



NATIONAL CONFERENCE
of STATE LEGISLATURES

State Human Service Transportation Coordinating Councils An Overview and State Profiles



2014 Update

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BY JAIME RALL AND AMELIA MYERS

With Support from the Federal Transit Administration and the U.S. Department of Labor

INTRODUCTION

Getting around is easy for most of us who own a personal vehicle or can easily access public transit. But many Americans lack workable transportation options due to age, income, disability or—for one reason or another—because they do not have a valid driver’s license. In rural, sparsely populated areas, choices are more limited. The aging of America makes these issues even more pressing. According to the Administration on Aging, by 2030, 19.1 percent of the population (about 72.1 million people) will be over age 65—more than twice their number in 2000.¹ Of Americans over age 65, 21 percent do not drive for reasons that include lack of access to a vehicle, declining health and safety concerns.²

This reduced mobility has a direct and often debilitating effect on older Americans’ independence. More than 50 percent of non-drivers over age 65 normally do not leave home most days, due in part to a lack of transportation options.³

The good news is that many public and private entities

have stepped up to provide specialized transportation programs and services to people with mobility challenges. By one estimate, tens of thousands of government agencies, nonprofits and private companies provide or pay for transportation services in the United States. Federal, state and local agencies provide or support specialized services for transportation disadvantaged populations. Government, nonprofit and for-profit programs serve rural and urban communities, low-income and indigent populations, veterans, people with disabilities, older adults and Medicaid recipients.

With so many organizations in the mix, however, problems can arise. In what has become a complex and often fragmented system, services can be difficult for real-life users to understand, access and navigate. Public and private agencies that administer or refer clients to human service transportation programs may have different goals, serve different populations, and receive funds from different sources, each of which may have its own rules and restrictions. Eligibility and accountability standards, vehicle needs, operating procedures, routes and other factors may also vary greatly across organizations. At the local level, programs can differ across city or county boundaries. The large number, diversity and dispersion of transportation programs can lead to underutilization of resources, inconsistent safety standards and customer inconvenience. Services can overlap in some areas and be entirely absent in others.



Funding shortfalls, policy and implementation failures, and lack of coordination can leave many who need transportation with few or no options. The sad result is that many who need transportation to access essential services and participate in community activities may be left unserved or underserved.

To combat these problems, governmental bodies, human service organizations and transportation planners have advocated improved coordination among human service agencies, providers of public transit and specialized transportation services, and other stakeholders. This process, called “human services transportation coordination,” generally means better resource management, shared power and responsibility among agencies, and shared management and funding.⁴ When key entities work together to jointly accomplish their objectives, they can achieve more effective, efficient and accessible transportation options for those who need it most: **effective**, in that they get people where they’re going; **efficient**, in that they use public dollars economically; and **accessible**, in that services are easy for travelers to navigate and use.

To achieve these goals of coordination, coordinating councils have been established at all levels of government—federal, state, regional and local.⁵ These councils provide a forum for interagency collaboration and coordination. At the federal level, the Federal Coordinating Council on Access and Mobility (CCAM), which consists of 11

federal departments and coordinates more than 60 federal programs, has been active since 2004. The council’s strategic goal is to “continue to improve mobility, employment opportunities, and access to community services for persons who are transportation disadvantaged,” largely by helping to expand coordinated human service transportation infrastructure at other levels of government.⁶ Many councils at other levels of government were created under CCAM’s United We Ride initiative, which was also launched in 2004 specifically to support state and local coordination efforts. Other coordination efforts, however, pre-date the United We Ride initiative. For example, a number of local coordinated efforts were undertaken by local transit providers and human services agencies in the 1970s and 1980s, in some cases with other state or federal support.⁷

For more than a decade, the National Conference of State Legislatures (NCSL)—largely under cooperative agreements with the Federal Transportation Administration and the U.S. Department of Labor—has tracked state efforts to improve transportation options for people with mobility challenges. In 2005, NCSL published a groundbreaking analysis of coordination efforts across the states⁸, and in 2010, NCSL released a study of all state coordinating councils then known to exist.⁹ In the years since, however, NCSL has observed (and received reports from the states) that state coordinating councils have undergone many changes. New councils have been formed, others have expired

or become dormant, and long-standing councils have engaged in new activities and endeavors. This report presents the most up-to-date, thorough information available about these councils across the states.

To produce this report, NCSL reached out to contacts at state human service transportation agencies and state coordinating councils with a questionnaire asking about state councils and their activities.¹⁰ These findings were supplemented by statutory and legislative research. The resulting report provides a synthesis of state-level coordination efforts nationwide, including lessons learned in state stakeholders' own words. This is followed by individual profiles for every U.S. state and territory, each of which identifies the agency that responded to the questionnaire for that jurisdiction, as applicable.

STATE COORDINATING COUNCILS: A WORKING DEFINITION

One key strategy toward coordination has been the establishment of “coordinating councils” at all levels of government. These councils provide forums where government agencies—and, in some cases, other stakeholder groups—work together to make specialized transportation services more effective, efficient and accessible to the people who need them. Coordinating councils are, in the simplest sense, groups of diverse organizations that actively work together on an ongoing basis to better coordinate and provide transportation services to people who have mobility challenges.

Coordinating councils operate at all levels of government—federal, state, regional and local.¹¹ State-level councils can provide a needed bridge between federal initiatives and local efforts that focus on the provision of services on the ground. State councils typically involve state agencies, focus on state-level policies and programs, and make recommendations concerning state policy to improve transportation service delivery and efficiency.

Because of the diversity of state coordinating councils, no common definition exists. For the purposes of this report, the working definition of state coordinating councils is that they are **multidisciplinary**, in that they coordinate among diverse transportation and human services providers; **statewide**, in that they coordinate across the entire state and typically focus on state agencies, policies and programs; and **ongoing**, in that they engage in active, ongoing coordination, not just intermittent or annual activities.

State Coordinating Councils Are:

- **Multidisciplinary**
They coordinate among diverse transportation and human services providers.
- **Statewide**
They coordinate across the entire state and focus on state agencies, policies and programs.
- **Ongoing**
They engage in active, ongoing coordination, not just intermittent or annual activities.

All state councils coordinate across stakeholders and agencies, but they do their work in many ways. Most commonly, they inventory existing transportation programs and resources, identify inefficiencies or gaps in service, participate in coordinated planning efforts, and work toward meaningful solutions that improve mobility for system users.

STATE COORDINATING COUNCILS AS A KEY STRATEGY FOR IMPROVING MOBILITY

State coordinating councils are a critical strategy for improving human service transportation services and programs. Councils build working relationships between agencies and other stakeholders that help provide transportation to many different populations. By coming together to solve common, state-wide challenges, these organizations can help make state policies and programs more consistent, help address service gaps or duplication, identify opportunities for collaboration and streamlining, widely disseminate information and best practices, and recommend policy changes. Coordination also can raise awareness of available funding and other assets across member agencies and can foster discussions and policies to efficiently use limited resources.

The common goal of these coordinated efforts, ultimately, is to achieve effective, efficient and accessible transportation options for those who need it most: **effective**, in that they meet the goal of getting users to where they want and need to go; **efficient**, in that taxpayer dollars are used economically and with minimal waste; and **accessible**, in that services are easy for users to navigate and use. Councils may help promote accessibility through customer-oriented approaches such as centralized complaint lines or one-call/one-click resources that help a user understand all available travel options.

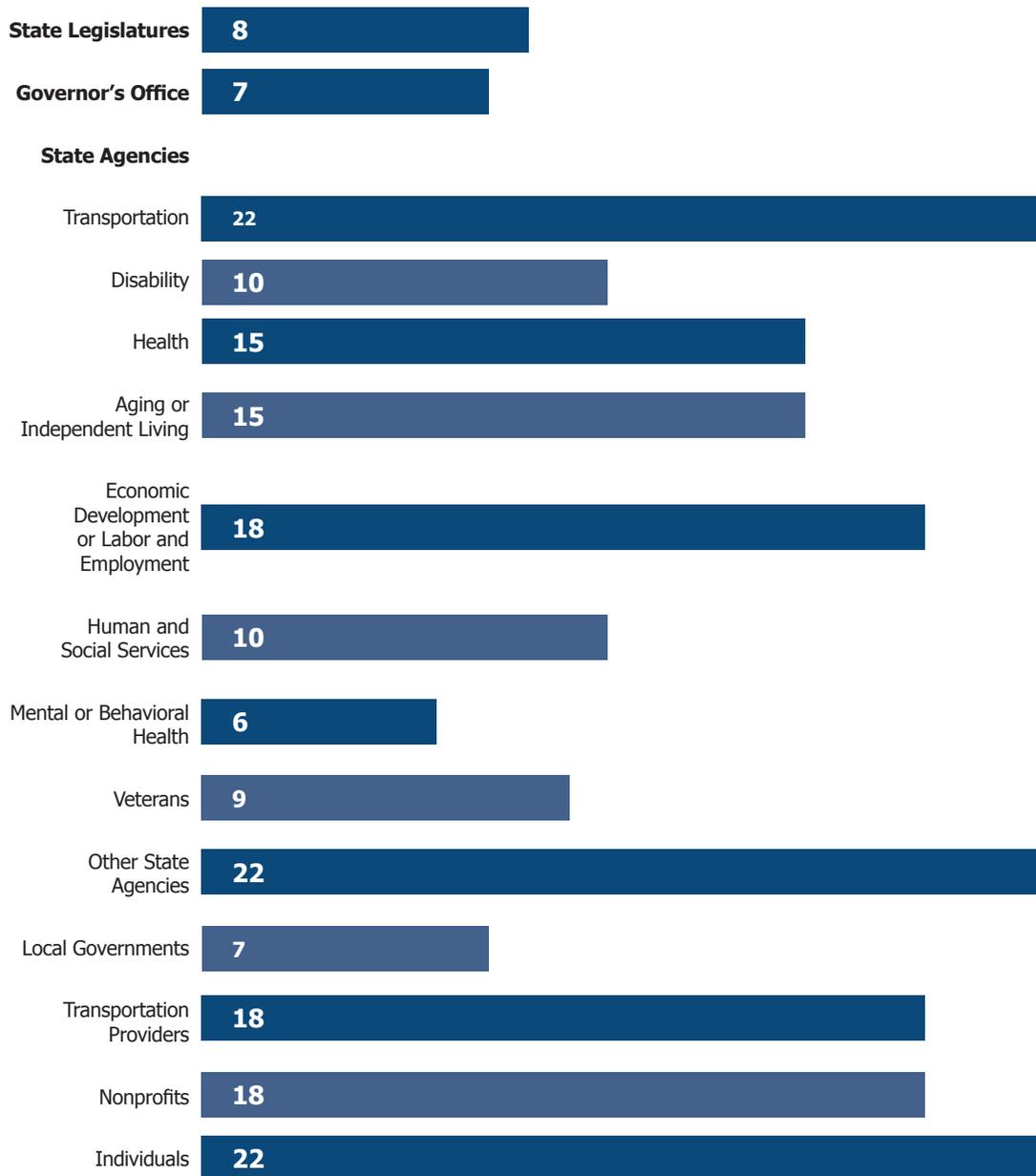


Figure 2.
Membership
of Active State
Coordinating
Councils

This chart shows how many active state coordinating councils either require these members (for states with a legal mandate) or include them among their current membership (for states without a legal mandate).

Source: NCSL, 2014.

that the council publish an annual report that is sent to the legislature (or key legislative committees) or to the governor.

Many state councils also have a critical planning role. Some states have required that their coordinating council develop a strategic plan that would include solutions to challenges it has identified. At least Georgia and Vermont involve their coordinating council in transportation planning and allocation of funding. State councils also may play a key role in federally mandated planning processes. For example, the federal Enhanced Mobility of Seniors and Individuals with Disabilities grant program (49 U.S.C. §5310) will fund only projects that have been included in a “locally developed, coordinated public transit-human services transportation plan.”

Current federal law (the Moving Ahead for Progress in the 21st Century Act, or MAP-21) further requires grant applicants—including states—to develop and approve their coordinated plans through a process that includes participation by older adults, people with disabilities, transportation and human services providers, and other members of the public. State coordinating councils can play a key role in this process, which represents a significant amount of coordination, especially if the state is the primary recipient of funds.

The express intent of this planning requirement, as with coordination generally, is to “bring the right people to the table to discuss human services transportation issues and identify opportunities to assist more people, reduce service gaps and overlaps,

and increase the cost effectiveness of the services provided.”¹² The requirement seems, at least to some extent, to be achieving its goals; 55 percent of survey respondents in a 2011 National Cooperative Highway Research Program study reported that coordination was better in their jurisdictions as a result of having gone through this planning process.¹³

Legal Authority

State councils also differ in terms of whether they are operating under some form of current legal mandate. Every council that currently is active was originally created either through an act of the legislature or by an executive order or other initiative of the governor, although in some cases that authority has expired.

Of the 22 active state coordinating councils, 12—including both of Idaho’s councils—are operating under the requirements of current state legislation or statute. Iowa’s council, unusually, was created in response to a broad coordination mandate in state statute, but was actually established in state administrative code. Five active councils are operating under a governor’s initiative or executive order. Four are coordinating with no legal mandate or authority of any kind, relying instead on the voluntary participation of their members. Of interest is that all four of these originally were established by the legislature or governor, although the legal mandate has since expired. Figure 3 shows active

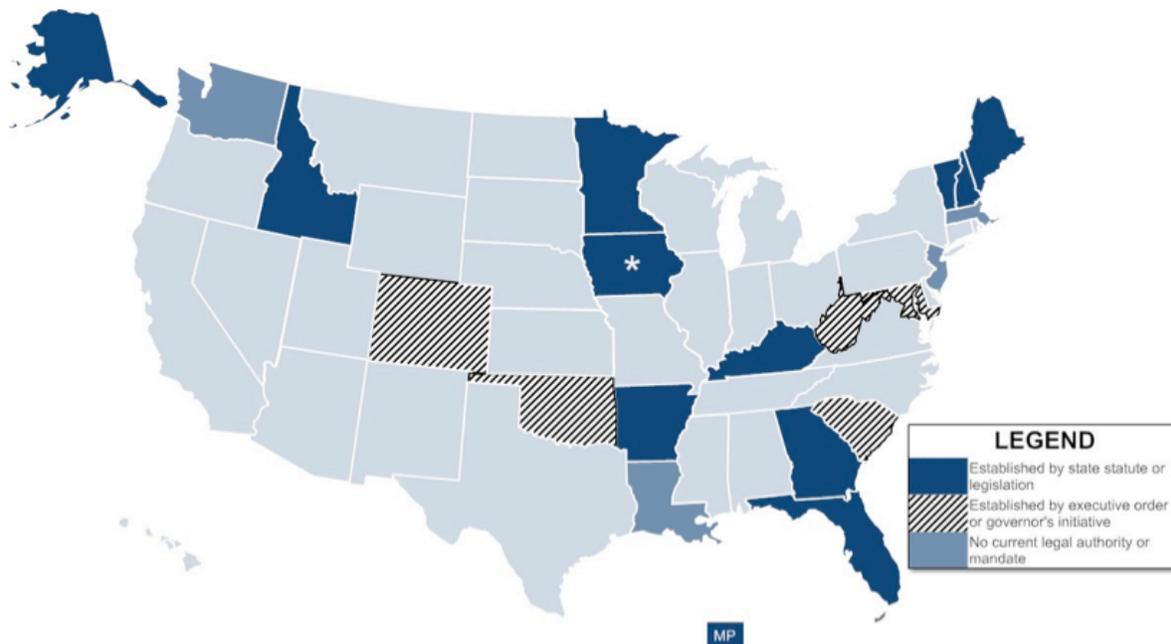
state coordinating councils by legal authority.

