



# **Sustaining Inclusion:**

## **How Past Inclusive Planning Projects Kept Inclusion Going**



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*The National Association of Area Agencies on Aging*

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## **ICT Grantee Follow-Up Survey Research Report: Executive Summary**

Beginning in September 2012, the Administration for Community Living of the U.S. Department of Health and Human Services began funding the Inclusive Transportation Planning Project to test and develop inclusive approaches to transit planning and development.

This research project explores how funded projects sustained inclusive practices and longer-term outcomes after grant funding ended. Prior project evaluations found that inclusive practices increased, transit problems and solutions were identified, a limited number of solutions moved towards implementation, and participants were satisfied with inclusive planning processes and felt their opinions were heard. However, it was not clear whether grantees continued inclusive planning practices after the Transit Planning 4 All grant funding ended.

Based on self-reported information during this research, we can definitively say that inclusive coordinated transportation planning continued. More than 90% of respondents reported that they continued inclusive transportation planning with half of all respondents reporting consistent inclusive planning. Almost 90% of grantees reported involving participants in operations. Successful practices included: meeting with stakeholders/riders; continued pursuit of funding opportunities; maintaining/expanding advisory committees; and continued work with partners. The Coronavirus epidemic limited some sustainability, with nearly 70% of former grantees indicating that Coronavirus frequently impacted inclusion.

More than 3 in 4 of former grantees reported that transit/mobility options increased with some regularity after their grants concluded. All but one former grantee reported that awareness of the value of community transportation increased with some regularity.

About 70% of former grantees said they worked consistently within their communities to promote the value of inclusion of people with disabilities and older adults. In addition, more than 70% of former grantees indicated that the grant led to lasting changes in the way the community viewed involvement of people with disabilities and older adults.

Some former grantees mentioned that their organization was already highly committed to inclusion of people with disabilities and older adults when their funded project started. While it is possible that organizations that were already highly committed to inclusion applied for Transit Planning 4 All grants to expand inclusive practices, inclusive practices clearly were sustained after grant funding ended. Transit and mobility options and quality for people with disabilities and older adults increased. Communities were made more aware of the value of inclusion, and lasting changes to communities were regularly made.



# **ICT Grantee Follow-Up Survey Research Report**

## **Introduction and Background**

This research project focuses on a set of research questions derived from earlier project evaluation work. The report seeks to address the sustainability of inclusive practices and the longer-term outcomes that resulted after grant funding ended. Through earlier phases of the Transit Planning 4 All project, grantees were funded and empowered to institute inclusive practices that expanded the role of people with disabilities and older adults (participants) in transit planning. Prior research efforts including monthly grant reporting, annual evaluation activities, and a comprehensive evaluation report found that projects were successful in improving inclusive practices, identifying and proposing solutions to transit problems, and in some cases implementing solutions. Most importantly in almost all cases, participants were satisfied with the inclusive planning processes and felt their opinions were heard.

However, it was not clear whether grantees continued inclusive planning practices and involvement of participants after the Transit Planning 4 All grant funding ended. This research project addresses those issues.

In 2013, the national Inclusive Coordinated Transportation Project (also called Transit Planning 4 All) began awarding short-term inclusive coordinated transit planning grants to communities to demonstrate that inclusion of people with disabilities and older adults would lead to expanded and sustained inclusion and improvements in transit planning and operations. Grants were awarded in six rounds, with three rounds open to nonprofit and government agencies based on an open competitive process (Rounds 1, 4, and 5), and three rounds open only to existing grantees (Round 2, 3, and 6). The length of time that grantees received funding ranges from 7 months to 30 months. A total of 39 projects were involved in one or more of these grant rounds.

During the time that grantees received grant funding, the Project has demonstrated that grantees expanded the degree of active and meaningful inclusion of participants, that participant and partner agencies were highly satisfied with the inclusion process, and that participants felt that their opinions were heard and that their involvement made a difference.

DJB Evaluation and CTAA conducted a review to collect contact information across the grant projects, and identify whether the original grantee lead organization project directors, who would be most familiar with questions of sustainability, were still with the lead grant agency and might be available to participate in research. One of the 39 lead organizations had ceased operations, leaving a frame of 38 grant agencies. In total, 21 original contacts were still with their agencies, and 17 alternative contacts were identified. Advance emails were sent to alternative contacts to verify that individuals identified could respond to the survey.

A survey instrument was developed to focus on three areas:

1. Sustainability of Inclusive Practices
2. Inclusive Planning and Transit/Mobility Outcomes
3. Impact on Transit and Human Services Partners

An online survey was set up using Survey Monkey. Respondents were sent the original link, and at least three reminders were sent to contacts who had not yet completed the survey. The survey was open for two weeks. A copy of the survey introduction, definitions, and survey instrument are included in Appendix 4.

A total of 26 former grantees provided responses, with 12 former grantees not responding, for an overall response rate of 68.4%. Of the non-respondents, seven were from Round 1, the oldest and shortest cohort (6 months). Two non-respondents had been involved in multiple rounds, and three non-respondents were from Round 4 (14 months). In theory, the high number of single round and shorter-term grantees may mean that non-respondents had a greater chance of not continuing inclusive practices after the end of the grant. That said, a number of Round 1 and Round 4 only grantees responded to the survey (4 and 5, respectively) so that these cohorts are well-represented in the survey (35% of all respondents). The strong and representative responses received indicate that survey responses are likely to be generalizable to the population of former grantees.

It should be noted that survey responses are based on self-reporting, and have not been independently verified. Respondents were informed that participation was voluntary and would not affect future funding opportunities. Former grantees demonstrated a high degree of honesty and were forthcoming during their grants, so there is no reason to assume that former grantees minimized or exaggerated their experience.

The timing of the survey might have influenced some responses given that the survey was conducted in the midst of the COVID-19 outbreak. Staying connected with, and maintaining the interest of participants had previously been identified by grantees as challenges. The survey included one survey item specifically related to the impact of COVID-19 on inclusive activities. Some respondents identified COVID-19 when asked in general about challenges to inclusion. These responses are discussed below.

Each of the 26 former grantee responses is included in Appendix 1. These responses provide a “profile” to comprehensively understand the experience of each former grantee.

In the sections below, responses from each of the survey items are summarized. Open-ended responses to follow-up survey items are used to illustrate the conclusions on the closed-ended items. Because inclusive practices may be either systemic or related to specific, intermittent projects, closed-ended items were built around frequency of activities, with possible responses including “Never” and “Once” (deemed to be less frequent), and “More Than Once” and “Consistently” deemed to be more frequent. These are summarized via tables with discussion/summary of results. Open-ended items were qualitatively analyzed to look for consistent patterns and themes. Since grantee outcomes vary from community to community, open-ended items on grantee outcomes are presented by grantee, rather than attempting to summarize across grantee outcomes.



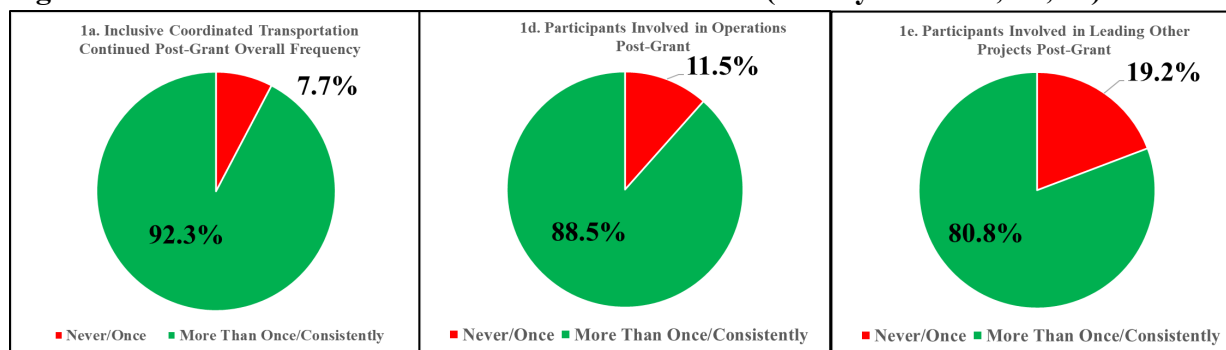
## Section 1: Sustainability of Inclusive Practices

While earlier research demonstrated that inclusive practices increased while grantees were receiving grants and reporting on the extent of inclusion, it was not known whether inclusive practices continued once grant funding ended. This section of the Transit Planning 4 all former grantee survey was intended to determine if inclusive practices continued.

Survey items 1a, 1d and 1e examined if former grantees continued involvement of people with disabilities and older adults after their grants. Results for these items were as follows:

- **1a. ICT Continued:** Over 92% of the respondents reported that inclusive transportation planning continued, with 50% of all respondents reporting consistent inclusive planning. Only 2 respondents (7.7%) reported “once” or “never.”
- **1d. Involvement in Program Operations:** This survey item examined if former grantees limited inclusion to the planning process or involved participants in active and meaningful ways in operations. Involvement in program operations occurred consistently or more than once for 88.5% of former grantees. Only 3 grantees (11.5%) reported one-time or no involvement in operations.
- **1e. Leading Other Projects:** More than four in five former grantees (80.8%) consistently involved participants in leading other projects, with half overall (50%) indicating they did so more than once. Five former grantees (19.2%) never involved participants in leading other projects.

**Figure 1: Did Inclusion Continue After Grants Ended? (Survey Items 1a, 1d, 1e)**



While inclusive practices more frequently continued with former grantees, inclusive leadership on newer projects was a bit less frequent.

Survey item 1b was an open-ended follow-up to question 1a. It asked former grantees to describe how their projects were able to sustain inclusive practices, and if the organization did not continue inclusive planning, what went into that decision. As noted above, the vast majority of former grantees continued inclusive coordinated transportation planning. Below are some examples from former grantees that both explain sustainability and might provide examples for other inclusive projects. Complete open-ended responses by question can be found in Appendix 2 and by grantee in grantee profiles in Appendix 3.

In the open-ended responses, grantees identified the following practices as supporting continued inclusion. The number of grantees that reported a practice is included in parentheses.

- Meeting with Stakeholders/Riders (6): While it sounds intuitive, the most frequently cited approach to continuing inclusion was to continue meeting with riders and stakeholders.
- Continued Seeking/Obtaining Grants/Funding Opportunities (4): Four grantees reporting seeking additional funding to either keep inclusive practices going, or used inclusive practices in seeking additional funding.
- Continued Inclusion in Projects, Decision Making (4): Four former grantees indicated that they continued inclusive practices in other projects or in decision making.
- Maintaining/Expanding Citizen/Stakeholder Advisory Committees (3): Similar to meeting with stakeholders and riders, three grantees specifically mentioned continuing to meet with or supporting advisory committees that included people with disabilities and older adults.
- Continued Working with Partners (3): Some former grantees continued to work with partners from their grant projects.
- Other Practices:
  - use surveys to communicate with participants;
  - form a 501(c)(3) to carry out inclusive coordinated transportation;
  - distribute inclusive planning materials;
  - ensuring availability of accessible materials; and
  - hiring staff to incorporate inclusion in their role.

Challenges included:

- Coronavirus Pandemic (5): As one grantee put it, “I’m sure the answer you are receiving for this one is unanimous... COVID-19.” It was not quite unanimous, as can be seen in the responses to a Coronavirus-specific survey item 1h, as presented in Figure 3. That said, five grantees mentioned the pandemic in response to either survey item 1b on successful practices (2 former grantees) or in response to challenges (3 former grantees).
- Loss of Staff (5): Staff losses and delays in replacing staff were mentioned by 5 grantees in response to successful practices (2 grantees) and challenges (3 grantees).
- Finding Then Keeping Participants Involved (4): Four grantees mentioned that either finding or retaining participants and keeping them engaged was a challenge. This has been a chronic concern for grantees throughout the project, and is one of the reasons that grantees have previously cited for the time it takes to be inclusive.

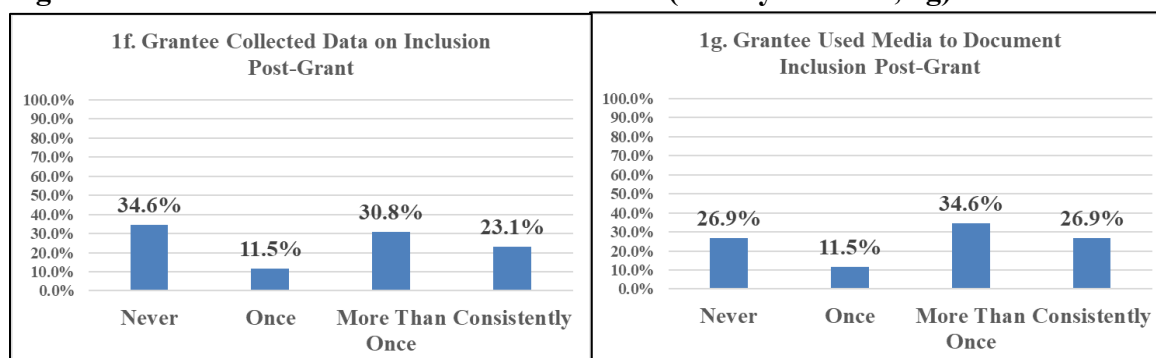
- Funding (3): Three grantees volunteered that finding funding to continue support for inclusion was a challenge. This is a bit surprising since we might have expected that the end of grant funding would have posed more of a challenge for grantees trying to replace Transit Planning 4 All funding.
- Transportation (2): Transportation was cited as a challenge by two grantees. From the responses it is unclear whether transportation was a challenge generally or whether it specifically was interfering with inclusion.
- Transit Agency Resistance (2): Two grantees mentioned difficulty in working with transit agencies.
- Trust of Participants (2): In one of the two cases, a former grantee indicated that previous promises not being kept led to a lack of trust by participants.
- Other Responses:
  - Time Needed to Maintain Inclusiveness (1)
  - Pressure for Quick Results from Leadership and Funders (1)
  - Complex Systems (1)
  - State-Specific Issues (1)
  - Lack of Focus Once Project Ended (1)
  - Keeping Information Up to Date (1)

Survey items 1f and 1g were intended to identify whether grantees continued to collect data on inclusion, and whether they used media/social media to document inclusion. These survey items were included to determine if it would be productive for the national project team now or in the future to collect additional evidence of inclusive activities from former grantees. Routine collection of data on inclusion was a hallmark of the Transit Planning 4 All grant in order to document the extent and nature of inclusive activities. For most of Phase 1 and all of Phase 2, grantees were required to collect standardized performance measures on inclusion. The national project team conducted training and held discussions with grantees to focus on the value of organizations using an evidenced-based approach on inclusion.

As seen in Figure 2, roughly half of former grantees (53.9%) collected data on inclusion more than once or consistently, although less than a quarter (23.1%) did so consistently. Over one-third of former grantees (34.6%) never collected post-grant data on inclusion. These results are not surprising since grantees often see reporting requirements as a necessary burden, and would be less likely to continue to do so once grant funding and required reporting ended.

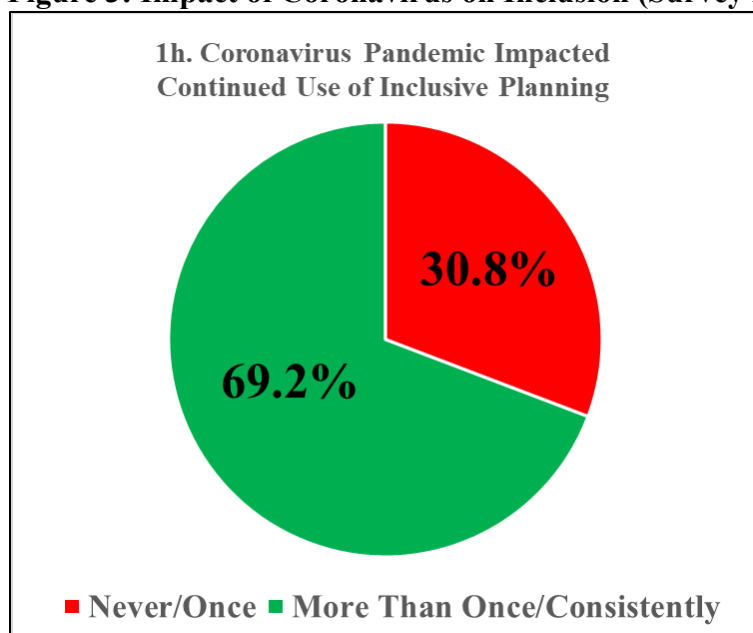
Many of the grant funded projects used media including social media to enhance outreach to people with disabilities and older adults. Just under two-thirds of grantees continued this practice with some frequency (26.9% consistently; 34.6% more than once), while just over a quarter (26.9%) never used media to document inclusive practices.

