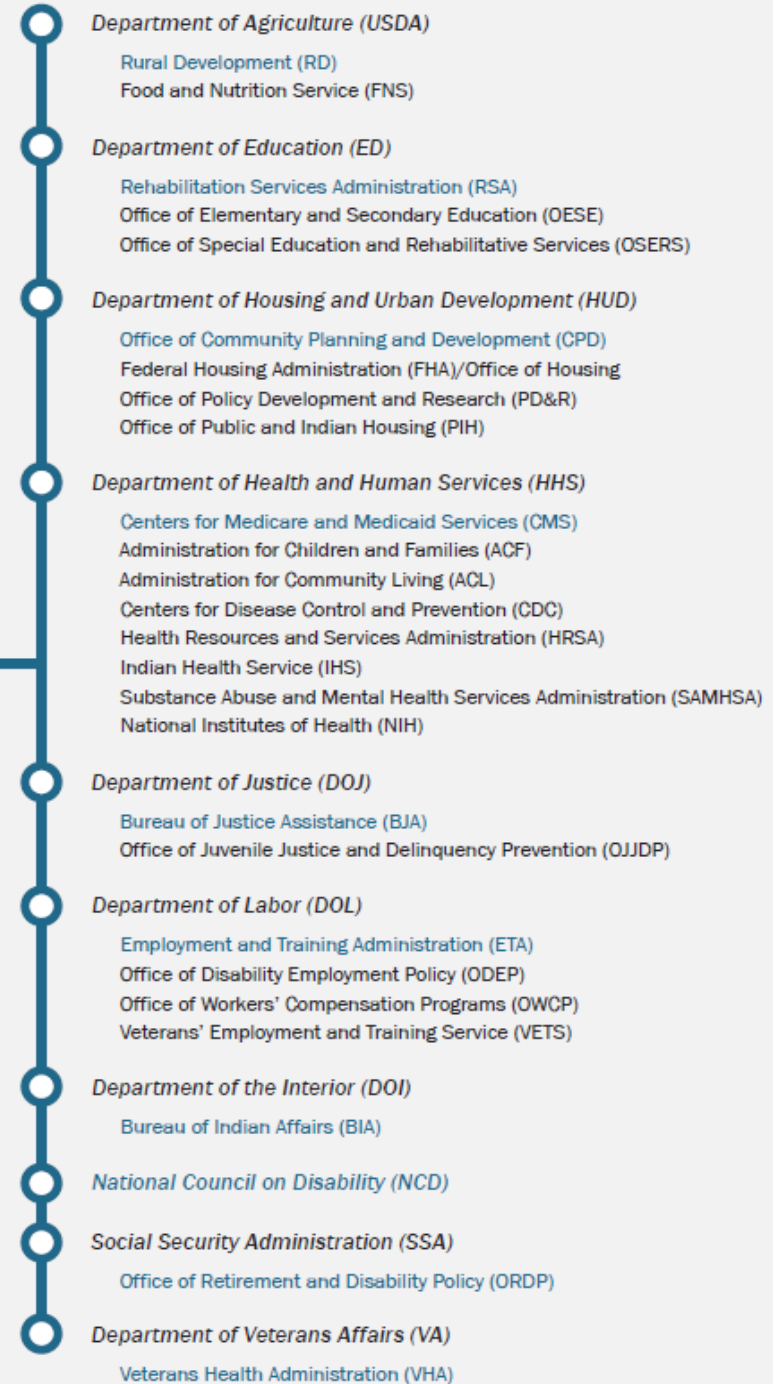
## Organization



# CCAM Agencies

*Department of Transportation (DOT)*  
 Federal Transit Administration (FTA)  
 Federal Highway Administration (FHWA)

*Figure 1. The CCAM's Structure, with CCAM Lead and Participating Agencies. Lead Agencies are indicated in blue.*

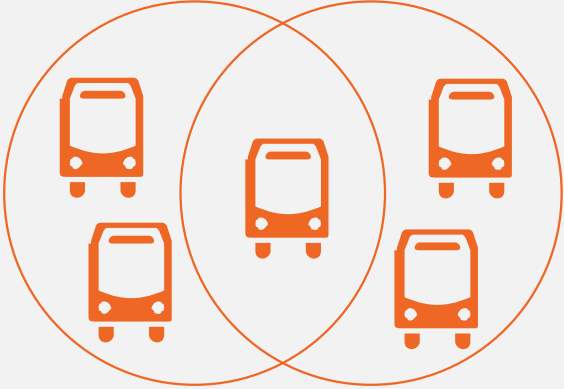


# Benefits of Interagency Coordination

Federal interagency transportation coordination improves the efficiency, accessibility, availability, and innovation of transportation, and benefits Americans in several ways:

## Coordinated transportation improves:

### Efficiency



*Funding recipients save funds by sharing resources and reducing redundancy.*

### Accessibility



*Funding recipients collaborate to provide more options.*

### Availability



*Streamlined policies allow programs to serve more people and regions.*



# Developing the CCAM Strategic Plan



# CCAM Meeting Recap

- More than 70 representatives from the 11 CCAM member departments attended.
- Discussion focused on transportation's impact on everyday life.
- Voted unanimously to adopt the CCAM Strategic Plan.



Across the government we have resources, incredible programs, and important constituents... and our work in CCAM, particularly with the new strategic plan, provides a path forward to better coordinate and serve public transit and all transportation users better.

*- U.S. Department of Transportation  
Deputy Secretary Polly Trottenberg*

# CCAM Core Values



# CCAM Strategic Plan Mission and Corresponding Goals

## MISSION STATEMENT

The Coordinating Council on Access and Mobility (CCAM) collaborates to improve transportation access for all people.

### GOAL 1

Strengthen the CCAM and improve multisector collaboration at all levels and jurisdictions

### GOAL 2

Promote the development of safer and more accessible transportation networks

### GOAL 3

Address CCAM agency policies that impede transportation coordination

## GOAL 3 – Address CCAM agency policies that impede transportation coordination

**Activity 3.1** - Clarify policies to improve nonemergency medical transportation (NEMT) and transportation coordination that better serves diverse community needs.

### Performance Measure and Impact

3.1.1 By 2024, review Federal vehicle sharing guidance and issue an FTA vehicle sharing policy – one form of coordinated transportation that allows FTA grantees to innovate and promote partnerships with other CCAM grantees.

3.1.2 By 2025, all CCAM agencies confirm their training and operational safety requirements for vehicle operators (e.g., drug and alcohol, first aid).

3.1.3 By 2026, all relevant CCAM agencies participate in the development of a CCAM policy brief, with considerations addressing the differences in CCAM partner agency training and operational safety requirements.

3.1.4 By 2025, develop, publish, and promote a CCAM incidental use policy to bring goods and services (e.g., groceries, medications, library books, community health workers, etc.) directly to socially isolated individuals and communities.

**3.1.5 By 2025, develop, publish, and promote a public-facing Federal fund braiding resource that updates and consolidates multiple CCAM resources, to include the CCAM Program Inventory and CCAM Federal Fund Braiding Guide.**

1. [CCAM Program Inventory](#)
2. [CCAM Federal Fund Braiding Guide](#)

#### Stakeholder Engagement Examples:

- Identify partners that can benefit from the guidance
- Identify additional resources to include
- Promote finalized resource to your partner network

# What is Federal Fund Braiding?

Federal fund braiding for local match is when funds from one Federal program are used to meet the match requirements of another.

The term “braiding” describes multiple independent funding streams coming together to fund a single project.

Federal funding “strands” never lose their identity and grantees report to both participating agencies regarding how specific funds are spent.

Federal fund braiding can be categorized into 2 types: incoming and outgoing.

- A program considers a Federal fund braiding arrangement to be incoming when another Federal program’s funds fulfill its match requirement in order to fund a single transportation project.
- A program considers a Federal fund braiding arrangement to be outgoing when its funds fulfill the match requirements of another Federal program.



