



Intelligent Transportation Systems
U.S. Department of Transportation



Mobility Services for All Americans (MSAA)

ITS Advancing Human Service Transportation

Yehuda Gross

ITS Transit Program Manager
ITS Joint Program Office, USDOT

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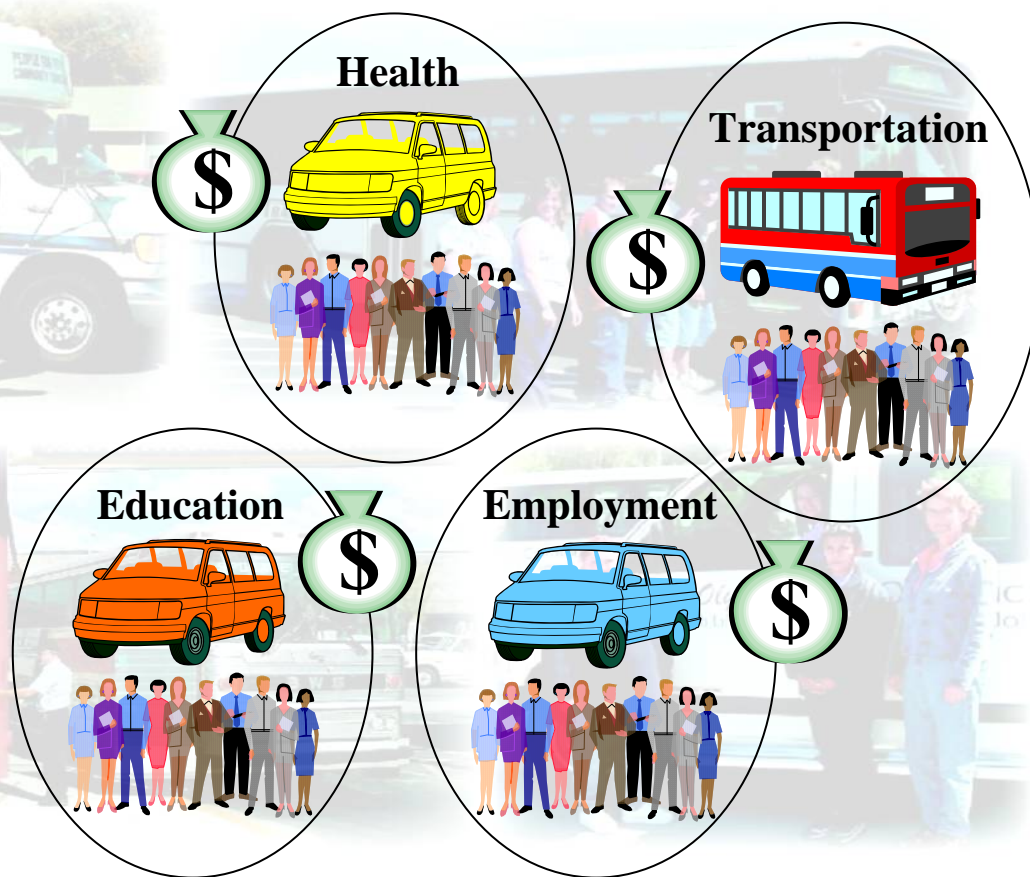
Presentation Outline