**Figure 2: Data and Documentation on Inclusion (Survey Items 1f, 1g)**



Difficulties in maintaining ongoing interest in inclusive practices among people with disabilities and older adults characterized many grantee projects. Practically speaking, the Coronavirus epidemic is likely to have a significant impact on people with disabilities and older adults and their ability and willingness to participate in inclusive planning.

**Figure 3: Impact of Coronavirus on Inclusion (Survey Item 1h)**



As can be seen in Figure 3 above, not surprisingly, nearly 70 % of former grantees indicated that Coronavirus frequently had an impact on inclusion, while almost one-third reported the pandemic never impacted the continued use of inclusive planning.

Survey item li was included to provide space for grantees to further discuss how inclusive practices were sustained or why they did not continue. Table A3 in Appendix 2 includes all of these open-ended responses, and they are also included in former grantee profiles in Appendix 3.

Many grantees used this space to reinforce comments about sustaining inclusion and challenges. The most frequent topic (4 former grantees) was the impact of Coronavirus. As

MDOT MTA put it, “Certainly, COVID-19 has created a challenging environment under which to operate. Many of our efforts are human-centered and are led by people with disabilities and older adults, and COVID-19 has made these types of engagement more challenging.”

Three former grantees indicated that they had not had any planning projects since the end of their Transit Planning 4 All grant. Two grantees indicated that budget reductions and the expensive nature of inclusion has had an impact. MDOT MTA said, “Inclusive practices were proceeding quite well but serious budget reductions mean we have to identify new funding sources to ensure these efforts continue.” PEAC said, “The cost of staff support is expensive to maintain inclusive practices.”

A comment from Hopelink/King County Mobility Coalition perfectly captures the Transit Planning 4 All national project team’s fondest hopes for its former grantees when it said,

Our Inclusive Planning process helped us strengthen and solidify inclusivity to the core of our work. The process has enabled us to integrate inclusive practices more deeply and widely than before, beyond simply the process but into our everyday project management and convening. We...have adapted existing projects to be more inclusive.

### ***Section 1 Conclusions: Sustainability of Inclusive Practices***

Nearly all former grantees (92.3%) continued inclusive coordinated transportation planning with some regularity. Involvement in program operations occurred consistently or more than once for over 88.5% of former grantees. Four in five (80.8%) of former grantees regularly involved participants in leading other projects after their grant, but one in five never did (19.2%). Inclusive activities that were most frequently mentioned included meeting with stakeholders/riders (6); seeking/obtaining grants/funding opportunities; and continued inclusion in projects/decision making (4). Challenges to inclusion frequently mentioned by grantees included the Coronavirus pandemic (5); loss of staff (5); finding then keeping participants involved (4); and funding (3). In response to a survey item on Coronavirus, 69.2% of former grantees indicated that Coronavirus frequently impacted inclusive planning, while nearly 30.8% said it never impacted inclusive planning. Just more than half of former grantees indicated that they regularly collected data on inclusion, while just over 6 in 10 indicated they used media, including social media, to document inclusion.

## Section 2: Inclusive Planning and Transit/Mobility Outcomes

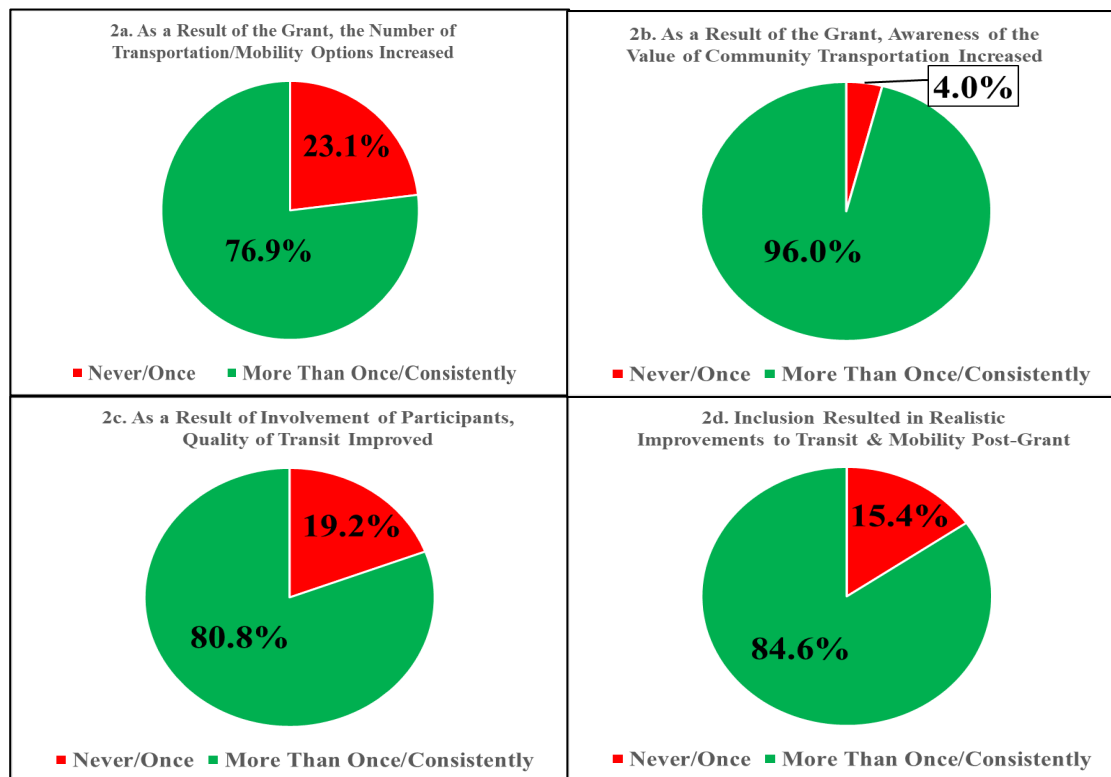
Because of the short-term nature of the inclusive planning grants, many grantees did not achieve outcomes until after grant funding ended. This section of the survey captured information about whether transit and mobility outcomes were achieved, as anticipated in the Inclusive Coordinated Transit Planning Conceptual Framework (see Inclusive Coordinated Transportation (ICT) Partnership Project: Phase 1 Final Evaluation, September 2018, Figure 4, page 4). This section addresses project outcomes, including increased mobility options, increased awareness of value, increased quality of services, and realistic improvement to transit.

- 2a. Transportation/Mobility Options: As seen in Figure 4 on the next page, half of the former grantees (50%) saw transit/mobility options increase more than once, and just over one-quarter saw them increase consistently (26.9%) for a total of 76.9%. Almost one-quarter only saw transit/mobility options increase once or not at all (23.1%).
- 2b. Awareness of Value of Community Transportation: Both ACL and the Transit Planning 4 All partners clearly agree that inclusion can add to the awareness of the value of community transportation. It is clear that the former grantees feel the same. While the scale used may be a bit of an awkward fit, 96% of the grantees seem to agree that the awareness increased with some frequency.
- 2c. Quality of Transit: Did the quality of transit improve as a result of continued involvement of participants? While each former grantee might have their own perception of what was meant by “quality,” it is clear that 4 out of 5 former grantees (80.8%) felt that transit quality increased more than once or consistently.
- 2d. Realistic Improvements to Transit: More than four in five of the former grantees (84.6%) indicated that inclusive practices resulted in identification of realistic improvements in transit and mobility with some regularity after their grants ended, and all 26 former grantees indicated that this occurred at least once. This clearly addresses the hypothetical question, “Why should our organization focus on inclusive processes?”

Former grantees were asked via an open-ended survey item to describe the direct connection between inclusion of people with disabilities and older adults and transit/mobility improvements. Table A9 in Appendix 2 includes all of the former grantee responses for this survey item. Some grantees used this section to describe the improvements that were achieved. Because grantee outcomes tend to be unique to the local community needs identified, results are presented by former grantee, rather than summarized by outcome. Selected responses include:

- Area Agency on Aging 1-B: Local public transportation providers are developing a universal ADA application and universal fare card for seniors and adults with disabilities.

**Figure 4: Post-Grant Outcome Achievement (Survey Items 2a, 2b, 2c, 2d)**



- Arrowhead Economic Opportunity Agency: Our group came up with a form of transportation that would directly improve transportation options for people with disabilities and older adults. It would fill in gaps where public transportation could not.
- Central Vermont Regional Planning Commission: Inclusion of people with disabilities and older adults helps us identified changes that could be made, such as updates to the bus map and guide and changes to bus stops.
- Easter Seals Massachusetts: We have continued to support a person with a disability on the regional transit advisory board. We continue to push for more on demand services and affordable transportation options.
- Milwaukee County Department on Aging: MCTS's Transit NEXT planning process specifically included older adults and people with disabilities and routes and recommendations were changed as a result of this involvement. A new transportation provider was identified for Older Adult transportation and older adults on the Commission confirmed this contract and continue to monitor vendor performance.
- National Participant Network: Those who were involved in our project went on to advise the town/county about needs for overall improvement, which are currently being implemented.

- Oregon Cascades West Council of Governments: Through the grant period [participants] shared concerns about the visibility of the bus system. Lincoln County transit has since had signs made and is currently seeking funding for installation.
- People for People: The inclusive process for our project included a committee of participants who worked on developing and modifying a new transit route. Their input included identifying realistic bus stops, time table, and service frequency.

These examples of successful outcomes from inclusion of people with disabilities and older adults may be useful in describing the benefits of inclusion to transit agencies, human service agencies, and people with disabilities and older adults. Other grantees shared that it was hard to make a direct connection between inclusion and transit/mobility improvements:

- Boulder County: Participants consistently have smaller practical suggestions that improve accessing transportation options, but we have not been able to use their involvement to secure substantial funding to really improve transportation options for more people.
- Montgomery County Aging and Disability Services: It is hard to attribute direct connection. The grant was valuable but there are many ways that older adults and individuals with disabilities interact with program managers and policy makers in our community. We place a high value on engagement. So, some of the improvements or expansions of service may have resulted without the grant. However, I think it contributed to that culture.
- Rural Economic Assistance League, Inc. (REAL): We were successful at identifying improvements. The dialysis facilities "higher" leadership however, did not support the implementation of the identified improvements. Front line staff bought in, but not the staff that would have allowed larger systemic change.

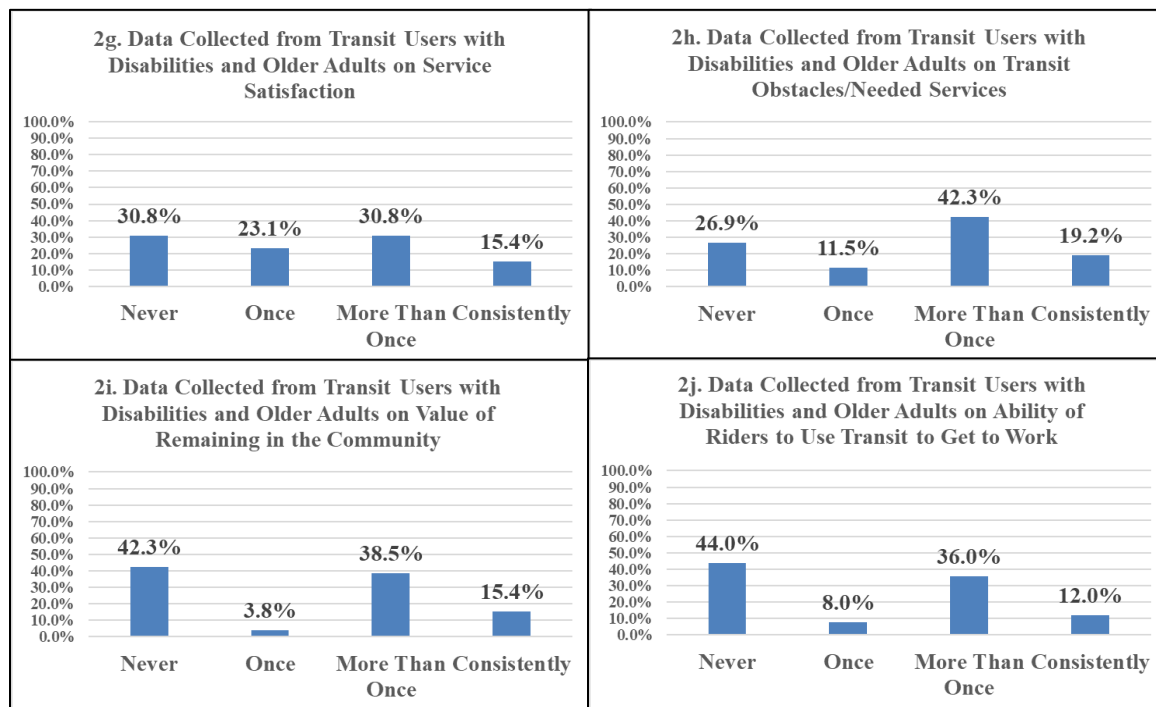
One of the most difficult aspects of any intervention is linking outcomes to the intervention activities because so many factors can influence the outcomes. Inclusion itself can be seen as a successful outcome because of the value of raising awareness of transit issues for people with disabilities and older adults. All of the former grantees could be said to have achieved success in raising the awareness of the value of inclusion even if not all was able to do so consistently, as illustrated in Figure 4, survey item 2b.

The next set of survey items focused on the extent to which former grantees collected data from transit users with disabilities and older adults (as opposed to data about inclusion discussed in Section 1). As can be seen in Figure 5 below, former grantees collected data most often about transit obstacles or needed services (survey item 2h, 61.5% reporting consistently or more than one-time data collection). Former grantees collected data least frequently about service satisfaction (survey item 2g), although nearly 70% reported collecting such data at least once. Over 40% of former grantees never collected data about the value of remaining in the community or the ability of riders to use transit to access work. It should be noted that not collecting data on a topic does not mean that former grantees do not support a concept. This is



particularly true of the value of people with disabilities and older adults remaining in the community. During the grant process, all former grantees actively supported services that helped keep people with disabilities and older adults in their communities. Because the concept is fundamental to what most community-based agencies do, it may not be necessary to collect data on the topic.

**Figure 5: Data Collection from Transit Users with Disabilities/Older Adults  
(Survey Items 2g, 2h, 2i, 2j)**



In survey item 2k, former grantees were asked to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults. Grantee responses coalesced around three areas, with relevant portions displayed in Table 1:

1. Achievement of Outcomes Via Inclusive Practices (2 responses)
2. Data Collection and Customer Satisfaction (7 responses)
3. Participant Role and Value (5 responses)

**Table 1: Open-Ended Input on Inclusion and Transit/Mobility Outcomes (Survey Item 2e)**

<b>1. Achievement of Outcomes Via Inclusive Practices (2 responses)</b>	
<b>Grantee</b>	<b>Response</b>
Mountain Empire	Again, when the users become part of the planning process obstacles are more likely overcome.
PEAC	Our students have improved bus stops with the SMART bus system.
<b>2. Data Collection and Customer Satisfaction (7 responses)</b>	
Central PA	We conduct rider satisfaction surveys annually...provides us with information that is used to improve services.”
Easter Seals	Although we are not collecting data, we are monitoring the data collected by the RTA and other entities.
Knoxville Knox	We monitor customer satisfaction and we have increased the number of people with disabilities who we transport to work regularly.
Montgomery County	Staff from multiple programs participated in the project. Many of them survey their participants on a regular basis.
Northern Arizona	We continue to make improvements to service through anecdotal feedback but have not launched a coordinated, data driven effort.
People for People	We have postponed any survey of service because of COVID-19.
<b>3. Participant Role and Value (5 responses)</b>	
Arrowhead	Their input is greatly important to identify and solve their transportation needs.
Boulder County	Our participants are amazing! They consistently have practical advise on how to improve our curriculum and provide feedback on what is working or not. They identify opportunities to improve outreach and coordination and work to implement them.
Greater Portland COG	As noted earlier, we continue to convene the Community Transportation Leaders group. We have worked with them to reach out and get input from other older adults, people with disabilities, and people of color in the community. We have also included them in focus groups about the impact of COVID-19 on public transit, inclusive virtual engagement, and engagement tools.
Hopelink	Inclusive practices facilitate a space for people with specialized needs to voice their concerns as well as needs and gaps that relate to mobility and transit use.
MDOT MTA	We absolutely find ourselves incorporating these perspectives into our work and ensuring these voices are heard.