DO LEGAL MANDATES HELP COORDINATION EFFORTS?

Respondents to NCSL’s questionnaire offered conflicting views about whether legal authority helps or hinders coordination efforts. In some cases, having a mandate in state law can help encourage coordination. In other cases, though, legal mandates may be ineffective or even perceived as a hindrance to ongoing coordination.

State stakeholders identified several benefits of a legal mandate. According to one respondent, an appropriate mandate “serves as the ‘stick’ to getting state agencies and organizations to participate in the process, especially those with many other priorities where transportation could become lost in the shuffle. Having it in [state law] keeps transportation coordination in the discussion on a regular basis.”¹⁴ A mandate also “gives the group a sense of standing and purpose, knowing that there is an expectation that they perform to standards established in statute and that their efforts are intended to create efficiencies and improve services for people.” Many respondents noted that a legal mandate can add to a council’s authority and credibility and, as one respondent noted, “can serve to get recommendations and actions codified more quickly.”

Figure 3. Legal Authority for Active State Coordinating Councils



* Iowa’s council was created in response to a broad coordination mandate in state statute, but was actually established in state administrative code.
Source: NCSL, 2014.



In some cases, however, legal mandates have not been sufficient to effect continued coordination. At present, at least six councils that are established in a current state statute or executive order have become inactive, with no ongoing activities. In Illinois, for example, with the implementation of local and regional coordinated planning, the state coordinating council reportedly became less of a driving force for coordinated services and ceased its activities. In Tennessee, it was reported, no “action items” came out of the council, and the participants agreed to discontinue meeting, despite a requirement in state law.

Meanwhile, active coordinating councils exist in Louisiana, Massachusetts, New Jersey and Washington without any current legal mandate. Although each was first established by the state legislature or governor, they now rely on the voluntary participation of their members. Stakeholders in these states attribute their continued success to various factors. One respondent identified “the development of a robust agenda, the creation of committees, and the production of detailed meeting summaries that educate those [members] not in attendance” as significant success factors, and even noted a concern that “legal authority might cause the council to be ‘too formal’ and remote and result in mem-

bers being unwilling to take formal positions.” In Washington, although the council is challenged to “push forward a well-developed, progressive agenda with members who are volunteering their time,” an identified advantage of not having requirements in law is that “the council can set its own work plan.”

The formal mandate for New Jersey’s council expired in 2010, but it regrouped as a voluntary working group. This group has reportedly “elevated the state participation in the working group from lower level governmental relations department staff to having the division director and bureau chiefs who actually manage the community transit program dollars actively involved in these quarterly meetings.” New Jersey found that the new working group functions at least as well as the prescribed council did because they are “getting the people who control the actual transportation program funding and who deliver the service to the table,” according to a respondent, who adds that the legal mandate “should have given [the council] more priority within state government,” but that the working group is “actually now getting more active state participation.”

Nevertheless, it is not always easy to continue coordination efforts without legal authority in place. In Washington, for example, although the voluntary

Figure 4. Identified Benefits of State-Level Coordination



council is going strong now, its progress relies on hardworking volunteers. One respondent expressed that statutory authority, which the council no longer has, was a “statement that coordination is important that created an ‘official’ place at the table for special needs coordinated transportation.”

Although four states have continued their coordination efforts after a mandate has expired, many others have not. At least Alabama, Arizona, Rhode Island and Wisconsin discontinued their councils when their mandate ceased—and in states where their current legal authority has a built-in sunset, council members fear that their efforts, too, will end. A respondent from a state where the mandate is an executive order that is guaranteed only during the current governor’s term feared that “the new governor and his cabinet may have different priorities in the future, so all the effort that has gone into building a coordination framework at the state and regional levels could be wasted.” A few states that began their councils without any mandate in place have stalled in their efforts, in one case because “lack of legislative standing led to discontinuation of the [coordinating council]” and little “senior management involvement led to [the] inability to implement many recommendations.”

BENEFITS OF STATE-LEVEL COORDINATION

Regardless of how coordinating councils are established or mandated, stakeholders noted many benefits of the coordination activities that result. The goal of coordination is to achieve effective, efficient and accessible transportation options for those who need it most. Services should be efficiently delivered, easy for users to navigate, and take people where they need and want to go.

Many stakeholders noted that these results of coordination naturally build on each other. Several respondents, for example, said that interagency coordination strengthened communication across agencies that provide human service transportation services and programs. In particular, they noted that greater access to information was a key advantage. Sharing information with other agencies helped solve mutual challenges; that, in turn, made

service delivery better and more efficient, resulting in improved access and mobility for system users, and also provided other benefits for the broader community (Figure 4).

Access to Information

Access to information was identified as a primary benefit of coordinating councils that could act as a starting point for other positive outcomes. By coming together to discuss transportation needs, transportation agencies are able to increase awareness in other agencies “of public transit, its availability statewide, and the need to coordinate services,” said one respondent. As another respondent expressed, when agencies coordinate, they are better able to “identify the needs and gaps in service areas, as well as [learn] about previously unknown transit providers and funding opportunities that may assist in expansion of transportation in local communities.”

Solving Mutual Challenges

Having agencies “meet regularly to discuss transportation issues and ... develop strategies that will address those issues,” as one respondent put it, is another key benefit. By coming together and discussing a problem that one agency is having, another agency may have a solution. One respondent, for example, described a situation where the state Office of the Commissioner of Insurance was able help solve a problem for other agencies by clarifying insurance requirements for volunteer drivers around the state.

Better Service Delivery

As mutual challenges are addressed, services are enhanced. In the words of a respondent, a coordinating council provides a forum for transportation providers and funding agencies “to build on existing coordination strategies and best practices” and “promotes more efficient and expanded mobility services.”

Improved Mobility

Coordinated, enhanced service delivery results in improved personal mobility for system users. “The highest benefit,” said a respondent, “is ... having

transportation available around the state. With coordination activities, trips to medical appointments, employment and other necessary trips occur and are available.” Another respondent noted that coordination had resulted in “more seamless rider experiences.”

States that include system users as full participants on their councils can benefit from those real-life perspectives when working to improve mobility. For example, since the inception of Washington’s council, three spots have been designated for people with special transportation needs. According to a respondent, because transit users have the opportunity “to impact and influence the conversation,” these members can provide a “valuable ‘reality check’ on policy outcomes” and help develop important tools for system improvement. In Washington, these tools have included a new, required customer complaint process.

Several respondents noted that coordinated outreach to key user groups, in particular, had helped improve those users’ mobility. Councils have helped facilitate outreach to key populations—such as veterans—who previously were not aware of available transportation options. In addition, by pooling information from various ride providers, some states have created “one-call/one-click” phone and Web assistance that helps users obtain information about all available trip options from one source. This can be especially helpful in states with rural populations who may need to cross jurisdictional boundaries when traveling.

“Mobility management” can be a specific result of coordination. Mobility management is a strategic approach that aims to create a diverse range of well-synchronized, customer-oriented transportation options within a community.¹⁵ The approach may include providing easy-to-understand information about the available options, such as through one-call/one-click centers. By creating partnerships among agencies and transportation providers, coordinating councils can work toward expanding the range of effective transportation options and coordinating information and referral services about those options.

Other Community Benefits

State-level coordination can benefit not only transportation system users, but also the community at large. As one respondent said, coordinating services can “offer benefits beyond traditional ‘people mover’ operations; the economic impact to local business and the employment opportunities for transportation disadvantaged citizens can

be tremendous when embraced and exalted. Those benefits, along with many others, enhance community development and drive personal independence and growth.” Because effective, navigable travel options are the key to accessing other critical services, broader benefits could include improved health, employment and other outcomes as transportation services to health care facilities, job opportunities and other community resources are improved.

BENEFITS OF MULTI-LEVEL COORDINATION STRATEGIES

Because coordinating councils can operate at all levels of government, some states have councils only at the state level, others only at the regional or local level, and yet others have incorporated multiple levels of coordinating councils as integral to their overall coordination strategy. Of the 20 states with an active state coordinating council, 13 have reported also having regional coordinating councils.¹⁶ Fifteen states, however, had only regional councils, and 15 had neither regional councils nor active state councils (Figure 5).

A multi-level coordination strategy can offer several advantages. First, state and regional coordinating councils typically involve different stakeholders and can focus on the issues and tasks that best fit those members’ overall roles and responsibilities. State councils, in particular, provide a needed bridge between federal initiatives and local efforts that focus on the provision of services on the ground. Often, state councils include state agencies

STATE COUNCILS MAY:

- Create an environment supportive of coordination through state policy and the regulatory framework
- Have state agencies as core members
- Ensure consistent statewide requirements

REGIONAL COUNCILS MAY:

- Focus on program implementation and service issues within the region
- Have transportation providers and community organizations as core members
- Take the unique needs of diverse regions into account

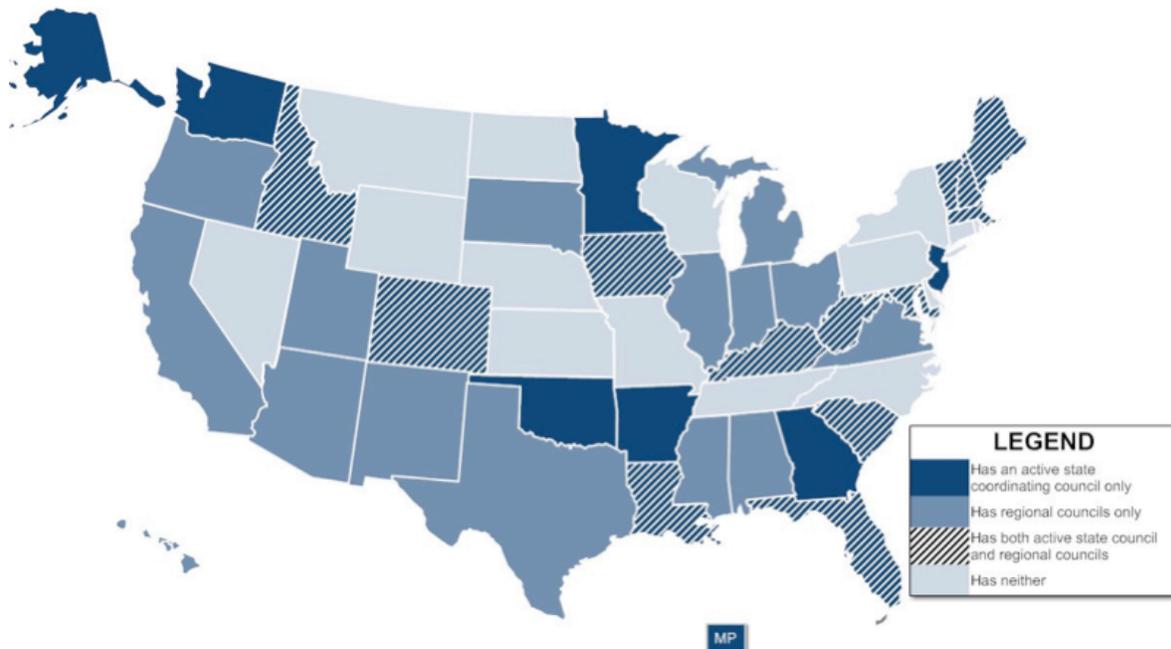


Figure 5. State and Regional Coordinating Councils

Source: NCSL, 2014

as core members and are better placed to address statewide policy. Regional and local councils, on the other hand, usually include transportation providers and community organizations as core members, and their knowledge of local issues allows them to better attend to service issues.¹⁷

Many states have benefited from having councils at both state and regional levels. A recent report from Georgia, for example, recommended a “top down” and “bottom up” approach to “facilitate successful coordination within the state, recognizing the dual efforts required at the state and regional levels to implement sustainable coordination strategies.”¹⁸ According to the report, “top down” strategies are actions that state agencies can take to ensure that coordination requirements are established and implemented consistently throughout the state, while “bottom up” strategies are “steps that can be taken at the regional level, recognizing that each region is unique and these regions vary in the current state of coordination.”¹⁹

CHALLENGES TO STATE-LEVEL COORDINATION

Respondents identified a wide variety of challenges and barriers to effective coordination of programs and funding across many agencies to provide service for a diverse population.

Competing Systems

One significant challenge to coordination is when an important partner is not at the table. In some states, the Department of Health and Human Services remains isolated from other transportation providers because of ongoing contractual commitments to Medicaid transportation providers. Without the agency facilitating Medicaid, funding and service coordination opportunities are missed, ultimately creating “a barrier to long-lasting system improvement,” according to one respondent.

Lack of Funding

Across the board, respondents mentioned lack of funding as a barrier to coordination. Only a few states—Colorado and Florida, for example—have dedicated, ongoing funding for the activities of their coordinating councils. Most councils are not funded, and the lack of financial resources has curtailed participation by agencies in many states.

No Mandate to Coordinate Resources

Many states do not mandate that the agencies coordinating transportation services also coordinate the funding they receive. As one respondent noted, “The lack of a mandate for state agencies to coordinate resources has been a major obstacle to meaningful coordination.” Without the require-

ment to use their funds efficiently across agencies for transportation services, many do not, blocking further coordination attempts.

Agency Attitudes

Some respondents noted that their council had difficulty gaining participation and buy-in from all the required agencies. In some states, the mandate to coordinate seemed to “strengthen the competitive nature of the ‘turf wars’” that can occur. Another respondent noted that, “Too often, specifically in the shadow of a legislative mandate, representatives enter coordinated planning discussions in a defensive or obligatory posture: ‘What are you trying to take away from me?’ or ‘Can we just get this over with so I can get back to my real job?’” In some cases, agencies may stand back because they feel coordination is not their responsibility. For example, because coordination efforts are transportation-focused, they may be seen as the department of transportation’s job, and some agencies may fail to participate as a result.

Lack of Understanding

Lack of understanding about “how the coordination process works, [lack of] clear and concise expectations of all stakeholders, and [lack of] clear and concise ownership of various components of service” prevents many councils from coordinating successfully, respondents said. There may be various reasons for lack of understanding, including poor access to information, miscommunication between departments about expectations, or turnover in key positions.

Clarity in the coordination process can help councils avoid losing institutional knowledge as turnover in key leadership positions occurs. Some leaders may be champions of coordination who, as one respondent said, “can engage other local partners in collaboration.” If these leaders leave their organization, however, it may be difficult and time-consuming to bring new leaders up to speed. In a few states, coordination has been put on the back burner as new leaders change priorities. Especially if no legal mandate exists for new leaders to become involved, there may be little incentive to maintain the coordination others had achieved.

Cultural Differences

“Early on,” said one respondent, “we discovered that transportation people and human services have different languages, objectives and motivators.” These cultural differences can lead to difficulties in the coordination process. At least one state has ad-

ressed this challenge by hiring an outside facilitator who is familiar with both cultures and was able to “bridge that gap.”

CONTRIBUTORS TO SUCCESS

Several respondents noted that there is no “one size fits all” recipe for success when it comes to coordination. “Each state is different,” said one, and another stated, “There is no one best practices model for states to use.” Nevertheless, respondents identified a few contributors to success that might be helpful to counterparts in other states who are pursuing coordination efforts.

Buy-In from Key Decision Makers

Whether they called it “buy-in,” “support,” “vision,” “championing,” “agreement” or “leadership,” many respondents agreed that having key decision makers on board with coordination efforts is an important contributor to success. Respondents identified governors, executive and mid-level managers (and the staff who control program funding) at participating agencies, and regional or local leaders as some of the stakeholders who can help.

