



Enhancing Mobility for People

Human Services Transportation Enhancement

Mary A. Leary, Ph.D.

Senior Director, Easter Seals

Project ACTION, the National Center on Senior
Transportation & Other Transportation
Initiatives



Trends Impacting Older Adult Transportation

- In 2000, there were 35 million Americans over age 65 making up 12.4% of the U.S. population
 - U.S. Census Bureau projects this group will double to 70 million by 2030, representing 20% of the U.S. population
 - People over 85+ will grow from 5.3M to 8.9M in 2030
 - 2001 estimated that 21% of persons age 65+ do not drive, higher for Hispanic, African-American & Asian (all over 40%) than Caucasians (16%)
 - 600,000 persons age 70+ stop driving each year
- Gap between Driving Expectancy & Life Expectancy
- Men 7 yrs., Women 10 yrs.



Trends Impacting People with Disabilities Transportation

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- 54M people with some disability (US Census, 2008)
- 2.7 million people 15 & older use a wheelchair
- 1.8 million people 15 & older are blind
- 1 million people 15 & older cannot hear
- 14.3 million people 15 & older have some cognitive limitations
- 26% poverty rate for people with a severe disability compared to 8% of the non-disabled population*
- 2.6 million veterans receive compensation for service-connected disabilities



Transformation of Human Service Systems Philosophy 1990s to today

- Movement from Institutional/Custodial Care to Community Living, empowerment & Independence
- Low Income – Welfare to Work
- Persons with Disabilities –Civil Rights (ADA & Olmstead Decision)
- Older Americans – Aging In Place
- Medical Care-Preventive Health Care/Outpatient Service
- Increase role of assistive and information technologies



The Need – More Transportation Options at the Community Level

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These trends have lead to an
exponential increase in transit need
for people with mobility limitations



What is the Impact?

- Older Adult non-drivers fewer trips to doctor*
- But. . .65% fewer trips for social, family, religious, and other life-enhancing purposes*
- Caregiver time off of work
- Higher healthcare costs due to depression onset through driving cessation
- Squaring of the population suggests more intergenerational programs

*from Aging Americans: Stranded without Options, Surface Transportation Policy Project, 2004

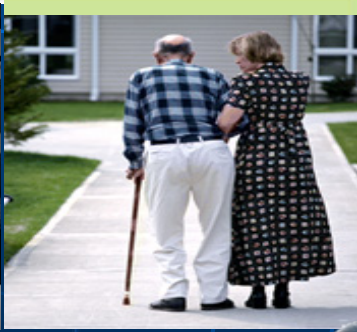


Family of Services

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**UNITED WE
RIDE**
COORDINATING HUMAN SERVICE TRANSPORTATION





Four Major Categories of Transportation Service

- Driving continuation – many programs to assist with safe driving for older adults – AARP, Drivewell
- Caregiver Transportation – most states fund some level of assistance to help caregivers, the #1 way in which people with mobility impairments get around when they can no longer drive



Four Major Categories of Transportation Service

- Fixed Route - includes supports to help people use fixed route transit, such as bus pass, bus buddies, feeder service, mobility training, after hour service, low income tickets
- Demand Response - Can serve an expanded service area. Includes sharing of vehicles & rides, taxi use, group rides. Uses centralized dispatch to coordinate. Can include a higher level of service than "curb to curb".



Human Service Transportation




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- 62 federally funded programs across 8 federal departments
- “Silo” service delivery approach
- \$ billions spent each year