### ***Section 2 Conclusions: Inclusive Planning and Transit/Mobility Outcomes***

More than 3 in 4 of former grantees (76.9%) reported that transit/mobility options increased with some regularity after their grants concluded. All but one grantee reported that awareness of the value of community transportation increased with some regularity (96%), and one grantee reported that awareness increased at least once. Four in five reported that quality of transit increased (80.8%) and realistic improvements to transit were created (84.6%). Eight former grantees provided examples of outcomes. Three grantees said that it was hard to link outcomes to grant activities. Grantees collected data from transit users with infrequent regularity. Results indicate regular data collection on service satisfaction (46.2%), transit obstacles (61.5%), value of remaining in the community (53.8%), and using transit to get to work (48%). Open-ended responses coalesced around three areas: achievement of outcomes via inclusion; data collection and customer satisfaction, and participant role and value.

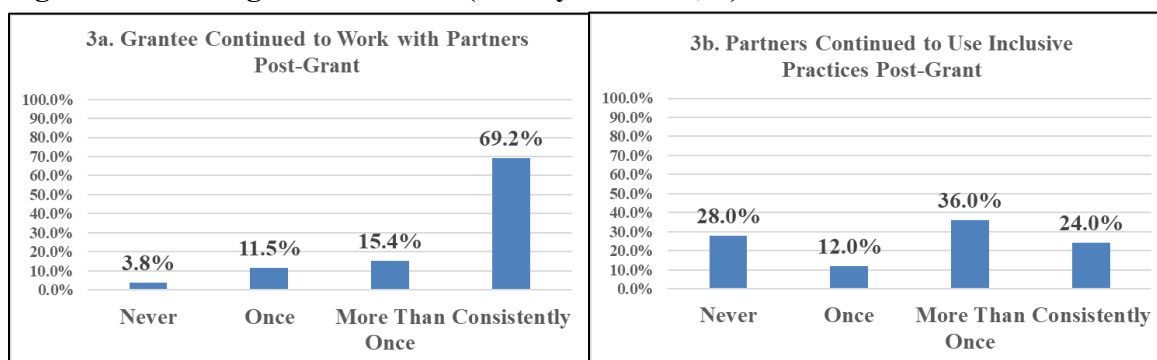
### Section 3: Impact on Transit and Human Service Partners

This section of the survey addressed the lasting impact that inclusive activities had on transit and human service partnership. Partnerships between transit and human service organizations was and continues to be a fundamental aspect of Transit Planning 4 All. Partners were often the key to finding people with disabilities and older adults to become involved in grant projects, as well as contributors to identifying problems and solutions. These survey items focus on those partnerships and inclusive practices.

The first two Section 3 survey items focused on working with partnerships established during grants, and whether partners continued to use inclusive practices (Figure 6).

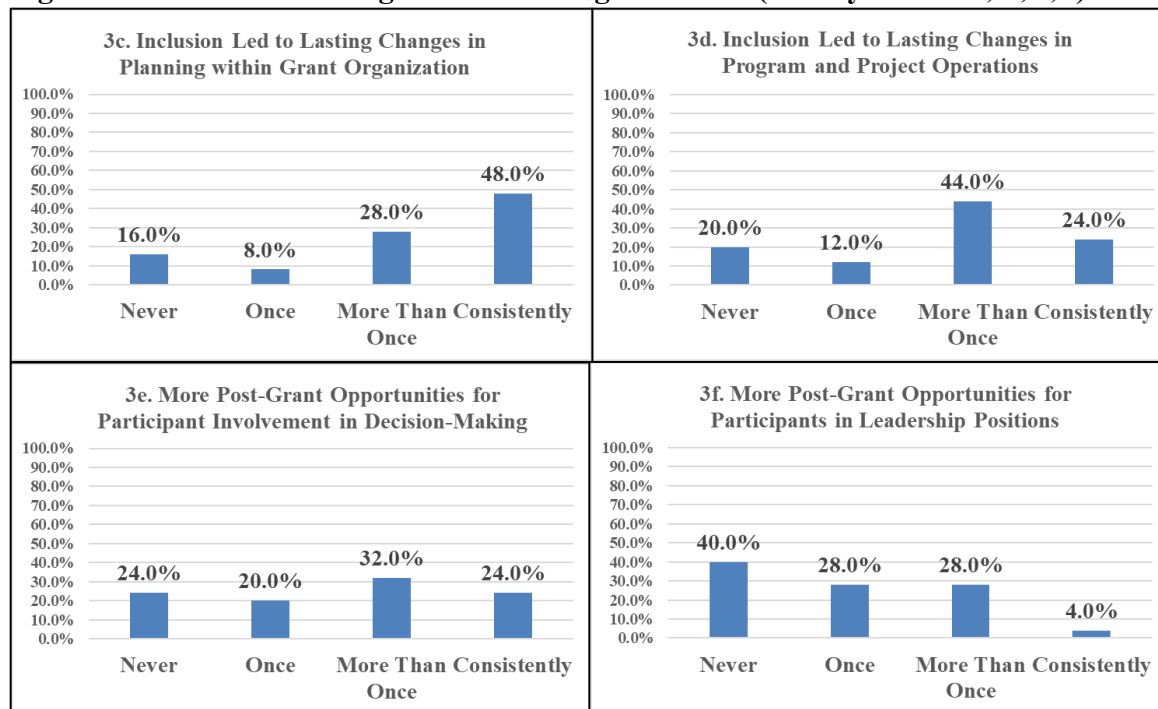
- **3a. Working with Partners:** The majority of former grantees continued to consistently work with partner organizations after their grant funding concluded (69.2%). Almost 85% did so more than once. Surviving partnerships is a testament to the strength of the Transit Planning 4 All model.
- **3b. Partners Continuing Inclusive Practices:** One of the great unanswered questions of the Transit Planning 4 all Project was whether the success of the grant projects in demonstrating inclusion would lead to increased inclusion in other organizations. This survey item demonstrates that grant partners were not quite as willing to embrace inclusive practices as the grant lead agency (see Section 1, page 6). Six in 10 former grantees of former grantees (60%) reported that partners continued to use inclusive practices, while almost one in three (28%) said that partners never used inclusive practices after conclusion of the grant.

**Figure 6: Working with Partners (Survey Items 3a, b)**



One of the outcomes identified in the Conceptual Framework for improved coordinated transportation planning was evidence of improved planning processes and sustainable improvements and systems change. Survey items 3c through 3f (Figure 7) were intended to identify whether such changes were evident among former grantees.

**Figure 7: Post-Grant Changes in Grant Organizations (Survey Items 3c, d, e, f)**



The post-grant impact of inclusion on organizational management should be seen as considerable accomplishments for grants that were relatively small in resources and time frame. Survey items 3d, 3e, and 3f (Figure 7) were intended to gauge inclusive activities on the higher levels of the Pathway to Inclusion (<http://www.acltoolkit.com/p/toolkit.html>).

- **3c. Planning:** More than three-quarters (76%) responded that the grant frequently led to lasting changes in the way planning was done in their organizations; with nearly half (48%) reporting this occurred consistently.
- **3d. Operate Programs and Projects:** “Active Participant Involvement in Programs” is Level 4 on the Pathway to Inclusion. Almost 70% indicated that the grant more frequently led to lasting changes in the way programs and projects operate (68%), and almost half reporting they did so more than once (44%).
- **3e. Decision Making:** “Participants Share Decision Making” is Level 5 on the Pathway to Inclusion. Participants were involved in organizational decision making, but to a less extent than involvement in planning and program and project operations, with 24% of former grantees reporting consistent involvement in decision making, and 32% reporting involvement more than once.
- **3f. Leadership Positions:** “Participants Play Lead Roles” is Level 6 on the Pathway to Inclusion, the highest level. Just less than one-third indicated that participants were in leadership positions that did not hold those positions before or after the grant either consistently or more than once. A number of reasons can affect who gains leadership positions, so no conclusions are drawn as to whether the Transit Planning 4 All

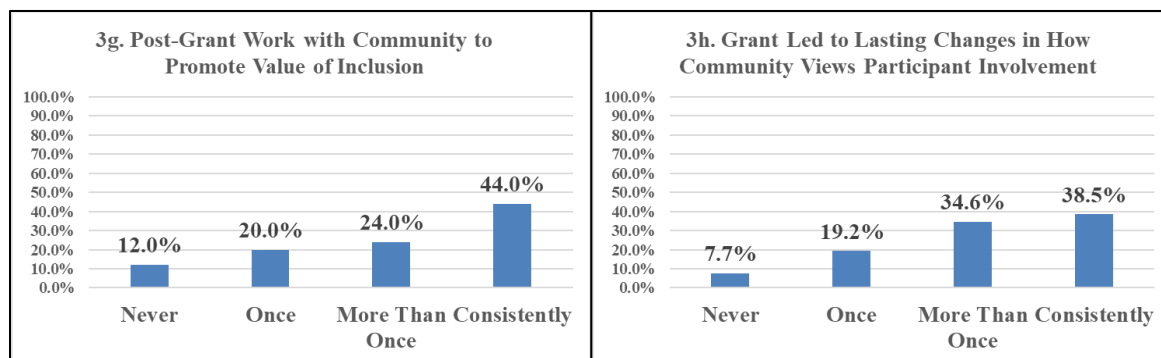
project led to leadership positions for people with disabilities and older adults. Almost one-third of former grantees (32%) reported that participants achieved leadership positions after the end of their grant.

Former grantees reported decreasing frequency on the higher steps of the Pathway to Inclusion, with participant involvement in programs more frequent for 68%, participant involvement in decision making more frequent for 56%, and more frequent participant assumption of leadership at 32%. In fairness to the former grantees, the respondents from earlier cohorts did not have the chance to work with the Pathway to Inclusion, and progressing to higher levels on the Pathway has always been challenging.

The next set of survey items focused on the impact of the inclusion project on the communities where grant projects were located. It has been the hope of the national project team that the influence of inclusion would spread more widely. Survey items 3g and 3f (Figure 8) were intended to better understand if inclusion had an impact on communities:

- 3g. Work with Communities to Promote Inclusion: Just less than 70% of former grantees said they worked consistently or more than once within communities to promote the value of inclusion of people with disabilities and older adults.
- 3h. Lasting Changes in Community View Towards Involvement: More than 70% (73.1%) of former grantees indicated that consistently or more than once the grant led to lasting changes in the way the community viewed involvement of people with disabilities and older adults.

**Figure 8: Impact on Grant Communities (Survey Items 3g, 3h)**



These survey results indicate that inclusion of people with disabilities and older adults in community transportation projects has the strong potential to influence the way that communities view involvement of people with disabilities and older adults. It suggests that successful documentation of inclusive practices may potentially be of greater value than in the immediate programs or projects that are actively and meaningfully involving people with disabilities and older adults.

In survey item 3i, former grantees were asked to provide additional information on how their project's inclusive practices resulted in meaningful and lasting changes in the way their

organization and partner organizations operate. Grantee responses shown in Table A-14 in Appendix 2 coalesced around six areas shown below, with illustrative quotes from former grantees:

- No Major Changes (5): Five of the former grantees reported that, in essence, there have been no major changes. Some former grantees reported that they had always been inclusive, or that participation and leadership is at the same level. One former grantee reported that the limited scope of grant activities made it difficult to demonstrate a direct connection from the grant activities to changed practices. Milwaukee County said, “While some increase in inclusive planning with people with disabilities and older adults has occurred, it has not been as deliberative as hoped, nor have there been as many opportunities to bring change to the transportation system.”
- Use of Inclusive Practices Has Been Enhanced (4): Four former grantees reported that use of inclusion has been enhanced. For example, Central Vermont reported that, “We use more inclusive practices when considering program changes and in planning projects.”
- Inclusion is an Organizational Value (3): Three grantees reported that inclusion has become engrained as an organizational value. Central Pennsylvania said, “One of the 4 organizational values is Inclusion, along with Individualism, Integrity, and Innovation.”
- Continue to Work with Partners (2): Two former grantees reported that they continued to work with partners from their grant. Greater Portland COG said, “We continue to have frequent meetings and conversations with many of the partners involved in the Transit Planning 4 All project. The work we did under this grant is the foundation for many of our other efforts.”
- Worked with Other Transit Related Groups (2): Two former grantees reported that after their grant they worked with other transit related groups. It should be noted that these former grantees may have worked with transit-related groups regardless of the grant.
- Rewarding Experience for Project Director (1): In a meaningful and heartfelt comment, the Project Director of Clovernook said, “This was one of the most rewarding experiences and contributions in my professional career. It was over and above my regular responsibilities. It is unfortunate my parent company choose not to pursue further.”

### ***Section 3 Conclusions: Impact on Transit and Human Services Partners***

The majority of former grantees continued to consistently work with partner organizations after their grant funding concluded, while almost 85% did so more than once. Surviving partnerships is a testament to the strength of the Transit Planning 4 All model. Grant partners were not quite as willing to embrace inclusive practices as the grant lead agency (see Section 1, page 6). Six in 10 former grantees of former grantees (60%) reported that partners

continued to use inclusive practices, while almost one in three (28%) said that partners never used inclusive practices after conclusion of the grant.

More than three-quarters of former grantees (76%) responded that the grant frequently led to lasting changes in the way planning was done in their organizations. Changes in the way grantees operate programs and projects, involve participants in decision making, and actions leading to more participants in leadership positions was reported by former grantees to be less frequent.

Former grantees reported decreasing frequency on the higher steps of the Pathway to Inclusion, with participant involvement in programs more frequent for 68%, participant involvement in decision making more frequent for 56%, and more frequent participant assumption of leadership at 32%. In fairness to the former grantees, the respondents from earlier cohorts did not have the chance to work with the Pathway to Inclusion, and progressing to higher levels on the Pathway has always been challenging.

Just under 70% of former grantees said they worked consistently or more than once within communities to promote the value of inclusion of people with disabilities and older adults. While 73.1% of former grantees indicated that consistently or more than once the grant led to lasting changes in the way the community viewed involvement of people with disabilities and older adults. While it might be difficult to objectively demonstrate that the grant “caused” this to be the case, clearly former grantees felt that the grant led enhanced involvement of people with disabilities and older adults in their communities.

## Section 4: Conclusions

This study was begun to examine the post-grant experience of Transit Planning 4 All grantees around three areas:

1. Sustainability of Inclusive Practices
2. Inclusive Planning and Transit/Mobility Outcomes
3. Impact on Transit and Human Services Partners

While earlier research demonstrated that inclusive practices increased while grantees were receiving grants and reporting on the extent of inclusion, it was not known whether inclusive practices continued once grant funding ended. We can now definitively say that, based on self-reported information by 68.4% of former grantees, the answer is yes. Ninety-two percent of the respondents reported that inclusive transportation planning continued, with 50% of all respondents reporting consistent inclusive planning. Eighty-eight percent of grantees reported involving grantees in operational issues.

Successful practices aimed at sustaining inclusion included:

- Meeting with stakeholders/riders
- Continued seeking/obtaining grants/funding opportunities
- Continued inclusion in projects, decision making
- Maintaining/expanding citizen/stakeholder advisory committees
- Continued work with partners

The advent of the Coronavirus epidemic may have limited some sustainability of inclusive practices, with nearly 70% of former grantees indicating that Coronavirus frequently had an impact on inclusion. Many former grantees had already moved towards virtual meetings as a means of overcoming obstacles such as transportation limitations and time constraints as a way of encouraging continued inclusion. With many communities emphasizing the need to stay-in-place and protect vulnerable populations, it is likely that this practice will expand for the foreseeable future. Keeping participants engaged was cited as an ongoing challenge to inclusion, so relying on virtual connections is likely to continue.