- **Human Service Transportation (HST):
Background, Issues, and Challenges**
 - **Presidential Executive Order & SAFETEA-LU
for Coordination**
 - **MSAA Initiative**
 - **Accomplishments**
 - **Current Status**
 - **Next Steps**
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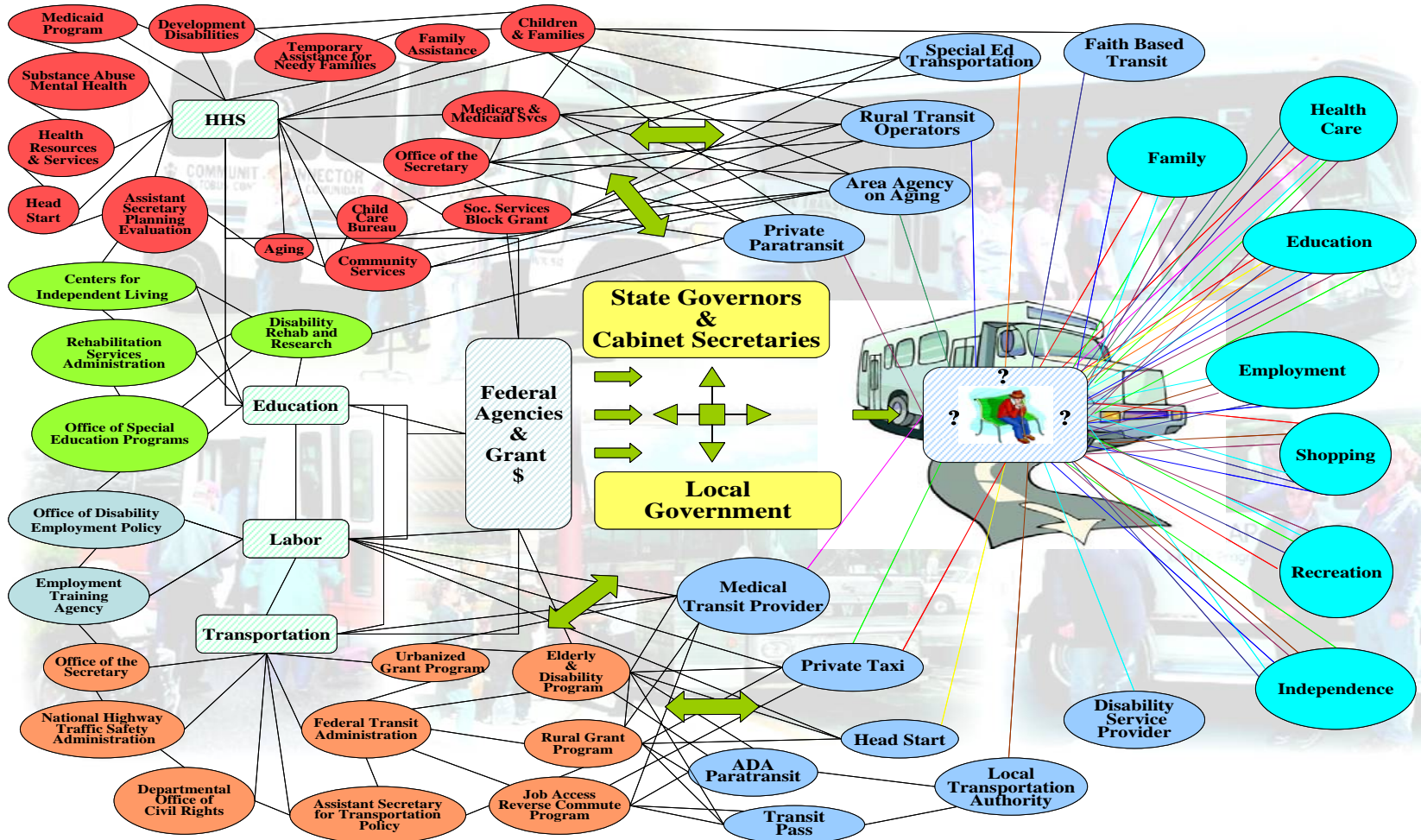
HST Background

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





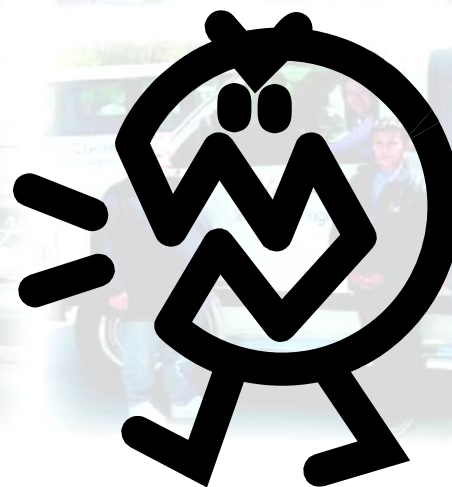
Current HST Challenges





The Results

- **Poor quality of transportation service**
- **Confused customers and providers**
- **High cost and underutilized capacity**





SAFETEA-LU Requirements

- Require a coordinated public transit/human services transportation plan for existing human service transportation programs
- Applicable programs
 - Elderly Persons and Persons with Disabilities program
 - Job Access and Reverse Commute (JARC) program
 - New Freedom program
- Draft circular for public comment (implementation guidance and strategies) – Summer 2006 (*planned*)
- Final circular – Fall 2006 (*planned*)



MSAA Initiative

- **Goals:**
 - Increase mobility and accessibility for the transportation disadvantaged and general public
 - Achieve more efficient use of federal transportation funding resources
- **Key Approaches:**
 - Facilitate stakeholder participation
 - Conducted foundation research
 - Develop model plans and designs
 - Conduct model deployment and evaluation
 - Perform technology transfer, outreach and education



