

Public Transit Advisory Council

January 17, 2020

9:00 – 11:30 AM - Main Conference Room - MaineDOT Augusta (24 Capitol St.)

Remote Access:

Join Zoom Meeting: <https://mainedot.zoom.us/j/630340406>
Meeting ID: 630 340 406
Dial: +1 646 558 8656

AGENDA

- 9:00 AM Welcome, Introductions and Agenda Review
- 9:10 AM Approve April 2019 Meeting Minutes
- 9:15 AM Review of Membership, Statutory Amendments and Bylaws
- 9:20 AM Updates on PTAC Recommendations (see report) & Emerging Synergies
- Blue Ribbon Commission (Sen. Farrin, Jess)
 - Economic Development Strategy (Carolann, Kim, Paul)
 - Maine Climate Council (Marcia, Jess, Mary Ann)
 - Age-Friendly State Designation (Jess)
 - DHHS Coordination Efforts (Roger)
 - MTA Directory (Sandy)
 - Embellishments/Questions/Comments on Status Update
- 9:50 AM Federal CCAM Strategic Plan and Webinar Series (Mary Ann)
- 10:00 AM Working Cars for Working Families Program (Liz Ray, DHHS)
- 10:05 AM Moving Maine Mobility Network (Zoe)
- Mission and Structure
 - Mobility Solutions for Maine Grant Deliverables
 - Working Group Recruitment
- 10:30 AM PTAC Workplan for 2020 (all)
- 11:00 AM Public Comment
- 11:15 AM Roundtable: Announcements & Meeting Feedback
- 11:30 AM Adjourn

Public Transit Advisory Council

Meeting Minutes of April 8, 2019 - DRAFT

Note: Decisions and commitments in ***bold italic*** type.

Members Present: Mary Ann Hayes (chair), Sandy Buchanan, Rebecca Grover, Duane Scott, Chris Hall, Richard Taylor, Zoe Miller. Attending by phone: Jennifer Williams, Tom Reinauer, Casey Gilbert, Marcia Larkin, Sen. Brad Farrin, Chris Chop, Connie Reed, Casey Gilbert, Barbara Schneider, Deidre Wadsworth.

Non-Members Present: Lori Brann (clerk), Amy Rau, Barbie Lord, Rick McCarthy, Theresa Savoy, Jennifer Brickett, Steve Cole. Present by phone: Ken Murchison, Kristen Maynard.

Members Absent: Jessica Maurer, Kalie Hess, Dennis McCartney, Dana Knapp, Rep. Bettyann Sheats, Patricia Quinn, Greg Jordan, Lisa Feldman, Jonathan LaBonte, Al Schutz, Giselle White, William Shane.

Meeting called to order at 12:32 pm by Mary Ann. Quick overview of agenda.

January minutes: Casey motioned to approve, seconded by Richard. Unanimous.

Report to Governor and Legislature. Review of draft that was distributed previous Friday. Mary Ann reviewed the statutory requirements for the report and described the steps taken to develop the draft. Mary Ann outlined the state funding scenario as it exists now

Group discussion: Sandy: concern with amount of money requested based on status quo instead of expanded service. WMTS costs have increased 15% in the last year. Answer: half of funding for existing service, half for new services

Chris Chop: Solid methodology. Makes sense to compare to other states. Advocates for a robust prioritization process to screen applications. Virginia is a good example (smart scale to prioritize projects) very transparent. Will send link to Mary Ann.

Sen Farrin: Hearings last week on transportation infrastructure and transit. Feels testimony shows an awareness that there is a need. Real needs identified in this report will be crucial for funding recommendations. Justification important and transportation committee is committed to funding from all sources. Content in report very important. Work sessions are next. Blue Ribbon Commission needs to address public transit not just infrastructure. Can bring to the table.

Tom Reinauer: Comparison to peer states should be included (from Strategic Plan). AASHTO summary helpful, but peer states more similar. Should reference Strategic Plan – contains good data, including funding sources.

Chris Hall: Testified on bills. There is support for public transportation. Open to funding increases for transit. Skeptical that any funding increases will happen this budget, but optimistic for next year. New revenue streams important.

Barbara: Should the local sales tax option be moved up in priority? If people are making choices about where they live, transportation needs to be included. Local sales taxes are controversial but important topic.