Keeping Members on Track

Another identified contributor to success was keeping members engaged and on track. One respondent recommended keeping members informed through preparation, organization and ensuring that meetings were accessible. Another advised, “Have a plan and work the plan. It is important to focus on a single subject for review and possible renovations.”

Building on Past Successes

Many respondents agreed that, in order to have a successful coordinating council, the group should first focus on a smaller, attainable goal to create buy-in and momentum for further coordination. Councils that were able to focus on a single issue and possible solutions and then solve the issue and celebrate the success then were more likely to move on to the next topic to work for another success. Celebrating early wins can help decision makers embrace the spirit of collaboration, creating momentum for further coordination. Without a clear outcome, agencies may not be interested in participating—or, if there is no concrete success, they may simply lose interest.

State Profiles

Profiles are provided here for all 50 states and the other jurisdictions that responded to the NCSL questionnaire asking councils about their activities.



Alabama

Alabama does not have a state coordinating council.

According to a respondent from the Alabama Department of Transportation, the state's previous coordinating council—the “Alabama United We Ride Commission,” first established in 2005 by Executive Order 28—no longer exists because the executive order expired.



Alaska

Alaska has a state coordinating council, the “Alaska Community and Public Transportation Advisory Board (C&PTAB),” within the Alaska Department of Transportation and Public Facilities. See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (Alaska Stat. §§44.42.085 et seq., first enacted as House Bill 131 in 2012). The C&PTAB continues the work of the governor’s Coordinated Transportation Task Force (GCTTF), which was established by executive order (Alaska executive orders 243 and 252) and expired in Jan. 2012.
Does This Authority Expire?	Yes. The authorizing statute is due to expire on Dec. 31, 2016.
Stated Purpose	From state statute: The Alaska Community and Public Transportation Advisory Board may issue reports and recommendations and shall, in cooperation with the Department of Transportation and Public Facilities, prepare and submit to the department and the governor for review a strategic plan that includes the mission, objectives, initiatives and performance goals for coordinated community and public transportation in the state. The board shall analyze community and public transportation services in the state and make recommendations for improved agency coordination and combining of services to achieve cost savings in the funding and delivery of community and public transportation services. The board shall assess the community and public transportation needs of Alaskans and recommend means for the removal of barriers that prevent coordination of services to meet those needs.

The board shall annually review funding available:

(1) to state, federal, and local government agencies and private entities that administer or support community and public transportation services and recommend to the governor and the legislature changes to improve effective use of that funding; and,

(2) from federal sources for the expenses of the board and report that information to the governor, the chairs of the senate and house finance committees, and the chairs of the senate and house transportation committees.

The board may establish volunteer regional or local advisory committees to provide recommendations to the board to address concerns of the regions and local areas of the advisory committee members. The board may receive information from the department as the board considers necessary to carry out its duties. The board shall analyze the use of alternative fuels in community and public transportation vehicle fleets and make recommendations for the use of alternative fuel vehicles where cost effective.

Required Membership

State statute requires the board to include these members, who serve at the pleasure of the governor:

- The commissioner of transportation and public facilities or the commissioner's designee;
- The commissioner of health and social services or the commissioner's designee;
- The commissioner of labor and workforce development or the commissioner's designee;
- The chair of the board of trustees of the Alaska Mental Health Trust Authority or the chair's designee;
- The state co-chair of the Denali Commission or the state co-chair's designee;
- Three members with expertise in the transportation needs of senior citizens, persons with disabilities or special circumstances, individuals of low income, or transit-dependent individuals;
- One member who represents municipalities that operate modes of public transportation;
- One member who represents nonprofit organizations that operate modes of public transportation;
- One member who represents transportation providers that receive federal funding available to Indian tribes; and
- Two members of the public at large.

Dedicated Funding

None.

Dedicated Staffing

The Alaska Department of Transportation and Public Facilities provides staff for the board.

Reporting Requirements

See "Stated Purpose." The board is to annually review and make recom-

mendations concerning funding available to entities involved with transportation services, and to report funding from federal sources for board expenses.

Recent Activities

Recent activities include:

- Creation of a strategic plan for the coordinated community and public transportation in the state;²⁰
- Assessment of public transportation needs and barriers to coordination;
- Work to generate a better understanding of medical transportation;
- Development of tools to effectively communicate to communities the benefits of investing in coordinated transportation; and
- Generation of a common methodology for measuring transportation and coordination.

Notes

More information is available on the board’s website at www.dot.state.ak.us/stwdplng/cptab/.

Responding Agency

Alaska Department of Transportation and Public Facilities.



Arizona

Arizona does not have a state coordinating council.

A respondent from the Arizona Department of Transportation reported that the state had a coordinating council called “Arizona Rides” that was composed of representatives from state agencies engaged in transportation. That council was established in 2005 by Executive Order 2005-16 and, according to the respondent, sunset in 2007.²¹ The department’s Coordinated Mobility Program is looking at the possibility of establishing a new statewide council, although its current focus is on regional coordination efforts.



Arkansas

Arkansas has a state coordinating council, the “Arkansas Public Transportation Coordinating Council (APTCC).” See details below.

Status

Active (established and meeting regularly, with ongoing activities).

Legal Authority

State legislation/statute (Ark. Stat. Ann. §§27-3-101 et seq., first enacted in 1993).

Does This Authority Expire?

No.

Stated Purpose

From state statute: The Arkansas Public Transportation Coordination Council, by and through the Arkansas State Highway and Transportation Department, is to accomplish the coordination of transportation services provided to the general public, particularly the transportation disadvantaged.

The goal of this coordination shall be to assure the cost effective provision of public transportation by qualified transportation operators.

In carrying out this purpose, the council shall serve as a clearinghouse for information relating to public transportation services, funding sources, innovations, and coordination efforts; establish statewide objectives for providing public transportation services for the general public, particularly the transportation disadvantaged; develop policies and procedures for the coordination of federal, state, and local funding for public transportation facilities and services; identify barriers prohibiting the coordination and accessibility of public transportation services and aggressively pursue the elimination of these barriers; assist communities in developing public transportation systems available for public use, with special emphasis on serving the transportation disadvantaged; assure that all procedures, guidelines, and directives issued by state agencies are conducive to the coordination of public transportation services and facilities; develop standards covering coordination, operation, costs, and utilization of public transportation services; review, monitor, and coordinate all funding requests for state and federal grants to be used for the provision of public transportation services; and coordinate all public transportation programs with the appropriate local, state, and federal agencies and public transit agencies to ensure compatibility with existing transportation systems.

Required Membership

State statute requires the council to include these members:

- Three members appointed by the governor (of these, one shall be appointed to represent the transit operators and shall be directly involved with the management of a public transit system; one member shall be appointed to represent the consumers of public transportation services; and one member shall be appointed as a member at large);
- One member appointed by the speaker of the House of Representatives, who is not a member of the General Assembly;
- One member appointed by the president Pro Tempore of the Senate, who is not a member of the General Assembly;
- The director of the Department of Human Services or his or her designee;
- The director of state Highways and Transportation or his or her designee;
- The director of the Department of Health or his or her designee;
- The director of the Arkansas Economic Development Council or his or her designee;
- The director of the Department of Rural Services or his or her designee;

- The director of the University of Arkansas Cooperative Extension Service or his or her designee; and
- The chair of the Temporary Assistance for Needy Families Oversight Board or his or her successor or designee.

Dedicated Funding

No dedicated funding has been found for the council itself, although the Arkansas State Highway and Transportation Department may choose to put some of its own funding toward the administrative support it provides to the council.

Dedicated Staffing

Administrative support is provided by the Arkansas State Highway and Transportation Department, within the limitations of the department’s annual appropriations act. The department may use any state-appropriated funds or federal funds available for the administrative support.

Reporting Requirements

None.

Recent Activities

Recent activities include:

- Adoption of the Arkansas Statewide Public Transit Needs Assessment;
- Adoption of the Arkansas Statewide Transit Coordination Plan in 2012; and
- Administration of a non-emergency medical transportation study.

Responding Agency

Arkansas State Highway and Transportation Department.



California

California does not have a state coordinating council.

Several respondents from the state department of transportation, Caltrans, stated that coordination in California occurs on a regional basis through metropolitan planning organizations and rural transit planning associations, with the technical assistance of “social services transportation advisory councils” as mandated in state law (Cal. Public Utilities Code §99238).

Caltrans does, however, participate as a state-level partner on the Olmstead Advisory Committee. This committee, among other things, works to support strategies to improve human service and social service transportation options that enhance mobility for older adults and people with disabilities.²²



Colorado

Colorado has a state coordinating council, the “Colorado Interagency Coordinating Council for Transportation Access and Mobility.” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	Governor’s initiative. ²³
Does This Authority Expire?	No.
Stated Purpose	<p>According to the 2006 State Action Plan,²⁴ the council’s originally stated purpose was to complete the first phase of the state’s strategic planning process:</p> <ul style="list-style-type: none">• Assess the status of transportation coordination in Colorado;• Examine possible ways of addressing coordination;• Improve communication among organizations providing and funding human services transportation; and• Develop a strategic action plan for the next steps to be taken to improve coordination.
Required Membership	<p>The governor named the Colorado Department of Transportation as the lead agency and asked representatives from a full range of key stakeholder groups to participate on the council, including local, state and federal government agencies; transportation providers; and nonprofit organizations, including representatives of persons with disabilities, seniors, nursing homes and transit agencies. Human services, transportation, health, veterans and workforce development agencies are members of the council.</p>
Dedicated Funding	<p>Funding for the initial strategic planning process when the council was formed came from a \$35,000 United We Ride planning grant, from other Colorado Department of Transportation federal planning funds, and approximately \$70,000 spent for research and analysis by HealthONE Alliance and Rose Community Foundation.</p> <p>On an ongoing basis, the Colorado Department of Transportation expends approximately \$160,000 per year on council-related activities, mainly using Federal Transit Administration funds. This consists of about \$30,000 for a facilitator, \$110,000 for seed funding grants for local and regional coordinating councils, and \$20,000 for a consultant to assist the local and regional councils.</p>
Dedicated Staffing	<p>The Colorado Department of Transportation dedicates approximately 0.5 FTE to council activities and contracts for about 400 hours of consultant and facilitator assistance.</p>
Reporting Requirements	None.

Recent Activities

Recent activities include:

- Formation of three task forces—on Veterans, Workforce Development and Medicaid—that meet monthly and carry out much of the work of the council;
- Formation of an association of mobility managers;
- Funding local and regional coordinating councils to take on local and regional coordination issues (given that, as the respondent said, “Colorado is a ‘local government state’ with many human services decisions made at the county level”);
- Development of a handbook for local transportation coordinating councils;²⁵ and
- Annual updates to the council’s action plan.

Responding Agency

Colorado Department of Transportation.



Connecticut

Connecticut does not have a state coordinating council.²⁶

According to a respondent from the Connecticut Department of Transportation, the department has “been active in United We Ride activities and other collaborations in-state and nationally to promote coordination.” Some coordinated planning also takes place at the regional level.



Delaware

Delaware does not have a state coordinating council.

A respondent from the Delaware Transit Corporation reports, however, that a “TANF team” composed of the directors of the state Division of Social Services, the Department of Labor and Economic Development Office and the Delaware Transit Corporation (part of the Delaware Department of Transportation) is working to establish long-term solutions to the transportation barriers that are faced by low-income people who are seeking employment. Recommendations from this team and from local coordination efforts are incorporated into the Delaware Authority for Regional Transit’s service change proposals.



Florida

Florida has a state coordinating council, the “Florida Commission for the Transportation Disadvantaged (CTD).” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (Fla. Stat. Ann. §§427.012 et seq. for the council; Fla. Stat. Ann. §320.03[9] for funding sources). The commission was established in 1979 within the state Department of Transportation, then became an independent agency with a dedicated trust fund in 1989.
Does This Authority Expire?	No.
Stated Purpose	From state statute: The purpose of the commission is to accomplish the coordination of transportation services provided to the transportation disadvantaged. The goal of this coordination is to assure the cost-effective provision of transportation by qualified community transportation coordinators or transportation operators for the transportation disadvantaged without any bias or presumption in favor of multioperator systems or not-for-profit transportation operators over single operator systems or for-profit transportation operators.
Required Membership	<p>State statute requires the commission to include seven voting members, appointed by the governor. Members are intended to represent the diversity of the state’s business community and general population, and each shall represent the needs of the transportation disadvantaged throughout the state. Of these seven voting members:</p> <ul style="list-style-type: none">• Five must have significant experience in the operation of a business;• Two must have a disability and use the transportation disadvantaged system;• Each must be a resident of the state and a registered voter; and• At any given time, at least one must be at least 65 years of age. <p>The commission also is required to include these ex officio members:</p> <ul style="list-style-type: none">• Secretary of Transportation;• Secretary of Children and Family Services;• Executive director of the Department of Economic Opportunity;• Executive director of the Department of Veterans’ Affairs;• Secretary of Elderly Affairs;• Secretary of Health Care Administration;• Director of the Agency for Persons with Disabilities; and

- A county manager or administrator who is appointed by the governor, or a senior management level representative of each.

Members may not have a financial relationship with, or represent as a lobbyist, certain specified transportation and planning stakeholders during their tenure on the commission or in the previous five years.

Dedicated Funding

The Transportation Disadvantaged Trust Fund, established within the state treasury, is administered by the commission. Revenues from the trust fund are legislatively appropriated to the commission and must be used to carry out the commission’s responsibilities and to fund its administrative expenses. The trust fund receives revenues from a nonrefundable fee of \$1.50 on car and light truck registrations and registration renewals.

Dedicated Staffing

The commission shall appoint an executive director who shall serve under the direction, supervision and control of the commission. The executive director, with the consent of the commission, shall employ such personnel as may be necessary to perform adequately the functions of the commission within budgetary limitations. Employees of the commission are exempt from the Career Service System.

Reporting Requirements

The commission is required to submit an annual report to the governor, the president of the Senate, and the speaker of the House of Representatives by Jan. 1 of each year.

Recent Activities

The Commission for the Transportation Disadvantaged serves as the policy development and implementation agency for Florida’s well-established coordination system, with many statutory responsibilities.²⁷ A few specific recent activities include:

- An Annual Best Practices and Training Workshop;²⁸ and
- Administration of the Florida Toll Permit program, which waives tolls for people who have disabilities that substantially impair their ability to deposit coins in toll baskets.²⁹

Notes

More information is available on the commission’s website at www.dot.state.fl.us/ctd/index.htm.

Responding Agency

Florida Commission for the Transportation Disadvantaged.



Georgia

Georgia has a state coordinating council, the Georgia Coordinating Committee for Rural and Human Services Transportation (RHST). See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (Ga. Code Ann. §§32-12-1 et seq., first enacted in 2010).
Does This Authority Expire?	No.
Stated Purpose	<p>According to a respondent, the committee examines methods to coordinate public and human services transportation in order to assist in achieving economies of scale in purchasing resources and operating service, to better serve the state's taxpayers, and to ensure the most cost-effective delivery of services. This is achieved by annually evaluating the following factors, as required by state statute, and making recommendations to address key findings:</p> <ul style="list-style-type: none">• All programs administered by participating agencies, including capital and operating costs and overlapping or duplication of services among such programs, with emphasis on how to overcome such overlapping or duplication;• The means by which transportation services are coordinated among state, local and federal funding source programs;• The means by which both capital and operating costs for transportation could be combined or shared among agencies, including, at a minimum, shared purchase of vehicles and maintenance of such vehicles;• Those areas that might appropriately be consolidated to lower the costs of program delivery without sacrificing program quality to clients, including shared use of vehicles for client trips, regardless of the funding source that pays for their trips;• State of the art efforts to coordinate rural and human services transportation elsewhere in the nation, including, at a minimum, route scheduling to avoid duplicative trips in a given locality;• Any limitations that may be imposed by various federally funded programs and how the state can manage within those limitations as it reviews possible sharing opportunities;• How agency programs interact with and impact state, local or regional transportation services performed on behalf of the general public through state, local or regional transit systems;• Potential cost-sharing opportunities available for clients served by committee agencies to maximize service delivery efficiencies and to

obtain the maximum benefit on their behalf with the limited amount of funds available; and

- Possible methods to reduce costs, including, but not limited to, greater use of privatization.