Social Services







Health




Transportation

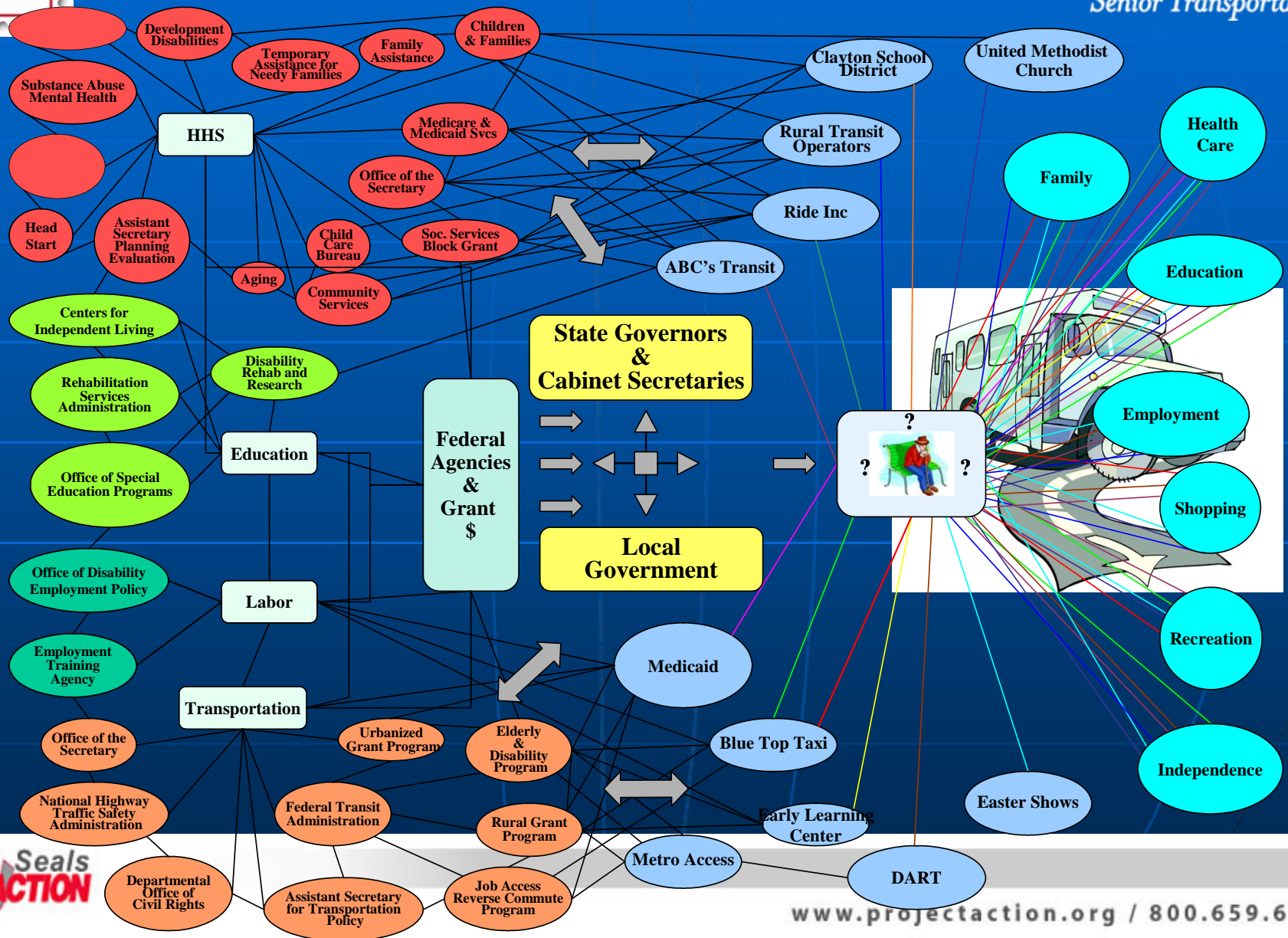
Education

Employment

Confusing Array of Programs & Funding



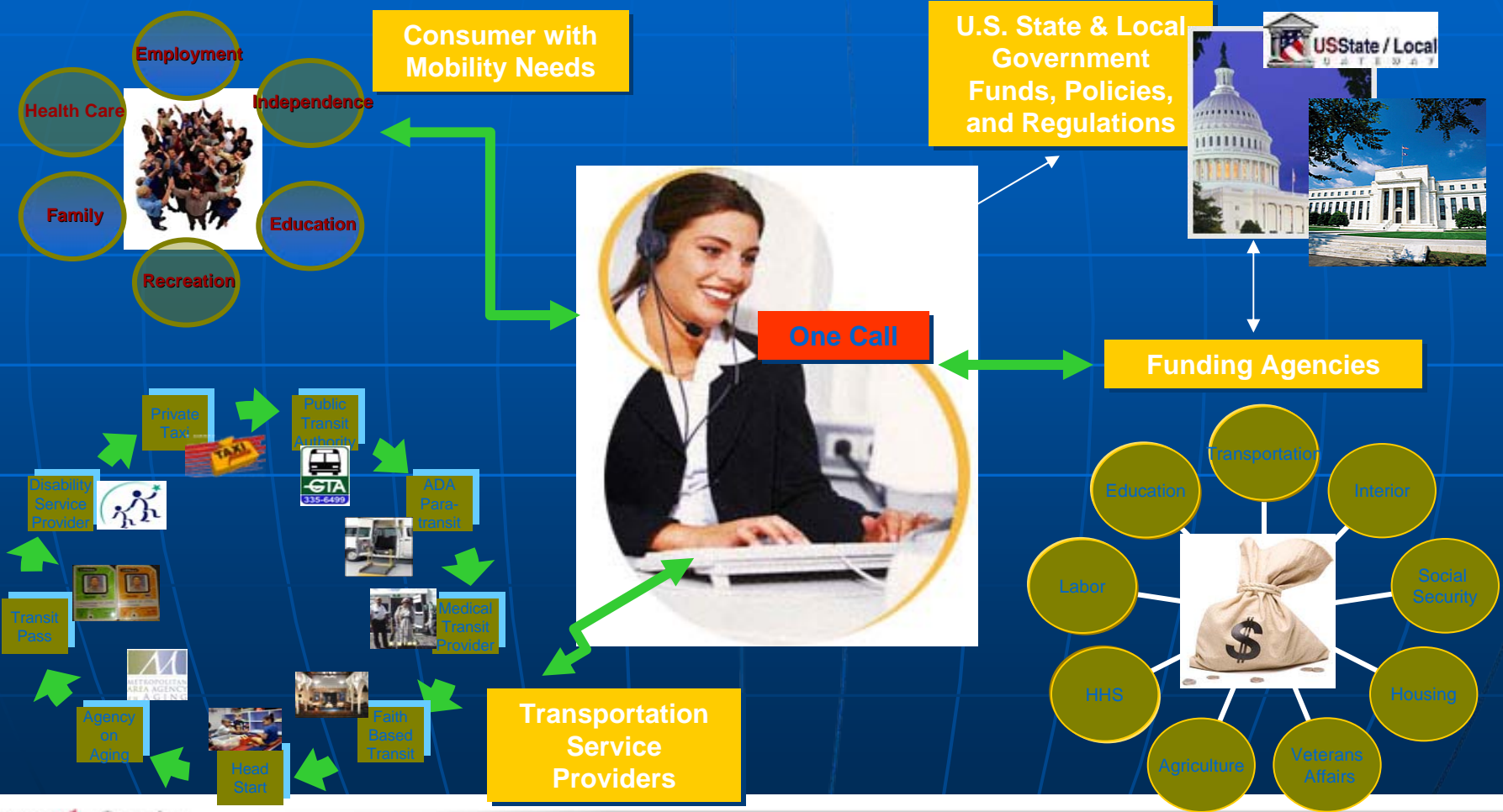


Need for Transportation Coordination

- The traditional “stovepipe” approach to transportation service delivery is costing more and delivering less. Problems include:
 - Overlapping or redundant services, where two or more agencies provide trips to the same destinations
 - Geographical areas with no transportation services
 - Difficulty crossing geographic boundaries
 - Long travel times, long waits, and circuitous routes
 - Trip requests that must be made well in advance
- According to a recent TCRP report, transit and human service agencies nationwide could derive annual benefits of up to \$690 million through coordination



Simplified Access – One Vision, One Call





Person-centered

the vision is...person-centered mobility management through one call

whether it's a trip to work, the doctor, shopping, or a place of worship,

it should be as easy as picking up the phone and making one call.