# Which FTA Programs May Utilize Federal Fund Braiding?

## Formula Grants for Rural Areas (Section 5311)

- 49 U.S.C. 5311(g)(3)(D) and (E)

*(D) may be derived from amounts appropriated or otherwise made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation;*

## Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)

- 49 U.S.C.5310(d)(3)(B)

*(B) may be derived from amounts appropriated or otherwise made available—*

*(i) to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation;*

## Formula Grants for Urbanized Areas (Section 5307)

- 49 U.S.C.5307(d)(1)(D)

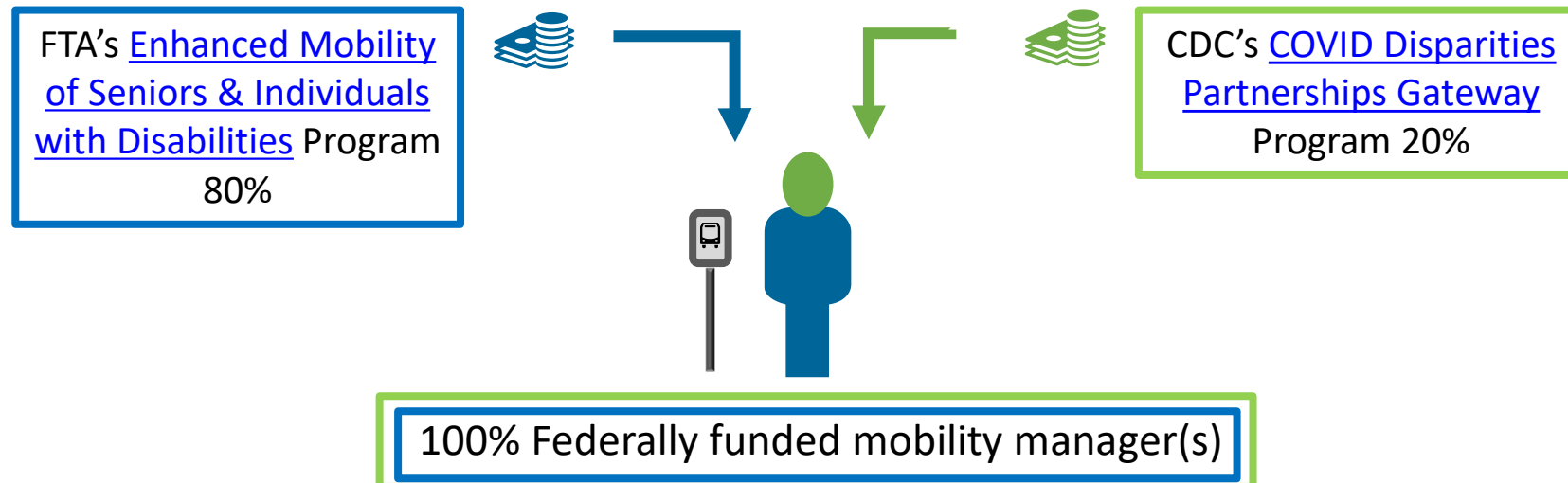
*(D) from amounts appropriated or otherwise made available to a department or agency of the Government (other than the Department of Transportation) that are eligible to be expended for transportation;*

Per the U.S. House of Representatives [report](#), the match leveraged by other federal investment increases “coordination among Federal agencies that provide transportation services.” [H.R. Rep. 109-203, Jul. 28, 2005].

# FTA Program Federal Fund Braiding Example

## New Hampshire (NH) Dept. of Health and Human Services (HHS)

- **About:** A CDC COVID-19 Health Disparity Grant supplements funds for a Section 5310 rural transportation project
- **Impact:** \$3M over 2 years that helps underserved communities impacted by COVID-19, informs a Community Health Improvement Plan, and increases coordination between local transportation and public health partners

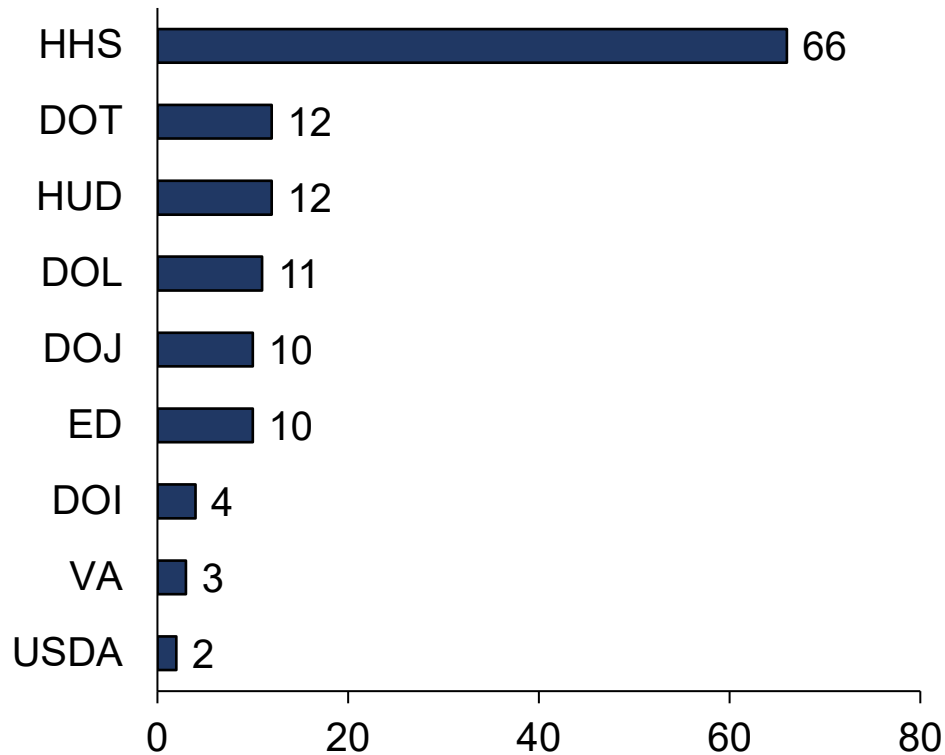




# What Federal Programs May Fund Transportation?

The [CCAM Program Inventory](#) identifies 130 Federal programs that are able to provide funding for transportation for people with disabilities, older adults, and/or individuals of low income.

Number of Programs by Department



n=130

Sample of the 130 Programs



**Department of Health and Human Services programs:**

- Children's Health Insurance Program (CHIP)
- Centers for Independent Living (CILs)
- Older Americans Act (OAA) programs



**Department of Transportation programs:**

- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 Formula Grants for Rural Areas



**Department of Housing and Urban Development programs:**

- Community Development Block Grants/Entitlement Program
- Supportive Housing for the Elderly



**Department of Labor programs:**

- Job Corps
- WIOA Adult Program



*If an organization receives funding from one of these programs, a portion of the funds may be used for transportation.*



# CCAM Program Inventory: Benefits to FTA Grantees

The inventory provides several benefits to state and local FTA grantees. Specifically, the inventory:

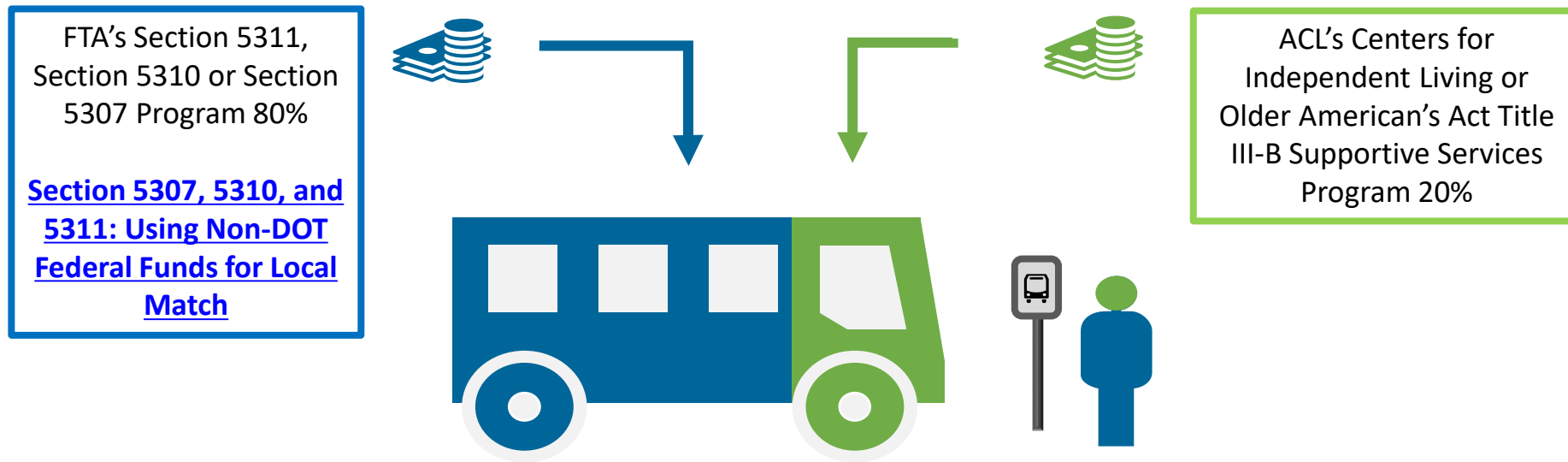
Allows state and local partners to **find detailed information in one centralized location** on existing Federal agency programs that may fund transportation

Maps out what types of transportation activities programs can fund, which may help state and local partners **identify transportation collaboration opportunities and fund transportation service**

# CCAM Federal Fund Braiding Guide

The [CCAM Federal Fund Braiding Guide](#) is a CCAM resource that clarifies acceptable Federal fund braiding for local match opportunities.