Zoe: GPCOG supports local sales tax discussions. Public Transportation high priority in recent regional meetings both urban and rural. Be clear that 25% increase only meets 20% of the need. Make point that problem can't be solved overnight. Page 8: Explore GoMaine Trip Planner – expand to meet passengers need. Add shorter term solutions. Change to be inclusive of other ideas.

Mary Ann: Is group comfortable with this report and adding these ideas? Maine Transit Association has bill for funding in process. Report will go to Governor and Legislature. Report due "early April". May be submitted to Legislature on Wednesday.

Deidra: Add footnote to recognize concerns but okay for the short term.

DOT not staffed to help volunteer networks. Okay to leave recommendation on volunteer coordinator? Probable consultant to help. No discussion.

Any major items missing?

Chris Hall: Need vision of end state. Maybe not this document, but something else. Value of public transportation. Maybe in transmittal letter.

Theresa: Funding to increase transit also helps to employ people, not just to give rides.

Difficult to provide exact outcomes of how the funding will be used. Important to develop partnerships.

Marcia: Cite survey results on customer needs. Good data to have/heartwarming. Have some testimonials on hand – seniors, low income. Will supply some of these.

Mary Ann: Do any voting members of the Council want to testify on behalf of this report? Sen. Farrin will request that it be a presentation to the committee. Volunteers: Chris Hall, Sandy Buchanan, Casey Gilbert, Marcia Larkin. Chris Chop: needs a one-pager with highlights and funding needs. Tom: agreed. Make a fast point and will assist. Farrin – sooner is better to submit to committee. Chris Chop and Tom to assist Mary Ann create a one-page summary.

Locally Coordinated Plan: Thanks to everyone for their comments. Most were easy to accommodate. Jay Kamm requested that the problem of unfunded deadhead miles be mentioned somewhere. Rural states struggle with this the most. Some volunteers can't afford to donate their vehicle expenses, just their time. Good feedback from FTA.

Other:

Municipal and Aging Task force: Recent meetings to discuss aging in place and transportation.

Medical Group: Chris Chop to share lessons learned. Kalie can't lead the effort to co-schedule appointments for ease of transportation.

Closing announcements: Duane: Age Friendly communities volunteer program challenging to sustain, moving to regional instead of municipal. April 23-10 am Cohen Center discussion on transportation and volunteer driver network for area. Richard: Like recommendations. Will be putting together survey on Maine housing to include transportation questions. Rebecca: May attend listening session to legislature transportation committee. Zoe: exciting to have both LCP and report to Legislature. GPCOG received funding for piloting service for food shopping and inclusive transportation planning work in PACTS. Deidra: Will review report and get back with comments. Connie: LCP outstanding. Brad Farrin: Thanks for the hard work and is happy to be a part of the group. Rick: Thanks for the good information. Pending Rep. Sheats bill to provide more funding for transit.

Meeting adjourned at 1:58 pm.

§4209-A. Public Transit Advisory Council

1. Council established. The Public Transit Advisory Council, referred to in this section as "the council," is established in accordance with Title 5, section 12004-I, subsection 82-A to advise the Legislature and the department regarding public transit services in the State. The council shall advise the department on the review and approval of locally coordinated plans for regional transit under section 4209 and shall advise on any statewide strategic transit planning undertaken by the department, including short-term and long-term fiscal, operating and capital investments, and the integration of transit planning with the Sensible Transportation Policy Act.

[PL 2015, c. 182, §8 (NEW).]

2. Membership. The council must include, but is not limited to, the following:

A. The commissioner or the commissioner's designee; and [PL 2015, c. 182, §8 (NEW).]

B. The following individuals appointed by the commissioner:

- (1) One representative each from the federally designated planning organizations for the Bangor, Kittery, Lewiston and Auburn and Portland regions;
- (2) One representative of private bus operators;
- (3) One representative of a statewide nonprofit organization advocating on behalf of the elderly;
- (4) One representative of a medical provider;
- (5) One representative of a business that relies on public transportation;
- (6) One representative of a statewide association of planning and development agencies;
- (7) One representative of an organization representing persons with disabilities;
- (8) One representative of a nonprofit transit provider;
- (9) One representative of an economic development organization; and
- (10) One representative of an organization representing low-income persons.

In making appointments, the commissioner shall ensure that rural and urban areas are represented.

[PL 2015, c. 182, §8 (NEW).]

[PL 2015, c. 182, §8 (NEW).]

