

# Best Practices: Coordinated Public Transit – Human-Services Transportation Plans

**Project Team: Kelly James, Undergraduate Public Policy Fellow**  
Julia O’Hanlon and Marcia Scott, Policy Scientists

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## Introduction

The Institute for Public Administration at the University of Delaware is conducting a multi-phase project on behalf of the Delaware Transit Corporation (DTC) involving mobility and specialized coordination. Delaware’s Coordinated Public Transit-Human Service Transportation Plan has not been updated since 2007 and does not align with the federal standards set by the 2015 Fixing America’s Surface Transportation (FAST) Act.

Delaware needs to update its Coordinated Plan to:

1. Identify transportation needs of “transportation-disadvantaged” populations
2. Provide strategies for meeting those needs
3. Identify high-priority projects/programs and strategically allocate section 5310 program funding



*Kelly James and Delaware Transit Corporation CEO John Sisson*

### *Section 5310 Competitive Selection Criteria: New York State (NYS) DOT*

5 CORE Project Selection Criteria	Max Pts.
Primary purpose/system description	15
Consumer demographics	10
Performance measures	10
Public participation and coordination	10
Past performance in Section 5310 Program	5
<b>Traditional (Capital) Projects</b>	50
<b>Operating Assistance Projects</b>	50
<b>Non-Traditional (Mobility Management) Programs</b>	50

### *Section 5310 Competitive Selection Criteria: Durham-Chapel Hill-Carrboro (DCHC), NC MPO*

Traditional (Capital) and Non-Traditional Programs	Max Pts.
Project need/goals and objectives	30
Implementation plan	15
Project budget	15
Program effectiveness and performance indicators	25
Program effectiveness and performance indicators	10
Innovation	5

### *Section 5310 Competitive Selection Criteria: East-West Gateway COG*

Traditional (Capital)	Max Pts.	Non-Traditional Programs	Max Pts.
Needs and benefits	30	Needs and benefits	30
Vehicle request type	25	Project readiness and technical capacity	30
Utilization	25	Utilization	10
Service coordination	10	Service coordination	25
Applicant’s operating experience	10	Project innovation	5

## Process

A goal of the Phase II project is to determine how other state departments of transportation Metropolitan Planning Organizations and Regional Councils/Councils of Government use the Coordinated Plan as a framework to prioritize strategies and allocate Section 5310 program funds. Research tasks included:

- Conducting a literature review of select coordinated plans that were developed after the December 2015 adoption of the FAST Act
- Analyzing “best practices” of coordinated plans to determine the process used to determine applicant eligibility and establish a competitive application process to strategically allocate Section 5310 Program funds
- Identifying “best practice” coordinated plans, with competitive selection frameworks and scoring criteria

## Conclusions

An analysis of select coordinated plans (adopted after the FAST Act) suggests that competitive project evaluation and selection process for Section 5310 Program funding have been established to align with new federal policy guidelines. Separate processes may be used to evaluate and score Section 5310 traditional (capital) projects and non-traditional (mobility management) projects.