More than 3 in 4 of former grantees (76.9%) reported that transit/mobility options increased with some regularity after their grants concluded. All but one former grantee reported that awareness of the value of community transportation increased with some regularity (96%).

Former grantees reported decreasing frequency on the higher steps of the Pathway to Inclusion, with participant involvement in programs more frequent for 68%, participant involvement in decision making more frequent for 56%, and more frequent participant assumption of leadership at 32%. In fairness to the former grantees, the respondents from earlier cohorts did not have the chance to work with the Pathway to Inclusion, and progressing to higher levels on the Pathway has always been challenging.



Just less than 70% of former grantees said they worked consistently within communities to promote the value of inclusion of people with disabilities and older adults. While 73.1% of former grantees indicated that the grant led to lasting changes in the way the community viewed involvement of people with disabilities and older adults.

Some former grantees mentioned that their organization was already highly committed to inclusion of people with disabilities and older adults. While it is possible that organizations that were already highly committed to inclusion applied for Transit Planning 4 All grants to expand inclusive practices, inclusive practices clearly were sustained after grant funding ended. Transit and mobility options and quality for people with disabilities and older adults increased. Communities were made more aware of the value of inclusion, and lasting changes to communities were regularly made.

## **Appendices**

1: Appendix 1: Closed-Ended Survey Responses	A-2
2. Appendix 2: Open-Ended Survey Responses (Survey Items 1b, 1c, 1i, 2e, 2f, 2k, 3i)	A-6
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## Appendix 1: Closed-Ended Survey Responses

### 1. Sustainability of Inclusive Practices

- 1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.
- 1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.
- 1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

**Table A1: Did Inclusion Continue After Grants Ended?**

	<b>1a. Inclusive Coordinated Transportation Planning Continued After Grant</b>	<b>1d. Involved Participants in Program Operations After Grant</b>	<b>1e. Participants Involved in Leading Other Projects After Grant</b>
<b>Never</b>	3.8%	3.8%	19.2%
<b>Once</b>	3.8%	7.7%	0.0%
<b>More Than Once</b>	42.3%	42.3%	50.0%
<b>Consistently</b>	50.0%	46.2%	30.8%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Frequency by %</b>			
<b>Less Frequent</b>	7.7%	11.5%	19.2%
<b>More Frequent</b>	92.3%	88.5%	80.8%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

- 1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.
- 1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

**Table A2: Data and Documentation on Inclusion**

	<b>1f. Collected Data on Inclusion</b>	<b>1g. Used Media, Including Social Media to Document Inclusion</b>
<b>Never</b>	34.6%	26.9%
<b>Once</b>	11.5%	11.5%
<b>More Than Once</b>	30.8%	34.6%
<b>Consistently</b>	23.1%	26.9%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Frequency by %</b>		
<b>Less Frequent</b>	46.2%	38.5%
<b>More Frequent</b>	53.8%	61.5%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>



1h. The coronavirus pandemic has impacted our continued use of inclusive planning.

**Table A3: Impact of Coronavirus on Inclusion (1h)**

<b>Never</b>	30.8%
<b>Once</b>	0.0%
<b>More Than Once</b>	38.5%
<b>Consistently</b>	30.8%
<b>Total</b>	<b>100.0%</b>
<b>Frequency by %</b>	
<b>Less Frequent</b>	30.8%
<b>More Frequent</b>	69.2%
<b>Total</b>	<b>100.0%</b>

## 2. Inclusive Planning and Transit/Mobility Outcomes

- 2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).
- 2b. As a result of the grant, awareness of the value of community transportation increased.
- 2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.
- 2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.

**Table A4: Post-Grant Outcome Achievement**

	<b>2a. Transportation/ Mobility Options Increased</b>	<b>2b. Awareness of Value of Community Transportation Increased</b>	<b>2c. Quality of Transit Increased</b>	<b>2d. Realistic Improvements to Transit Resulted from Grant</b>
<b>Never</b>	7.7%	0.0%	3.8%	0.0%
<b>Once</b>	15.4%	4.0%	15.4%	15.4%
<b>More Than Once</b>	50.0%	44.0%	53.8%	34.6%
<b>Consistently</b>	26.9%	52.0%	26.9%	50.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Frequency by %</b>				
<b>Less Frequent</b>	23.1%	4.0%	19.2%	15.4%
<b>More Frequent</b>	76.9%	96.0%	80.8%	84.6%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>



**2g-2j: After the TRANSIT PLANNING 4 ALL grant project, we have collected data from transit users with disabilities and older adults about:**

- 2g. service satisfaction
- 2h. transit obstacles and/or needed services
- 2i. the value of remaining in the community
- 2j. the ability of riders to use transit to get to work.

**Table A5: Data Collection from Transit Users with Disabilities and Older Adults on:**

	<b>2g. Service Satisfaction</b>	<b>2h. Transit Obstacles and/or Needed Services</b>	<b>2i. Value of Remaining in the Community</b>	<b>2j. Ability of Riders to Use Transit to Get to Work</b>
<b>Never</b>	30.8%	26.9%	42.3%	44.0%
<b>Once</b>	23.1%	11.5%	3.8%	8.0%
<b>More Than Once</b>	30.8%	42.3%	38.5%	36.0%
<b>Consistently</b>	15.4%	19.2%	15.4%	12.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Frequency by %</b>				
<b>Less Frequent</b>	53.8%	38.5%	46.2%	52.0%
<b>More Frequent</b>	46.2%	61.5%	53.8%	48.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

### **3. Impact on Transit and Human Services Partners**

- 3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.
- 3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.

**Table A6: Working with Partners**

	<b>3a. Continued to Work with Partners</b>	<b>3b. Partners Continued to Use Inclusive Practices</b>
<b>Never</b>	3.8%	28.0%
<b>Once</b>	11.5%	12.0%
<b>More Than Once</b>	15.4%	36.0%
<b>Consistently</b>	69.2%	24.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Frequency by %</b>		
<b>Less Frequent</b>	15.4%	40.0%
<b>More Frequent</b>	84.6%	60.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>



- 3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.
- 3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we operate programs and projects.
- 3e. After the grant, there were more opportunities to involve people with disabilities or older adults in decision-making within our organization than during the grant.
- 3f. We have more people with disabilities and older adults in leadership positions within our organization that did not hold those positions before or during the grant.

**Table A7: Post-Grant Changes in Grant Organizations**

	<b>3c. Lasting Changes in Planning Processes</b>	<b>3d. Operate Programs and Projects</b>	<b>3e. Involve Participants in Decision Making</b>	<b>3f. More Participants in Leadership Positions</b>
<b>Never</b>	16.0%	20.0%	24.0%	40.0%
<b>Once</b>	8.0%	12.0%	20.0%	28.0%
<b>More Than Once</b>	28.0%	44.0%	32.0%	28.0%
<b>Consistently</b>	48.0%	24.0%	24.0%	4.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Frequency by %</b>				
<b>Less Frequent</b>	24.0%	32.0%	44.0%	68.0%
<b>More Frequent</b>	76.0%	68.0%	56.0%	32.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

- 3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.
- 3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.

**Table A8: Impact on Grant Communities**

	<b>3g. Work with Community to Promote Value of Inclusion</b>	<b>3h. Grant Led to Lasting Changes in the Way Community Views Involvement of People with Disabilities and Older Adults</b>
<b>Never</b>	12.0%	7.7%
<b>Once</b>	20.0%	19.2%
<b>More Than Once</b>	24.0%	34.6%
<b>Consistently</b>	44.0%	38.5%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>
<b>Frequency by %</b>		
<b>Less Frequent</b>	32.0%	26.9%
<b>More Frequent</b>	68.0%	73.1%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>



## Appendix 2: Open-Ended Survey Responses

Responses for survey items 1b, 1c, 1i, 2e, 2f, 2k, and 3i are provided in the tables below. All responses are included. Discussion of the results are included in the body of the report. Some Minor spelling and typographical errors were corrected without changes to the substance.

- 1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

**Table A9: How Projects Sustained Inclusive Practices**

Grantee	Grant Round	Survey Item 1b Response: How Inclusion Was Sustained
Area Agency on Aging 1-B	1, 2, 3	Maintained participation in Citizen's Advisory Committee for the Regional Transportation Authority of Southeast Michigan.
Arrowhead Economic Opportunity Agency	5	We continued to meet on a regular basis to apply for grants and meet with stakeholders.
Boulder County	5, 6	Inclusive coordinated transportation planning continued in the program that participated in the grant, but we have had mixed results trying to get other programs to adopt the processes. One of the two projects we funded in the second round, has sustained involvement of older adults and individuals with disabilities in the decision-making process, but we have had some stumbling blocks and loss of momentum due to the current pandemic.
Central Pennsylvania Transportation Authority	4	Our project was designed to begin inclusive planning by bringing riders and stakeholders together to identify gaps in service and make changes to impact positive change in the transportation system. It was very successful throughout the grant period and beyond. From this grant, we started the ball rolling on starting a 501 c 3 nonprofit organization, 3P Ride. Since the time of the grant, we have continued previous practices, including surveying attendees to allow them to keep us aware of our level of inclusiveness.
Central Vermont Regional Planning Commission	5	The team was exploring alternate funding sources that would allow us to implement some of the planning grant recommendations. The work was put on hold when our transportation program manager left the organizations. We expect it will continue in the upcoming year.
Clovernook	5	Continues with regional inclusive planning partners communications
District Department of Transportation	4	The project highlighted the need for a permanent advisory committee on multi-modal transportation accessibility. Such a committee was in the process of being stood up during the project (the Multimodal Accessibility Advisory Committee, or MAAC), but wasn't fully implemented until after it was complete.
Easter Seals Massachusetts	5, 6	Many of our leaders in the group are people with disabilities or older adults. We sustained inclusive practices because the issues that we were working on are of value to both participants and partners. We also received a small grant.



Grantee	Grant Round	Survey Item 1b Response: How Inclusion Was Sustained
Greater Portland Council of Governments (GPCOG)	5, 6	GPCOG and PACTS has incorporated inclusive planning practices into the agency's work in several ways. Leadership voted to add seats on PACTS committees for Community Transportation Leaders. This will likely be implemented in the Fall. A commitment was also made to continue convening the Community Transportation Leaders -- providing monthly meetings, peer-networking, and coaching to the 23 people who completed the training. The Community Transportation Leaders are working on individual and group projects to improve transportation. The group is tapped as a resource for project input and individuals are invited to participate in other efforts where perspectives on transportation from older adults, people with disabilities, and people of color are needed. Finally, the Inclusive Transportation Planning Toolkit was included in the updated Public Involvement Plan and use the toolkit is encouraged by members communities, staff and consultants.
Hopelink / King County Mobility Coalition	5, 6	In Round 2 of Inclusive Planning, we elevated 3 main projects. Sustainability for the projects is as follows: 1. Community Transportation Navigators: After adjusting our pilot extension, we created an evaluation report that we feel may help us in finding future funding to support a peer-to-peer program (more direct outreach baring COVID). Due to our work with CTNs, we have been approached by King County Metro to collaborate on a national grant to implement a mobility peer-to-peer model in our county. 2. One-Call One-Click: We continue to look for funding opportunities using our Business Plan. We have assembled a team of four to undergo an NCMM training on OCOC in the fall. 3. Inclusive Planning Toolkit: This living document, which solidifies our inclusive planning lessons in an active document, is being distributed and updated -- specifically to include accessible virtual engagement.
Jewish Council for the Aging	2, 3	JCA continues to participate in the periodic Getting All Around the County meetings hosted by Montgomery County HHS. We also distribute County flyers created as a result of the grant that list transportation options available to seniors and adults with disabilities.
Knoxville-Knox County Community Action Committee	1, 2, 3	Knox County CAC Transit continues to use inclusive planning as needed. We haven't had a huge need for input lately, but when we do, we will utilize our inclusive approach.
MDOT MTA	5, 6	- Ensuring public-facing materials are accessible - Incorporating accessible documents into internal presentations and forms, including Title VI/ADA complaint forms, operator ADA handbook, continuity of operations plans (COOPs) - Presenting on how to ensure better accessibility of documents and facilities - Ongoing involvement of coordinated transportation partners in planning efforts





Grantee	Grant Round	Survey Item 1b Response: How Inclusion Was Sustained
Milwaukee County Department on Aging	5	After the T4All grant ended, Milwaukee County convened several internal inter-agency meetings focused on transportation coordination. The Combined Community Services Board and the Aging Advisory Council similarly took up the mantle to continue inclusive coordinated planning and during COVID-19, an interagency memorandum was signed to expand non-emergency medical transportation options for individuals with and without mobility challenges who were exposed to COVID-19.
Montgomery County Aging and Disability Services	1	My organization, Montgomery County Aging and Disability Services, hosted periodic meetings (3-4x/year) of the stakeholders' group started under the grant called "Getting All Around the County."
Mountain Empire Older Citizens, Inc Transit Department	1	We were able to take the lessons we learned and take them to the community to help us continue funding.
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)	4	We have kept our committee meetings together however participating by people with disabilities has dropped off while agencies serving those with disabilities has increased. This was not an intentional switch, just seems to have happened over time as I reflect on it.
National Participant Network	1	leadership of the organization had to step down for medical reasons so we did not continue, but the OTHER partners we helped get together continued to plan inclusively
Neighbor Network of Northern Nevada (N4)	5, 6	The Nevada Governor's Council on Developmental Disabilities agreed to align the start of a planning committee for Nevada's first statewide transit association for the month following our TP4A project end. Additionally, the Nevada Department of Transportation and Nevada Aging and Disability Services Division has offered funding and ongoing support for N4's next phase to pilot a statewide coordinated transit software (for rural communities to link up to Nevada's two urban transit systems).
Oregon Cascades West Council of Governments	5	Additional planning projects haven't happened since our inclusive planning project; we do intend to use it for future planning activities.
PEAC	4	Then inclusion of participants with disabilities key to any decisions PEAC makes.
People for People	5, 6	We decreased frequency of meetings, but held two meetings since the end of the grant. COVID-19 issues affected frequency of meetings.
Ride Connection	1, 2, 3	Since our project, we have approached new projects with inclusivity in mind when forming advisory committees, seeking out input from stakeholders for guidance on project planning, etc.
Rural Economic Assistance League, Inc. (REAL)	4	As various one-time projects came up, we integrated the inclusive planning practices before project implementation
The ARC Connecticut	1, 2, 3	We maintained the website for several years. It's still up, but parts need to be updated.
Toledo Metropolitan Area Council of Governments	1	Hiring of a Mobility Manager assisted with continuing inclusive practices.



- 1b. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

**Table A10: Challenges Faced in Continuing Inclusion, and How Addressed**

Grantee	Grant Round	Survey Item 1c Response: Challenges to Continuing Inclusion
Area Agency on Aging 1-B	1, 2, 3	There was a challenge in getting seniors and adults with disabilities to actively participate in volunteer peer to peer activities and events in the community. Participation in ADA sub-committee was successful.
Arrowhead Economic Opportunity Agency	5	Because of COVID we had to put the implementation of our project on hold. We did continue to meet using ZOOM
Boulder County	5, 6	The pressure for quicker results from leadership is the number one challenge to inclusive planning. Funders want to see more outputs quickly and are not as concerned with the process that is necessary to achieve outcomes.
Central Pennsylvania Transportation Authority	4	Challenges remain the same as during the grant period. There are times when transportation was a challenge in that it delivered riders late or picked up early. We spend much time trying to mitigate that, by requesting earlier or later drop offs and pick-ups. Inclusive planning also adds the amount of time needed to maintain inclusiveness. We also maintain a rider on the Board of Directors of 3P Ride.
Central Vermont Regional Planning Commission	5	Staff at our transit agency was hesitant to continue as it no longer intends to provide the separate paratransit services in our region that prompted us to pursue the planning grant. The rest of the team is considering how to proceed without them.
Clovernook	5	Mobility instructor and transportation expert resigned to work with school system. Position is just now posted but as part time
District Department of Transportation	4	The MAAC met for the better part of a year, but then went dormant after a more active member left. The department has taken a hands-off approach in keeping the committee constituted, meaning it relies on community interest to be sustained. The department recently encouraged remaining members to reengage, which has been successful.
Easter Seals Massachusetts	5, 6	COVID19 has been challenging for all. We have switched to Zoom for meetings. We continue to seek funding to further support our actions.
Greater Portland Council of Governments (GPCOG)	5, 6	Funding is and will be a challenge for keeping this work going. The goal is to integrate these practices into all projects and programs so separate funding is not needed.
Hopelink / King County Mobility Coalition	5, 6	We had some trouble using GoGoGrandparent, the on-demand service provider we used to transport participants to our meetings. We have submitted complaints about accessibility to their customer service. We also had significant impact to our Community Transportation Navigators extension, as it was meant to be a direct outreach-based program that unfortunately aligned during COVID-19.
Jewish Council for the Aging	2, 3	<i>No response</i>
Knoxville-Knox County Community Action Committee	1, 2, 3	Knox County CAC Transit has always been pretty inclusive, but we haven't had a need at this time for the Meeting in the Box. We do share this information with other agencies and encourage them to use it.