3. Council invitees. In addition to the requirements in subsection 2, the commissioner shall invite at least 2 members of the joint standing committee of the Legislature having jurisdiction over transportation matters representing different political parties and at least one representative of the Northern New England Passenger Rail Authority, established in Title 5, section 12004-F, subsection 16, to participate in council meetings. These invitees may be designated as voting council members at the commissioner's discretion.

[PL 2019, c. 211, §2 (AMD).]

4. Terms, vacancies and council chair. A member of the council appointed pursuant to subsection 2, paragraph B serves for a term of 3 years. Terms must be staggered so that approximately one-third of the council is renewed each calendar year. If a member is unable to complete the term, the commissioner shall appoint a member from the same category of members listed in subsection 2, paragraph B as the member who vacated the council to serve out the unexpired portion of the term. The commissioner shall determine how the council is to choose a chair and for how long the chair is to serve.

[PL 2019, c. 211, §2 (AMD).]

4-A. Meetings and deliberations. The council shall meet no less than once per year at the call of the chair. The council may adopt bylaws and other policies to effectively govern its proceedings. [PL 2019, c. 211, §2 (NEW).]

5. Report. The council shall report on its deliberations and any recommendations by March 1st of each odd-numbered year to the Governor and the joint standing committees of the Legislature having jurisdiction over transportation matters and health and human services matters. The report must include:

A. An assessment of the level of public transportation services provided to the public; [PL 2015, c. 182, §8 (NEW).]

B. Recommendations for the level of service that should be provided and an estimate of the cost of providing those services; and [PL 2015, c. 182, §8 (NEW).]

C. [PL 2019, c. 211, §2 (RP).]

D. A progress report on recommendations contained in the most recent statewide strategic transit plan for the department as well as the quinquennial locally coordinated plan for regional transit under section 4209, subsection 2. [PL 2019, c. 211, §2 (NEW).]

[PL 2019, c. 211, §2 (AMD).]

SECTION HISTORY

PL 2015, c. 182, §8 (NEW). PL 2019, c. 211, §2 (AMD).

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Public Transit Advisory Council Membership List				Appointments and Terms as of 1/1/20		
Seat	Required/Optional	Rural/Urban	Representing	Name	Affiliation	NEW Term Expiration
		Rural/Urban	Clerk	Lori Brann	MaineDOT Planning	unspecified
1	Required	Rural/Urban	Commissioner/Designee (Chair)	Mary Ann Hayes	MaineDOT Planning	unspecified
2	Required	Urban	Kittery MPO	Tom Reinauer	KACTS	12/31/2020
3	Required	Urban	Lewiston-Auburn MPO	Jennifer Williams	LATC	12/31/2021
4	Required	Urban	Bangor MPO	Connie Reed	BACTS	12/31/2022
5	Required	Urban	Portland MPO	Zoe Miller	PACTS	12/31/2020
6	Required	Rural/Urban	Statewide nonprofit elderly advocacy organization	Jessica Maurer	Maine Council on Aging	12/31/2021
7	Required	Rural/Urban	Medical provider	Chris Chop	MaineHealth	12/31/2022
8	Required	Urban	Business that relies on public transportation	Casey Gilbert	Portland Downtown	12/31/2020
9	Required	Rural/Urban	Statewide association of planning & development districts	Chris Hall	Maine Economic Development Directors Assoc.	12/31/2021
10	Required	Rural/Urban	Organization representing persons with disabilities	Rick Langley	Disability Rights Maine	12/31/2022
11	Required	Rural	Nonprofit transit provider	Marcia Larkin	Penquis	12/31/2020
12	Required	Rural	Economic development organization	Paul Towle	Aroostook Partnership	12/31/2021
13	Required	Rural/Urban	Organization representing low-income persons	Richard Taylor	MaineHousing	12/31/2022
14	Required	Rural/Urban	Private Bus Operators	Dana Knapp	Concord Coach Lines	12/31/2020
15	Required	Urban	Transportation Committee (Democrat)	Rep. Bettyann Sheats	Transportation Committee, Democratic Party	12/2/2020
16	Required	Rural	Transportation Committee (Republican)	Sen. Brad Farrin	Transportation Committee, Republican Party	12/2/2020
17	Required	Rural/Urban	NNEPRA	Patricia Quinn	NNEPRA	12/31/2021
18	Optional	Rural	Optional knowledgeable party	Susan Lessard	Town of Bucksport	12/31/2022
19	Optional	Urban	Optional knowledgeable party	Greg Jordan	Greater Portland Transit District (METRO)	12/31/2020
20	Optional	Urban	Optional knowledgeable party	Lisa Feldman	Transportation for All	12/31/2021
21	Optional	Rural/Urban	Optional knowledgeable party	Katherine Freund	ITN America	12/31/2022
22	Optional	Rural/Urban	Optional knowledgeable party	Jonathan LaBonté	Lewiston and Auburn Railroad Company	12/31/2020
23	Optional	Rural/Urban	Optional knowledgeable party	Al Schutz	Schutz Transit Solutions, LLC	12/31/2021
24	Optional	Rural/Urban	Optional knowledgeable party	Rebecca Grover	Maine Turnpike Authority/GO MAINE	12/31/2022
25	Optional	Rural/Urban	Optional knowledgeable party	Giselle White	Maine VA Healthcare	12/31/2020
26	Optional	Rural/Urban	Optional knowledgeable party	Sandy Buchanan	Maine Transit Association	12/31/2021
27	Optional	Rural	Optional knowledgeable party	VACANT		12/31/2022
28	Optional	Rural	Optional knowledgeable party	Barbara Schneider	Citizen	12/31/2020
29	Optional	Rural/Urban	Optional knowledgeable party	Duane Scott	Augusta Age-Friendly Advisory Committee	12/31/2021
30	Optional	Rural/Urban	Optional knowledgeable party	Deirdre Wadsworth	Hardypond Construction	12/31/2022