**Federal fund braiding for local match** is when Federal funds from one grant program are used to fulfill the local match requirement of another Federal grant.



In order to participate in Federal fund braiding, a project **must meet all requirements** of the participating Federal agencies, including eligibility requirements, reporting requirements, regulatory requirements, statutory requirements, and program guidance.

# CCAM Federal Fund Braiding Guide: Benefits to FTA Grantees

The Federal Fund Braiding Guide provides several benefits to FTA grantees, it:

Allows local partners to **find detailed information in one centralized location** on whether CCAM agency programs that may fund transportation can participate in Federal fund braiding

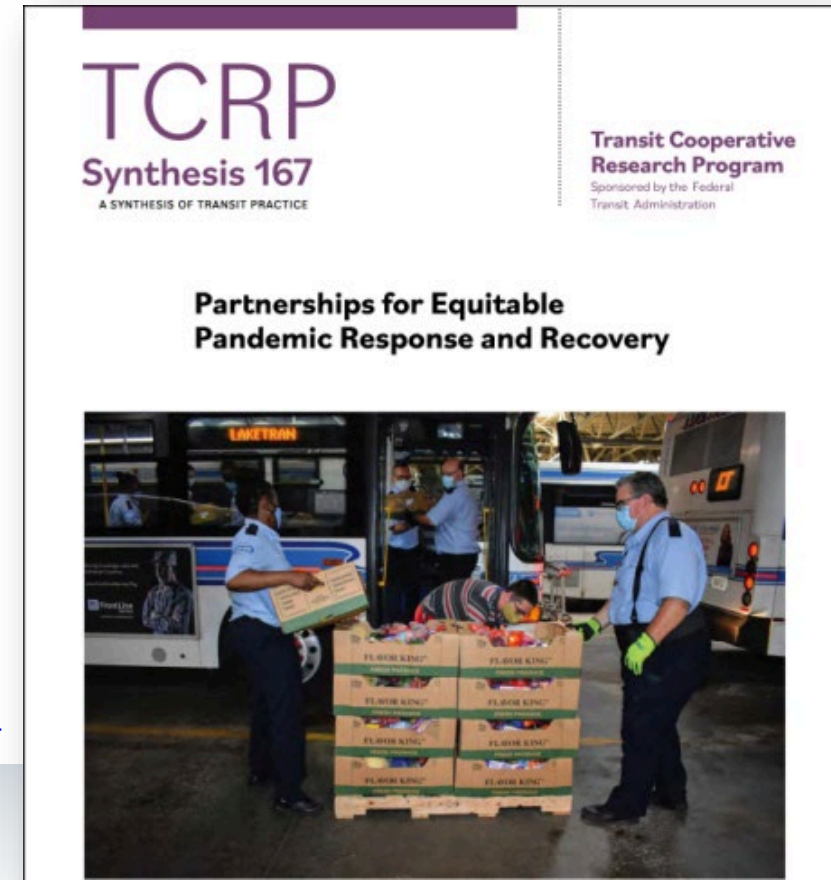
Clarifies when Federal fund braiding is allowed, to help **empower transportation and human services stakeholders to share costs** and increase the cost efficiency of transportation services

Details CCAM agency programs that may participate in Federal fund braiding, which may encourage transportation and human services stakeholders to **create innovative methods of meeting the needs of their communities**

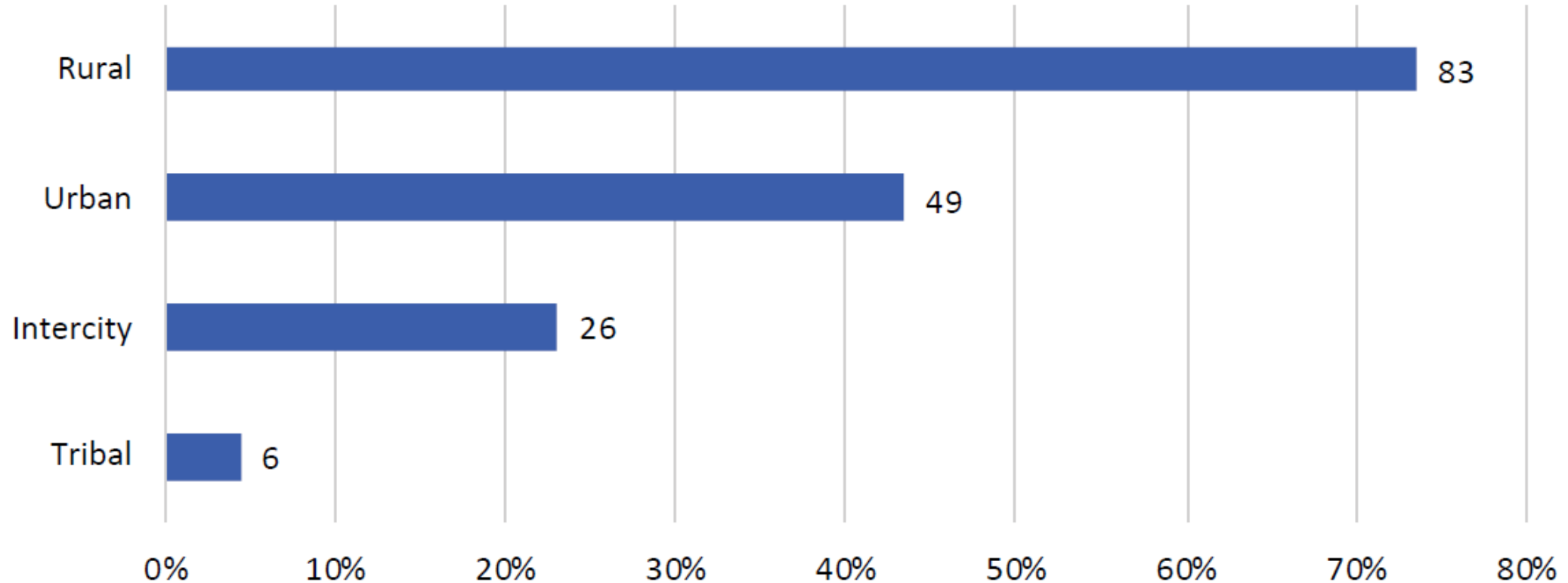
# Transportation Cooperative Research Program: Partnerships for Equitable Pandemic Response and Recovery (2023)

- Objective: Identify and document COVID-19 public transit incidental use and other cross-sector partnerships for essential services to vulnerable populations, how the partnerships developed, and what critical services were provided to the community.
  - Explored the state of practice
    - 1.) Literature review
  - Transit agencies shared lessons learned and challenges
    - 2.) Survey
    - 3.) Case studies (4)

- [TCRP Synthesis 167 Partnerships for Equitable Pandemic Response and Recovery \(2023\)](#)
- [CTAA Report Public Transportation's Response to the COVID-19 Pandemic and How it Shapes Transit's Future \(2021\)](#)



