

**COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION  
PLAN  
(Section 5310, 5316 & 5317 Programs)**

This template is predicated upon SAFETEA-LU and the March 15, 2006 Federal Register notice issued by the Federal Transit Administration (FTA).

Definition: Coordinated Public Transit Plan (CPTP) is a unified comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out strategies for meeting these needs, and prioritizes services. The CPTP should maximize the programs' (5310, 5316 & 5317) collective coverage by minimizing duplication of services.

Planning Process: The CPTP, required for all three programs in Federal FY 2007, can either be developed separately from the metropolitan and statewide transportation planning processes and then be incorporated into the broader plans, or be developed as a part of these aforementioned processes. The CPTP should follow the update cycles for Metropolitan Transportation Plans, that is four years in air quality non-attainment areas, and five years in air quality attainment areas. FTA recommends, however, that there be periodic updates of the CPTP to harmonize with the annual competitive selection process.

Designating a lead agency to develop the CPTP is a local decision. The lead agency does not need to be the same agency as the designated FTA recipient of section 5316 and section 5317 funding.

The lead agency should document all efforts made to solicit public participation. Outreach can entail public notices or flyers in centers of community activity, newspaper or radio announcements, email lists, Web postings and letters to various interested parties. FTA suggests using a multitude of different strategies to solicit participation in the planning process. CPTP should include programs sponsored by other Federal, State and local agencies to strengthen its impact.

Public Participation/Potential Groups:

- Transportation Planning Agencies
- Public/Private Transit Providers
- Non-profit Transportation Providers
- Human Service Agencies
- ADA Para-transit Providers
- Intercity Bus Operators
- Business Community
- Job Training/Placement Agencies
- Elected Officials
- Advocacy Organizations
- Community-Based Organizations
- Taxi Service Providers
- Tribal Governments
- Economic Development Agencies
- Transit Riders & Potential Riders– targeted population

Key CPTP Elements:

1. An inventory of available transportation services that identifies areas of redundant service and gaps in service;
2. An assessment of needs for individuals with disabilities, older adults, and persons with limited incomes;
3. Strategies to address the identified gaps in service;
4. Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources; and
5. Prioritization of implementation strategies.

FTA suggests that States and communities use the *United We Ride Framework for Action* in the development of the CPTP. The Framework for Action (<http://www.unitedweride.gov>) is a self-assessment tool that addresses each of the core elements of a fully coordinated transportation system. Useful components of this document are:

- Making Things Happen by Working Together
- Taking Stock of Community Needs & Moving Forward
- Putting Customers First
- Adapting Funding for Greater Mobility
- Technology
- Moving People Efficiently

Project Selection: Projects selected for funding under Sections 5310, 5316 and 5317 should be derived from a locally developed CPTP that included a public participatory process. Those projects must be incorporated into the TIP or STIP by the MPO in urbanized areas with populations of 50,000 or more, or into the STIP by the State for areas under 50,000 in population.

The designated FTA recipient of program funds must conduct an annual competitive selection process that is separate from the planning process. Grants should be awarded on a competitive basis. The designated program recipient must certify to FTA that the funds were distributed in an equitable and fair manner.

Designated Recipients:

Section 5310 – Caltrans/DMT (statewide)

Section 5316 & 5317 –

- MPO (5307 or alternate entity\*) in large urbanized areas (population over 200,000) -- \*Recommended that this not be a provider of transit services
- Caltrans/DMT in small urbanized areas (population 50,000-200,000) and non-urbanized areas (population under 50,000)