Required Membership

The committee is comprised of five board members of the Governor's Development Council, each appointed by the governor.

State statute requires the committee's advisory subcommittee, known as the State Advisory Subcommittee for Rural and Human Services Transportation, to include these members:

- Commissioner of the Department of Transportation or designee, who shall serve as chair;
- State School Superintendent;
- Commissioner of the Department of Human Services or designee;
- Commissioner of the Department of Behavioral Health and Developmental Disabilities or designee;
- Commissioner of the Department of Community Health or designee;
- Commissioner of the Department of Public Health or designee;
- Commissioner of the Department of Labor or designee;
- Commissioner of the Governor's Development Council or designee; and
- Commissioner of the Department of Community Affairs or designee.

The committee may establish such additional advisory subcommittees as it deems appropriate to fulfill its mission. These shall consist of a representative of each metropolitan planning organization and representatives from each regional commission in the state. They also may include other local government representatives; private and public sector transportation providers, both for-profit and nonprofit; voluntary transportation program representatives; public transit system representatives, both rural and urban; and representatives of the clients served by the various programs administered by the agencies represented on the State Advisory Subcommittee for Rural and Human Services Transportation.

Dedicated Funding

Administrative expenses of the committee are to be borne by the Governor's Development Council. No member of the committee shall receive funds for his or her participation.

Dedicated Staffing

No additional staffing was created when the committee was established. Existing Governor's Development Council staff oversee the program.

Reporting Requirements

On July 1 of each year, the Governor's Development Council shall submit the preliminary report of the Georgia Coordinating Committee for Rural and Human Services Transportation to the members of the State Advisory Subcommittee for Rural and Human Services Transportation. Comments and recommendations may be submitted to the Governor's Development Council for a period of 30 days. No later than Sept. 1 of each year, the Governor's Development Council shall submit a final

report to the Governor's Office of Planning and Budget for review and consideration. The report shall address each of the committee's statutorily required duties and such other subject areas within its purview as the Governor's Development Council shall deem appropriate.

Recent Activities

Recent activities include:

- Revision of surplus vehicle procedures to increase availability of used vehicles for rural human service transportation providers, helping to reduce capital costs;
- Integration of rural public transportation and Medicaid software platforms to reduce administrative costs and improve data accuracy; and
- Publication of the annual report on Coordinating Rural and Human Service Transportation in Georgia.³⁰

In addition, the council conducts a statewide assessment of the level of rural and human services transportation via a template that is updated each year. Results show that, in 80 percent of the counties where rural public transportation services are offered, human service transportation agencies have coordinated their services with those providers—indicating a significant level of coordination statewide. A comprehensive survey of all those rural public transportation systems that do not coordinate services with human service transportation agencies has been conducted, and specific challenges preventing greater coordination have been identified.

Notes

More information is available on the Georgia Regional Transportation Authority's website at www.grta.org/index.php?option=com_content&task=view&id=28&Itemid=75.

Responding Agency

Georgia Governor's Development Council.



Hawaii

Hawaii does not have a state coordinating council.

According to a respondent from the Hawaii Department of Transportation, a task force is looking into mobility management.



Idaho

Idaho is the only state that has two state coordinating councils. One is called the Interagency Working Group, and the other is the Public Transportation Advisory Council. Details about both are below.

Idaho Interagency Working Group

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (Idaho Code §40-514, first enacted in 1992).
Does This Authority Expire?	No.
Stated Purpose	From state statute: To advise the Idaho Transportation Department on issues and policies regarding public transportation in Idaho. The council shall participate in planning activities, identify transportation needs, and promote coordinated transportation systems. Before setting programs and priorities, the council shall seek pertinent information, facts and data from local governments, agencies and providers regarding rural public transportation issues.
Required Membership	<p>State statute requires the working group to be composed of a representative from the office of the governor and one staff representative from each of the following:</p> <ul style="list-style-type: none">• Idaho Commission on Aging;• Idaho Head Start Association;• Two representatives from the Idaho Department of Health and Welfare, one of whom shall represent the Division of Medicaid;• Idaho Department of Education;• Idaho Transportation Department;• Community Transportation Association;• Idaho Council on Developmental Disabilities;• Division of Vocational Rehabilitation; and• Idaho Department of Labor, Workforce Development Council. <p>Ex officio members may also be appointed as deemed necessary.</p>
Dedicated Funding	None found.
Dedicated Staffing	The Idaho Transportation Department shall provide the administrative support required by the working group.
Reporting Requirements	None found.

Recent Activities Although no specific recent activities of the working group were found, one recent product of state-level coordination, administered by the Community Transportation Association of Idaho, is FindMyIdahoRide.org, a statewide one-call/one-click transportation directory. The new service—funded by the federal Veterans Transportation and Community Living Initiative—was primarily designed to aid veterans and their families with transportation to medical appointments, work, education and other services, but it also is available to the general public.

Responding Agency None.

Idaho Public Transportation Advisory Council

Status Active (established and meeting regularly, with ongoing activities).

Legal Authority State legislation/statute (Idaho Code §40-514, first enacted in 1992).

Does This Authority Expire? No.

Stated Purpose From state statute: To advise and assist the department in analyzing public transportation needs, identifying areas for coordination, and developing strategies for eliminating procedural and regulatory barriers to coordination at the state level. The group shall undertake detailed work assignments related to transportation services which promote cooperation and collaboration among systems.

Required Membership State statute requires the council to be composed of six members appointed by the Idaho Transportation Board, one from each of the six transportation department director districts. Appointed members shall be representatives of local governments and agencies, private organizations, citizen groups and private providers that have an interest in public transportation, and people with disabilities and the elderly who use public transportation. The board shall appoint said members from recommendations submitted by said organizations, groups, providers, users and state agencies in each district.

Dedicated Funding None. According to state statute, members of the advisory council are entitled to receive \$35 per day and to be reimbursed for actual and necessary expenses, but the funding source for this is unclear.

Dedicated Staffing The Idaho Transportation Department shall provide the administrative support required by the council.

Reporting Requirements None found.

Recent Activities According to the respondent, recent activities include “acceptance of the [Federal Transit Administration] projects that are balanced to budgets on a statewide basis. The acceptance is forwarded to the Idaho Transportation Board for approval.” In addition, another recent product of state-level coordination is FindMyIdahoRide.org, a statewide one-call/one-click transportation directory (see “Recent Activities” under the Idaho Interagency Working Group).

Responding Agency Idaho Transportation Department.



Illinois

Illinois has a state coordinating council, the “Interagency Coordinating Committee on Transportation (ICCT),” established in state law, but it is inactive. See details below.

Status	Inactive (established but has no ongoing activities).
Legal Authority	State legislation/statute (Ill. Rev. Stat. ch. 20, §§3968/1 et seq., first enacted in 2003).
Does This Authority Expire?	No.
Stated Purpose	<p>According to state statute, the purposes of the committee are to:</p> <ul style="list-style-type: none">• Coordinate a state process within federal guidelines to facilitate coordination of community-based transportation programs. This process should include: developing objectives for providing essential transportation services to the transportation disadvantaged; providing technical assistance to communities that are addressing transportation gaps that affect low-income populations; developing a process for requesting federal funds such as the Job Access and Reverse Commute (JARC) grant program that is based on input from communities state-wide; assisting communities in identifying funds from other available sources for projects that are not an eligible use of JARC funds; and developing a plan to identify and recruit potential stakeholders in future community transportation initiatives to the committee.• Develop goals and objectives to reduce duplication of services and achieve coverage that is as complete as possible.• Serve as a clearinghouse for information about funding sources and innovations in serving the transportation disadvantaged.
Required Membership	<p>State statute requires the committee to include these members:</p> <ul style="list-style-type: none">• The governor or his or her designee, who shall serve as chair;• The Secretary of Transportation or his or her designee;• The Secretary of Human Services or his or her designee;• The Director of Aging or his or her designee;• The Director of Public Aid or his or her designee;• The Director of Commerce and Community Affairs or his or her designee; and• The Director of Employment Security or his or her designee.

The committee must also include these members, to be appointed by the governor:

- A representative of the Illinois Rural Transit Assistance Center;
- A person who is a member of a recognized statewide organization representing older residents of Illinois;
- A representative of centers for independent living;
- A representative of the Illinois Public Transportation Association;
- A representative of an existing transportation system that coordinates and provides transit services in a multi-county area for the Department of Transportation, Department of Human Services, Department of Commerce and Community Affairs or Department on Aging;
- A representative of a statewide organization of rehabilitation facilities or other providers of services for people with one or more disabilities;
- A representative of a community-based organization;
- A representative of the Department of Public Health;
- A representative of the Rural Partners;
- A representative of a statewide business association; and
- A representative of the Illinois Council on Developmental Disabilities.

Dedicated Funding

None.

Dedicated Staffing

The Secretary of Transportation and a representative of a community-based organization involved in transportation or their designees shall serve as co-vice chairs and are responsible for staff support for the committee.

Reporting Requirements

No current reporting requirements found. The committee was required to submit a report not later than Feb. 1, 2006, to the governor and the General Assembly that outlined the progress made by the committee and made recommendations for statutory and regulatory changes to promote coordination.

Recent Activities

None. According to the respondent, the committee currently is “dormant.” No meetings have been scheduled and no anticipated schedule or agenda has been published or presented for review. At the regional level, however, each of the state’s 11 planning regions develops a coordinated human services transportation plan. Combined with locally developed service coordination planning, these regional activities have resulted in access to public transportation in 98 percent of Illinois counties. These successes at the local and regional levels may have contributed to a perception that the state council no longer is needed.

Responding Agency

Illinois Department of Transportation.



Indiana

Indiana does not have a state coordinating council.

According to a respondent from the Indiana Department of Transportation, coordination in Indiana is carried out at the regional level through metropolitan planning organizations and, in rural areas, a coordinated planning process. The department also requires all applicants for federal grants under the Enhanced Mobility of Seniors and Individuals with Disabilities program (49 U.S. Code §5310) to be part of a “Transportation Advisory Committee” that is composed of local social service organizations and transportation providers.



Iowa

Iowa has a state coordinating council, the Iowa Transportation Coordination Council (ITCC). See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute, plus state administrative code. State statute first enacted in 1976 mandates coordination (Iowa Code Ann. §324A.5), but does not specify a structure or process. In response to the legislation, the governor formed an Ad Hoc Interagency Advisory Committee in 1985 to develop administrative rules for coordination. The committee eventually evolved into the Iowa Transportation Coordination Council, which was officially established by administrative code in 1992 (Iowa Admin. Code §761-910.3[324A]).
Does This Authority Expire?	No.
Stated Purpose	<p>State statute requires all organizations that apply for or receive federal, state or local aid for providing transit services to coordinate and consolidate funding and resulting service, to the maximum extent possible, with the urban or regional transit system. Criteria for compliance include:</p> <ul style="list-style-type: none">• Elimination of duplicative and inefficient administrative costs, policies, and management;• Utilization of resources for transportation services effectively and efficiently;• Elimination of duplicative and inefficient transportation services;• Development of transportation services which meet the needs of the

general public and insure services adequate to the needs of transportation disadvantaged persons;

- Protection of the rights of private enterprise public transit providers;
- Coordination of planning for transportation services at the urban and regional levels by all agencies or organizations receiving public funds that are purchasing or providing transportation services;
- Management of equipment and facilities purchased with public funds so that efficient and routine maintenance and replacement are accomplished; and
- Training of transit management, drivers, and maintenance personnel to provide safe, efficient, and economical transportation services.

State administrative code establishes the council and requires it to assist in reviewing transportation providers for compliance with the coordination requirement in state statute, as well as to help create guidelines and criteria for the review process. Upon request of a member agency, the council also is to review all transportation components of funding applications or plans submitted to that agency. The council duties also include advising and making recommendations to the Office of Public Transit within the Iowa Department of Transportation concerning public transportation policy.

Required Membership

State administrative code requires the council to include, at minimum, one representative from the Department of Human Services, one from the Department on Aging and one from the Department of Transportation. Other state agencies, federal agencies and statewide private agencies that fund local transportation services also may be granted membership.

Dedicated Funding

None.

Dedicated Staffing

Staff support for council activities is provided by the Office of Public Transit within the Iowa Department of Transportation.

Reporting Requirements

Although no reporting requirements were found for the council specifically, state statute requires the Iowa Department of Transportation to submit a report to the state legislature and the governor before Dec. 15 of even-numbered years. The report shall recommend methods to increase transportation coordination and improve the efficiency of federal, state and local government programs used to finance public transit services and may address other topics as appropriate.

Recent Activities

Iowa is a pioneer in transportation coordination and has engaged in many different activities over its lifespan.³¹ A few specific recent activities include:

- A survey of volunteer transportation providers in 2013;³² and
- A Passenger Transportation Summit held on May 15, 2014.³³

Notes

More information is available on the council's website at www.iowadot.gov/transit/itcc/index.html.

Responding Agency

Iowa Department of Transportation.



Kansas

Kansas does not have a state coordinating council.

According to a respondent from the Kansas Department of Transportation, the state's former council—the “Kansas United We Ride: Governor’s Committee on Human Service Transportation Coordination,” established under a governor’s initiative in 2004³⁴—ceased its activities more than two years ago. More information is available on the committee’s website at www2.ku.edu/~kutc/cgi-bin/uwr/index.php.



Kentucky

Kentucky has a state coordinating council, the Coordinated Transportation Advisory Committee (CTAC).³⁵ See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (Ky. Rev. Stat. §281.870, first enacted in 2000). Further requirements for the council are in administrative code (Ky. Admin. Code tit. 603, §7:080).
Does This Authority Expire?	No.
Stated Purpose	State administrative code identifies the committee’s duties as: <ul style="list-style-type: none">• Providing information and assistance to the Transportation Cabinet;• Reviewing and recommending policies and operating procedures to the Kentucky Transportation Cabinet; and• Serving on broker evaluation committees.
Required Membership	State law requires the committee to be composed of designated members of: <ul style="list-style-type: none">• The Kentucky Transportation Cabinet (two voting members);• The Cabinet for Health and Family Services (two voting members); and• The Education and Workforce Development Cabinet (one voting member).
Dedicated Funding	None found.

Dedicated Staffing	State law requires the staff of the Kentucky Transportation Cabinet’s Office of Transportation Delivery to provide administrative support to the committee.
Reporting Requirements	None. Although the committee does not have its own reporting requirements, the respondent noted that committee members do report to their respective cabinets on the status of human service transportation. In addition, the Kentucky Transportation Cabinet’s Office of Transportation Delivery reports to the State Department of Medicaid Services.
Recent Activities	Recent activities include ongoing committee meetings.
Responding Agency	Kentucky Transportation Cabinet.