# Transit Agency Survey Responses by Type of Service Area (N = 113)

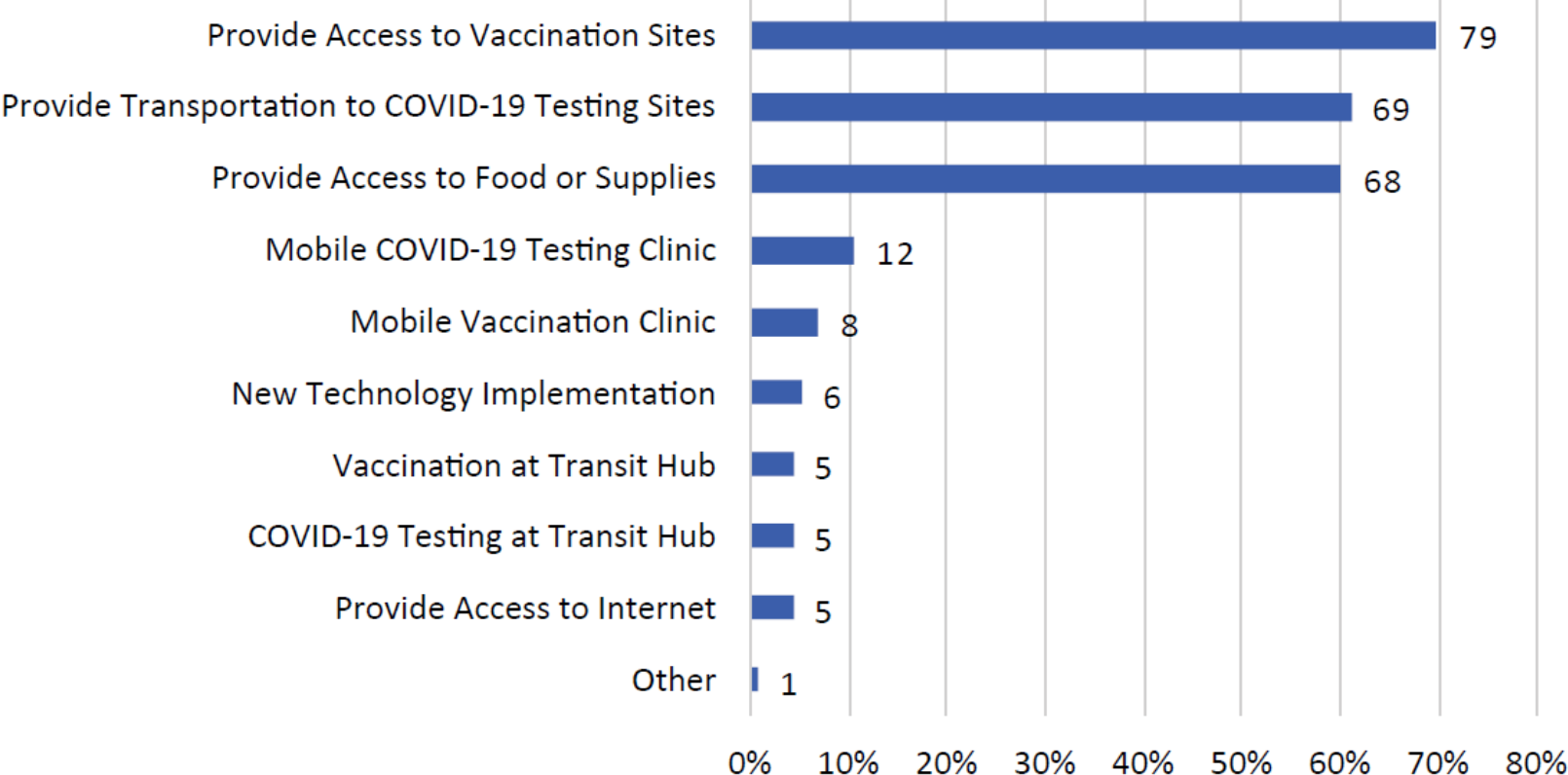


**Figure 6. Questionnaire responses by type of service area (N = 113). Note: Numbers do not add to the total, as questionnaire respondents were able to select multiple options.**

# Transit Agency Survey Responses on Type of Initiatives Reported



Butler Co., OH



**Figure 8. Nontraditional transit initiatives reported by respondents (N = 113).**  
**Note: Numbers do not add to the total, as questionnaire respondents were able to select multiple options. Thirteen respondents reported that they did not implement nontraditional transit initiatives.**

# Transit Agency Survey Responses on Cross-Sectoral Partnerships

A variety of partnerships formed to implement the nontraditional transit initiatives; most involved an identifiable partner organization that fell into one of the following categories:

- City, county, or municipal government;
- Federal agency;
- Food bank;
- Hospital or other medical facility;
- Internet service provider;
- Nonprofit;
- Public school;
- State DOT;
- State health and human services department;
- University or other higher education institution;
- Other private corporation or business;
- Other state agency; or
- Other transit organization or agency.

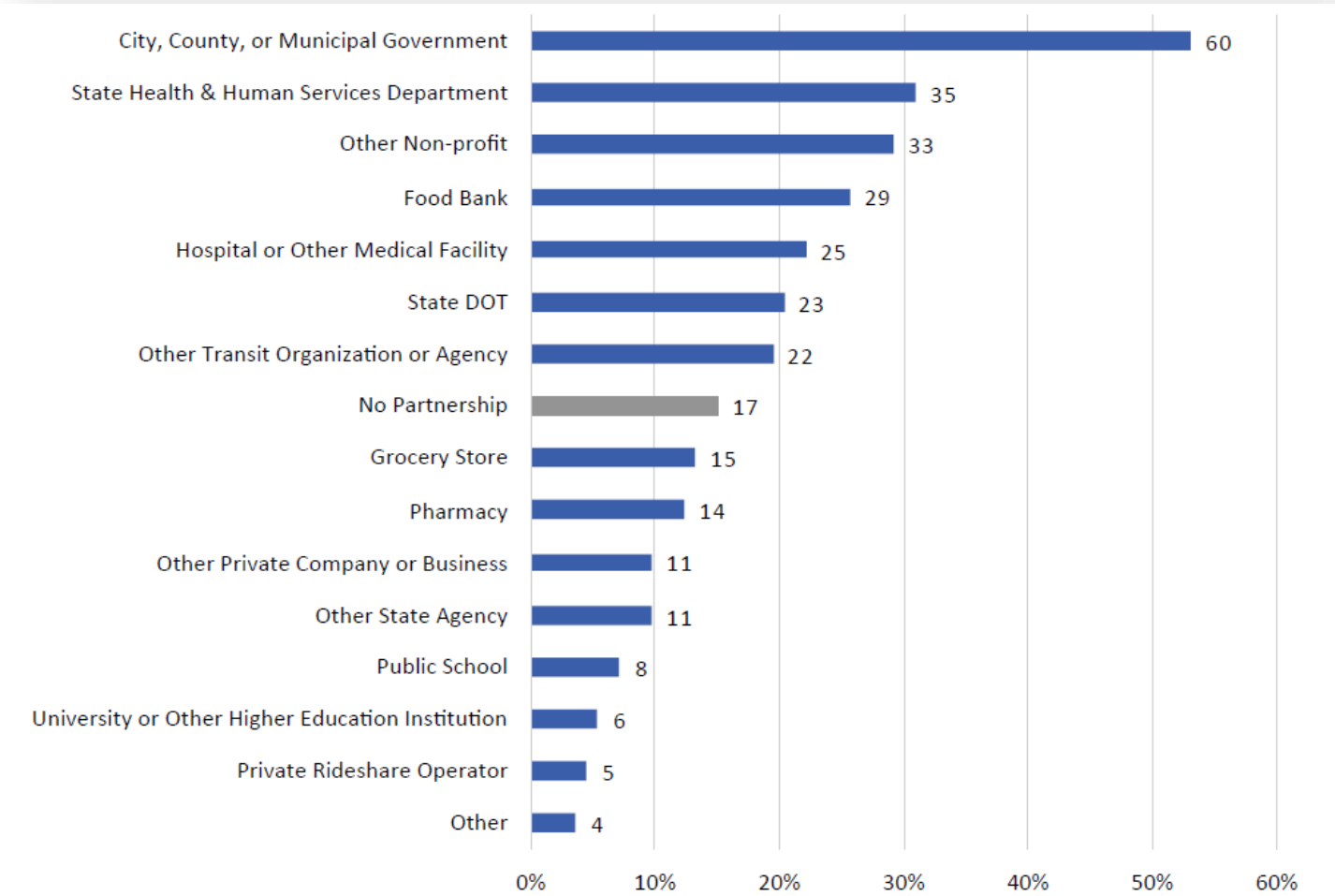
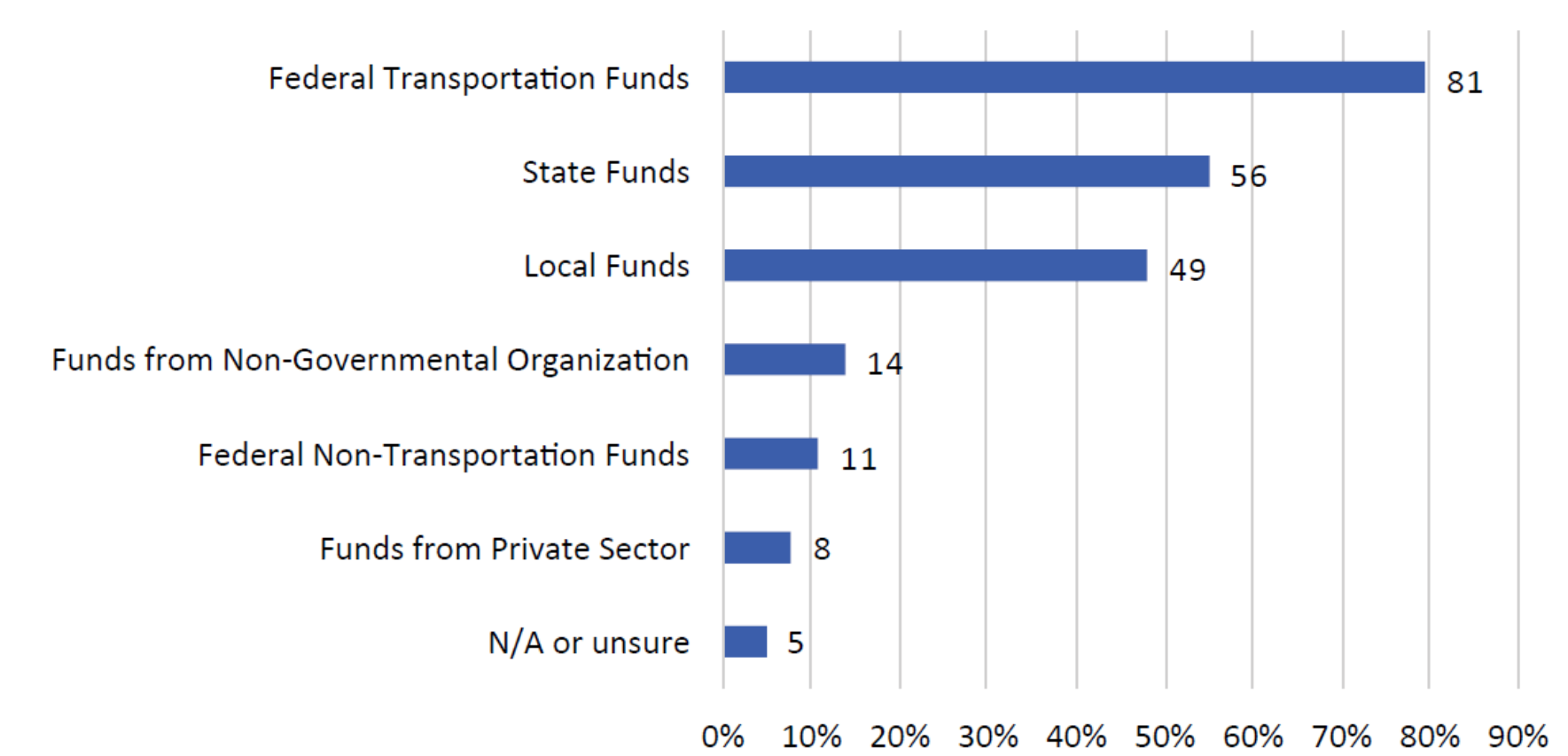