Public Transit Advisory Council

Bylaws

(Adopted March 2, 2018)

Section 1. Purpose

The Maine Public Transit Advisory Council, hereinafter "the Council," was established via 23 MRSA §4209-A to advise the Maine Legislature and the Maine Department of Transportation regarding public transit services in the State. The Council shall advise the department on the review and approval of locally coordinated plans for regional transit under Title 23, section 4209 and shall advise on any statewide strategic transit planning undertaken by the department, including short-term and long-term fiscal, operating and capital investments, and the integration of transit planning with the Sensible Transportation Policy Act. Under 23 MRSA §4209, the Council is further charged with advising the Departments of Labor and Health and Human Services regarding their respective transportation programs, with a directive to maximize synergies.

Section 2. Membership

Members shall be appointed by the Commissioner of Transportation as outlined in statute. Representatives of the Maine Legislature's Transportation Committee and the Northern New England Passenger Rail Authority (NNEPRA) shall be appointed to serve as regular voting members. Employees of MaineDOT shall not be voting members.

Section 3. Meetings

The Council shall meet at the call of the chair, or at the call of at least three (3) voting members of the council. The Council must meet at least twice per calendar year. All meetings of the Council are open to the public; notice of all meetings will be posted on the MaineDOT web site. Meetings may be held all or in part by teleconference or videoconference provided a main location is accessible to the public.

Section 4. Quorum and Voting

51% of voting members constitutes a quorum for conduct of official business. Provided a quorum is reached during a meeting, the entire meeting's actions shall be considered valid; however, a minimum of 4 affirmative votes must be cast on any motion for it to carry. If fewer than a quorum is present at a duly called meeting, the Council may discuss and deliberate, with opinions expressed recorded in meeting minutes.

Section 5. Duty of Chair

It is the duty of the chair to lead the Council's work, including but not limited to the following:

- Advise the Commissioner on making Council appointments and meeting statutory requirements;
- Keep members informed of pertinent concerns within the Council's purview;
- Prepare for, call and conduct meetings;
- Appoint Council committees and working groups;
- Develop and deliver Council reports to the Maine Legislature;
- Keep the Commissioner and other appropriate parties aware of Council positions as taken; and
- Oversee work of the clerk.

Section 6. Duty of Clerk

It is the duty of the clerk to support the Council's work, including but not limited to the following:

- Keep a record of Council proceedings;
- Post Council documents on the MaineDOT web site; and
- Prepare the Council's Annual Report to the Secretary of State.

Section 7. Amendments

These bylaws may be amended by majority vote at any duly called meeting at which such action is published with the meeting agenda. Proposals initiated during a meeting without prior notice may be adopted at the following meeting.