MSAA Targeted Outcomes

- **Scalable and Replicable** models of Travel Management Coordination Centers (TMCC)
 - Local community driven (including system design and deployment)
 - Urban/suburban vs. rural/remote models
 - Provide simple point of access for traveler support
 - Support coordinated service operations and management
 - Streamline program management requirements and procedures



Key MSAA Foundation Research Findings

- Most applicable ITS technologies are proven, but lack human service transportation applications
- Urban/suburban vs. rural/remote challenges
- Logical sequencing of technology deployment
- Non-technological barriers are keys to success
- ITS plays enabling roles in coordination

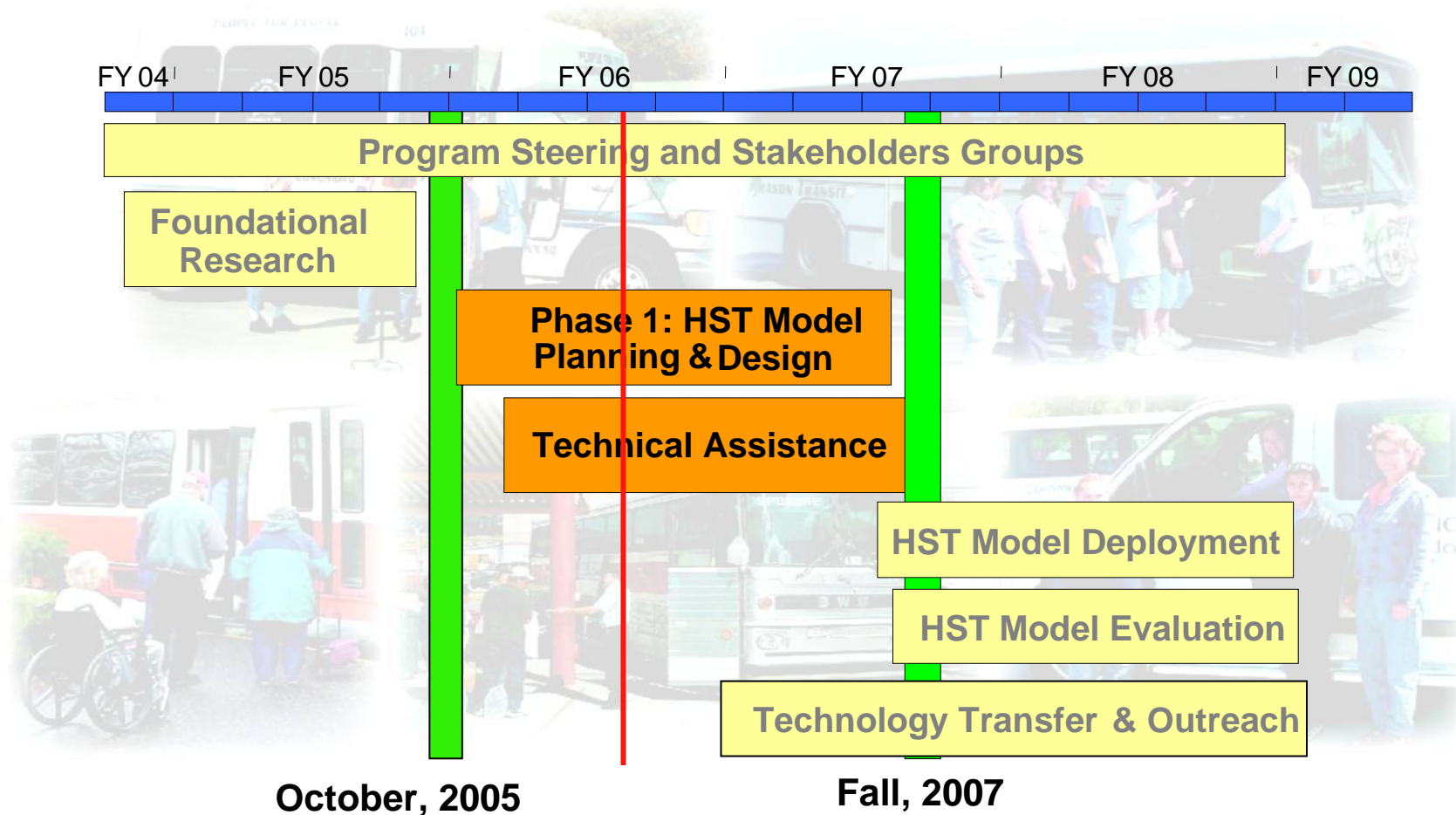


MSAA and UWR Partnership

- **United We Ride (UWR) initiative**
 - A FTA managed program, high priority and high visibility
 - Active federal interagency engagement
 - Addresses all issues related to human service transportation coordination
- **MSAA/UWR Partnership:**
 - Allows thorough overhaul of issues, both in breadth and depth
 - Provides comprehensive suites of solutions
 - Broadens participation from other federal partners
 - Enables leverage of MSAA/UWR program progress and resources