Figure 10. Partner agency types reported by respondents (N = 113). Note: Numbers do not add to the total, as questionnaire respondents were able to select multiple options.



# Funding Sources Used to Implement Nontraditional Transit Initiatives (N = 102)



**Figure 11.** *Funding sources used to implement nontraditional transit initiatives (N = 102). Note: Numbers do not add to the total, as questionnaire respondents were able to select multiple options.*

# Lessons Learned and Success Strategies

- Transit agencies with strong, **preexisting relationships with partner organizations** within their communities were best positioned to pivot and respond to the pandemic.
- **Clear communication**, whether internal, with agency partners, or the public, was paramount.
- Implementation of nontraditional transit initiatives led to **greater recognition of transit's role** in emergency response situations in many communities.
- The pandemic had a disproportionate impact on historically marginalized communities; survey respondents described how the initiatives their organizations implemented helped **address equity goals**.

Flint, MI



# Case Example: Lake County, OH

**Laketran** - located in Painesville, Ohio - offers Dial-a-Ride demand response and fixed route bus services, as well as a Park-n-Ride commuter service that transports workers to downtown Cleveland.

## Readiness and Success Factors

1. **Strong existing connections in the community.** Laketran has consistently and intentionally looked for ways to engage with the public and community partners prior to the pandemic.
2. **Previous experience with responding to emergency situations.** Laketran has assisted in emergencies such as floods and train derailments.
3. **Flexibility.** Laketran is willing to work with all types of community partners and is able to shift roles in an emergency situation.

## Initiatives:

- **Provided access to food.** A three-phase initiative involving grocery delivery, grocery pickup, and establishing a permanent mobile food bank.
- **Provided access to vaccination sites.** Free rides to residents traveling to vaccine appointments and a new shuttle to a mass vaccination site.
- **VAX & RIDE Contest to incentivize vaccinations.** Contest to award free rides to vaccinated residents

## Advancing Equity

Laketran and its partners used call data from the local 2-1-1 nonemergency help line, service data from the Greater Cleveland Food Bank, and poverty data from the U.S. Census Bureau to identify older adults, low-income, and otherwise in-need individuals in Lake County that their initiatives needed to reach. With the use of this data, Laketran and its partners designed the grocery delivery, grocery pickup, and permanent mobile food bank programs to advance food equity in their community.

## Community Partners

1. County Commissioners' Office
2. Community organizations including Lifeline, the COA, LCVN, and United Way
3. Greater Cleveland Food Bank
4. Ohio DOT
5. Other partners, including the state health and human services department, Greater Cleveland RTA, and Cleveland State University



# Case Example: Washtenaw County, MI

## Advancing Equity

WAVE's initiative to improve dispatching and trip-booking services will help advance equitable access to transit throughout the community, particularly for older adults, people with disabilities, and lower-income individuals who depend on transit the most. The technology platform allows for crowdsourcing of information on physical accessibility (e.g., building entrances). WAVE and its partners also prioritized targeted training for older adults to address potential technology barriers to use of the trip-booking platform.

**Western-Washtenaw Area Value Express (WAVE)** provides fixed route bus and demand response service. Prior to the pandemic, WAVE began working to implement a technology pilot to improve dispatching and trip-booking services. The onset of the pandemic reaffirmed the need for the technology to improve transit access for residents and connect them to vital community services. The pilot was publicly launched in April 2022 alongside equity-oriented training for community members, and has become part of the agency's ongoing strategy to reengage with its riders in pandemic recovery.

## Initiatives:

- **Provided access to COVID-19 testing.**
- **Provided access to vaccination sites.**
- **Pilot technology.** “My Universal Vision for Everyone” (MUVE) technological solutions including dispatching and trip booking.





# Thank You!

Please share any questions, feedback, or concerns with the CCAM inbox ([CCAM@dot.gov](mailto:CCAM@dot.gov)).