Mobility Management

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TYPES:

POLICY

- DEVELOP COORDINATED PLANS
- DEVELOP LOCAL PARTNERSHIPS
- ADDRESS INSTITUTIONAL ISSUES

OPERATIONAL SERVICE BROKERS

- PROVIDES RIDES
- CONNECTS CUSTOMERS, TRANSPORTATION, & FUNDING AGENCIES

CUSTOMER TRAVEL AGENTS

- TRAVEL TRAINING
- DEVELOPS INDIVIDUALIZED TRIP PLANS
- WORKS WITH CASE WORKERS



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CAPITAL EXPENSE in FTA Programs

Support for short term management activities

Travel training, trip planning, and travel navigators activities for customers

The support of State and local coordination policy bodies and councils

The development and operation of one-stop transportation traveler call centers

The operation of transportation brokerages

Operational planning for the acquisition of intelligent transportation technologies



Mobility Management *Initiatives:*

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- Mobility Management Activities
Eligible FTA Funding Expense -80/20
- Non-DOT Federal Matching Funds Can Be Used for the Local Match
- State United We Rides Grants
(Building Mobility Management Transportation Capacity in Human Service, Workforce, Aging, Health Care, Education Networks. Grants-\$330k)
- Easter Seals Strategic Plan

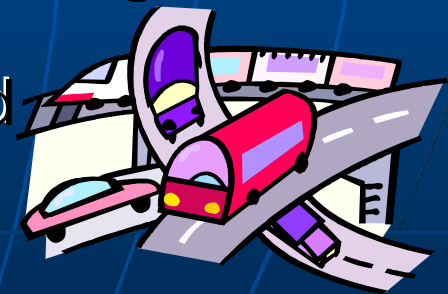


Key Steps in Human Services

Mobility Management

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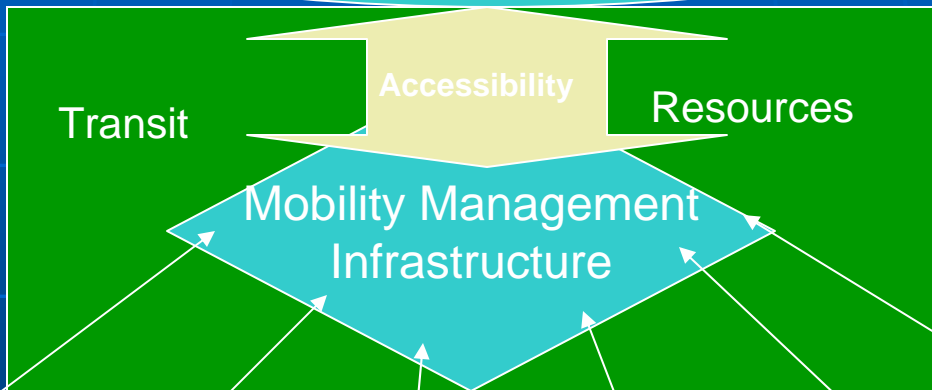
- ID needed services
- ID the transportation required to access them
- Assess community transportation resources
- Catalog community resources
- Identify gaps
- Assess the functional ability of client to use available transportation services
- Provide the transportation service
- Train the client if necessary – travel training, mobility coaching
- Ensure EVERY access point is connected
 - example drivers' examinations





Person Centered Community Based Mobility Management

People with disabilities, older adults, persons of limited income & their families in the Community



Independent, Community Based Living



National Resource Center for Human Service Transportation Coordination

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- Established under SAFETEA-LU
- Operated through cooperative agreement between FTA and CTAA
- Five major goals:
 - Support Coordinating Council
 - Technical Assistance to states and urbanized areas, using 10 UWR Ambassadors-
 - Conduct and promote research
 - Coordination of FTA and other technical assistance
 - Provide information through www.unitedweride.gov and other sources
- Contact: www.unitedweride.gov; 1-800-527-8279. Chris Zeilinger, NRC Director, zeilinger@ctaa.org



History - FTA/Easter Seals Technical Assistance Center Cooperative Agreements for People with Disabilities and Older Adults

- 1988 Project ACTION (1990 Americans with Disabilities Act)
- Aging Network - 2003 Memorandum of Understanding
 - Federal Transportation Administration
 - U.S. Administration on Aging
- 2004 Executive Order 13330 – United We Ride (13 Federal Agencies)
- 2005 White House Conference on Aging
- 2005 SAFETEA-LU Act - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
- 2006 Amendments to the Older Americans Act
- August 2006 FTA Cooperative Agreement
 - Easter Seals
 - National Association of Area Agencies on Aging



Easter Seals Project ACTION Mission

*"To increase the availability and use of accessible transportation by people with disabilities of **all** ages"*