Grantee	Grant Round	Survey Item 1c Response: Challenges to Continuing Inclusion
MDOT MTA	5, 6	Budget reductions will inhibit some efforts, for example: installation of certain wayfinding components at stations, and Braille route books will need to be updated to reflect future service changes but funding for this effort is uncertain.
Milwaukee County Department on Aging	5	The sheer number of funding sources, regulations, and providers who occupy this field makes continuing inclusive planning a daunting task. Wisconsin specific factors also inhibited progress in inclusion. For example, as Wisconsin's Medicaid Managed Care and HCBS services system separated from county social services, transportation was often "bundled" with residential services, and statewide NEMT brokers drove down provider rates, causing many local providers who accommodated older adults and people with disabilities to go out of business. State legislation prohibited localities from establishing regional transit authorities or, in practice, even implement regional solutions recommended by regional planning authorities. Funding for transportation services of all types has been stagnant or declining and it has been difficult for transit providers to increase inclusive practices or even purchase more accessible vehicles. However, the awareness of need remains and several oversight bodies and advocacy groups have made transportation inclusion and coordination a focus for planning and advocacy in the past year.
Montgomery County Aging and Disability Services	1	We came to prefer the notion of influencing over planning. Planning implies involvement in every stage of development, while influencing can happen at different stages.
Mountain Empire Older Citizens, Inc Transit Department	1	Rebuild trust with users of project who had been promised things before and they were not followed up on.
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)	4	My take is that without a particular project we were towering on, that interest levels may have dropped off and we didn't have anything to engage them in the same way we did as we were revamping the taxi program.
National Participant Network	1	none known
Neighbor Network of Northern Nevada (N4)	5, 6	I'm sure the answer you are receiving for this one is unanimous... COVID-19. N4 has been continually working on engagement strategies that support CDC physical distancing recommendations. For example, we started a "Curbside Community" and have developed methods for people with disabilities and older adults to participate in activities virtually. We have also begun providing grocery and medication delivery.
Oregon Cascades West Council of Governments	5	<i>No Response</i>
PEAC	4	Transportation!!! Metro Detroit does not have a regional transit system. PEAC picks up participants.
People for People	5, 6	Keeping participants engaged is a challenge when we are just at a monitoring stage for our project.
Ride Connection	1, 2, 3	Occasionally it can be challenging to find people who have the time to commit to such events as an ongoing advisory committee, for example. Currently we are seeking input from the Latinx community to guide our efforts to improve the inclusivity of our programs and have encountered a few interesting challenges there-- primarily around trust (For example, communication with undocumented individuals presents unique challenges).



Grantee	Grant Round	Survey Item 1c Response: Challenges to Continuing Inclusion
Rural Economic Assistance League, Inc. (REAL)	4	the two key challenges we had were 1) staff turnover in the partner agency facilities made it very challenging and 2) the participating persons with disabilities did not have continued interest as there was no more fees paid to them.
The ARC Connecticut	1, 2, 3	Just need to hire someone for some hours to check the links and update the website.
Toledo Metropolitan Area Council of Governments	1	Challenges include: staff turnovers

- 1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

**Table A11: Further Discussion of How Inclusive Practices Were Sustained or Not**

Grantee	Grant Round	Survey Item 1i Response: Further Discussion of Sustaining Inclusion
Area Agency on Aging 1-B	1, 2, 3	<i>No Response</i>
Arrowhead Economic Opportunity Agency	5	As we moved out of the planning stage of our project and into the implementation process, we held several community meetings via zoom and met with stakeholders to receive continued input and guidance.
Boulder County	5, 6	We have encountered significant technological barriers to continuing engagement efforts virtually during the COVID Pandemic. We have tried video meetings, which have been somewhat successful - approx. 25% of typical participants have participated, but they take much longer to plan and conduct the meetings. We have also seen that active participation in virtual meetings has went down as some people don't feel comfortable chiming into the conversation.
Central Pennsylvania Transportation Authority	4	They will continue once this get back to "normal." Right now, we have postponed some of the work we had planned to do.
Central Vermont Regional Planning Commission	5	A staff change in our organization and lack of support from the transit agency affected moving inclusive practices in transportation. We are moving inclusive planning forward in other parts of our organization, such as workforce development systems change.
Clovernook	5	Major public transportation, including paratransit support tax level passed in June! Streetcar is not running due to COVID-19
District Department of Transportation	4	<i>No Response</i>
Easter Seals Massachusetts	5, 6	As stated above, the leaders are mostly people with disabilities or older adults. We understand the importance of maintaining this status.
Greater Portland Council of Governments (GPCOG)	5, 6	<i>No Response</i>
Hopelink / King County Mobility Coalition	5, 6	Our Inclusive Planning process helped us strengthen and solidify inclusivity to the core of our work. The process has enabled us to integrate inclusive practices more deeply and widely than before, beyond simply the process but into our everyday project management and convening. We are not only are continuing the projects that we worked on during the grant, but have adapted existing projects to be more inclusive.



Grantee	Grant Round	Survey Item 1i Response: Further Discussion of Sustaining Inclusion
Jewish Council for the Aging	2, 3	Our VillageRides program which supports community organizations with volunteer driver programs for seniors and adults with disabilities, includes an Advisory Council comprised of representatives from local communities.
Knoxville-Knox County Community Action Committee	1, 2, 3	Knox County CAC Transit is not actively pursuing the actual project, but the inclusive transportation practices continue. We actually have worked with our local group, Citizen's on Disabilities Issues (CODI) to help make Knoxville the friendliest city of people with disabilities. One of partners, Dr. Sawhney, is on the committee to promote the inclusiveness of people with disabilities.
MDOT MTA	5, 6	Certainly, COVID-19 has created a challenging environment under which to operate. Many of our efforts are human-centered and are led by people with disabilities and older adults, and COVID-19 has made these types of engagement more challenging. Inclusive practices were proceeding quite well but serious budget reductions mean we have to identify new funding sources to ensure these efforts continue.
Milwaukee County Department on Aging	5	Milwaukee County has several citizen led public boards and commissions that provide oversight and initiate planning for the work of the Department on Aging and the Department on Health and Human Services. Several of these boards, including the Aging Advisory Council, the Combined Community Services Board, and the Aging and Disability Resource Center Board, which are comprised of older adults and people with disabilities and mental illness, have made transportation access and coordination a top priority. Efforts are thus underway to continue the work begun under the T4All grant. Moreover, the Milwaukee County Transit System has continued to engage in TransitNEXT to plan for the future of its transit system routes in Milwaukee County. MCTS specifically included people with disabilities and older adults in the planning process and held forums in accessible locations to increase inclusive participation in the planning process. MCTS, the Office for People with Disabilities, and the Departments on Aging, Health and Human Services, and Parks, launched a partnership using a mobile technology provider to increase the accessibility of the bus system all Milwaukee County assets (parks, senior centers, and community centers) for people who are blind or visually impaired.
Montgomery County Aging and Disability Services	1	Many of the participants have been and continue to be active in their own right, in transportation issues and other activities. We cannot attribute their leadership or involvement to our grant.
Mountain Empire Older Citizens, Inc Transit Department	1	Ours were sustained meetings and community involvement were a little more difficult during recent times.
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)	4	We have continued to hold meetings though the members we did have participating have dropped for a variety of reasons, health, time, moved, etc. We have not actively worked to target specific new members and engage but will now that we are thinking about it through this survey.
National Participant Network	1	the community built with the help of the project remains vital, so all members fight to include each participant as much as they desire.



Grantee	Grant Round	Survey Item 1i Response: Further Discussion of Sustaining Inclusion
Neighbor Network of Northern Nevada (N4)	5, 6	<i>No Response</i>
Oregon Cascades West Council of Governments	5	There hasn't been any planning projects since the completion of our inclusive planning process.
PEAC	4	The cost of staff support is expensive to maintain inclusive practices. cursory attempts add to staff work load. Meaningful inclusion takes dedicated staff and dedicated and scheduled time.
People for People	5, 6	question 1e. We have not started any new projects yet but have plans to do a similar inclusive planning project for another part of our County.
Ride Connection	1, 2, 3	<i>No Response</i>
Rural Economic Assistance League, Inc. (REAL)	4	there have been no major projects that we have undertaken to develop inclusive planning. the smaller, one-time project on service delivery included inclusive practices.
The ARC Connecticut	1, 2, 3	<i>No Response</i>
Toledo Metropolitan Area Council of Governments	1	<i>No Response</i>



- 2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.

**Table A12: Connection Between Inclusion and Transit/Mobility Improvements**

<b>Grantee</b>	<b>Grant Round</b>	<b>Survey Item 2e Response: Connection Between Inclusion and Transit/Mobility Improvements</b>
Area Agency on Aging 1-B	1, 2, 3	Local public transportation providers are developing a universal ADA application and universal fare card for seniors and adults with disabilities.
Arrowhead Economic Opportunity Agency	5	Our group came up with a form of transportation that would directly improve transportation options for people with disabilities and older adults. It would fill in gaps where public transportation could not.
Boulder County	5, 6	Participants consistently have smaller practical suggestions that improve accessing transportation options, but we have not been able to use their involvement to secure substantial funding to really improve transportation options for more people.
Central Pennsylvania Transportation Authority	4	Our 3P Ride partnership has created some great advocates for public transportation. I am consistently called to come to various tables where we, as transportation, may not have been included in the past. The partnership was developed to create the initial inclusion of the project and has continued as a strong body of individuals. This group of people come to us with issues and solutions that we can work on together. The only challenge is continued operating funding for the specific projects that have been developed since the nonprofit has been in existence.
Central Vermont Regional Planning Commission	5	Inclusion of people with disabilities and older adults helps us identified changes that could be made, such as updates to the bus map and guide and changes to bus stops.
Clovernook	5	Our logo and count me on t shirt is seen on social media and in the work place all the time as best as I can say, even with Covid individuals associated with inclusion advocate groups made it a point for the transportation levy.
District Department of Transportation	4	<i>No Response</i>
Easter Seals Massachusetts	5, 6	We have continued to support a person with a disability on the regional transit advisory board. We continue to push for more on demand services and affordable transportation options.
Greater Portland Council of Governments (GPCOG)	5, 6	We are in the process of securing funding (most likely through the CARES Act) for several projects proposed and led by Community Transportation Leaders. These include sensitivity training for bus drivers, a transit ambassadors program, and travel instruction videos in multiple languages.
Hopelink / King County Mobility Coalition	5, 6	The feedback gathered during Round 1 of Inclusive Planning has been shared and used by larger transit agencies in our area, as we facilitated lots of direct feedback from participants on mobility in our region.
Jewish Council for the Aging	2, 3	We have continued to support greater awareness of the improvements and options available.
Knoxville-Knox County Community Action Committee	1, 2, 3	Due to the collection of data, it has helped us be more aware of our customers and the special needs that particular groups have. We have several agencies who work with people with disabilities remain active with our agency.





Grantee	Grant Round	Survey Item 2e Response: Connection Between Inclusion and Transit/Mobility Improvements
MDOT MTA	5, 6	- We have more opportunities and forums to share our work, and are invited into new spaces. These networks are significant additions.
Milwaukee County Department on Aging	5	MCTS's Transit NEXT planning process specifically included older adults and people with disabilities and routes and recommendations were changed as a result of this involvement. A new transportation provider was identified for Older Adult transportation and older adults on the Commission confirmed this contract and continue to monitor vendor performance.
Montgomery County Aging and Disability Services	1	It is hard to attribute direct connection. The grant was valuable but there are many ways that older adults and individuals with disabilities interact with program managers and policy makers in our community. We place a high value on engagement. So, some of the improvements or expansions of service may have resulted without the grant. However, I think it contributed to that culture.
Mountain Empire Older Citizens, Inc Transit Department	1	We were able to bring the people who needed the service on board to help become decision makers.
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)	4	<i>No Response</i>
National Participant Network	1	those who were involved in our project went on to advise the town/county about needs for overall improvement, which are currently being implemented
Neighbor Network of Northern Nevada (N4)	5, 6	<i>No Response</i>
Oregon Cascades West Council of Governments	5	Through the grant period seniors and people with disabilities shared concerns about the visibility of the bus system. Lincoln County transit has since had signs made and is currently seeking funding for installation.
PEAC	4	Our travel training includes advocacy training and practice and the best advocates attend transit meetings and serve on committee.
People for People	5, 6	The inclusive process for our project included a committee of participants who worked on developing and modifying a new transit route. Their input included identifying realistic bus stops, time table, and service frequency.
Ride Connection	1, 2, 3	Since the grant, we approach all new projects with the goal of inclusivity. Currently we are in the process of reaching out to communities within the communities of older adults and people with disabilities to help guide improvements of our programs and processes to better include people experiencing language, cultural and other barriers to accessing services.
Rural Economic Assistance League, Inc. (REAL)	4	we were successful at identifying improvements. the dialysis facilities "higher" leadership however, did not support the implementation of the identified improvements. Front line staff bought in, but not the staff that would have allowed larger systemic change.
The ARC Connecticut	1, 2, 3	Access to existing options
Toledo Metropolitan Area Council of Governments	1	The Mobility Manager, who was hired as an outcome of the grant, continues to work with agencies serving people with disabilities and older adults to improve transit and mobility in the region.





2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

Arrowhead Economic Opportunity Agency replied “Consistently” to 2d, but noted “Because of COVID, we had to put our plans on hold.”



2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.

**Table A13: Additional Information on Inclusive Practices and Transit/Mobility Outcomes**

<b>Grantee</b>	<b>Grant Round</b>	<b>Survey Item 2k Response: Additional Information on Inclusion and Transit/Mobility Outcomes</b>
Area Agency on Aging 1-B	1, 2, 3	<i>No Response</i>
Arrowhead Economic Opportunity Agency	5	Our group consists of people with disabilities and older adults. Their input is greatly important to identify and solve their transportation needs.
Boulder County	5, 6	Our participants are amazing! They consistently have practical advise on how to improve our curriculum and provide feedback on what is working or not. They identify opportunities to improve outreach and coordination and work to implement them.
Central Pennsylvania Transportation Authority	4	We conduct rider satisfaction surveys annually. The folks taking the survey make up a representative sample of our riders. From an inclusive standpoint, while not a broader sample, our partnership provides us with information that is used to improve services for those who are transit dependent.
Central Vermont Regional Planning Commission	5	<i>No Response</i>
Clovernook	5	I was no longer involved with project and no secondary support was developed or assigned. Major focus now is limited to providing transportation if a voucher is attached.
District Department of Transportation	4	<i>No Response</i>
Easter Seals Massachusetts	5, 6	Although we are not collecting data, we are monitoring the data collected by the RTA and other entities. For example, we review paratransit trips, ADA eligibility, bus trips, complaints, etc.
Greater Portland Council of Governments (GPCOG)	5, 6	As noted earlier, we continue to convene the Community Transportation Leaders group. We have worked with them to reach out and get input from other older adults, people with disabilities, and people of color in the community. We have also included them in focus groups about the impact of COVID-19 on public transit, inclusive virtual engagement, and engagement tools.
Hopelink / King County Mobility Coalition	5, 6	Inclusive practices facilitate a space for people with specialized needs to voice their concerns as well as needs and gaps that relate to mobility and transit use. By establishing consistent feedback loops, transit and mobility agencies are provided direct opportunities to acknowledge and respond to these needs.
Jewish Council for the Aging	2, 3	<i>No Response</i>
Knoxville-Knox County Community Action Committee	1, 2, 3	We monitor customer satisfaction and we have increased the number of people with disabilities who we transport to work regularly.
MDOT MTA	5, 6	- We absolutely find ourselves incorporating these perspectives into our work and ensuring these voices are heard. We continue to build off the successes of this grant, and include our participants and Steering Committee in conversations that they and we wouldn't have sought out prior. For example, whenever we develop a grant application now (whether it's bus stop amenities or transit asset management), we actively discuss the grant and its goals with our colleagues from the CILs, MDOD, MDoA, and other advocacy groups and organizations.