Louisiana

Louisiana has a state coordinating council. From 2011 to 2013, Louisiana had a formal council that was mandated by the Legislature, which was called the “Human Services Coordinated Transit Work Group.” Although that group’s legal authority has expired, its work is continuing with a smaller, core group. See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	None. A formal council was first established in 2011 by House Concurrent Resolution 131, then continued by 2012 House Concurrent Resolution 181. This authority has expired, but some members of the original work group are actively continuing its work. This ongoing group does not have formal recognition.
Does This Authority Expire?	NA.
Stated Purpose	The 2011 resolution formed the work group to improve mobility, optimize efficiencies, and manage costs of transit and paratransit services for both able-bodied and disabled people. Its specific duties were to review best practices in other areas in the nation and relevant reports and information that help to establish existing conditions, forecast needs, identify gaps, control costs and make existing services more effective and prepared for the future, and to report its findings and recommendations for systemic changes to the Legislature before the convening of the 2012 legislative session. The 2012 resolution continued the work group to further study and recommend any changes necessary to make services more effective in meeting future transportation needs of able-bodied and disabled citizens of the state, and to report its findings and recommendations to the Legislature before the convening of the 2013 legislative session.
Required Membership	The 2012 resolution required the work group to be convened by the secretary of the state Department of Transportation and Development and to consist of these members:

- A representative of AARP;
- A representative of the Center for Planning Excellence;
- A representative of the New Orleans Regional Planning Commission;
- A representative of the South Central Planning and Development Commission;
- A representative of a Council on Aging;
- A representative of the governor’s Office of Elderly Affairs;
- A representative of the Louisiana Public Health Institute;
- A representative of the ARC;
- A representative of VetTrans;
- A representative of Catholic Charities of New Orleans;
- A representative of PACE–New Orleans;
- A representative from the private sector providers of human services transport;
- A representative of the Area Agency on Aging;
- Representatives of the Department of Health and Hospitals, who will collectively have one vote and include the Office of Aging and Adult Services, Office of Behavioral Health, Office of Citizens with Disabilities, and Medicaid;
- A representative of the American Planning Association, Louisiana Chapter;
- A representative of the Louisiana Association of Social Workers;
- A representative of the Greater New Orleans Foundation;
- A representative of the Louisiana Public Transit Association;
- A representative of the Statewide Independent Living Council;
- A representative of the Louisiana Workforce Commission;
- A representative of Louisiana Rehabilitation Services; and
- A representative of the Imperial Calcasieu Regional Planning and Development Commission.

According to the respondent, the working group is now a smaller core group composed of the state Department of Transportation and Development and other organizations that are implementing action items derived from the work group meetings.

Dedicated Funding

According to the respondent, the state Department of Transportation and Development funds all coordination activities. This includes funds that are provided to regional working groups and consultant services.

Dedicated Staffing

According to the respondent, a task in the state Department of Transport-

tation and Development's on-call contract is dedicated to coordination activities.

Reporting Requirements

No current reporting requirements.

Recent Activities

According to the respondent, the group is actively pursuing coordination activities. Specific recent activities include pursuing a group vehicle insurance pool and gas card pool.

Responding Agency

Alliance Transportation Group, Inc., under contract to the Louisiana Department of Transportation and Development.



Maine

Maine has a state coordinating council, the Interagency Transportation Coordinating Committee (ITCC). See details below.

Status

Active (established and meeting regularly, with ongoing activities).

Legal Authority

State legislation/statute. State coordinating efforts began through voluntary efforts in 1993. They were formalized and increased by an executive order on Dec. 20, 2004,³⁶ and then enacted in statute (Me. Rev. Stat. Ann. tit. 23, §4209) in 2009.

Does This Authority Expire?

No.

Stated Purpose

From state statute: The committee is established to promote efficiency, cooperative effort and strategic planning for public transportation between the Department of Transportation, the Department of Labor and the Department of Health and Human Services. The committee shall act to coordinate purchase of service contracts and serve in an advisory capacity to the department in matters concerning public transportation.

Required Membership

State statute requires the committee to consist of the:

- Commissioner of Transportation or designee;
- Commissioner of Labor or designee; and
- Commissioner of Health and Human Services or designee.

Dedicated Funding

None.

Dedicated Staffing

The Department of Health and Human Services and Department of Transportation provide staff support for the committee.

Reporting Requirements

The committee shall submit a report on its deliberations and any recommendations by Feb. 15 each year to the governor and the joint standing committee of the Legislature having jurisdiction over public transportation matters.

Recent Activities

According to the committee's 2013 annual report,³⁷ recent activities include:

- Participation in the Statewide Transit Strategic Plan;
- Working on transitioning the state's non-emergency medical transportation services to a fully brokered system; and
- Developing a training schedule for providers.

Notes

More information is available on the committee's website at www.maine.gov/mdot/ptp/itcc.htm.

Responding Agency

Maine Department of Transportation.



Maryland

Maryland has a state coordinating council, the "State Coordinating Committee for Human Services Transportation." See details below.

Status

Active (established and meeting regularly, with ongoing activities).

Legal Authority

Executive order (Executive Order 01.01.1997.06, enacted in 1997; Executive Order 01.01.2006.09, enacted in 2006; and Executive Order 01.01.2010.10, enacted in 2010).

Does This Authority Expire?

No.

Stated Purpose

From 2010 executive order:

- Examine the transportation needs of citizens who are elderly, who have disabilities, and individuals requiring transportation to access jobs, medical and health appointments, senior citizens programs and other programs requiring the transportation of individuals who qualify as transportation-disadvantaged;
- Coordinate Maryland's efforts to provide quality human services transportation services by working with appropriate federal, State and local agencies, transit customers and transportation providers to develop a cooperative, coordinated, and human services transportation system;
- Devise a five-year human services transportation plan, which sets goals and objectives to help transportation-disadvantaged citizens access jobs, education and training programs, healthcare services and other activities by providing cost-effective, affordable, high capacity, high quality, easily understood, safe and accessible transportation; and
- Serve as the clearinghouse for human services transportation coordination issues throughout the state of Maryland, identify and facilitate a resolution to local and statewide issues regarding human services

transportation, participate in the identification of possible allocations of human services transportation resources during emergency evacuations, evaluate cost-saving measures, investigate the need for the establishment of standards for vehicles and drivers within the human services transportation program, and examine other appropriate areas that facilitate the development of a quality human services transportation system in Maryland.

Required Membership

The 2010 executive order requires the committee to consist of the following members:

- The Secretary of Transportation, or designee, who shall chair the committee;
- The Secretary of Human Resources, or designee;
- The Secretary of Health and Mental Hygiene, or designee;
- The Secretary of Aging, or designee;
- The Secretary of Disabilities, or designee;
- The Secretary of Housing and Community Development, or designee;
- The Secretary of Planning, or designee;
- The state Superintendent of Schools, or designee;
- The Secretary of Veterans Affairs, or designee;
- The Director of the governor's Office for the Deaf and Hard of Hearing, or designee;
- The Secretary of Labor, Licensing and Regulation, or designee;
- The Executive Director of the Maryland Developmental Disabilities Council, or designee; and
- Additional members recommended to the governor by the chairperson of the committee as needed to provide input from local governments, employers, agencies and organizations serving targeted populations, transportation providers, and consumers from targeted populations.

Dedicated Funding

None. According to the 2010 executive order, the members of the commission may be reimbursed for reasonable expenses incurred in the performance of duties, in accordance with the standard state travel regulations and as provided in the state budget. The funding source for this, however, is unclear. The members may not receive any compensation for their services.

Dedicated Staffing

Staff for the committee is to be provided by the Maryland Department of Transportation.

Reporting Requirements

The committee shall provide an annual report to the governor outlining its progress on Sept. 1.

Recent Activities

Recent activities include:³⁸

- Development of a uniform document that each agency in the Baltimore metropolitan area will use as the application for paratransit eligibility certification under a new pilot program; and

- Oversight of the Regional Coordination of Specialized Transportation Study, sponsored by the Washington Metropolitan Area Transit Authority, the Maryland Department of Transportation and the Metropolitan Council of Governments. The primary objective of this study was to develop an action plan for an alternative specialized transportation service model for suburban Maryland that would use resources more cost effectively while better meeting agency needs.

Notes

More information is available on the state website at msa.maryland.gov/msa/mdmanual/26excom/html/21hum.html and on the Maryland Coordinated Community Transportation website, maintained by the Maryland Department of Transportation in conjunction with the committee, at www.kfhgroup.com/mdcoordinationplans.htm.

Responding Agency

Maryland Transit Administration (a division of the Maryland Department of Transportation).



Massachusetts

Massachusetts has a state coordinating council, the “Statewide Coordinating Council on Community Transportation (SCCCT).” See details below.

Status

Active (established and meeting regularly, with ongoing activities).

Legal Authority

None. The council was formed in 2013 and is meeting voluntarily under a Memorandum of Understanding between MassDOT and the Executive Office of Health and Human Services (EOHHS). It replaced the Community, Social Service and Paratransit Transportation Commission, which was established by executive order in 2011 (2011 Executive Order 530) and expired in 2012.

Does This Authority Expire?

NA.

Stated Purpose

According to the council’s operating principles document,³⁹ its mission is to advance responsive, comprehensive, coordinated, and efficient community transportation systems by providing collective leadership in supporting the recommendations put forth in the report of the Commission for the Reform of Community, Social Service and Paratransit Transportation Services. It is also to identify future opportunities for policy, administrative, and procedural reforms to improve public access to more transportation services.

Required Membership

The operating principles require council membership to consist of the following, at a minimum:

- Secretary of the Massachusetts Department of Transportation or designee, who shall serve as co-chair;
- Secretary of the Executive Office of Health and Human Services or designee, who shall serve as co-chair;
- Secretary of Elder Affairs or designee;

- Secretary of Veterans' Services or designee;
- General Manager of the Massachusetts Bay Transportation Authority or designee;
- Secretary of Labor and Workforce Development or designee;
- Secretary of Administration and Finance or designee;
- Secretary of Education or designee;
- Two representatives from regional transit authorities;
- One representative from regional planning agencies;
- One representative from the Councils on Aging;
- Two consumer representatives;
- One representative from the Massachusetts Office on Disability; and
- Two advocate representatives.

Dedicated Funding

None.

Dedicated Staffing

Staff support is provided by the Statewide Mobility Manager in the Transit Division of the Massachusetts Department of Transportation and staff at the Human Service Transportation Office of the Executive Office of Health and Human Services through the MassMobility project.

Reporting Requirements

No formal reporting requirements. According to its website, however, the council is expected to generate meeting summaries and reports, develop a two-year plan for implementation of the recommendations, report on the status of implementation and develop an annual report, among other duties.

Recent Activities

Recent activities include:

The formation of voluntary regional coordinating councils in 2013, and ongoing support for their work to address paratransit and community transportation service gaps at the local level;

Creation of a statewide mobility manager position at the Massachusetts Department of Transportation; and

Other activities emerging from the recommendations in the final report of the Commission for the Reform of Community, Social Service and Paratransit Transportation Services.

Notes

The Commission for the Reform of Community, Social Service and Paratransit Transportation Services (which was established by executive order in 2011 and expired in 2012) was charged to develop detailed recommendations for reform and introduce efficiencies in the provision of community and social services transportation in Massachusetts. In 2012, the commission published its final report⁴⁰ with recommendations for organizational reforms to address coordination and efficiency. The report's overarching policy recommendation was to create a state coordinating council to implement the commission's other recommendations; facilitate coordination of all paratransit services in the state; and monitor all paratransit services, activities and funding. More information is available on the council's website at www.massdot.state.ma.us/transit/StatewideMobilityManagement/SCCCT.aspx.

Responding Agency

Massachusetts Department of Transportation.



Michigan

Michigan does not have a state coordinating council.

According to a respondent from the Michigan Department of Transportation, the department works with the state Department of Human Services and the state workforce development agency on an ad hoc basis, but there is no formal, ongoing coordinating council.



Minnesota

Minnesota has a state coordinating council, the “Minnesota Council on Transportation Access (MCOTA).” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (Minn. Stat. Ann. §174.285, first enacted in 2010). The council replaced the Interagency Committee on Transit Coordination, which had been established in 2005 by a governor’s initiative.
Does This Authority Expire?	No.
Stated Purpose	From state statute: The council is established to study, evaluate, oversee, and make recommendations to improve the coordination, availability, accessibility, efficiency, cost-effectiveness and safety of transportation services provided to the transit public. “Transit public” means those persons who utilize public transit and those who, because of mental or physical disability, income status or age are unable to transport themselves and are dependent upon others for transportation services.
Required Membership	State statute requires the council to be composed of these members: <ul style="list-style-type: none">• One representative from the office of the governor;• One representative from the Council on Disability;• One representative from the Minnesota Public Transit Association;• The commissioner of transportation or designee;• The commissioner of human services or designee;• The commissioner of health or designee;

- The chair of the Metropolitan Council or designee;
- The commissioner of education or designee;
- The commissioner of veterans affairs or designee;
- One representative from the Board on Aging;
- The commissioner of employment and economic development or designee;
- The commissioner of commerce or designee; and
- The commissioner of management and budget or designee.

Dedicated Funding

An amount was appropriated to the Metropolitan Council in 2009 for the administrative expenses of the Minnesota Council on Transportation Access and for other costs related to the preparation of required reports, including the costs of hiring a consultant. This funding was administered by the state Department of Transportation. No other or more recent dedicated funding was found.

Dedicated Staffing

The Department of Transportation and the Department of Human Services are to provide necessary staff support for the council.

Reporting Requirements

The council is required to report its findings, recommendations and activities to the governor’s office, the chairs and ranking minority members of the legislative committees with jurisdiction over transportation, health and human services, and to the Legislature, by Jan. 15 of each year.

Recent Activities

The council has many statutory responsibilities and ongoing activities. A few specific recent activities include the publication of these reports:

- Vehicle Sharing Among Human Service Providers in Minnesota: Steps to Address Barriers;⁴¹
- NEMT Coordinators in Minnesota;⁴² and
- Calculating Benefits of Transit Coordination: Minnesota Case Studies.⁴³

Notes

More information is available on the council’s website at www.coordinatemntransit.org/MCOTA/.

Responding Agency

Minnesota Department of Transportation.



Mississippi

Mississippi does not have a state coordinating council.

According to a respondent from the Mississippi Department of Transportation, coordinated planning is taking place through six regional coordinating councils.



Missouri

Missouri has a state coordinating council, the “Interagency Committee on Special Transportation,” established in state law, but it is inactive. See details below.

Note that, until 2014, Missouri had been one of two states (along with Idaho) that had two coordinating councils. The second council, which was first enacted in 1985, was called the “Coordinating Council on Special Transportation.” This council was reportedly inactive for many years and, in the 2014 legislative session, its authorizing statute (Mo. Rev. Stat. §208.275) was repealed by House Bill 1245, effective Aug. 28, 2014.

Status	Inactive (established but has no ongoing activities).
Legal Authority	State legislation/statute (Mo. Rev. Stat. §226.805, first enacted in 1988).
Does This Authority Expire?	No.
Stated Purpose	From state statute: <ul style="list-style-type: none">• Jointly designate substate special transportation planning and service areas within the state.• Jointly designate a special transportation planning council for each special transportation planning and service area. The special transportation planning council shall be composed of the area agency on aging, the regional center for developmental disabilities, the regional planning commission and other local organizations responsible for funding and organizing special transportation designated by the interagency committee. The special transportation planning councils will oversee and approve the preparation of special transportation plans. Staff support for the special transportation planning councils will be provided by the regional planning commissions serving the area with funds provided by the Department of Transportation for this purpose.• Jointly establish a uniform planning format and content.