Training
Technical Assistance
Outreach
Applied Research

Project ACTION is 20 year Cooperative Agreement between
Easter Seals
and the US Federal Transit Administration
to Ensure Effective Implementation of the Americans with
Disabilities Act

<http://www.projectaction.org>



NCST Mission

Partnership Between Easter Seals and the National Association of Area Agencies on Aging

To Increase transportation options
for older adults and enhance their
ability to live more independently
within their communities
throughout the United States

Training
Technical Assistance
Outreach
Applied Research

<http://www.seniortransportation.net>



Please Contact Us

NCST
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mleary@easterseals.com

www.projectaction.org

www.seniortransportation.net

www.unitedweride.gov

**Please view one of our websites &
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Or call us at 800-659-6428



Appendix

Funding and other information of interest



Federal Transit Administration Funding Sources



Urbanized Area Grant Program

- Section 5307 Large Urban Cities Program for areas over 50,000 in population
 - Transit provider is direct recipient for areas over 200,000 in population
 - State is recipient for areas under 200,000
- Primary eligible activities: capital investment, planning, design and construction
- Funds may be used for operating in areas *under* 200,000



Federal Transit Administration Funding Sources

- Other Grant Programs with an urban focus

- *Planning*

- Section 5303 Metropolitan Planning

- Capital Investment, Facilities & New Systems*

- Section 5309 New Starts & Small Starts

- Section 5309 Rail & Fixed Guideway Modernization

- Section 5309 Bus and Bus Facilities



Federal Transit Administration Funding Sources

Specialized Grant Programs for Urban, Small Urban, or Rural Areas

- Section 5310 Elderly Persons and Persons with Disabilities
- Section 5311 Rural and Small Urban
- Section 5311c Public Transportation on Indian Reservations
- Section 5316 Job Access and Reverse Commute
- Section 5317 New Freedom



Funding for Older Adults and Persons with Disabilities

Section 5310

- Targets older adults and people with disabilities
- All grants administered by states and appropriated based on number of elderly and persons with disabilities
- Capital Program Funding to support vehicle acquisition
- Eligible activities include contracted services and coordination with other human service agencies or transit providers
- Projects are derived from a locally-developed, coordinated human services transportation plan





Rural Funding



Section 5311

- Formula funding distributed to states based on non-urbanized population (less than 50,000) and land area
- May be used for capital, operating, and administrative assistance for states, public agencies, Indian tribes, non-profits, and public transportation operators
- Up to 15% must be used for intercity service unless the state certifies that intercity needs are already being met



Funding for Transportation on Indian Reservations

Section 5311c

- Federally-recognized tribes may apply for rural transit funding as state recipients or as direct recipients under the 5311 c program.
- Grants awarded on a nationally-competitive basis
- Eligible activities include planning, capital and operating assistance, and rural intercity bus service



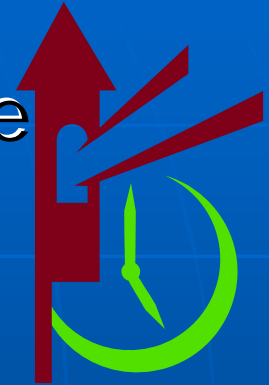


Employment-Focused Funding

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Section 5316 Job Access and Reverse Commute

- Targeted for individuals with lower incomes
- Access to employment and related activities
- Reverse commute service
- Changed to a formula program from a discretionary (earmark) program; non-DOT funds may be used as local match
- States are recipients for areas below 200,000 in population and designated recipients receive funds for areas over 200,000
- Designated urbanized area recipients are typically transit authorities or Councils of Governments/Metropolitan Planning Organizations
- Projects are derived from a coordinated plan





Human Services-Focused Funding

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Section 5317 New Freedom

- New formula program under SAFETEA-LU; funding distributed the same as JARC program
- Eligible activities include capital and operating projects that support services beyond those required by the ADA
- Non-DOT funds may be used as local match
- Examples include:
 - Enhancing paratransit beyond minimum ADA-required service
 - Accessibility improvements to transit service and intermodal stations
 - New accessible taxis
 - Ride-sharing and vanpooling
 - Voucher programs
 - Mobility managers