Grantee	Grant Round	Survey Item 2k Response: Additional Information on Inclusion and Transit/Mobility Outcomes
Milwaukee County Department on Aging	5	<i>No Response</i>
Montgomery County Aging and Disability Services	1	Staff from multiple programs participated in the project. Many of them survey their participants on a regular basis.
Mountain Empire Older Citizens, Inc Transit Department	1	Again, when the users become part of the planning process obstacles are more likely overcome.
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)	4	We continue to make improvements to service through anecdotal feedback but have not launched a coordinated, data driven effort. We, as an agency, are in a bit of stagnant place, feeling like we have fully maximized every dollar we have with no real room for growth of programs which means we have stepped back from a lot of planning actives all together.
National Participant Network	1	<i>No Response</i>
Neighbor Network of Northern Nevada (N4)	5, 6	<i>No Response</i>
Oregon Cascades West Council of Governments	5	<i>No Response</i>
PEAC	4	Our students have improved bus stops with the SMART bus system.
People for People	5, 6	We have postponed any survey of service because of COVID-19
Ride Connection	1, 2, 3	
Rural Economic Assistance League, Inc. (REAL)	4	We incorporated a user satisfaction survey of existing ridership and will be conducting one every 2 years. This year, 2020, we will be implementing it during the summer period and will integrate inclusive planning principles.
The ARC Connecticut	1, 2, 3	<i>No Response</i>
Toledo Metropolitan Area Council of Governments	1	<i>No Response</i>



- 3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and lasting changes in the way that your organization and partner organizations operate.

**Table A14: Additional Information on Inclusive Practices and Organization/Partner Operations**

Grantee	Grant Round	Survey Item 3i Response: Additional Information on Inclusion and Organization/Partner Operations
Area Agency on Aging 1-B	1, 2, 3	Since our organization (the Area Agency on Aging 1-B) is not a direct transportation provider, we are not directly involved in transit decision making. We do however, sit on several transportation related groups, work consistently with the Regional Transportation Authority of southeast Michigan to provide input on the needs of older adults and adults with disabilities, and advocate for improved services for them.
Arrowhead Economic Opportunity Agency	5	Our project has included partnerships with several of the foundations in the area. We have continued to meet and work with them since the planning grant has ended
Boulder County	5, 6	As a result of the Inclusive Planning Grants, we have changed how our Coordinated Transportation Partners at the Local Coordinating Council work together to prioritize projects. The grant opportunity was an amazing learning experience to help us learn how to show outcomes in projects we select and gave us concrete examples of successful projects to emulate.
Central Pennsylvania Transportation Authority	4	The way we implemented inclusiveness into our project has continued in 3P Ride. In fact, one of the 4 organizational values is Inclusion, along with Individualism, Integrity, and Innovation. The organization is handled mostly by committees made up of members of the partnership.
Central Vermont Regional Planning Commission	5	We use more inclusive practices when considering program changes and in planning projects. Our staff are considering how they can better integrate our Title VI Plan's goals into every project.
Clovernook	5	This was one of the most rewarding Experiences and contributions in my professional career. It was over and above my regular responsibilities. It is unfortunate my parent company choose not to pursue further. Thank you
District Department of Transportation	4	<i>No Response</i>
Easter Seals Massachusetts	5, 6	As stated before, leaders of our transportation groups are mostly people with disabilities and older adults. We have worked together to get small grants and I have included the group in discussing the new RFP.
Greater Portland Council of Governments (GPCOG)	5, 6	We continue to have frequent meetings and conversations with many of the partners involved in the Transit Planning 4 All project. The work we did under this grant is the foundation for many of our other efforts, including the FTA Access and Mobility Project that is under way, and the projects mentioned above. We convene partners bimonthly for the Transportation & Community Network which enables us to continue engaging many of the partners.



Grantee	Grant Round	Survey Item 3i Response: Additional Information on Inclusion and Organization/Partner Operations
Hopelink / King County Mobility Coalition	5, 6	Since our work initially started with our Coalition, we have been able to expand our lessons and practices to the whole of our team. Similarly, part of the projects and goals we set during our Round 2 process included the component of consistent partnership -- something that is inherently following as we actively pursue our Round 2 projects beyond Inclusive Planning grant funding.
Jewish Council for the Aging	2, 3	<i>No Response</i>
Knoxville-Knox County Community Action Committee	1, 2, 3	Due to this grant, our partner, the University of Tennessee, had never really saw the need of people with disabilities, and they have become involved in several groups throughout our region to promote inclusivity. Our agency has always been rather inclusive, so no major changes have occurred. We do plan to start having Human Service meetings next month.
MDOT MTA	5, 6	- The response of "once" for 3e and 3f reflect that while we have continued to further and promote inclusive practices within our organization, we continue to see the same level of participation and leadership within the organization and alongside our partner organizations.
Milwaukee County Department on Aging	5	Because the grant activities were limited in scope it is difficult to demonstrate a direct connection from the grant activities to changed practices. While some increase in inclusive planning with people with disabilities and older adults has occurred, it has not been as deliberative as hoped, nor have there been as many opportunities to bring change to the transportation system. However, during COVID-19, cooperation between agencies significantly increased, including the signing of an interagency agreement to provide a new transportation service for people exposed to COVID-19.
Montgomery County Aging and Disability Services	1	Again, I think the grant contributed to the culture of engagement in our community.
Mountain Empire Older Citizens, Inc Transit Department	1	Our belief has always been if the problem is in the community than so is the solution. We have learned that being educators to the community is far better than being dictators. Where decision makers make their decisions on what they have read in a book rather than trying to meet the need of the community.
Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)	4	We continue to do general outreach differently, adding captions to videos, thinking about how to facilitate meetings for a variety of users. These were all things we became very aware of during the grant.
National Participant Network	1	the "never" answers may be misleading. The project did not impact our policies, etc. in those ways because they were already quite robust.
Neighbor Network of Northern Nevada (N4)	5, 6	<i>No Response</i>
Oregon Cascades West Council of Governments	5	The organizations within the project continue to connect with each other to work through other opportunities for improvements within their organizations and communities.
PEAC	4	Our students serve on more committees
People for People	5, 6	3h. - we plan on using same inclusive process for another future project. We haven't gotten older adults and persons with disabilities as involved in projects and leadership positions partly due to no opportunities to do so during COVID-19 pandemic.



Grantee	Grant Round	Survey Item 3i Response: Additional Information on Inclusion and Organization/Partner Operations
Ride Connection	1, 2, 3	<i>No Response</i>
Rural Economic Assistance League, Inc. (REAL)	4	in planning small projects, we have incorporated persons with disabilities and older adults in the entire program design and implementation.
The ARC Connecticut	1, 2, 3	<i>No Response</i>
Toledo Metropolitan Area Council of Governments	1	<i>No Response</i>



## Appendix 3: Post-Grant Profiles-Grantee Survey Responses

### 01 Area Agency on Aging 1-B

Page 1

	Never	Once	More Than Once	Consistently
<b>1. Sustainability of Inclusive Practices</b>				
1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.				X
1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?				
Maintained participation in Citizen's Advisory Committee for the Regional Transportation Authority of Southeast Michigan.				
1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.				
There was a challenge in getting seniors and adults with disabilities to actively participate in volunteer peer to peer activities and events in the community. Participation in ADA sub-committee was successful.				
	Never	Once	More Than Once	Consistently
1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.			X	
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.	X			
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.			X	
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.			X	
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.				X
1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.				



## 01 Area Agency on Aging 1-B

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.				X
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.		X		
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

Local public transportation providers are developing a universal ADA application and universal fare card for seniors and adults with disabilities.

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction	X			
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				





## 01 Area Agency on Aging 1-B

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.	X			
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .				X
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.	X			
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.			X	
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

Since our organization (the Area Agency on Aging 1-B) is not a direct transportation provider, we are not directly involved in transit decision making. We do however, sit on several transportation related groups, work consistently with the Regional Transportation Authority of southeast Michigan to provide input on the needs of older adults and adults with disabilities, and advocate for improved services for them.



## 01 Area Agency on Aging 1-B

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Area Agency on Aging 1-B

4b. Your Name: Roberta Habowski

4c. Your Title: Mobility Project Manager

4d. Your email address (in case we have questions about your responses):

rhabowski@aaa1b.org

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

Continue to provide much needed funding opportunities for organizations to share information and invite participation in transit planning projects.



## 02 Arrowhead Economic Opportunity Agency

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

We continued to meet on a regular basis to apply for grants and meet with stakeholders.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Because of COVID we had to put the implementation of our project on hold. We did continue to meet using ZOOM.

	Never	Once	More Than Once	Consistently
1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.				X
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.				X
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.				X
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.			X	
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.				X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

As we moved out of the planning stage of our project and into the implementation process, we held several community meetings via Zoom and met with stakeholders to receive continued input and guidance.



## 02 Arrowhead Economic Opportunity Agency

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).	X			
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.		X		
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				

Our group came up with a form of transportation that would directly improve transportation options for people with disabilities and older adults. It would fill in gaps where public transportation could not.

2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

Because of COVID, we had to put our plans on hold.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction			X	
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

Our group consists of people with disabilities and older adults. Their input is greatly important to identify and solve their transportation needs.



## 02 Arrowhead Economic Opportunity Agency

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.			X	
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.				X
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .		X		
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.		X		
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.				X
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

Our project has included partnerships with several of the foundations in the area. We have continued to meet and work with them since the planning grant has ended.



## 02 Arrowhead Economic Opportunity Agency

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Arrowhead Economic Opportunity Agency

4b. Your Name: Sandra Wheelecor

4c. Your Title: Transit Manager

4d. Your email address (in case we have questions about your responses):

[sandra.wheelecor@aeoa.org](mailto:sandra.wheelecor@aeoa.org)

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



**1. Sustainability of Inclusive Practices**

Never

Once

More Than  
Once

Consistently

- 1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

- 1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Inclusive coordinated transportation planning continued in the program that participated in the grant, but we have had mixed results trying to get other programs to adopt the processes. One of the two projects we funded in the second round, has sustained involvement of older adults and individuals with disabilities in the decision making process, but we have had some stumbling blocks and loss of momentum due to the current pandemic.

- 1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

The pressure for quicker results from leadership is the number one challenge to inclusive planning. Funders want to see more outputs quickly and are not as concerned with the process that is necessary to achieve outcomes.

Never

Once

More Than  
Once

Consistently

- 1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

- 1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

- 1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

- 1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

- 1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

- 1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

We have encountered significant technological barriers to continuing engagement efforts virtually during the COVID Pandemic. We have tried video meetings, which have been somewhat successful - approx. 25% of typical participants have participated, but they take much longer to plan and conduct the meetings. We have also seen that active participation in virtual meetings has went down as some people don't feel comfortable chiming into the conversation.



### 03 Boulder County

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				

Participants consistently have smaller practical suggestions that improve accessing transportation options, but we have not been able to use their involvement to secure substantial funding to really improve transportation options for more people.

2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction			X	
2h. transit obstacles and/or needed services				X
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

Our participants are amazing! They consistently have practical advice on how to improve our curriculum and provide feedback on what is working or not. They identify opportunities to improve outreach and coordination and work to implement them.





	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.		X		
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.		X		
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

As a result of the Inclusive Planning Grants, we have changed how our Coordinated Transportation Partners at the Local Coordinating Council work together to prioritize projects. The grant opportunity was an amazing learning experience to help us learn how to show outcomes in projects we select and gave us concrete examples of successful projects to emulate.



### 03 Boulder County

Page 4

#### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Boulder County

4b. Your Name: Angel Bond

4c. Your Title: Mobility for All Program Manager

4d. Your email address (in case we have questions about your responses):

[abond@bouldercounty.org](mailto:abond@bouldercounty.org)

4f. Were you:

☒ Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

#### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

Thank you for the opportunity to be involved in such a meaningful project. It was not only a learning experience for our program and coordinated transportation partners, it has given us successful projects at the local level to show others how planning efforts can be done successfully and in meaningful ways to people who use transportation services.



## 04 Central Pennsylvania Transportation Authority

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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- 1f. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

- 1g. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Our project was designed to begin inclusive planning by bringing riders and stakeholders together to identify gaps in service and make changes to impact positive change in the transportation system. It was very successful throughout the grant period and beyond. From this grant, we started the ball rolling on starting a 501 c 3 nonprofit organization, 3P Ride. Since the time of the grant, we have continued previous practices, including surveying attendees to allow them to keep us aware of our level of inclusiveness.

- 1h. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Challenges remain the same as during the grant period. There are times when transportation was a challenge in that it delivered riders late or picked up early. We spend much time trying to mitigate that, by requesting earlier or later drop offs and pick ups. Inclusive planning also adds the amount of time needed to maintain inclusiveness. We also maintain a rider on the Board of Directors of 3P Ride.

	Never	Once	More Than Once	Consistently
1i. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.				X
1j. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.			X	
1k. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.			X	
1l. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.			X	
1m. The Coronavirus pandemic has impacted our continued use of inclusive planning.			X	

- 1n. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

They will continue once this get back to "normal." Right now we have postponed some of the work we had planned to do.



## 04 Central Pennsylvania Transportation Authority

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2e. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).		X		
2f. As a result of the grant, awareness of the value of community transportation increased.				X
2g. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2h. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2i. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

Our 3P Ride partnership has created some great advocates for public transportation. I am consistently called to come to various tables where we, as transportation, may not have been included in the past. The partnership was developed to create the initial inclusion of the project and has continued as a strong body of individuals. This group of people come to us with issues and solutions that we can work on together. The only challenge is continued operating funding for the specific projects that have been developed since the nonprofit has been in existence.

2j. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2k. service satisfaction			X	
2l. transit obstacles and/or needed services			X	
2m. the value of remaining in the community			X	
2n. the ability of riders to use transit to get to work.			X	
2o. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

We conduct rider satisfaction surveys annually. The folks taking the survey make up a representative sample of our riders. From an inclusive standpoint, while not a broader sample, our partnership provides us with information that is used to improve services for those who are transit dependent.



## 04 Central Pennsylvania Transportation Authority

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3i. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3j. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3k. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3l. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3m. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.				X
3n. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.			X	
3o. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.			X	
3p. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3q. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

The way we implemented inclusiveness into our project has continued in 3P Ride. In fact, one of the 4 organizational values is Inclusion, along with Individualism, Integrity, and Innovation. The organization is handled mostly by committees made up of members of the partnership.



## 04 Central Pennsylvania Transportation Authority

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Central Pennsylvania Transportation Authority

4b. Your Name: Sherry Welsh

4c. Your Title: 3P Ride Administrator/ Senior Project Manager

4d. Your email address (in case we have questions about your responses):

swelsh@rabbittransit.org

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

This has really become our mantra at 3P Ride. It has continued, and will be continued during the duration of the nonprofit organization.



## 05 Central Vermont Regional Planning Commission

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

The team was exploring alternate funding sources that would allow us to implement some of the planning grant recommendations. The work was put on hold when our transportation program manager left the organizations. We expect it will continue in the upcoming year.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Staff at our transit agency was hesitant to continue as it no longer intends to provide the separate paratransit services in our region that prompted us to pursue the planning grant. The rest of the team is considering how to proceed without them.