- Individually and jointly establish uniform budgeting and reporting standards for all transportation funds administered by the member agencies. These standards shall be adopted into the administrative rules of each member agency,
- Individually establish annual allocations of funds to support special transportation services in each of the designated planning and service areas.
- Individually and jointly adopt a five-year planning budget for the capital and operating needs of special transportation in Missouri.
- Individually develop administrative and adopt rules for the substate division of special transportation funds.
- Jointly review and accept annual capital and operating plans for the designated special transportation planning and service areas.
- Individually submit proposed expenditures to the interagency committee for review as to conformity with the areas special transportation plans. All expenditures are to be made in accordance with the plans or by special action of the interagency committee.

Required Membership

State statute requires the committee to consist of these members:

- The assistant for transportation of the Missouri Department of Transportation or designee, who shall serve as chair;
- The assistant commissioner of the Department of Elementary and Secondary Education, responsible for special transportation, or designee;
- The director of the Division of Aging of the Department of Social Services or designee;
- The director of the Division of Family Services of the Department of Social Services or designee;
- The deputy director for mental retardation/developmental disabilities and the deputy director for administration of the Department of Mental Health or their designees;
- The executive secretary of the Governor’s Committee on the Employment of the Handicapped; and
- Other state agency representatives as the governor deems appropriate for temporary or permanent membership by executive order.

Dedicated Funding

None.

Dedicated Staffing

Staff for the committee are to be provided by the Missouri Department of Transportation.

Reporting Requirements

None.

Recent Activities

None.

Responding Agency

Missouri Department of Transportation.



Montana

Montana does not have a state coordinating council.

According to respondents from the Montana Department of Transportation and the Montana Department of Human Services, however, the state does convene a multidisciplinary committee annually to review requests for capital assistance for transit projects. This “Capital Assistance Review Committee” consists of representatives from the state Department of Aging Services, the state Department of Disability Services, the Montana Transit Association, a metropolitan planning organization, a consumer, tribal government, the Department of Health and Human Services Transportation Coordinator and rural public transportation.



Nebraska

Nebraska has a state coordinating council, the “Transportation Access Working Group,” established by an executive order, but it is inactive. See details below.

According to the respondent, some coordination activities are taking place at the state level under the direction of the Nebraska Department of Roads. These include two ongoing, federally funded mobility management pilot projects—which may eventually entail organizing regional and statewide coordinating councils—and working toward implementation of a statewide mobility management plan. The department intends to expand these efforts with the objective of identifying coordination opportunities and offering incentives to providers to coordinate their activities.

Status	Inactive (established but has no ongoing activities).
Legal Authority	Executive order (Executive Order 04-01, first enacted in 2004).
Does This Authority Expire?	No.
Stated Purpose	According to the executive order, the working group shall: <ul style="list-style-type: none">• Participate in the federal United We Ride program and apply for grants offered through that program;• Inventory existing state and federal transportation funding programs to determine the most effective and efficient use of transportation resources, including the coordination of transportation services and funding; and• Study ways to eliminate duplicated services, identifying opportunities and barriers for improved transportation services.

Required Membership

The executive order requires the working group to include these members:

- A representative of the Nebraska Department of Roads;
- A representative of the Nebraska Department of Labor;
- A representative of the Nebraska Department of Health and Human Services;
- A representative of a nonprofit, community action agency;
- The governor's Transportation Policy Advisor;
- A representative of the Department of Education, nominated by the Commissioner of Education;
- A representative of the Public Service Commission, nominated by the Executive Director;
- A representative of an advocacy group representing transportation disadvantaged persons, nominated by the League of Human Dignity;
- A representative of a private nonprofit transportation provider, nominated by the Director of the Nebraska Department of Roads; and
- Ex-officio members as determined necessary and nominated by the working group.

Dedicated Funding

None.

Dedicated Staffing

None.

Reporting Requirements

The executive order requires the working group to present a report of its progress to the governor, the Nebraska Legislature and participating agencies before Dec. 31 each year of its existence.

Recent Activities

None.

Responding Agency

Nebraska Department of Roads.



Nevada

Nevada does not have a state coordinating council, as confirmed by a respondent from the Nevada Department of Transportation.



New Hampshire

New Hampshire has a state coordinating council, the “State Coordinating Council (SCC) for Community Transportation.” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (N.H. Rev. Stat. Ann. §§239-B.1 et seq., first enacted in 2007).
Does This Authority Expire?	No.
Stated Purpose	<p>From state statute:</p> <ul style="list-style-type: none">• Develop, implement, and provide guidance for the coordination of community transportation options within New Hampshire so that the general public, in particular citizens in need of access to essential services and activities, can access local and regional transportation services and municipalities, human service agencies, and other organizations can purchase shared ride coordinated transportation services for their citizens, clients, and customers;• Set statewide coordination policies for community transportation, establish community transportation regions, encourage the development of regional coordination councils, assist other regional efforts as needed, and monitor the results of statewide coordination;• Approve the formation of regional coordination councils and the selection of regional transportation coordinators, according to such criteria and guidelines as the council may establish; and• Solicit and accept donations for funding to implement and sustain community transportation.
Required Membership	<p>State statute requires the council to consist of these members:</p> <ul style="list-style-type: none">• The commissioner of the Department of Health and Human Services or designee;• The commissioner of transportation, or designee;• The commissioner of the Department of Education or designee;• The executive director of the Governor’s Commission on Disability, or designee;• The chair of the New Hampshire Transit Association, or designee;• A representative of a regional planning commission, appointed by the commissioner of transportation for a term of three years;• A representative of a philanthropic organization, such as the Endowment For Health or the United Way, appointed by the commissioner

of the Department of Health and Human Services for a term of three years; and

- Eight representatives from transportation providers, the business community and statewide organizations, such as Granite State Independent Living, AARP, Easter Seals and the University of New Hampshire Institute on Disability, appointed by the governor and council for a term of three years.

A list of current members is available on the council's website at www.nh.gov/dot/programs/scc/about.htm and in the council's 2013 annual report.⁴⁴

Dedicated Funding

No funding is dedicated to the council itself. State law establishes a regional transportation coordination fund within the state treasury, which is to be administered by the council and from which the council can make grants to regional entities to improve community transportation (N.H. Rev. Stat. Ann. §§239-B.5). According to the respondent, however, this fund was never implemented.

Dedicated Staffing

None.

Reporting Requirements

The council must annually report its findings, progress and any recommendations for proposed legislation to the governor, the speaker of the House of Representatives, and the president of the Senate by Nov. 1 of each year. The report shall cover the state fiscal year ending June 30 of the same year.

Recent Activities

The council has engaged in many different activities in recent years. According to the council's 2013 annual report,⁴⁵ a few specific recent activities include:

- Participating as a formal stakeholder in the state's United We Ride data management system implementation project;
- Helping to spearhead statewide and regional discussions about common concerns and the effects on non-emergency medical transportation as the state transitions to Medicaid managed care; and
- Re-visioning the council's structure.

Notes

More information is available on the council's website at www.nh.gov/dot/programs/scc.

Responding Agency

Easter Seals New Hampshire and New Hampshire Department of Transportation.



New Jersey

New Jersey has a state coordinating council, the “New Jersey Council on Access and Mobility (NJCAM) Working Group.” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	None. The New Jersey Council on Access and Mobility was first established in 2007 by Executive Order 87, which expired on Jan. 1, 2010. The council was then formally terminated in September 2010 by Executive Order 40. ⁴⁶ It has regrouped, however, as the voluntary New Jersey Council on Access and Mobility Working Group.
Does This Authority Expire?	NA.
Stated Purpose	According to the respondent, the working group’s stated purpose is to serve as a coordinating body to facilitate more efficient delivery of human service transportation involving state funding agencies, county, municipal and nonprofit community transit providers and to identify emerging priorities by human service transportation advocates.
Required Membership	No required membership, but the working group suggests the participation of key state agencies involved in funding human service transportation. Agencies are asked to be represented by a division director or a bureau-level manager of transportation funding within their organizations. Other core members include county coordinated community transit providers, statewide senior and disability advocacy agencies, and providers of county coordinated community transit.
Dedicated Funding	The working group receives funding from NJ Transit to provide staff support. The working group also is involved with a \$250,000 study—funded by the New Jersey Department of Transportation and managed by NJ Transit—focused on the expansion of existing pilot programs to improve coordination and more efficient delivery of human services transportation.
Dedicated Staffing	The NJ Transit Office of Local Programs provides administrative staff.
Reporting Requirements	None.
Recent Activities	The working group is active and meets regularly. Recent activities, according to the respondent, include expanding the participation of county community transit providers as contractors with the statewide Medicaid broker, Logisticare. This has lowered costs for the broker and the state and has raised revenues for the providers. Pilot programs are now underway that apply a similar model to the state Department of Human Services’ Division of Developmental Disabilities and the Department of Labor’s Division of Vocational Rehabilitation Services, again with the goal of reducing state transportation costs and generating new revenues for county community transit providers by leveraging existing resources.
Responding Agency	NJ Transit.



New Mexico

New Mexico does not have a state coordinating council, as confirmed by a respondent from the New Mexico Department of Transportation.



New York

New York has a state coordinating council, the “Interagency Coordinating Committee on Rural Public Transportation,” established in state law, but it is inactive. See details below.

Status	Inactive (established but has no ongoing activities).
Legal Authority	State legislation/statute (N.Y. Transportation Law §§73-A to 73-P, first enacted in 1986).
Does This Authority Expire?	No.
Stated Purpose	From state statute: <ul style="list-style-type: none">• Identify programs and the annual amounts and sources of funds from such programs that are eligible to be used to support a coordinated public transportation service, and the annual amounts and sources of such funds that are actually used for client transportation or for transportation of persons in connection with agency-affiliated programs or services; such data shall be provided on a county basis;• Identify restrictions on existing programs that inhibit funds from such programs being used to pay for a coordinated public transportation service in rural counties;• Recommend changes in state or local laws or regulations that would improve the coordination of funds, facilities, vehicles or equipment and other resources used for transportation at the local level; and• Upon request, compile and forward to the commissioner any data or other information required by state law.

Required Membership

State statute requires the council to include these members:

- The commissioner of transportation or designee, who shall serve as chair;

- The director of the Office for the Aging or designee;
- The commissioner of education or designee;
- The commissioner of labor or designee;
- The commissioner of health or designee;
- The commissioner of the Office of Mental Health or designee;
- The commissioner of the Office of Mental Retardation and Developmental Disabilities or designee;
- The commissioner of social services or designee;
- The state advocate for the disabled or designee;
- The secretary of state or designee;
- The commissioner of agriculture and markets or designee;
- The director of the Office of Rural Affairs or designee;
- The director of the Division for Youth or designee; and
- Six additional members, all of whom shall be transportation providers or consumers representing rural counties, to be appointed to three-year terms. Two are to be appointed by the president pro-tempore of the Senate, two by the speaker of the Assembly, one by the minority leader of the Senate, and one by the minority leader of the Assembly. Efforts shall be made to provide a broad representation of consumers and providers of transportation services in rural counties when making such appointments.

Dedicated Funding	None.
Dedicated Staffing	The commissioner of transportation is to cause the Department of Transportation to provide staff assistance necessary for the efficient and effective operation of the committee.
Reporting Requirements	State statute requires the committee to submit a report to the governor and the legislature every Jan. 1.
Recent Activities	None.
Notes	Three bills are now pending in New York's legislature concerning the committee. One would change its duties and members (Senate Bill 7222). The other two would repeal it altogether (Senate Bill 4511 and Assembly Bill 7568).
Responding Agency	None.



North Carolina

North Carolina has a state coordinating council, the “North Carolina Human Service Transportation Council (HSTC),” established by an executive order, but it is inactive. See details below.

Status	Inactive (established but has no ongoing activities).
Legal Authority	Executive order (Executive Order No. 21, first enacted in 2002). This council replaced the North Carolina Human Service Transportation Council, which was created by Executive Order No. 78 in 1991.
Does This Authority Expire?	No.
Stated Purpose	<p>From executive order:</p> <ul style="list-style-type: none">• To undertake studies and demonstration projects that will enhance the coordination and delivery of human service transportation services in the safest, most cost-effective, efficient and customer-focused means possible;• To advise and make recommendations to the Department of Health and Human Services, the Department of Transportation and other state agencies concerning human service transportation policy;• To identify opportunities and barriers and recommend solutions to improve community transportation services; and• To develop and present an Annual Executive Summary of the Status of Human Service Transportation in North Carolina.
Required Membership	<p>The executive order requires the council to be composed of representatives from:</p> <ul style="list-style-type: none">• The Department of Health and Human Services;• The Department of Corrections;• The Employment Security Commission;• The Department of Administration;• The Department of Public Instruction; and• The Department of Transportation. <p>The secretaries or chairpersons of these departments may designate alternates to represent them on the council. Representation shall include any division that administers state or federal funds used to provide human service transportation, but the council shall be composed of no more than 25 members.</p>
Dedicated Funding	No funding is dedicated to the council itself. The North Carolina Department of Transportation and other state departments, however, pro-

vide financial support from their departmental funds for various costs associated with the provision of local human service transportation.

Dedicated Staffing

The Department of Health and Human Services and the Department of Transportation are to provide administrative support for the council.

Reporting Requirements

The council is required to submit the Annual Executive Summary of the Status of Human Service Transportation in North Carolina.

Recent Activities

None. This council is inactive, although the respondent noted that the state Department of Transportation has expressed its intent to start it up again at some point.

Responding Agency

North Carolina Department of Transportation.



North Dakota

North Dakota does not have a state coordinating council, based on NCSL research. No state stakeholder responded to confirm this.



Ohio

Ohio does not have a state coordinating council, as confirmed by a respondent from the Ohio Department of Transportation.



Oklahoma

Oklahoma has a state coordinating council, the "Governor's Oklahoma United We Ride Council." See details below.

Status

Active (established and meeting regularly, with ongoing activities).

Legal Authority

Executive order. The council was originally enacted in 2006 through

Executive Order 2006-20. In 2008, Executive Order 2008-31 continued the council, with some changes. The council was continued with no additional changes in 2011 by Executive Order 2011-10.

Does This Authority Expire?

No.

Stated Purpose

According to the 2008 executive order, the goal of the council is to provide a comprehensive assessment of existing state and federal human service transportation funding programs. The council shall evaluate the most effective and efficient use of human service transportation resources, including the coordination of transportation services and funding. This shall include assessing:

- Opportunities for and barriers to improved human service transportation;
- Overlap caused by duplicated agency efforts; and
- Service gaps to enhance citizen access to all available transportation resources.

The council shall review the transportation policies of state agencies that provide human service transportation to identify the most efficient methods for facilitating the coordination of human service transportation services. The council shall make recommendations addressing the standards and methods of activity reports; the contents of interagency agreements, including service assurances, financial commitments, monitoring and compliance plans; and the most appropriate and cost efficient service that can be accomplished through the coordination or consolidation of human service transportation resources.

Required Membership

The 2008 executive order requires the council to be composed of at least 26 but no more than 27 members, which shall include:

- The director of the Oklahoma Department of Commerce or designee;
- The director of the Oklahoma Department of Rehabilitation Services or designee;
- The commissioner of health or designee;
- The director of the Oklahoma Department of Human Services or designee;
- The commissioner of the Oklahoma Department of Mental Health and Substance Abuse Services or designee;
- The director of the Oklahoma Department of Veterans Affairs or designee;
- The director of the Oklahoma Department of Transportation or designee;
- The director of the Oklahoma Office of Disability Concerns or designee;
- The chief executive officer of the Oklahoma Health Care Authority or designee;
- The director of Oklahoma Employment Security Commission or

designee;

- The state superintendent of public instruction or designee;
- At least four members representing the transportation disadvantaged population, to be appointed by the governor;
- At least three members representing transportation providers, to be appointed by the governor;
- At least four members representing transportation disadvantaged organizations, to be appointed by the governor;
- At least three members representing community government organizations, to be appointed by the governor; and
- At least one member representing an Oklahoma nation or tribe, to be appointed by the governor.