# Coalition Team Highlight

## K-CART

Mike Spadafore



A regional coalition effort  
made possible by the  
generous support of the



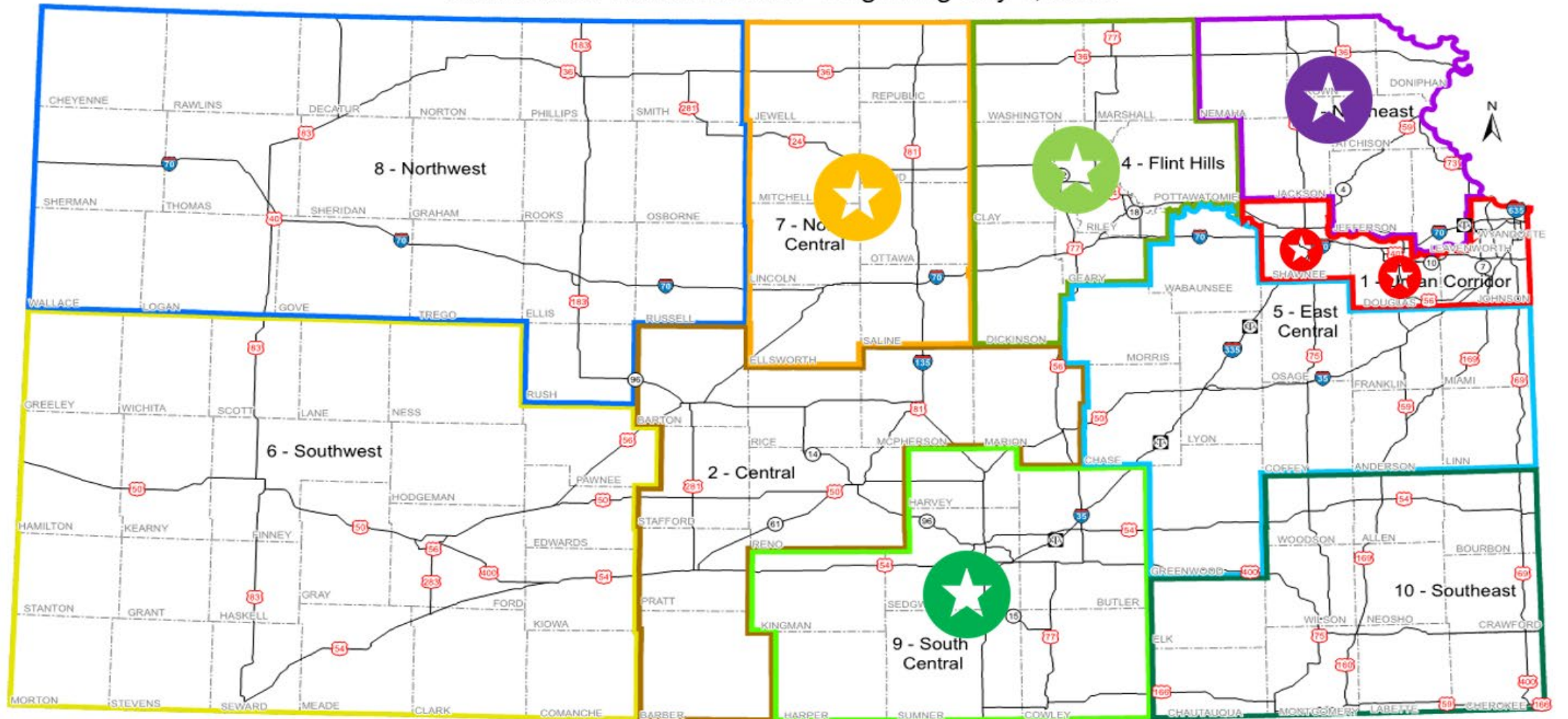
March 30, 2023

Final Report

ABOUT US



# Coordinated Transit Districts - Beginning July 1, 2015

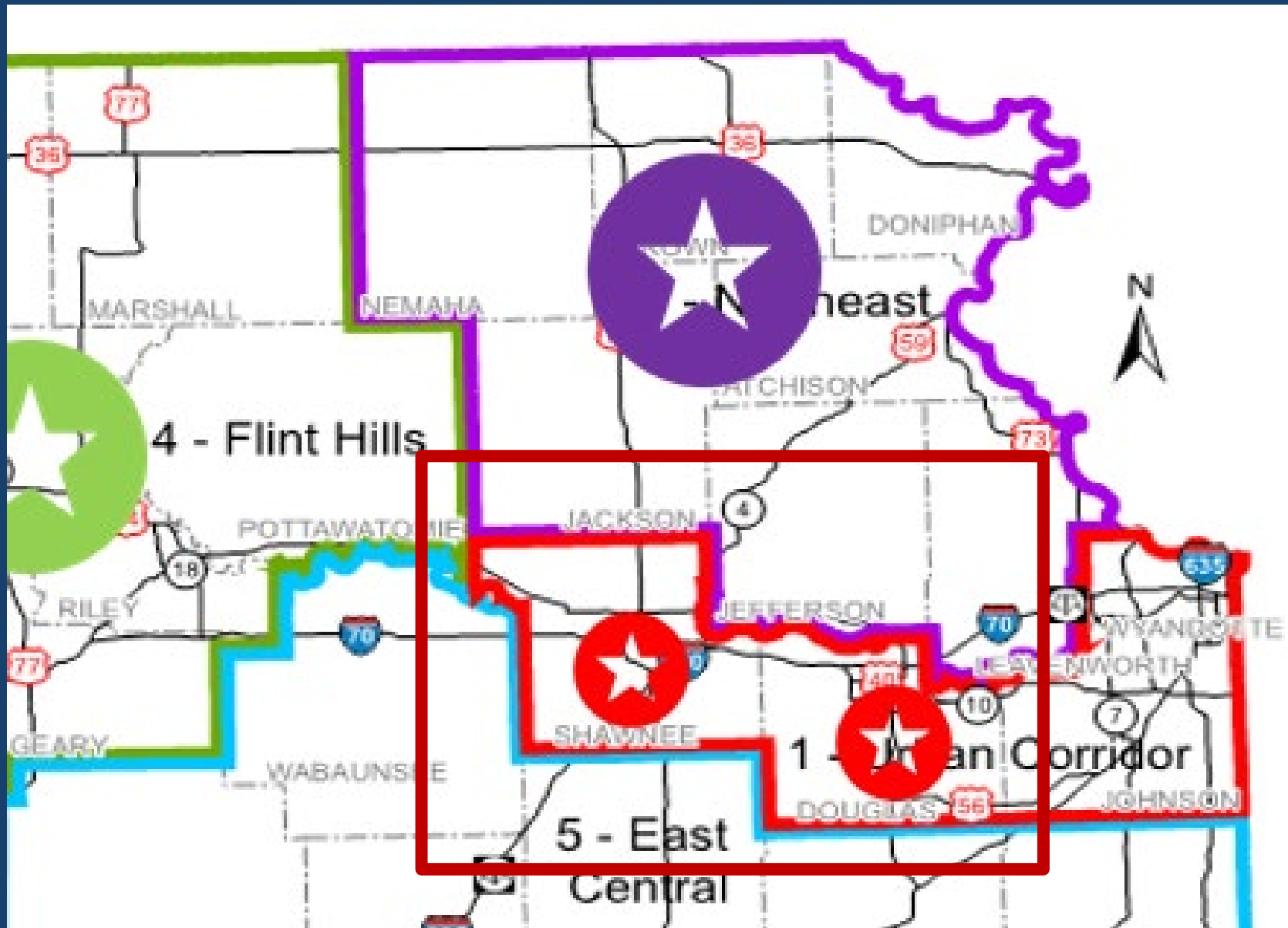


- |                        |                     |                      |                       |                       |
|------------------------|---------------------|----------------------|-----------------------|-----------------------|
| CTD 1 - Urban Corridor | CTD 3 - Northeast   | CTD 5 - East Central | CTD 7 - North Central | CTD 9 - South Central |
| CTD 2 - Central        | CTD 4 - Flint Hills | CTD 6 - Southwest    | CTD 8 - Northwest     | CTD 10 - Southeast    |

PREPARED BY THE  
**KANSAS DEPARTMENT OF TRANSPORTATION**  
**BUREAU OF TRANSPORTATION PLANNING**  
 MAP CREATED WEDNESDAY, AUGUST 03, 2016  
KDOT makes no warranty, guarantee, or representation for accuracy of this information and assumes no liability for errors or omissions.

Miles  
 0 10 20 30 40 50

State map (with CTD district boundaries and locations of Mobility Managers)