	Never	Once	More Than Once	Consistently
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1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

A staff change in our organization and lack of support from the transit agency affected moving inclusive practices in transportation. We are moving inclusive planning forward in other parts of our organization, such as workforce development systems change.



	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).	X			
2b. As a result of the grant, awareness of the value of community transportation increased.		X		
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.	X			
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				
Inclusion of people with disabilities and older adults helps us identified changes that could be made, such as updates to the bus map and guide and changes to bus stops.				
2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>	Never	Once	More Than Once	Consistently
2g. service satisfaction		X		
2h. transit obstacles and/or needed services	X			
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				





## 05 Central Vermont Regional Planning Commission

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	X			
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.		X		
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.			X	
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.		X		
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

We use more inclusive practices when considering program changes and in planning projects. Our staff are considering how they can better integrate our Title VI Plan's goals into every project.



## 05 Central Vermont Regional Planning Commission

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Central Vermont Regional Planning Commission

4b. Your Name: Bonnie Waninger

4c. Your Title: Executive Director

4d. Your email address (in case we have questions about your responses):

[waninger@cvregion.com](mailto:waninger@cvregion.com)

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

Encourage FTA to have its grantees report on inclusive practices used in rural service areas. Provide guidance and encourage requirements for minimum font sizes on bus maps and guides. Invite grantees (and non-grantees) to participate in learning and sharing opportunities at least two years after the close of planning grants.

	Never	Once	More Than Once	Consistently
<b>1. Sustainability of Inclusive Practices</b>				
1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.			X	
1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?				
Continues with regional inclusive planning partners communications				
1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.				
Mobility instructor and transportation expert resigned to work with school system. Position is just now posted but as part time.				
	Never	Once	More Than Once	Consistently
1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.			X	
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.				X
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.	X			
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.				X
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.			X	
1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.				
Major public transportation, including paratransit support tax level passed in June! Streetcar is not running due to COVID-19.				



## 06 Clovernook

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).				X
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.				X
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X

2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.

Our logo and count me on t shirt is seen on social media and in the work place all the time as best as I can say, even with COVID individuals associated with inclusion advocate groups made it a point for the transportation levy.

2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users with disabilities and older adults</u> about:</b>				
2g. service satisfaction	X			
2h. transit obstacles and/or needed services	X			
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

I was no longer involved with project and no secondary support was developed or assigned. Major focus now is limited to providing transportation if a voucher is attached.

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.			X	
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.	X			
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .	X			
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.		X		
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.	X			
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

This was one of the most rewarding experiences and contributions in my professional career. It was over and above my regular responsibilities. It is unfortunate my parent company choose not to pursue further. Thank you



## 06 Clovernook

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Clovernook

4b. Your Name: Jacqueline Conner

4c. Your Title: Vice President

4d. Your email address (in case we have questions about your responses):

[JConner-msce@iac.net](mailto:JConner-msce@iac.net)

4f. Were you:

☒ Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

Good question - I would love to continue but it was a full time commitment over and above my normal responsibilities. The resignation of our Transportation Orientation and Mobility specialist was also a big loss. Transportation is not included in my responsibilities / organization choose not to allocate resources for Round 2.



1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

The project highlighted the need for a permanent advisory committee on multi-modal transportation accessibility. Such a committee was in the process of being stood up during the project (the Multimodal Accessibility Advisory Committee, or MAAC), but wasn't fully implemented until after it was complete.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

The MAAC met for the better part of a year, but then went dormant after a more active member left. The department has taken a hands-off approach in keeping the committee constituted, meaning it relies on community interest to be sustained. The department recently encouraged remaining members to reengage, which has been successful.

	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.



**07 District of Columbia Department of Transportation**

**Page 2**

<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>	<b>Never</b>	<b>Once</b>	<b>More Than Once</b>	<b>Consistently</b>
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).		X		
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.		X		
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.		X		
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				
2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				

<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>	<b>Never</b>	<b>Once</b>	<b>More Than Once</b>	<b>Consistently</b>
2g. service satisfaction			X	
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				





## 07 District of Columbia Department of Transportation

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.				X
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.			X	
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .		X		
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.		X		
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.		X		
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				



**07 District of Columbia Department of Transportation**

**Page 4**

**4. Tell Us a Little About You**

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

District of Columbia Department of Transportation

4b. Your Name: David Koch

4c. Your Title: Program Analyst

4d. Your email address (in case we have questions about your responses):

david.koch@dc.gov

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

**5. Additional Comments and Suggestions:**

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



	Never	Once	More Than Once	Consistently
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**1. Sustainability of Inclusive Practices**

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Many of our leaders in the group are people with disabilities or older adults. We sustained inclusive practices because the issues that we were working on are of value to both participants and partners. We also received a small grant.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

COVID19 has been challenging for all. We have switched to Zoom for meetings. We continue to seek funding to further support our actions.

	Never	Once	More Than Once	Consistently
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1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

As stated above, the leaders are mostly people with disabilities or older adults. We understand the importance of maintaining this status.



	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.				X
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				

We have continued to support a person with a disability on the regional transit advisory board. We continue to push for more on demand services and affordable transportation options.

2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction	X			
2h. transit obstacles and/or needed services		X		
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

Although we are not collecting data, we are monitoring the data collected by the RTA and other entities. For example, we review paratransit trips, ADA eligibility, bus trips, complaints, etc.



	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	X			
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.			X	
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.				X
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.		X		
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

As stated before, leaders of our transportation groups are mostly people with disabilities and older adults. We have worked together to get small grants and I have included the group in discussing the new RFP.



## 08 Easter Seals Massachusetts

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Easter Seals Massachusetts

4b. Your Name: Joe Bellil

4c. Your Title: VP of Public Affairs & Youth Services

4d. Your email address (in case we have questions about your responses):

jbellil@eastersealsma.org

4f. Were you:

☒ Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

COVID19 has been an issue in regards to moving forward as planned. We are all concerned about future state and federal funding cuts. This could have a very big impact on our ability to continue to focus on our priorities, i.e. staff cuts, etc.



## 09 Greater Portland Council of Governments (GPCOG)

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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- 1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued. X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

GPCOG and PACTS has incorporated inclusive planning practices into the agency's work in several ways. Leadership voted to add seats on PACTS committees for Community Transportation Leaders. This will likely be implemented in the Fall. A commitment was also made to continue convening the Community Transportation Leaders -- providing monthly meetings, peer-networking, and coaching to the 23 people who completed the training. The Community Transportation Leaders are working on individual and group projects to improve transportation. The group is tapped as a resource for project input and individuals are invited to participate in other efforts where perspectives on transportation from older adults, people with disabilities, and people of color are needed. Finally, the Inclusive Transportation Planning Toolkit was included in the updated Public Involvement Plan and use the toolkit is encouraged by members communities, staff and consultants.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Funding is and will be a challenge for keeping this work going. The goal is to integrate these practices into all projects and programs so separate funding is not needed.

	Never	Once	More Than Once	Consistently
1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.			X	
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.			X	
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.			X	
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.				X
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.	X			

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.



## 09 Greater Portland Council of Governments (GPCOG)

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).		X		
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				

We are in the process of securing funding (most likely through the CARES Act) for several projects proposed and led by Community Transportation Leaders. These include sensitivity training for bus drivers, a transit ambassadors program, and travel instruction videos in multiple languages.

2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction			X	
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

As noted earlier, we continue to convene the Community Transportation Leaders group. We have worked with them to reach out and get input from other older adults, people with disabilities, and people of color in the community. We have also included them in focus groups about the impact of COVID-19 on public transit, inclusive virtual engagement, and engagement tools.





**09 Greater Portland Council of Governments (GPCOG)**

**Page 3**

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.		X		
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .				X
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.				X
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.			X	
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

We continue to have frequent meetings and conversations with many of the partners involved in the Transit Planning 4 All project. The work we did under this grant is the foundation for many of our other efforts, including the FTA Access and Mobility Project that is under way, and the projects mentioned above. We convene partners bimonthly for the Transportation & Community Network which enables us to continue engaging many of the partners.



## 09 Greater Portland Council of Governments (GPCOG)

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Greater Portland Council of Governments (GPCOG)

4b. Your Name: Zoe Miller

4c. Your Title: Director of Community Engagement

4d. Your email address (in case we have questions about your responses):

zmiller@gpcog.org

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

This funding was transformative for our agency. The focus on supporting planning and tailoring to the community was a gift. Keep planting these seeds around the country!



## 10 Hopelink/King County Mobility Coalition

Page 1

	Never	Once	More Than Once	Consistently
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### 1. Sustainability of Inclusive Practices

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

In Round 2 of Inclusive Planning, we elevated 3 main projects. Sustainability for the projects is as follows: 1. Community Transportation Navigators: After adjusting our pilot extension, we created an evaluation report that we feel may help us in finding future funding to support a peer-to-peer program (more direct outreach baring COVID). Due to our work with CTNs, we have been approached by King County Metro to collaborate on a national grant to implement a mobility peer-to-peer model in our county. 2. One-Call One-Click: We continue to look for funding opportunities using our Business Plan. We have assembled a team of four to undergo an NCMM training on OCOC in the fall. 3. Inclusive Planning Toolkit: This living document, which solidifies our inclusive planning lessons in an active document, is being distributed and updated -- specifically to include accessible virtual engagement.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

We had some trouble using GoGoGrandparent, the on-demand service provider we used to transport participants to our meetings. We have submitted complaints about accessibility to their customer service. We also had significant impact to our Community Transportation Navigators extension, as it was meant to be a direct outreach-based program that unfortunately aligned during COVID-19.

	Never	Once	More Than Once	Consistently
1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.				X
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.			X	
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.				X
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.		X		
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.				X



## 10 Hopelink/King County Mobility Coalition

Page 2

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

Our Inclusive Planning process helped us strengthen and solidify inclusivity to the core of our work. The process has enabled us to integrate inclusive practices more deeply and widely than before, beyond simply the process but into our everyday project management and convening. We are not only continuing the projects that we worked on during the grant, but have adapted existing projects to be more inclusive.

2. Inclusive Planning and Transit/Mobility Outcomes	Never	Once	More Than Once	Consistently
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				

The feedback gathered during Round 1 of Inclusive Planning has been shared and used by larger transit agencies in our area, as we facilitated lots of direct feedback from participants on mobility in our region.

2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:	Never	Once	More Than Once	Consistently
2g. service satisfaction		X		
2h. transit obstacles and/or needed services				X
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

Inclusive practices facilitate a space for people with specialized needs to voice their concerns as well as needs and gaps that relate to mobility and transit use. By establishing consistent feedback loops, transit and mobility agencies are provided direct opportunities to acknowledge and respond to these needs.



## 10 Hopelink/King County Mobility Coalition

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.		X		
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

Since our work initially started with our Coalition, we have been able to expand our lessons and practices to the whole of our team. Similarly, part of the projects and goals we set during our Round 2 process included the component of consistent partnership -- something that is inherently following as we actively pursue our Round 2 projects beyond Inclusive Planning grant funding.



## 10 Hopelink/King County Mobility Coalition

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Hopelink / King County Mobility Coalition

4b. Your Name: Cassidy Giampetro

4c. Your Title: Program Supervisor

4d. Your email address (in case we have questions about your responses):

cgiampetro@gmail.com

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

Staci Haber, director, is on maternity leave but will be coming back (in reference to above answer which indicates the main contact is no longer with me).



## 11 Jewish Council on Aging (Montgomery County, MD)

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued. X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

JCA continues to participate in the periodic Getting All Around the County meetings hosted by Montgomery County HHS. We also distribute County flyers created as a result of the grant that list transportation options available to seniors and adults with disabilities.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

	Never	Once	More Than Once	Consistently
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1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways. X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization. X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion. X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities. X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning. X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

Our VillageRides program which supports community organizations with volunteer driver programs for seniors and adults with disabilities, includes an Advisory Council comprised of representatives from local communities.



## 11 Jewish Council on Aging (Montgomery County, MD)

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				
We have continued to support greater awareness of the improvements and options available.				
2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>	<b>Never</b>	<b>Once</b>	<b>More Than Once</b>	<b>Consistently</b>
2g. service satisfaction	X			
2h. transit obstacles and/or needed services	X			
2i. the value of remaining in the community				X
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				





## 11 Jewish Council on Aging (Montgomery County, MD)

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.			X	
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.			X	
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.			X	
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				



## 11 Jewish Council on Aging (Montgomery County, MD)

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Jewish Council for the Aging

4b. Your Name: Sara Fought

4c. Your Title: Senior Director of Information Services

4d. Your email address (in case we have questions about your responses):

sara.fought@accessjca.org

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 12 Knoxville-Knox County Community Action Committee

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Knox County CAC Transit continues to use inclusive planning as needed. We haven't had a huge need for input lately, but when we do, we will utilize our inclusive approach.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Knox County CAC Transit has always been pretty inclusive, but we haven't had a need at this time for the Meeting in the Box. We do share this information with other agencies and encourage them to use it.

	Never	Once	More Than Once	Consistently
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1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

Knox County CAC Transit is not actively pursuing the actual project, but the inclusive transportation practices continue. We actually have worked with our local group, Citizen's on Disabilities Issues (CODI) to help make Knoxville the friendliest city of people with disabilities. One of partners, Dr. Sawhney, is on the committee to promote the inclusiveness of people with disabilities.



2. Inclusive Planning and Transit/Mobility Outcomes	Never	Once	More Than Once	Consistently
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

Due to the collection of data, it has helped us be more aware of our customers and the special needs that particular groups have. We have several agencies who work with people with disabilities remain active with our agency.

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:	Never	Once	More Than Once	Consistently
2g. service satisfaction				X
2h. transit obstacles and/or needed services	X			
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.				X
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

We monitor customer satisfaction and we have increased the number of people with disabilities who we transport to work regularly.



## 12 Knoxville-Knox County Community Action Committee

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.		X		
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.			X	
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

Due to this grant, our partner, the University of Tennessee, had never really saw the need of people with disabilities, and they have become involved in several groups throughout our region to promote inclusivity. Our agency has always been rather inclusive, so no major changes have occurred. We do plan to start having Human Service meetings next month.



## 12 Knoxville-Knox County Community Action Committee

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Knoxville-Knox County Community Action Committee

4b. Your Name: Karen Estes

4c. Your Title: Transit Director

4d. Your email address (in case we have questions about your responses):

[karen.estes@cactrans.org](mailto:karen.estes@cactrans.org)

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

I learned a lot through this project and wish that we had received additional funding to see it to completion.



### 13 Maryland Department of Transportation Maryland Transit Administration (MDOT-MTA) P. 1

	Never	Once	More Than Once	Consistently
<b>1. Sustainability of Inclusive Practices</b>				
1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.				X
1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?				
<ul style="list-style-type: none"> <li>- Ensuring public-facing materials are accessible</li> <li>- Incorporating accessible documents into internal presentations and forms, including Title VI/ADA complaint forms, operator ADA handbook, continuity of operations plans (COOPs)</li> <li>- Presenting on how to ensure better accessibility of documents and facilities</li> <li>- Ongoing involvement of coordinated transportation partners in planning efforts</li> </ul>				
1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.				

Budget reductions will inhibit some efforts. For example, installation of certain wayfinding components at stations, and Braille route books will need to be updated to reflect future service changes but funding for this effort is uncertain.

	Never	Once	More Than Once	Consistently
1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.				X
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.			X	
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.			X	
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.			X	
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.				X
1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.				

Certainly, COVID-19 has created a challenging environment under which to operate. Many of our efforts are human-centered and are led by people with disabilities and older adults, and COVID-19 has made these types of engagement more challenging. Inclusive practices were proceeding quite well but serious budget reductions mean we have to identify new funding sources to ensure these efforts continue.



### 13 MDOT-MTA

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).				X
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

We have more opportunities and forums to share our work, and are invited into new spaces. These networks are significant additions."