Other members may be appointed, at the discretion and pleasure of the governor, representing each of the appropriate agencies involved in the coordination or use of human service transportation resources.

Dedicated Funding

None.

Dedicated Staffing

The Oklahoma Department of Rehabilitation Services provides administrative support.

Reporting Requirements

The 2008 Executive Order required the council to report to the governor annually starting Jan. 1, 2009; before this, the council had been required to make a report every six months.

Recent Activities

The most notable recent activity is the launch of MyRide at www.MyRide.ok.gov/. An information clearinghouse for public transportation resources, the site received more than 10,000 visits between its launch in 2013 and July 2014. The council partnered with the Oklahoma Association of Regional Councils, Heartline 2-1-1 and the state's transit providers to coordinate and host 11 half-day informational events—one in each region served by a regional council of government. More than 150 individuals attended, and evaluations indicate an interest in more events like this in the coming year.

Notes

More information is available on the council's website at www.MyRide.ok.gov/.

Responding Agency

Oklahoma Department of Rehabilitation Services.



Oregon

Oregon does not have a state coordinating council, as confirmed by a respondent from the Oregon Department of Transportation.



Pennsylvania

Pennsylvania does not have a state coordinating council.

According to a respondent from the Pennsylvania Department of Transportation, the state has a long history of coordinating specialized transportation services, with oversight from the department and input from other state agencies and stakeholders, to reduce duplication of efforts and incompatible policies. Coordinated services in the state include the Shared Ride Program for Senior Citizens, which is available in every county in the state. Several state agencies also completed a collaborative, comprehensive study of human service transportation in 2009,⁴⁷ as required by 2007 Penn. Laws, Act 44.



Rhode Island

Rhode Island does not have a state coordinating council.

According to a respondent from the Rhode Island Public Transit Authority, the state had a governor's task force from 1987 to 2009 that was established by an executive order and functioned similarly to a coordinating council. Since that time, there has been no entity with a function similar to a transportation coordinating council in the state.



South Carolina

South Carolina has a state coordinating council, the “South Carolina Interagency Transportation Coordination Council.” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	Executive order (Executive Order 2009-13, first enacted in 2009).
Does This Authority Expire?	No.
Stated Purpose	<p>From executive order:</p> <ul style="list-style-type: none">• To encourage the efficient development, implementation, operation, evaluation and monitoring of mass transit systems, both public and private; and• To increase coordination between the resource agencies in order to maximize the efficient use of public transportation.
Required Membership	<p>The executive order requires the council to be composed of the following members or their designee:</p> <ul style="list-style-type: none">• Secretary of Transportation;• Director of the Department of Social Services;• Director of the Department of Health and Human Services;• Director of the Department of Disabilities and Special Needs;• Director of the Employment Security Commission (now the Department of Employment and Workforce);• Director of the lieutenant governor’s Office on Aging;• Director of the Department of Vocational Rehabilitation;• Director of the Commission for the Blind;• Director of the Department of Mental Health;• Director of the Department of Commerce;• Executive Director of the Budget and Control Board;• Executive Director of the Office of Regulatory Staff;• Director of the Department of Veterans Affairs;• Chairman of the Senate Transportation Committee;• Chairman of the House Education and Public Works Committee;

- President of the Transportation Association of South Carolina;
- Chairman of the Commission for Minority Affairs;
- Representative of the Councils of Governments; and
- Governor-appointed at-large community representative.

Dedicated Funding

None.

Dedicated Staffing

The South Carolina Department of Transportation is to provide administrative support for the council.

Reporting Requirements

The council is required to submit these reports to the governor, the legislature, the Senate Transportation Committee, the House Education and Public Works Committee, and all member agencies:

- Quarterly progress reports;
- A five-year plan detailing future goals and needs for the state as it relates to coordinated statewide transportation;
- An annual report by Jan. 15 of each year that includes the council's actions, recommendations and accomplishments in the past year; a plan for funding coordinated statewide transportation and receiving federal matching funds or other funds as may be available; opportunities and barriers in coordinated statewide transportation; and recommendation of solutions to improve local transportation services.

Recent Activities

Under the auspices of an update to the statewide multimodal plan, the council is spearheading a review of the human service transportation infrastructure within the state. The focus is on non-emergency medical transportation, work-related transportation, and transportation needs of older adults and people with disabilities.

Responding Agency

South Carolina Department of Transportation.



South Dakota

South Dakota does not have a state coordinating council, as confirmed by a respondent from the South Dakota Department of Transportation.



Tennessee

Tennessee has a state coordinating council, the “Transportation Coordination Committee,” established in state law, but it is inactive. See details below.

Status	Inactive (established but has no ongoing activities).
Legal Authority	State legislation/statute (Tenn. Code Ann. §4-3-2311, first enacted in 2011).
Does This Authority Expire?	No.
Stated Purpose	<p>According to state statute, the committee is to study:</p> <ul style="list-style-type: none">• The improvement of the methods of delivery and coordination of transportation services by state departments and agencies, as well as transportation provided by local government and nonprofit agencies that are funded by state departments and agencies;• The effectiveness of existing services and the need for new types of services;• Improvements in the effective use of existing funding by state departments and agencies to maximize financial efficiency;• Reduction of barriers to the effective funding of transportation services;• Identification of new sources of transportation funding; and• Improvement of universal mobility for Tennessee citizens and visitors.
Required Membership	<p>State statute requires the committee to consist of these members:</p> <ul style="list-style-type: none">• One member of the Transportation and Safety Committee of the Senate and one other member of the Senate, each to be selected by the speaker of the Senate;• One member of the Transportation Committee of the House of Representatives and one other member of the House of Representatives, each to be selected by the speaker of the House of Representatives;• Two representatives of the Department of Transportation;• One representative of the Department of Human Services;• One representative of the Department of Children’s Services;• One representative of the Department of Finance and Administration;

- One representative of the Tennessee Department of Veterans Affairs;
- One representative of the bureau of TennCare;
- One representative of the Commission on Aging and Disability;
- One representative of the Tennessee Public Transportation Association; and
- A representative from each department or state agency as deemed necessary by the Department of Transportation.

Dedicated Funding	None.
Dedicated Staffing	None.
Reporting Requirements	State statute requires the Department of Transportation to present an executive summary for the committee to the Transportation and Safety Committee of the Senate and Transportation Committee of the House of Representatives annually.
Recent Activities	None.
Responding Agency	Tennessee Department of Transportation.



Texas

Texas does not have a state coordinating council, as confirmed by a respondent from the Texas Department of Transportation.

Past NCSL research indicates that the state has pursued a distinctly decentralized approach to coordination planning, with regional bodies taking the lead and state entities maintaining a strong supportive role.⁴⁸



Utah

Utah does not have a state coordinating council.

According to a respondent from the Utah Department of Transportation, the state's previous coordinating council—the "Utah United We Ride Workgroup," which was a voluntary group that first started meeting in 2004—has disbanded. The state Department of Transportation now leads a group of regional mobility managers who meet quarterly to share information and work on human service transportation trip coordination. This group coordinates as needed with state agencies, local representatives, public transit providers and the state transit association, but there is no state council at this time.



Vermont

Vermont has a state coordinating council, the “Vermont Public Transit Advisory Council (PTAC).” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute (Vt. Stat. Ann. tit. 24, §5084, first enacted in 2000).
Does This Authority Expire?	No.
Stated Purpose	From state statute: The advisory council shall serve as an advisory group to the Agency of Transportation on all matters relating to public transit service (including any fixed route, paratransit, transportation brokerage, user-side subsidy or rideshare/ride-match program that is available to all members of the public, including those with special needs).
Required Membership	State statute requires the council to consist of these members: <ul style="list-style-type: none">• The Secretary of Transportation or designee, who shall serve as chair;• Three representatives of the Vermont Public Transportation Association;• A representative of the Chittenden County Transportation Authority;• The Secretary of Human Services or designee;• The Commissioner of Labor or designee;• The Secretary of Commerce and Community Development or designee;• A representative of the Vermont Center for Independent Living;• A representative of the Community of Vermont Elders;• A representative of private bus operators and taxi services;• A representative of Vermont intercity bus operators;• A representative of the Vermont Association of Planning and Development Agencies;• A representative of the Vermont League of Cities and Towns;• A citizen appointed by the governor;• A member of the Senate, appointed by the Committee on Committees; and• A member of the House of Representatives, appointed by the speaker.

Dedicated Funding	Legislative members of the council are entitled to per diem compensation at the rate in effect for legislators during a special session, plus expense reimbursement. Council members who are not state employees are entitled to a \$50 per diem for each day devoted to their official duties, plus expense reimbursement. The revenue source for these payments, however, is unknown. No other dedicated federal or state funding was found.
Dedicated Staffing	None.
Reporting Requirements	None. The original legislation included a requirement that the advisory council would report on its activities to the House and Senate committees on transportation each year on or before Jan. 15, but this requirement was repealed in 2004.
Recent Activities	Recent activities include: <ul style="list-style-type: none"> • Advising on the 2014 update to the statewide Human Service Transportation Coordination Plan; • Advising on the recent bidding of the new intercity routes; • Reviewing the annual Route Performance Report and the budget priorities for the upcoming year; and • Reviewing various transit planning studies from the University of Vermont, the Governor’s Commission on Successful Aging, the Agency of Human Services, the Division of Disability and Aging Services’ transportation program for older adults and people with disabilities, and the go!Vermont trip planning initiative.
Responding Agency	Vermont Agency of Transportation.



Virginia

Virginia does not have a state coordinating council.

According to a respondent from the Virginia Department of Transportation, however, there are ongoing coordination initiatives. These include several state-level bodies with representatives from various state agencies and, in some cases, other stakeholders that work to coordinate transportation services across programs. Also, guided by the findings of the 2010 State Agencies Coordinating Transportation (2010) Work Group,⁴⁹ the state Department of Rail and Public Transportation continues to work regularly with other state agencies and stakeholders that have key roles in providing and coordinating transportation, including the Department for the Aging and Rehabilitative Services; the Department for the Blind and Vision Impaired; the Department of Medical Assistance Services; the Department of Behavioral Health and Developmental Services; the Department of Social Services; and the Virginia Board for People with Disabilities. In addition, the Department of Rail and Public Transportation promotes coordination of human service transportation by participating on state-level multidisciplinary study, policy and planning initiatives and by supporting and promoting regional and local coordination efforts.



Washington

Washington has a state coordinating council, the “Agency Council on Coordinated Transportation (ACCT).” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	None. The council was previously authorized by state statute (Wash. Rev. Code Ann. §§47.06B.010 et seq., first enacted in 1998), which expired in June 2012. The council has continued to meet voluntarily since that time. ⁵⁰
Does This Authority Expire?	NA.
Stated Purpose	The expired state statute identified the council’s purpose as to advance and improve accessibility to and coordination of special needs transportation services statewide.
Required Membership	<p>The expired state statute required the council to include these voting members:</p> <ul style="list-style-type: none">• The superintendent of public instruction or designee;• The secretary of transportation or designee,• The secretary of the Department of Social and Health Services or designee;• One representative from the Office of the Governor;• Three persons who are consumers of special needs transportation services, which must include one person designated by the executive director of the Governor’s Committee on Disability Issues and Employment and one person who is designated by the executive director of the Developmental Disabilities Council;• One representative from the Washington Association for Pupil Transportation;• One representative from the Washington State Transit Association;• Either a representative from the Community Transportation Association of the Northwest or a representative from the community action council association;• One person who represents regional transportation planning organizations and metropolitan planning organizations;• One representative of brokers who provide non-emergency, medically necessary trips to persons with special transportation needs under the Medicaid program administered by the Department of Social and Health Services;

- One representative from the Washington state Department of Veterans Affairs; and
- One representative of the state association of counties.

The respondent noted that the list above should now also include one representative from the Washington State Health Care Authority.

The expired statute also required these four nonvoting members:

- Two members from the House of Representatives, one from each of the two largest caucuses, appointed by the speaker of the House of Representatives, including at least one member from the House Transportation Policy and Budget Committee or the House Appropriations Committee; and
- Two members from the Senate, one from each of the two largest caucuses, appointed by the president of the Senate, including at least one member from the Senate Transportation Committee or the Senate Ways and Means Committee.

Dedicated Funding	None.
Dedicated Staffing	None.
Reporting Requirements	None.
Recent Activities	According to the respondent, recent activities include: <ul style="list-style-type: none"> • Producing the statewide human services transportation plan in 2013;51 and • Active work groups on veterans’ transportation; human service transportation planning; cost sharing; emergency management; and mobility management.
Notes	More information is available on the council’s website at www.wsdot.wa.gov/acct/ .
Responding Agency	Washington State Department of Transportation.



West Virginia

West Virginia has a state coordinating council, the “West Virginia Transportation Coordinating Council.” See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	Executive order (Executive Order No. 5-04, first enacted in 2004).
Does This Authority Expire?	No.

Stated Purpose From executive order: The council shall study issues pertaining to the effective and efficient use of transportation resources, including but not limited to:

- Coordination of transportation services;
- Elimination of waste and overlap caused by duplicated agency efforts; and
- Elimination of service gaps to enhance citizen access to all available transportation resources.

Required Membership The executive order requires the council to include these members:

- The state Coordinator, Americans with Disabilities Act;
- A representative of the Bureau of Senior Services;
- A representative of the Department of Education;
- A representative of the Workforce Development Division, Development Office;
- A representative of the Department of Transportation, who shall serve as chair;
- A representative of the Bureau for Public Health, Department of Health and Human Resources;
- A representative of the Bureau for Medical Services, Department of Health and Human Resources;
- A representative of the Bureau for Children and Families, Department of Health and Human Resources;
- A representative of the Office of Behavioral Health, Department of Health and Human Resources;
- A representative of the Fair Shake Network, a state advocacy program for the disabled;
- Two members representing the public transportation community;
- A member representing the emergency medical transportation providers' community;
- A member representing Perdidos, a state transportation advocacy organization; and
- Two members representing public transportation consumers with disabilities.

The governor, at his or her discretion, may appoint additional members. According to the respondent, Governor Manchin appointed two members from AARP representing older adults and another private citizen representing the general public as additional members of the council.

Dedicated Funding None.

Dedicated Staffing None found.

Reporting Requirements	The executive order requires the council to present a report of its progress to the governor, to both houses of the Legislature, and to the Joint Committee on Government and Finance before Dec. 1 each year of its existence.
Recent Activities	The council meets twice per year. A notable activity identified by the respondent was the publication of a coordination toolkit in 2006. ⁵²
Notes	More information is available on the council’s website at www.transportation.wv.gov/publictransit/Pages/WVTransportation.aspx .
Responding Agency	West Virginia Department of Transportation, Division of Public Transit.



Wisconsin

Wisconsin does not have a state coordinating council.

According to respondents from the Wisconsin Department of Transportation and the Greater Wisconsin Agency on Aging Resources, the state’s previous coordinating council—the “Interagency Council on Transportation Coordination (ICTC),” which was established by a governor’s directive in 2005⁵³—disbanded in 2008. The council’s final report recommended that it be made a more permanent body through an executive order,⁵⁴ but this has not yet occurred.