**Public Transit Advisory Council 2019 Report
and 2019-2023 Locally Coordinated Plan for Public Transit
Recommendations Status Update - January 2020**

RECOMMENDED PRIORITY STRATEGIES, ASSIGNED ACTION STEPS & STATUS UPDATE

A. Immediate (2019-20)

Increase State Operational Funding to Transit Agencies (Lead = Legislature and MaineDOT)

- Increase state funding share from 9% to 25% of operational costs in FY2020 (\$4.25 million) and to 35% national average (\$6.8 million, \$5 per capita) in FY2021 – Funding source TBD
- MaineDOT may utilize a portion of the funds for statewide initiatives such as the Moving Maine Mobility Network, volunteer driver support system, rider information systems and cost-effective centralized purchasing of shared infrastructure and services.
- Distribute 50% of the remaining state funding by formula to be used as needed and 50% on a competitive basis for service expansions requiring the new locally-sourced matching funds
 - 2 Council members appointed to Blue Ribbon Commission on Transportation System Funding (Sen. Farrin and Jess Maurer)
 - Need to “establish an adequate and sustainable funding system for public transportation” included as Strategy E2 in Maine Economic Development Strategy released November 15

Accelerate Fleet Modernization (Lead = MaineDOT)

- Pursue federal discretionary grants
 - MaineDOT supported fleet upgrade grant applications with matching funds for BSOOB, GPTD and LATC as well as for rural fleet. BSOOB and rural fleet grants awarded. Bangor applied for and received funding for Pickering Square Transit Hub redevelopment.
- Apply VW Environmental Mitigation Funds as match when eligible
 - Another \$1.34M was awarded for transit bus match in the Fall 2019 Round bringing total to \$4M of VW funds invested in transit bus infrastructure; another \$560,000 programmed for ferry engine replacement in 2021. About \$1.5M remaining to award.
- Budget for state matching funds in transportation bond
 - Programmed for inclusion in 2021 bond (vote November 2020 if Legislature and Governor approve)
- Prudently invest in electric and hybrid propulsion systems and charging infrastructure
 - Determined not to go forward with DTI for 2019 Low-No Grant as technology would not match needed range from Bar Harbor to Bangor in winter months. GPTD and BSOOB doing engineering for battery electric buses & charging infrastructure to be delivered in 2021. MSFS and CBITD analyzing options for replacement ferries. MaineDOT following industry developments and will include all viable fuel and propulsion system options in transit bus bid specs as they become available. Currently more urban than rural bus options in the market; electric & hybrid chasses not available for popular cutaway size (12-26 passenger) transit buses. Need to pass Buy America and Altoona testing if federal funds to be utilized.
- Seek assistance from FTA and AASHTO in addressing small transit bus manufacturing quality and delivery problems
 - No progress.

Support Volunteer Driver Networks (Lead = MaineDOT)

- Develop scope of services
 - Drafting initiated; target advertising date March 1
- Hire consultant using federal planning funds to provide collaborative technical assistance
- Evaluate after two years and propose budget going forward if justified

Launch Moving Maine Network (Co-Leads = Greater Portland Council of Governments, Maine Cancer Foundation, Maine Primary Care Association, MaineDOT)

- Secure core funding (FTA grant application pending); \$250,000 start-up funding for Network could be secured by state in FY2019 budget if funding is increased as proposed above
 - FTA funding secured. Grant just beginning. Reduced commitment from MPCA and MCF due to staffing changes. Work below about to begin in earnest.
- Formalize steering committee
- Confirm goals and work plan (to include mobility navigator development plan)
- Engage working groups

Develop Medical Scheduling Pilot Program (Lead = Maine DHHS)

- Convene MaineCare Advisory Board to engage providers
 - Tried but unsuccessful in identifying willing medical providers.
- Work with Mobilize Maine working group to create framework
- Identify pilot providers & region(s)
- Trial and record value to medical providers, patients and transit providers
- Evaluate and replicate

Explore GoMaine Trip Planner (Co-Leads = MaineDOT and Maine Turnpike Authority)

- Create work plan and budget with technology consultants advised by GoVermont
 - Met with Agile Mile CEO in September. Full purpose Trip Planner application will be added at no cost to Maine as all clients will wish to use. Tentatively poised to begin in February. Moving Maine Technology Working Group proposed as Project Advisors.
- Perform cost-benefit analysis; evaluate and proceed accordingly (may require new funding)

Foster Age-Friendly Community Development (Lead = Maine Council on Aging)

- Launch Municipal Task Force on Healthy Aging (Lead = Maine Council on Aging)
 - Phase 1 completed in October. Phase 2 launched in December. Focus on pilot communities of different scales to demonstrate best practices.
- Develop long range development and transit plan for southern Maine: Transit Tomorrow project (Lead = GPCOG/PACTS)
 - Project on schedule; due to complete December 2021.
- Enable optional local and regional sales taxes with portions dedicated to public transportation, transportation-oriented development, transportation demand management strategies and Age-Friendly Community design (Lead = Maine Municipal Association, MPOs)
 - ???

