The Coordination Dilemma

Interagency Committee on Transit Coordination

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Transportation Coordination

Transportation consistently ranks as one of the top service “gaps” in MN

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<th>2001 Service Gaps</th>
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Admiring the problem . . .

- Different “systems” (e.g., public transit, special transit)
- Different goals (e.g., work commute, medical appointments, social integration)
- Different target groups (e.g., elderly, developmentally delayed, children, poor)
- Different standards (e.g., training, safety, vehicle design)
What “feels wrong” at the local level…

- Despite local transportation system, “you can’t get there from here”
- Spectre of bigger demand in the future
- Local elected official sees vans go by empty, or publicly subsidized vehicles “sitting idle”
- Health care provider pays $23 round trip, bus would cost $3
Why “coordination”?

- Economies of scale—not enough money to run separate systems for very small target groups
- Get more rides out of existing vehicles—less down time
- More efficient dispatching—get more people on each vehicle
- Provide rides across county lines, from one “area” to another
- MORE …
Transportation Coordination

CURRENT INITIATIVES . . .

✓ Federal: United We Ride initiative to promote transportation coordination, especially between Public Transportation and Human Services transportation.

✓ State: Mn/DOT, DHS, Center for Transportation Studies -- various initiatives to research and demonstrate feasible models.

✓ Local: Individual Transportation Coordination Projects all across the state.