Wyoming

Wyoming has a state coordinating council, its name still to be determined, but it is inactive. See details below.

Status	Inactive (established but has no ongoing activities).
Legal Authority	None. State agencies and other stakeholders first started to develop the council in 2011 as a voluntary effort.
Does This Authority Expire?	NA.
Stated Purpose	According to the respondent, the goal of the council is to coordinate various existing programs and resources to make transportation more readily accessible to the citizens of Wyoming.
Required Membership	No required membership. According to the respondent, the majority of current members are representatives of state agencies who convene voluntarily to address issues at the state level that have been identified

	by their respective clients.
Dedicated Funding	None.
Dedicated Staffing	None.
Reporting Requirements	None.
Recent Activities	The council so far had one meeting in 2013, but most of the participants have since taken new positions. The council currently is inactive but regrouping.
Responding Agency	Wyoming Department of Transportation.

Profiles for Other U.S. Jurisdictions

Only data for the Northern Mariana Islands, from which NCSL received a completed questionnaire, is included below. NCSL does not have data for American Samoa, the District of Columbia, Guam, Puerto Rico or the U.S. Virgin Islands.



Northern Mariana Islands

Northern Mariana Islands has a state coordinating council, the “Commonwealth Public Transportation Advisory Board,” located within the Office of Transit Authority. See details below.

Status	Active (established and meeting regularly, with ongoing activities).
Legal Authority	State legislation/statute. The council was first created by Pub. Law 17-43 in 2011, then amended by Pub. Law 18-51 in 2014.
Does This Authority Expire?	No.
Stated Purpose	According to the respondent, the board has an advisory role wherein, in conjunction with the Commonwealth Office of Transit Authority, it is to assess the commonwealth’s transportation needs and develop a viable public transportation system.
Required Membership	In 2014, Public Law 18-51 reduced the membership of the board from 10 members to these six: <ul style="list-style-type: none"> • The special assistant for public transportation; • The secretary of the Department of Public Works; • A representative from the public school system; • A representative of the mayor of the first and second senatorial districts; and • A representative from the business community.

One member must be female and one must be of Carolinian descent.

Dedicated Funding

None. The respondent notes, however, that although the enabling legislation did not dedicate separate funding to support the board's functions, the Commonwealth Office of Transit Authority provides financial support to the board for carrying out its mandated responsibilities. For example, this financial support has helped defray travel expenses for board members who are traveling from the other two islands to Saipan and other meeting expenses when the board meets on the other two islands once per year.

Dedicated Staffing

The Commonwealth Office of Transit Authority designated its administrative officer to assist and provide support to the the board.

Reporting Requirements

None. The board takes part in deveopment of the Commonwealth Office of Transit Authority's Annual Performance report, which is due each Jan. 10 to the governor and presiding officers of the Legislature.

Recent Activities

Recent activities include:

Actively advising the Commonwealth Office of Transit Authority on issues and matters affecting its enabling legislation; and

Participating in the Commonwealth Office of Transit Authority's Ad Hoc Committee on Bus Stop Designation. The committee's report will be used to design and build 180 bus stops for the Saipan Fixed-Flex Route System.

In addition, the new six-member board was just appointed by the governor and so is undergoing a reorganization process that includes attending a new board membership orientation, conducting its first meeting, electing a new chair and amending its bylaws.

Responding Agency

Commonwealth Office of Transit Authority.

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- National Conference of State Legislatures (NCSL). *Human Services Transportation Coordination*. Denver: NCSL, 2013, www.ncsl.org/research/transportation/human-services-transportation-coordination.aspx.
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- Rall, Jaime, and Nicholas J. Farber. *Regional Human Service Transportation Coordinating Councils: Synthesis, Case Studies and Directory*. Denver: NCSL, 2012, www.ncsl.org/research/transportation/regional-coordinating-councils-report.aspx.
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- Sundeen, Matt, James B. Reed, and Melissa Savage. *Coordinated Human Service Transportation: State Legislative Approaches*. Denver: NCSL, 2005, www.ncsl.org/documents/transportation/item014232.pdf.

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- ¹ Administration on Aging, Aging Statistics (Washington, D.C.: Administration on Aging, n.d.), http://www.aoa.acl.gov/Aging_Statistics/index.aspx (last visited Nov. 30, 2014).
- ² Linda Bailey, Aging Americans: Stranded Without Options (Washington, D.C.: Surface Transportation Policy Project, 2004).
- ³ Ibid.
- ⁴ Transit Cooperative Research Program, Economic Benefits of Coordinating Human Service Transportation and Transit Services (TCRP Report 91) (Washington, D.C.: Transportation Research Board, 2003), http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_91.pdf.
- ⁵ For more information about regional coordinating councils, see Jaime Rall and Nicholas J. Farber, Regional Human Service Transportation Coordinating Councils: Synthesis, Case Studies and Directory (Denver: NCSL, 2012), <http://www.ncsl.org/research/transportation/regional-coordinating-councils-report.aspx>.
- ⁶ Federal Coordinating Council on Access and Mobility (CCAM), 2011 – 2013 Strategic Plan (Washington, D.C.: CCAM, n.d.), http://www.unitedweride.gov/1_1738_ENG_HTML.htm.
- ⁷ Transit Cooperative Research Program, Strategies to Increase Coordination of Transportation Services for the Transportation Disadvantaged (TCRP Report 105) (Washington, D.C.: Transportation Research Board, 2004), http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_105.pdf.
- ⁸ Matt Sundeen, James B. Reed, and Melissa Savage, Coordinated Human Service Transportation: State Legislative Approaches (Denver: NCSL, 2005), <http://www.ncsl.org/documents/transportation/item014232.pdf>.
- ⁹ Nicholas J. Farber and James B. Reed, State Human Service Transportation Coordinating Councils: An Overview and State Profiles (Denver: NCSL, 2010), <http://www.ncsl.org/documents/transportation/HSTCCover.pdf>.

- ¹⁰ The full text of the original questionnaire is available from the authors upon request.
- ¹¹ For more information about regional coordinating councils, see Jaime Rall and Nicholas J. Farber, *Regional Human Service Transportation Coordinating Councils: Synthesis, Case Studies and Directory*.
- ¹² National Cooperative Highway Research Program, *Research Results Digest 354: A Review of Human Services Transportation Plans and Grant Programs* (Washington, D.C.: Transportation Research Board, 2011), http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rrd_354.pdf.
- ¹³ *Ibid.*
- ¹⁴ All direct quotes are from responses to the 2014 NCSL questionnaire unless otherwise cited.
- ¹⁵ For more information about mobility management, see United We Ride, *Mobility Management Strategies* (Washington, D.C.: United We Ride, n.d.), http://www.unitedweride.gov/1_8_ENG_HTML.htm; and James B. Reed, “Transportation Mobility Management” [LegisBrief] (Denver: NCSL, 2008), <http://www.ncsl.org/research/transportation/transportation-mobility-management.aspx>.
- ¹⁶ Almost all the data about regional coordinating councils is drawn from Rall and Farber, *Regional Human Service Transportation Coordinating Councils*. The one exception is Arkansas, which, during the course of this research, was reported not to have regional coordinating councils, counter to the 2012 data.
- ¹⁷ Rall and Farber, *Regional Human Service Transportation Coordinating Councils*.
- ¹⁸ Georgia Department of Transportation Transit Planning Services, *Rural and Human Services Transportation Study – Phase II Technical Memorandum* (Atlanta: Georgia Department of Transportation, 2012), <http://www.dot.ga.gov/localgovernment/intermodalprograms/transit/Documents/RHST/Report%20Documents/PhaseII.pdf>.
- ¹⁹ Georgia’s combined approach is further discussed in Rall and Farber, *Regional Human Service Transportation Coordinating Councils*, 10.
- ²⁰ Alaska Community and Public Transportation Advisory Board, *Alaska Community and Public Transportation Advisory Board: Strategic Plan* (Juneau: Alaska Community and Public Transportation Advisory Board, 2013), <http://www.dot.state.ak.us/stwdplng/cptab/docs/CPTABSTRATEGICPLAN31JUL2013.pdf>.
- ²¹ For more information about the “Arizona Rides” council, see the original executive order at <http://azmemory.azlibrary.gov/cdm/ref/collection/execorders/id/479> and the council’s annual reports from 2006 and 2007 at <http://azmemory.azlibrary.gov/cdm/ref/collection/statepubs/id/5600>.
- ²² For more information about the Olmstead Advisory Committee, see <http://www.chhs.ca.gov/Pages/OlmsteadAdvisoryCommittee.aspx>.
- ²³ For more information about the governor’s initiative that initially established the council in 2005, see Colorado Interagency Coordinating Council for Transportation Access and Mobility, *United We Ride Strategic Action Plan* (Denver: Colorado Interagency Coordinating Council for Transportation Access and Mobility, 2006), http://www.unitedweride.gov/Colorado_State_Action_Plan.pdf.
- ²⁴ *Ibid.*
- ²⁵ Colorado Interagency Coordinating Council for Transportation Access and Mobility, *Handbook for Creating Local Coordinating Councils in Colorado* (Denver: TransitPlus, 2009), https://www.drmac-co.org/pdfs/Local_Coordinating_Council_Handbook.pdf.
- ²⁶ In fact, the state law that previously mandated state-level coordination was repealed in 2002. See the Connecticut entry in Matt Sundeen, James B. Reed, and Melissa Savage, *Coordinated Human Service Transportation: State Legislative Approaches*.

- ²⁷ For more information about Florida’s coordinated system, see Nicholas J. Farber and Jaime Rall, Human Service Transportation Coordination State Profile: Florida (NCSL: Denver, 2010), <http://www.ncsl.org/research/transportation/state-coordinating-councils-overview-and-profiles.aspx>. Additional details are available in the commission’s most recent annual report: Florida Commission for the Transportation Disadvantaged, 2013 Annual Performance Report (Tallahassee: Florida Commission for the Transportation Disadvantaged, 2014), <http://www.dot.state.fl.us/ctd/docs/APR/2013/APR2013Final.pdf>.
- ²⁸ See <http://www.dot.state.fl.us/ctd/events/events.htm>.
- ²⁹ See <http://www.dot.state.fl.us/ctd/tollpermit/tollpermitprogram.htm>.
- ³⁰ See the most recent report, from the 2013 reporting year, at http://www.grta.org/rhst/docs/2013_RHST_Report.pdf.
- ³¹ For more information about Iowa’s coordinating council and how its role has developed over time, see Alice Wheet and Jaime Rall, Human Service Transportation Coordination State Profile: Iowa (NCSL: Denver, 2011), <http://www.ncsl.org/research/transportation/state-coordinating-councils-overview-and-profiles.aspx>.
- ³² Survey results are available at <http://www.iowadot.gov/transit/itcc/pdf/Volunteer%20Transportation%20Programs%20Survey%20Results%20Report%20Final.pdf>.
- ³³ See <http://www.news.iowadot.gov/newsandinfo/2014/04/registration-is-open-until-april-14-for-2014-passenger-transportation-summit.html> for more details about the 2014 Passenger Transportation Summit.
- ³⁴ For more information about the governor’s initiative that initially established the council in 2004, see the council’s website at <http://www2.ku.edu/~kutcc/cgi-bin/uvw/index.php>.
- ³⁵ For more information about Kentucky’s approach to coordination, see Nicholas J. Farber, Human Service Transportation Coordination State Profile: Kentucky (NCSL: Denver, 2010), <http://www.ncsl.org/research/transportation/state-coordinating-councils-overview-and-profiles.aspx>.
- ³⁶ The 2004 executive order can be viewed online at http://www.maine.gov/tools/whatsnew/index.php?topic=Gov_Executive_Orders&id=21365&v=article2011.
- ³⁷ Maine Department of Transportation, Maine Department of Health and Human Services, and Maine Department of Labor, Governor’s Interagency Transportation Coordinating Committee’s 2013 Annual Report (Augusta: Maine Department of Transportation, Maine Department of Health and Human Services, and Maine Department of Labor, 2013), <http://www.maine.gov/mdot/ptp/documents/itcc/2013/2013ITCCAnnualReport.pdf>.
- ³⁸ For more details about the committee’s recent activities, see its 2013 report to the governor at http://dlslibrary.state.md.us/publications/Exec/MDOT/EXORD01.01.2010.10_2013.pdf.
- ³⁹ Statewide Coordinating Council on Community Transportation, Statewide Coordinating Council on Community Transportation Operating Principles (Boston: Statewide Coordinating Council on Community Transportation, 2013), <http://www.massdot.state.ma.us/Portals/12/docs/SCCCT/operatingPrinciples092313.pdf>.
- ⁴⁰ Executive Order 530 Community, Social Service and Paratransit Transportation Commission, Final Report (Boston: Executive Order 530 Community, Social Service and Paratransit Transportation Commission, 2012), http://www.massdot.state.ma.us/Portals/12/docs/SCCCT/EO530_Report071912.pdf.
- ⁴¹ Frank Douma and Thomas Garry, Vehicle Sharing Among Human Service Providers in Minnesota: Steps to Address Barriers (St. Paul: Minnesota Council on Transportation Access, 2013), http://www.coordinatemntransit.org/MCOTA/documents/MCOTA_VehicleSharing_Report_2013.pdf.
- ⁴² Frank Douma and Thomas Garry, NEMT Coordinators in Minnesota: A Survey of How

Minnesota Counties Use Coordinators to Deliver Non-Emergency Medical Transportation (St. Paul: Minnesota Council on Transportation Access, 2013), http://www.coordinatemn-transit.org/MCOTA/documents/MCOTA_NEMTCoordinatorReport_2013.pdf.

- ⁴³ Zhirong “Jerry” Zhao, *Calculating Benefits of Transit Coordination: Minnesota Case Studies* (St. Paul: Minnesota Council on Transportation Access, 2013), http://www.coordinatemn-transit.org/MCOTA/documents/MCOTA_econ_casestudies_2013.pdf.
- ⁴⁴ State Coordinating Council for Community Transportation, *Sixth Annual Report to the Governor and Legislature: December 2013* (Concord, N.H.: State Coordinating Council for Community Transportation, 2013), http://www.nh.gov/dot/programs/scc/documents/SC-C2013AnnualReport_Final.pdf.
- ⁴⁵ *Ibid.*
- ⁴⁶ A list of New Jersey executive orders, with links to full text, is available on the state’s website at <http://nj.gov/infobank/circular/eoindex.htm>.
- ⁴⁷ Pennsylvania Department of Transportation, Pennsylvania Department of Public Welfare, Pennsylvania Department of Aging and Pennsylvania Office of the Budget, *Human Service Transportation Coordination Study: Summary Report* (Harrisburg, Pa.: Pennsylvania Department of Transportation, Pennsylvania Department of Public Welfare, Pennsylvania Department of Aging and Pennsylvania Office of the Budget, 2009), <ftp://ftp.dot.state.pa.us/public/bureaus/PublicTransportation/HST%20Coordination%20Study%207-16-09.pdf>.
- ⁴⁸ For more information about Texas’ decentralized approach to coordination, see Alice Wheet, *Human Service Transportation Coordination State Profile: Texas* (NCSL: Denver, 2012), <http://www.ncsl.org/research/transportation/state-coordinating-councils-overview-and-profiles.aspx>.
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NCSL Contacts

Jim Reed
303-856-1510
Jim.Reed@ncsl.org

Amelia Myers
303-856-1519
Amelia.Myers@ncsl.org



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William T. Pound, Executive Director

7700 East First Place, Denver, Colorado 80230, 303-364-7700 | 444 North Capitol Street, N.W., Suite 515, Washington, D.C. 2001, 202-624-5400

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