Project region

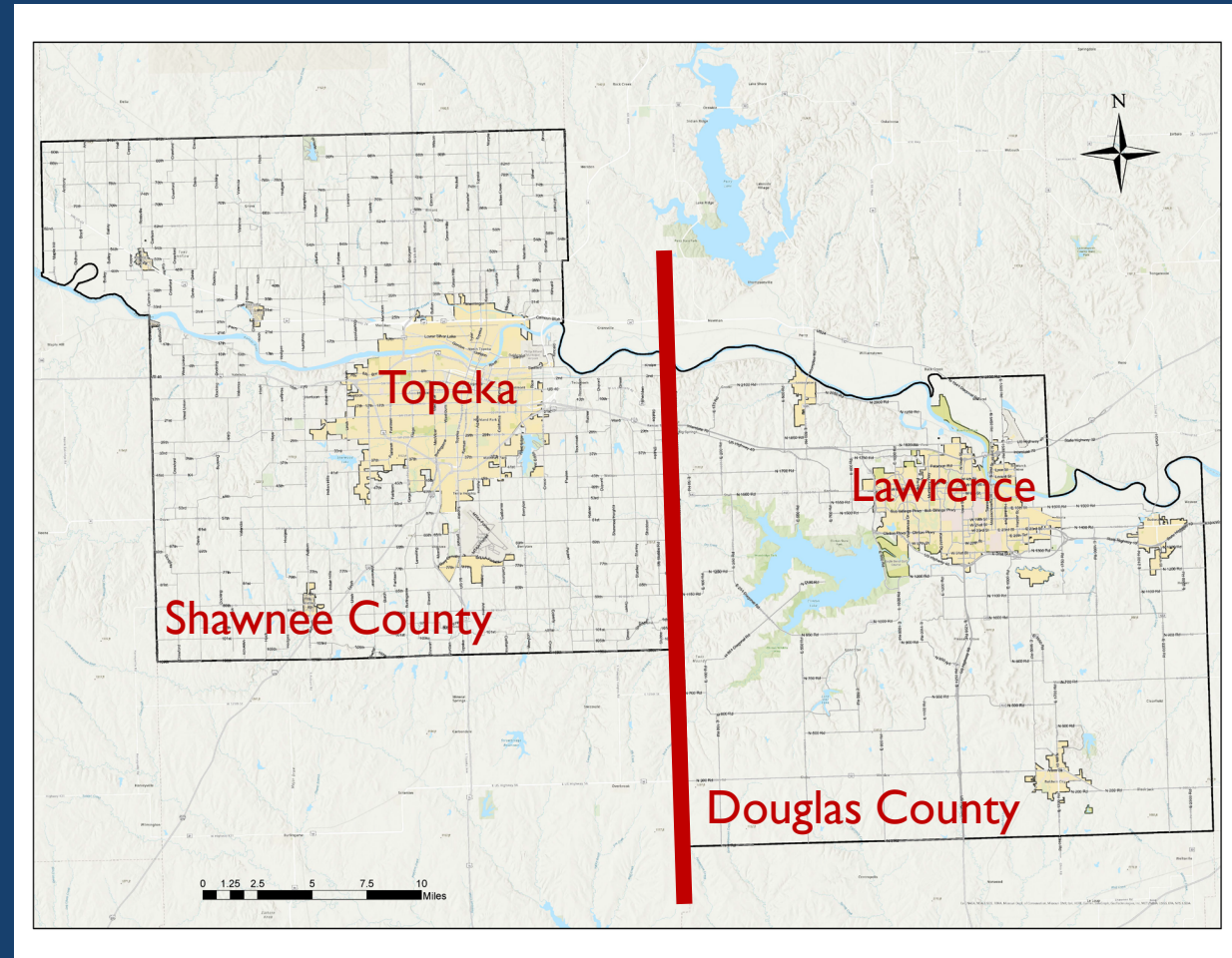
# REGIONAL CONTEXT

Project area includes both small urban and rural providers

Geographically close to the Kansas City, MO metro area by car, but not via transit

Many trip requests are for medical attention

Smaller agencies have stepped up to assist (especially during COVID)



# ONE REGION, MANY BOUNDARIES

- City/county
- Regional
- Agency
- Funding
- Programmatic
- Time-bound (pulse systems)
- Staffing (short on staff)
- Public support/image

WHY WE APPLIED

# PRIOR COLLABORATIONS

- This has always been a problem for our region
- Progressively-larger local efforts had been done
- Entire business model needed to be rethought due to the pandemic

mobility**TOPEKA**



## Blurring the Lines:

*Transportation in Support of Better Health Outcomes*

**An Issue-Focused Mobility Meeting**

*February 20, 2020 at Dillon House, Topeka, Kansas*



# TECHNICAL ASSISTANCE WAS THE KEY

- Past attempts were made, but none were coordinated
- Critical mass was never reached
- COVID-19
- We needed outside professional guidance

# USING THE NADTC COORDINATED COMMITTEE'S TOOLKIT

- Getting ready
  - Needs Assessment, Readiness Assessment, and Environmental Scan
  - Stakeholder and Community Asset Mapping
- Organization and Planning
  - Vision and Mission Statements
  - Goals, Objectives, and Action Plans
  - Structure of the Coordinating Committee
  - Outreach and Public Engagement

The toolkit can be found at: <https://www.nadtc.org/resources-publications/resource/coordination-committee-toolkit/>



# ANY OF THESE SOUND FAMILIAR?

No city/county support	Funds restricted to city/county	City/city & county/county trips
Ongoing \$\$ source not identified	Update KRIDES website	Lack of centralized communication
5310 bus funding, mixed fleet	Common platform, trip planning	Diff. to schedule multi-day trips, NEMT
Cost of trip varies by provider	Service area boundaries, limiting	Coordinate 5310/5311 at transit hubs
Affordable trips	Identify funding sources, eligibility	Providers don't share vehicle
No weekend service	Long distance medical trips	Varying fare payment, per provider
Driver shortage	Crossing county lines	Need a shared vision, all agencies
Bilingual services	Coordinate appointments with med facility	Gain public support
On-demand options	Drivers paid more in private sector	No cooperative coordination
Doctor choice on transit option	Harness tech for small providers	Knowing who to contact for info
Driver capacity	Aging vehicle fleet	Providers do not split the trip
Lack of CDLs for larger vehicles	Vehicles, Procure & maintain	

# WHY WE CHOSE THESE FOCUS AREAS

- Coordination
  - This task has been attempted before (a few times) by various handfults of agencies, but they always came up against roadblocks they could not tackle with their existing staff levels.
- Funding Flexibility
  - Staffing, vehicle purchase and usage, trip purpose and service areas are all tied tightly to various federal, state, and local funding sources. It has been difficult to establish cooperative funding streams to accomplish these goals.
- Branding & Promotion
  - Few people in our region can distinguish one 5310 service provider's program/vehicle from another. Also, as group of mostly smaller agencies, having a common purpose, common elevator speech, and common publicity materials for outreach and funding will add credibility to all individual participants' efforts.

# THE COALITION

# COALITION MEMBERS

27 members from:

5310, 110, and 07 providers

Social service agencies

Regional area agency on aging

Medical and MCO representatives

City, county, MPO, and state agencies

Mobility managers



# EACH ONE A PROFESSIONAL



# OUR STAKEHOLDER AGENCIES



# PROJECT OUTCOMES

## INTENDED

- A working document outlining important first steps
- Collaborative work among agencies
- A to-do list of next steps to build momentum

## ACTUAL

- A robust pre-plan, including potential future stakeholders and funding sources to explore
- A fully functional inaugural Coalition with a name, logo, legitimacy, and purpose
- Beginnings of future regional partnerships and development of initial marketing materials and plans for engagement



PRODUCTS DEVELOPED

## ABOUT US

We offer rides for the general public as well as specific populations within Douglas County. If you need a ride, please contact one of these transportation providers based on where you live and what type of service you require.

Each provider has different service areas, service hours, fares and reservation requirements. Trips can be made for medical, personal business, education, shopping, employment, or other reasons. Transportation is provided not only to the elderly and the disabled, but also to the general public.

Contact the provider to schedule your trip, or to find out ore information.

You can also go online to [www.ksrides.org](http://www.ksrides.org) to find information for any county in Kansas.



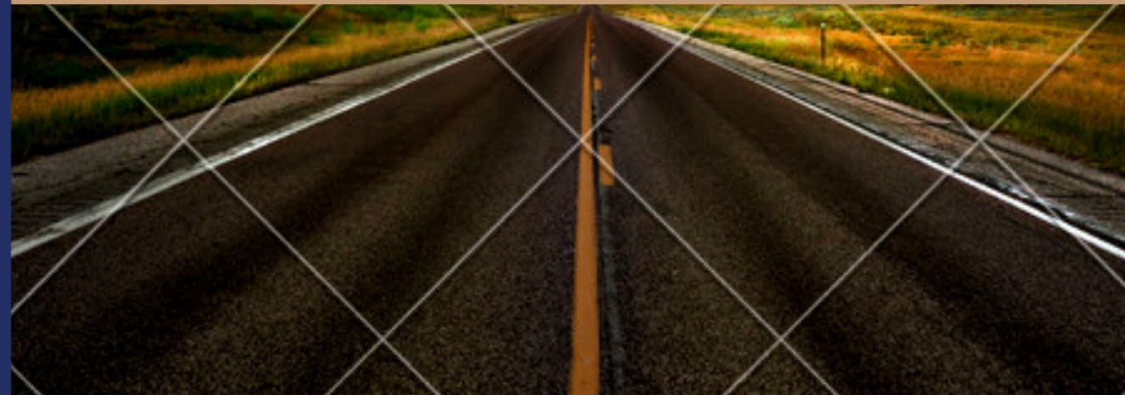
## GET IN TOUCH

Dre'Vel Taylor, Mobility Manager  
785.832.3149  
[dtaylor@lawrenceks.org](mailto:dtaylor@lawrenceks.org)  
[www.ksrides.org](http://www.ksrides.org)



# THERE'S A WORLD TO DISCOVER

FIND PUBLIC TRANSPORTATION IN  
THE LAWRENCE-DOUGLAS  
COUNTY REGION OF KANSAS



## GENERAL PUBLIC TRANSPORTATION PROVIDERS

SERVICES MAY INCLUDE TRANSPORTATION FOR: GENERAL PUBLIC (GP), OLDER ADULTS (OA), PEOPLE WITH DISABILITIES (PWD), MEDICAL/NEMT TRIPS (MED) AND/OR THE AGENCY'S OWN CLIENTS (OWN), AS LISTED BELOW THE AGENCY'S NAME.

