



CHAPTER XV

Implementation Steps

This chapter briefly describes the next steps toward implementation of coordination strategies. As mentioned in earlier chapters, some coordination activities are already occurring among various agencies in Boone County. This report has provided the inventory of existing transportation resources, the needs assessment for transportation services, and potential coordination strategies. The community must now determine which coordination strategies to pursue and responsibilities for implementation.

REQUIREMENTS FOR COORDINATED TRANSPORTATION PLANS

SAFETEA-LU includes a requirement that any funding for projects under the Federal Transit Administration (FTA) Section 5310 program, the Jobs Access Reverse Commute (JARC) program, and the New Freedom program must be derived from a locally developed coordinated human services transportation plan. Some of the human services transportation providers in Boone County may be eligible for funding under the Section 5310 program, while some of the enhanced services discussed in Chapter XIV may be eligible for funding under the JARC or New Freedom program. Without support of a local coordinated transportation plan, these activities will not be eligible for funding under these specific federal programs.

Although funding for urban area public transit programs may not require a coordinated human service transportation plan, local transit services are expected to be part of the local plan to meet the needs of low-income households, seniors, and those with disabilities.

As the coordination strategies are selected and implementation actions identified, the process should consider the requirements of these specific funding programs to ensure that the coordination activities are eligible for the widest range of potential funding sources.

PARTNERSHIPS

The first step toward implementation of any new coordination strategies will be the formation of partnerships. The specific coordination strategies will depend on which agencies are interested and willing to participate. The Mid-Missouri Transportation Alliance should be seen as a starting point toward



formation of partnerships to implement any coordination strategies. Through the



Alliance, potential partnerships may be identified. The partnership could be formed by the entire Mid-Missouri Transportation Alliance or a smaller group of agencies interested and willing to pursue any of the specific strate-

gies. To begin the process, these partnerships may be informal, but to implement some of the strategies may later require formalization of the partnership through a Memorandum of Agreement or contract. The more formal arrangement will not be necessary until required to implement a specific strategy.

SELECT COORDINATION STRATEGIES

This study has identified potential coordination strategies for Boone County. The community must now determine which specific strategies to pursue and the priorities for implementation. Selection of specific strategies will depend to a large extent on which agencies are interested and willing to participate. For example, sharing of vehicles and joint purchasing could occur among two or more smaller transportation providers while development of a one-call center for all transportation services will require the participation of Columbia Transit and OATS. As the partnerships are formed, many of the coordination strategies will be identified by the nature of the particular partnership.

It will be important to determine priorities for implementing the various coordination strategies. Some may be implemented easily with little or no cost, while others may require a significant investment of time, resources, and funds. Some strategies may require incremental steps to implement the full strategy. As an example, consolidation of services may require initial steps of cooperation before consolida-

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tion can be achieved. Prioritization will be necessary to develop an implementation plan.

IMPLEMENTATION PLAN

The coordination implementation plan will identify those steps necessary to implement each of the selected coordination strategies. For each selected coordination strategy, the implementation plan should describe the strategy to be implemented, the specific goal to be achieved, the steps necessary for successful implementation, the responsible individual or agency, and timing for each of the implementation steps. Care should be taken to ensure that the timing for implementation is realistic and that there are no conflicts among implementation steps for different strategies. A comprehensive schedule should be developed showing all implementation steps so that coordination of implementation activities can occur. It would be beneficial to have a single point of contact to monitor and oversee all implementation activities while responsibilities for specific steps are assigned to the responsible agency. This may be an appropriate role for the Mid-Missouri Transportation Alliance.