Update Maine Transit Association Directory (Co-leads = Maine Transit Association and MaineDOT)

- Establish data repository and updating procedure
- Model print version after Southern Maine Mobility Guide <https://www.gpcog.org/mobility-for-all/>
 - Directory designed. RFP for printing about to go out. Should be available by April 1.

Deepen State Agency Coordination (Lead = MaineDOT)

- Department of Education (multi-use of buses & drivers, driver recruitment & training; transit buses on school grounds)
 - No progress to report.
- Department of Labor (workforce transportation, employer-sponsored routes, driver recruitment & training)
 - First step proposed to assemble workforce transportation working group under Moving Maine umbrella.
- MaineHousing (transit-friendly development requirements and developer outreach; residential housing manager engagement as mobility managers)
 - Residential housing manager training to be incorporated into Southern Maine Mobility Solutions for Maine Grant pilot project under Moving Maine.
- Department of Economic and Community Development (employer-sponsored routes, age-friendly community development, tourism & outdoor recreation transport)
 - Included public transportation funding in Economic Development Strategy. Liaison assigned to PTAC.
- Department of Agriculture, Conservation & Forestry (age-friendly community development)
 - Age-Friendly Subcabinet being assembled by Governor's office.
- Department of Health and Human Services (engage MaineCare medical providers in coordinated appointment scheduling; seek opportunities to enable multi-funder ridesharing; work with State and District Health Coordinating Councils and hospital networks to address transportation challenges for patients and workforce)
 - Commissioner Lambrew has convened high-level interagency meetings to explore coordinated transportation options. DHHS conducted outreach sessions on MaineCare transportation and rural health needs, is consolidating program performance standards; creating RFP for consultant to evaluate and recommend system efficiencies with DHHS programs and public transit; Office of MaineCare Services and DOT exploring shared ride options for longer distances – will require subsidy or risk share for operator. Following CCAM activities; hoping for federal initiatives to address regulatory barriers.
- Bureau of Motor Vehicles (CDL process)
 - No progress.

B. Mid-Term (2021-23)

- Develop Transit and RideSharing Promotional Campaign (after information is easy to access)
- Explore Coordinated Statewide Electronic Ticketing/Transit Pass System (following evaluation of METRO system implementation)
- Explore Relationships with Independent Transportation Networks for End Mile Services
- Encourage Employer-Sponsored Transit Routes; develop and share models that work

Strategic Goals and Objectives

Summary

Goal 1: Improve Access to Community through Transportation

- **Objective 1:** Reduce Federal policy barriers to coordinated transportation
- **Objective 2:** Encourage State and local transportation coordination
- **Objective 3:** Promote public awareness of available transportation options



Goal 2: Enhance Cost-Effectiveness of Coordinated Transportation

- **Objective 1:** Enable and promote equitable cost sharing
- **Objective 2:** Develop framework for transportation cost reporting
- **Objective 3:** Advance awareness of Federal fund braiding opportunities



Goal 3: Strengthen Interagency Partnerships and Collaboration with State, Local, and Industry Groups

- **Objective 1:** Refresh the CCAM operating model
- **Objective 2:** Promote coordinated transportation initiatives for targeted populations
- **Objective 3:** Expand opportunities for external input



Goal 4: Demonstrate Innovative Coordinated Transportation

- **Objective 1:** Implement and evaluate CCAM pilot programs
- **Objective 2:** Incorporate the use of innovative technologies in coordinated transportation





2020 Webinar Series CCAM Program Inventory: A Call to Coordination

Personal mobility is essential to the success of America's residents, communities, and economy. Transportation enables mobility by connecting individuals to jobs, healthcare and services, and opens the door to opportunity. Despite its significance, millions of Americans lack access to reliable transportation due to disability, income, or age.

The federal government recognizes the importance of personal mobility. Agencies across the government administer [130 federal programs](#) that may fund transportation services for people with disabilities, older adults, and individuals of low income. However, these transportation services can be costly and fragmented due to lack of interagency collaboration.