### LAWRENCE TRANSIT

GP, OA, PWD, MED

- Fixed Route/General Questions: (785) 846-4644
- Paratransit/Night Line: (785) 312-7054
- [www.lawrencetransit.org](http://www.lawrencetransit.org)

Fixed route, demand response, and paratransit Lift rides, and services are all available within the city limits. All vehicles are ADA accessible. Fare free pilot for 2023.

Fixed Route and Paratransit operate Monday through Saturday, 6:00am to 8:00pm.

Night Line operates Monday through Saturday, 8:00pm to 6:00am.

No Sunday Service.



### COTTONWOOD, INC.

OWN

[www.cwood.org](http://www.cwood.org)

Monday through Friday, 7:00am to 10:00pm.

### INDEPENDENCE, INC.

GP, OA, PWD, MED

(785) 843-5576

[www.independenceinc.org/](http://www.independenceinc.org/)

Monday through Friday, 8:00am to 4:00pm.

### SENIOR RESOURCE CENTER

OA, PWD, MED, OWN

(785) 842-0543

[www.yoursrc.org/](http://www.yoursrc.org/)

Monday through Friday, 7:00am to 3:30pm.

### BERT NASH COMMUNITY MENTAL HEALTH CENTER

OWN

[www.bertnash.org/](http://www.bertnash.org/)

Daily 9:00am to 5:00pm

### LAWRENCE PRESBYTERIAN MANOR

OWN

[www.lawrencepresbyterianmanor.org](http://www.lawrencepresbyterianmanor.org)

Monday through Friday 8:30am to 4:00pm

"Transit is not just a social service. Transit is an economic development initiative, an economic development asset."

~Hunter Morrison

Public transportation is accessible and affordable in north central Kansas.

Our goals include:

Promoting Independence: Maintain the quality of life for individuals who live in our communities and increase awareness and perception of transportation services.

Building Connections - Improve the efficiency and effectiveness of transit service so more Kansans can be served and increase the level of communication, cooperation and coordination among existing providers.

Preserving Rural Living - Allow Kansans to stay within their current communities and increase and enhance the level of connectivity between activity centers (i.e., cities, major employers, major medical facilities).

## OUR ELEVATOR PITCH

- The Kansas Coalition for Accessible Regional Transportation (K-CART) is developing new solutions to provide all Kansans with affordable, equitable, inclusive, and accessible medical transportation options by removing barriers to service and increasing quality of life standards.
- We are a cross-section of professionals from various industries, collaborating to make statewide access to healthcare transportation a reality, especially for older adults and people with disabilities.
- A Pilot Program will begin in Douglas & Shawnee Counties in 2023-24, with potential for replication across the state. We are hopeful that we can count on your support of the Coalition's work, and would be glad to have you along for the ride!

Link	Department	Eligible	Description																																			
<a href="https://www.nerdwallet.com/article/travel/donate-credit-card-points-miles-cash-back-charity">https://www.nerdwallet.com/article/travel/donate-credit-card-points-miles-cash-back-charity</a>	Donating unused loyalty points to charity	To guide the team in gathering outcome data that can bolster its request for sustainabl	Certain programs allow cardholder to donate their unused loyalty points to charity (such as airline programs, cash back on credit cards, etc.)																																			
<a href="https://www.dillons.com/asset/dillons_online_enroll">https://www.dillons.com/asset/dillons_online_enroll</a>		Non-profits	Donated a portion of eligible purchase prices to your chosen charity.																																			
	New Business Resource Development: Local Incentives, employee expansion	To test the feasibility of the innovative transportation solution in real-world conditions in the marketplace, so the community-based team can learn where its solution needs to be further revised	Technical Assistance availability																																			
<a href="https://www.gotopeka.com/incentives/">https://www.gotopeka.com/incentives/</a>			<table border="1"> <thead> <tr> <th>Topic</th> <th>Website</th> <th>Program</th> <th>Agency</th> <th>Funding level</th> </tr> </thead> <tbody> <tr> <td>Various</td> <td><a href="https://kutc.ku.edu/kansas-rtap">https://kutc.ku.edu/kansas-rtap</a></td> <td>various</td> <td>KS-RTAP</td> <td>tech assistance and training only</td> </tr> <tr> <td>various</td> <td><a href="https://ksrides.org/">https://ksrides.org/</a></td> <td>various</td> <td>Mobility Managers</td> <td>tech assistance and training only</td> </tr> <tr> <td>Various</td> <td><a href="https://n-catt.org/">https://n-catt.org/</a></td> <td>various</td> <td>National Center for Applied Transit Technology</td> <td>tech assistance and training only</td> </tr> <tr> <td>Mobility Management</td> <td><a href="https://nationalcenterformobilitymanagement.org/">https://nationalcenterformobilitymanagement.org/</a></td> <td>various</td> <td>National Center for Mobility Management</td> <td>tech assistance and training only</td> </tr> <tr> <td>Various</td> <td><a href="https://www.transit.dot.gov/coordinates-council-access-and-mobility">https://www.transit.dot.gov/coordinates-council-access-and-mobility</a></td> <td>various</td> <td>Coordinating Council on Access and Mobility</td> <td>tech assistance and training only</td> </tr> <tr> <td>Various</td> <td><a href="https://www.nadtc.org/">https://www.nadtc.org/</a></td> <td>various</td> <td>National Aging and Disability Transportation Center</td> <td>tech assistance and training only</td> </tr> </tbody> </table>	Topic	Website	Program	Agency	Funding level	Various	<a href="https://kutc.ku.edu/kansas-rtap">https://kutc.ku.edu/kansas-rtap</a>	various	KS-RTAP	tech assistance and training only	various	<a href="https://ksrides.org/">https://ksrides.org/</a>	various	Mobility Managers	tech assistance and training only	Various	<a href="https://n-catt.org/">https://n-catt.org/</a>	various	National Center for Applied Transit Technology	tech assistance and training only	Mobility Management	<a href="https://nationalcenterformobilitymanagement.org/">https://nationalcenterformobilitymanagement.org/</a>	various	National Center for Mobility Management	tech assistance and training only	Various	<a href="https://www.transit.dot.gov/coordinates-council-access-and-mobility">https://www.transit.dot.gov/coordinates-council-access-and-mobility</a>	various	Coordinating Council on Access and Mobility	tech assistance and training only	Various	<a href="https://www.nadtc.org/">https://www.nadtc.org/</a>	various	National Aging and Disability Transportation Center	tech assistance and training only
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<a href="https://www.jhawkaaa.org/">https://www.jhawkaaa.org/</a>	Older Americans Act Title III-B Transportation Services	Eligible both as a direct reimbursement of trips as well as a federal fund braid to other FTA and state dollars																																				



# LESSONS LEARNED

## ... AND BOY, DID WE LEARN SOME!

- **Be mindful of scope creep**

As discussions progress, the project can swell into something so large that it seems insurmountable. This might make some feel discouraged. Be sure to keep it reigned in.

- **Develops contacts strategically**

Whenever possible, reach out to the contact with the most access to the necessary participants for your outreach campaign. For example, the Director of Nursing and not your sister's friend Mary who is a nurse at your local hospital.

- **Baby steps are good**

Don't try to tackle the entire problem straight out of the gate. Progress and small successes help build morale, support, and legitimacy. They also aren't as taxing for coalition members to handle.

- **Be realistic about time constraints**

Public outreach and engagement take time. You will all be doing this on top of your current responsibilities. Make sure you know what you're getting yourselves into, and don't overcommit.





THANK YOU!

[www.ksrides.org/k-cart/](http://www.ksrides.org/k-cart/)

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# Discussion