Demonstration Phase 1: Planning & Design





UWR/MSAA Joint Demonstration

- Two-phase/two track approach

		Track		
		Track 1: Urban/ suburban	Track 2: Rural/ remote	# of sites
Phase	Phase 1: Planning/design	multiple sites	multiple sites	Up to 10
	Phase 2: Deployment/ evaluation	 at least 1 site	 at least 1 site	 2 or more



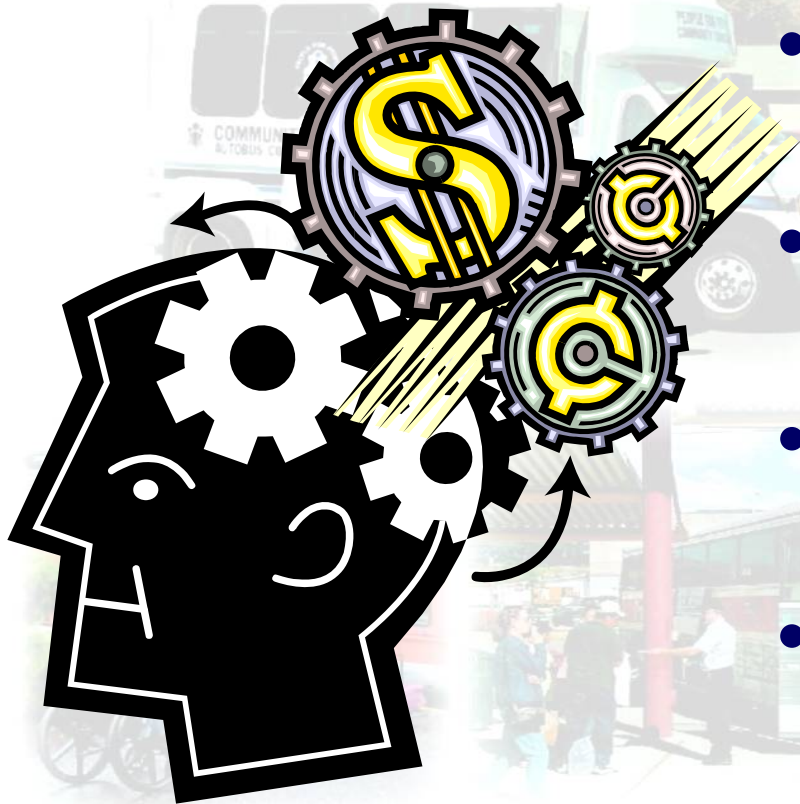
Phase 1: TMCC Planning and Design

- Open competition RFP
- RFP release: **April 14, 2006**
- RFP close: **June 13, 2006**
- Planned announcement: **July 2006**
- Awards up to 10 local communities
- Total funding level: **\$3.25 million**
 - Jointly funded by UWR/MCAA
- Require “team” applications and encourage public-private partnership





Tools/Resources for Phase 1 Sites



- One-stop technical assistance
- Project performance measurement definitions
- Generic TMCC model concept of operations
- Demonstration sites workshops



From Phase 1 to Phase 2

- Phase 2: TMCC model deployment and evaluation
- Only Phase 1 sites qualify to submit Phase 2 applications
- Phase 2 will select two or more sites, depending on future funding availability and sites readiness
- Phase 1 sites not selected for Phase 2 will have in place a “deployment-ready” local system design and a phasing implementation plan (a Phase 1 deliverable) for incremental funding and deployment.



UWR/MSAA TMCC Demonstration RFP

- Federal Register: April 14, 2006 (Volume 71, Number 72, Page 19606-19612)
- www.Grants.Gov
- Proposal due date: June 13, 2006





Contact Information

- Yehuda Gross (JPO ITS Transit Program Manager)

Yehuda.gross@dot.gov

202-366-1988

- Bryna Helfer (FTA United We Ride Program Manager)

Bryna.helfer@dot.gov

202-366-1663

www.unitedweride.gov

www.its.dot.gov/msaa