The Coordinating Council on Access and Mobility (CCAM) is an interagency partnership established in 2004 by Executive Order 13330 to coordinate the efforts of the federal agencies that fund transportation services for targeted populations. The mission of the CCAM is to issue policy recommendations and implement activities that improve the availability, accessibility, and efficiency of transportation for the following target populations: older adults, people with disabilities, and individuals of low income.

Together, the [CCAM partner agencies](#) are hosting a webinar series to increase local, state and federal coordination to enhance accessible, efficient transportation options for the target populations.

Objectives:

- Bring diverse networks together to learn from experts
- Address the most prevalent barriers to transportation coordination, gathered through the [2018 CCAM State and Local Focus Groups](#). Top Perceived Barriers to Transportation Coordination:
 - Limited awareness of opportunities for coordination: Many Federal funding recipients are unaware of the full range of opportunities for transportation coordination in their communities.
 - Difficulty engaging local stakeholders: Federal funding recipients find it difficult to maintain the many community partnerships needed to coordinate transportation.
 - Program restrictions for coordination: Federal program requirements restrict or disincentivize Federal funding recipients from pursuing transportation coordination partnerships and initiatives.

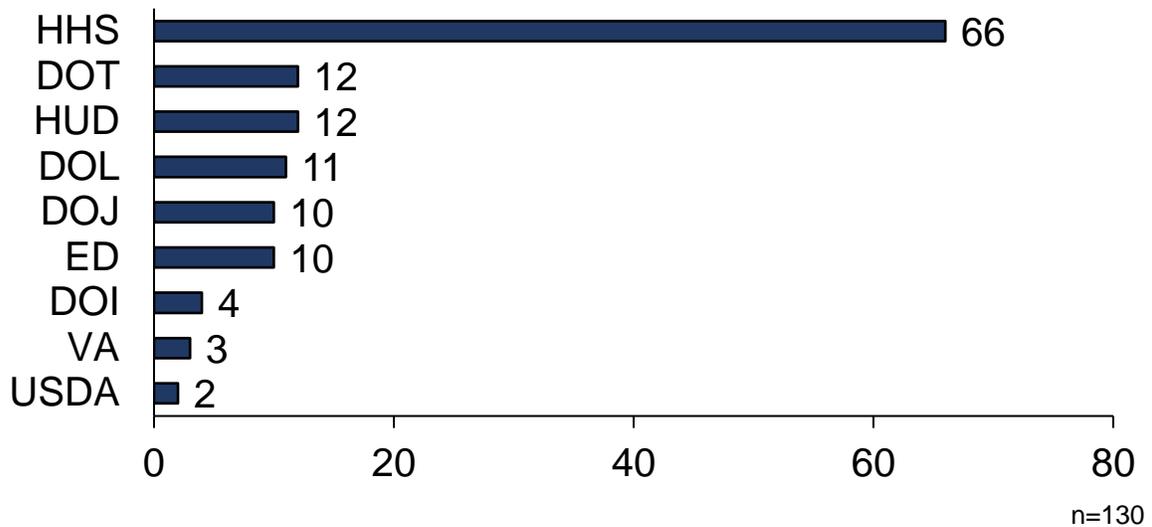


- Insufficient incentives to encourage coordination: Without compelling incentives, Federal funding recipients are unwilling to coordinate transportation.
- Limited Federal guidance on the parameters of coordination: Stakeholders need additional guidance from the Federal government to know how to remain in compliance with Federal law when coordinating transportation.

Target Audience: Grantees of the [CCAM Member Agencies](#).

Date: Second Thursday of the month; **Time:** 2:00 – 3:30 PM EST

Presentations will be monthly. Starting in February, each month a CCAM agency will highlight their programs. Completed presentations will be posted the CCAM website at <https://www.transit.dot.gov/regulations-and-programs/ccam/about>. Presentations will go in order of the CCAM agency with the largest number of programs to the smallest:



1. February 13th, 2020 [Department of Health and Human Services](#)
2. March 12th, 2020 [Department of Transportation](#)
3. April 9th, 2020 [Department of Housing and Urban Development](#)
4. May 14th, 2020 [Department of Labor](#)
5. June 11th, 2020 [Department of Justice](#)
6. July 9th, 2020 [Department of Education](#)
7. August 13th, 2020 [Department of the Interior](#)
8. September 10th, 2020 [Department of Veteran Affairs](#)
9. October 8th, 2020 [Department of Agriculture](#)