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction			X	
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

We absolutely find ourselves incorporating these perspectives into our work and ensuring these voices are heard. We continue to build off the successes of this grant, and include our participants and Steering Committee in conversations that they and we wouldn't have sought out prior. For example, whenever we develop a grant application now (whether it's bus stop amenities or transit asset management), we actively discuss the grant and its goals with our colleagues from the CILs, MDOD, MDoA, and other advocacy groups and organizations.





## 13 MDOT-MTA

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.				X
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.		X		
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.		X		
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

The response of "once" for 3e and 3f reflect that while we have continued to further and promote inclusive practices within our organization, we continue to see the same level of participation and leadership within the organization and alongside our partner organizations.



## 13 MDOT-MTA

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

MDOT MTA

4b. Your Name: Jaime McKay

4c. Your Title: Transportation Planner

4d. Your email address (in case we have questions about your responses):

jmckay@mta.maryland.gov

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

We would gently recommend having a walkthrough/discussion on how to fill out some of the paperwork for the first month or two, specifically if/when contractors or other organizations are involved. Having the ability to have a guiding hand walk some of the smaller agencies through the paperwork truly completes the inclusive circle.



## 14 Milwaukee County Department on Aging

Page 1

	Never	Once	More Than Once	Consistently
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### 1. Sustainability of Inclusive Practices

- 1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

- 1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

After the T4All grant ended, Milwaukee County convened several internal inter-agency meetings focused on transportation coordination. The Combined Community Services Board and the Aging Advisory Council similarly took up the mantle to continue inclusive coordinated planning and during COVID-19, an interagency memorandum was signed to expand non-emergency medical transportation options for individuals with and without mobility challenges who were exposed to COVID-19.

- 1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

The sheer number of funding sources, regulations, and providers who occupy this field makes continuing inclusive planning a daunting task. Wisconsin specific factors also inhibited progress in inclusion. For example, as Wisconsin's Medicaid Managed Care and HCBS services system separated from county social services, transportation was often "bundled" with residential services, and statewide NEMT brokers drove down provider rates, causing many local providers who accommodated older adults and people with disabilities to go out of business. State legislation prohibited localities from establishing regional transit authorities or, in practice, even implement regional solutions recommended by regional planning authorities. Funding for transportation services of all types has been stagnant or declining and it has been difficult for transit providers to increase inclusive practices or even purchase more accessible vehicles. However, the awareness of need remains and several oversight bodies and advocacy groups have made transportation inclusion and coordination a focus for planning and advocacy in the past year.

	Never	Once	More Than Once	Consistently
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- 1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.
- 1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.
- 1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.
- 1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.
- 1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

X

X

X

X



## 14 Milwaukee County Department on Aging

Page 2

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

Milwaukee County has several citizen led public boards and commissions that provide oversight and initiate planning for the work of the Department on Aging and the Department on Health and Human Services. Several of these boards, including the Aging Advisory Council, the Combined Community Services Board, and the Aging and Disability Resource Center Board, which are comprised of older adults and people with disabilities and mental illness, have made transportation access and coordination a top priority. Efforts are thus underway to continue the work begun under the T4All grant. Moreover, the Milwaukee County Transit System has continued to engage in TransitNEXT to plan for the future of its transit system routes in Milwaukee County. MCTS specifically included people with disabilities and older adults in the planning process and held forums in accessible locations to increase inclusive participation in the planning process. MCTS, the Office for People with Disabilities, and the Departments on Aging, Health and Human Services, and Parks, launched a partnership using a mobile technology provider to increase the accessibility of the bus system all Milwaukee County assets (parks, senior centers, and community centers) for people who are blind or visually impaired.

2. Inclusive Planning and Transit/Mobility Outcomes	Never	Once	More Than Once	Consistently
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).		X		
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				
MCTS's Transit NEXT planning process specifically included older adults and people with disabilities and routes and recommendations were changed as a result of this involvement. A new transportation provider was identified for Older Adult transportation and older adults on the Commission confirmed this contract and continue to monitor vendor performance.				
2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				



## 14 Milwaukee County Department on Aging

Page 3

After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users with disabilities and older adults</u> about:	Never	Once	More Than Once	Consistently
2g. service satisfaction		X		
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community				X
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

3. Impact on Transit and Human Services Partners	Never	Once	More Than Once	Consistently
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.		X		
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .	X			
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.		X		
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.		X		
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.		X		



## 14 Milwaukee County Department on Aging

Page 4

- 3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and lasting changes in the way that your organization and partner organizations operate.

Because the grant activities were limited in scope it is difficult to demonstrate a direct connection from the grant activities to changed practices. While some increase in inclusive planning with people with disabilities and older adults has occurred, it has not been as deliberative as hoped, nor have there been as many opportunities to bring change to the transportation system. However, during COVID-19, cooperation between agencies significantly increased, including the signing of an interagency agreement to provide a new transportation service for people exposed to COVID-19.

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Milwaukee County Department on Aging

4b. Your Name: Daniel Idzikowski

4c. Your Title: Program and Policy Coordinator

4d. Your email address (in case we have questions about your responses):

daniel.idzikowski@milwaukeecountywi.gov

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 15 Montgomery County Aging and Disability Services

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

My organization, Montgomery County Aging and Disability Services, hosted periodic meetings (3-4x/year) of the stakeholders' group started under the grant called "Getting All Around the County."

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

We came to prefer the notion of influencing over planning. Planning implies involvement in every stage of development, while influencing can happen at different stages.

	Never	Once	More Than Once	Consistently
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1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

Many of the participants have been and continue to be active in their own right, in transportation issues and other activities. We cannot attribute their leadership or involvement to our grant.



## 15 Montgomery County Aging and Disability Services

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.				
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

It is hard to attribute direct connection. The grant was valuable but there are many ways that older adults and individuals with disabilities interact with program managers and policy makers in our community. We place a high value on engagement. So some of the improvements or expansions of service may have resulted without the grant. However, I think it contributed to that culture.

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction			X	
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.				
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

Staff from multiple programs participated in the project. Many of them survey their participants on a regular basis.





## 15 Montgomery County Aging and Disability Services

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.				
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .				
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.				
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.				
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

Again, I think the grant contributed to the culture of engagement in our community.



## 15 Montgomery County Aging and Disability Services

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Montgomery County Aging and Disability Services

4b. Your Name: Shawn M Brennan

4c. Your Title: Community Outreach Manager (including a focus on transportation and mobility)

4d. Your email address (in case we have questions about your responses):

shawn.brennan@montgomerycountymd.gov

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

My organization worked with Jewish Council for the Aging. We had the grant the first year, and JCA had it thereafter.



## 16 Mountain Empire Older Citizens, Inc Transit Department

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued. X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

We were able to take the lessons we learned and take them to the community to help us continue funding.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Rebuild trust with users of project who had been promised things before and they were not followed up on.

	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways. X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization. X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion. X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities. X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning. X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

Ours were sustained meetings and community involvement were a little more difficult during recent times.



## 16 Mountain Empire Older Citizens, Inc Transit Department

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).				X
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.				X
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

We were able to bring the people who needed the service on board to help become decision makers.

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction				X
2h. transit obstacles and/or needed services				X
2i. the value of remaining in the community				X
2j. the ability of riders to use transit to get to work.				X
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

Again when the users become part of the planning process obstacles are more likely overcome.



## 16 Mountain Empire Older Citizens, Inc Transit Department

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.				X
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .				X
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.				X
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.			X	
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

Our belief has always been if the problem is in the community than so is the solution. We have learned that being educators to the community is far better than being dictators. Where decision makers make their decisions on what they have read in a book rather than trying to meet the need of the community.



## 16 Mountain Empire Older Citizens, Inc Transit Department

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Mountain Empire Older Citizens, Inc Transit Department

4b. Your Name: Mitchell Elliott

4c. Your Title: Transit Director

4d. Your email address (in case we have questions about your responses):

melliot@meoc.org

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

We have found if we can educate people to the service and involve them in the planning and implementation of the service needed we can overcome the two giants that must overcome fear and pride. Proud people will not admit that they need help and many go without needed services for lack of understanding.



## 17 National Participant Network

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Leadership of the organization had to step down for medical reasons so we did not continue, but the OTHER partners we helped get together continued to plan inclusively

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

None known.

	Never	Once	More Than Once	Consistently
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1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

The community built with the help of the project remains vital, so all members fight to include each participant as much as they desire.



## 17 National Participant Network

Page 2

2. Inclusive Planning and Transit/Mobility Outcomes	Never	Once	More Than Once	Consistently
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.				X
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

Those who were involved in our project went on to advise the town/county about needs for overall improvement, which are currently being implemented.

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:	Never	Once	More Than Once	Consistently
2g. service satisfaction		X		
2h. transit obstacles and/or needed services		X		
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.		X		
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				





## 17 National Participant Network

Page 3

3. Impact on Transit and Human Services Partners	Never	Once	More Than Once	Consistently
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.			X	
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.	X			
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .	X			
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.	X			
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.			X	
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

The "never" answers may be misleading. The project did not impact our policies, etc. in those ways because they were already quite robust.



## 17 National Participant Network

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

National Participant Network

4b. Your Name: Althea McLuckie

4c. Your Title: (former) CEO

4d. Your email address (in case we have questions about your responses):

4advocacyonlynow@gmail.com

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 18 Neighbor Network of Northern Nevada

Page 1

	Never	Once	More Than Once	Consistently
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### 1. Sustainability of Inclusive Practices

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

The Nevada Governor's Council on Developmental Disabilities agreed to align the start of a planning committee for Nevada's first statewide transit association for the month following our TP4A project end. Additionally, the Nevada Department of Transportation and Nevada Aging and Disability Services Division has offered funding and ongoing support for N4's next phase to pilot a statewide coordinated transit software (for rural communities to link up to Nevada's two urban transit systems).

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

I'm sure the answer you are receiving for this one is unanimous...COVID-19. N4 has been continually working on engagement strategies that support CDC physical distancing recommendations. For example, we started a "Curbside Community" and have developed methods for people with disabilities and older adults to participate in activities virtually. We have also begun providing grocery and medication delivery.

	Never	Once	More Than Once	Consistently
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1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.



## 18 Neighbor Network of Northern Nevada

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).				X
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				
2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction				X
2h. transit obstacles and/or needed services				X
2i. the value of remaining in the community				X
2j. the ability of riders to use transit to get to work.				X
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				



## 18 Neighbor Network of Northern Nevada

Page 3

3. Impact on Transit and Human Services Partners	Never	Once	More Than Once	Consistently
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.				X
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .				X
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.				X
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.			X	
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				



## 18 Neighbor Network of Northern Nevada

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Neighbor Network of Northern Nevada (N4)

4b. Your Name: Amy Dewitt-Smith

4c. Your Title: Executive Director

4d. Your email address (in case we have questions about your responses):

amy@neighbornv.org

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

I miss you all and was so bummed I didn't get to reconnect at the CTAA annual conference in May. :(



## 19 Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)

Page 1

### 1. Sustainability of Inclusive Practices

Never

Once

More Than  
Once

Consistently

- 1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

- 1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

We have kept our committee meetings together however participating by people with disabilities has dropped off while agencies serving those with disabilities has increased. This was not an intentional switch, just seems to have happened over time as I reflect on it.

- 1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

My take is that without a particular project we were towering on, that interest levels may have dropped off and we didn't have anything to engage them in the same way we did as we were revamping the taxi program.

Never

Once

More Than  
Once

Consistently

- 1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

- 1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

- 1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

- 1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

- 1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

- 1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

We have continued to hold meetings though the members we did have participating have dropped for a variety of reasons, health, time, moved, etc. We have not actively worked to target specific new members and engage but will now that we are thinking about it through this survey.



## 19 NAIPTA

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.		X		
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.		X		
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				
2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction		X		
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

We continue to make improvements to service through anecdotal feedback but have not launched a coordinated, data driven effort. We, as an agency, are in a bit of stagnant place, feeling like we have fully maximized every dollar we have with no real room for growth of programs which means we have stepped back from a lot of planning actives all together.





	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	X			
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.			X	
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.	X			
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.		X		
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.	X			
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

We continue to do general outreach differently, adding captions to videos, thinking thought how to facility meetings for a variety of users. These were all things we became very aware of during the grant.



## 19 NAIPTA

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

NAIPTA

4b. Your Name: Kate Morley

4c. Your Title: Deputy General Manager

4d. Your email address (in case we have questions about your responses):

kmorley@naipta.az.gov

4f. Were you:

☒ Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

Loved this work, please keep it going! Lessons learned are still applicable to our work even if not as apparent as during the grant. The program changes we made because of the project continue to be very well received.



## 20 Oregon Cascades West Council of Governments

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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- 1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

- 1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Additional planning projects haven't happened since our inclusive planning project; we do intend to use it for future planning activities.

- 1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

	Never	Once	More Than Once	Consistently
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- 1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

- 1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

- 1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

- 1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

- 1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

- 1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

There haven't been any planning projects since the completion of our inclusive planning process.



## 20 Oregon Cascades West Council of Governments

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.		X		
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.		X		
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.	<p>Through the grant period seniors and people with disabilities shared concerns about the visibility of the bus system. Lincoln County transit has since had signs made and is currently seeking funding for installation.</p>			
2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>	Never	Once	More Than Once	Consistently
2g. service satisfaction	X			
2h. transit obstacles and/or needed services	X			
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				



## 20 Oregon Cascades West Council of Governments

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.		X		
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.		X		
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.			X	
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .	X			
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.	X			
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.		X		
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

The organizations within the project continue to connect with each other to work through other opportunities for improvements within their organizations and communities.



## 20 Oregon Cascades West Council of Governments

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Oregon Cascades West Council of Governments

4b. Your Name: Katie Trebes

4c. Your Title: Assistant Transportation Planner

4d. Your email address (in case we have questions about your responses):

ktrebes@ocwcog.org

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 21 PEAC

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
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1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Then inclusion of participants with disabilities key to any decisions PEAC makes.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Transportation!!! Metro Detroit does not have a regional transit system. PEAC picks up participants.

	Never	Once	More Than Once	Consistently
1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.				X
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.				X
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.			X	
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.			X	
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.				X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

The cost of staff support is expensive to maintain inclusive practices. Cursory attempts add to staff work load. Meaningful inclusion takes dedicated staff and dedicated and scheduled time.



	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				
Our travel training includes advocacy training and practice and the best advocates attend transit meetings and serve on committee.				
2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
	Never	Once	More Than Once	Consistently
2g. service satisfaction	X			
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				
Our students have improved bus stops with the SMART bus system.				





	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.			X	
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.			X	
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.			X	
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.			X	
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

Our students serve on more committees.



**21 PEAC**

**Page 4**

**4. Tell Us a Little About You**

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

PEAC

4b. Your Name: John Waterman

4c. Your Title: Executive Director

4d. Your email address (in case we have questions about your responses):

jwaterman@bikeprogram.org

4f. Were you:

☒ Original Grant Lead Agency contact (Project Director)

       Alternative contact because the original contact is no longer with your organization

**5. Additional Comments and Suggestions:**

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.

Increase funding for support staff to provide inclusion.



## 22 People for People

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

We decreased frequency of meetings, but held two meetings since the end of the grant. COVID-19 issues affected frequency of meetings.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Keeping participants engaged is a challenge when we are just at a monitoring stage for our project.

	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

Question 1e. We have not started any new projects yet but have plans to do a similar inclusive planning project for another part of our County.

## 22 People for People

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).				X
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.				X
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				

The inclusive process for our project included a committee of participants who worked on developing and modifying a new transit route. Their input included identifying realistic bus stops, time table, and service frequency.

2f. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction	X			
2h. transit obstacles and/or needed services	X			
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

We have postponed any survey of service because of COVID-19.

## 22 People for People

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.			X	
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	X			
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.		X		
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .		X		
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.	X			
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.	X			
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.		X		
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				
3h. We plan on using same inclusive process for another future project. We haven't gotten older adults and persons with disabilities as involved in projects and leadership positions partly due to no opportunities to do so during COVID-19 pandemic.				



## 22 People for People

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

People for People

4b. Your Name: Jan Ollivier

4c. Your Title: Director of Transportation

4d. Your email address (in case we have questions about your responses):

jollivier@pfp.org

4f. Were you:

☒ Original Grant Lead Agency contact (Project Director)

       Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 23 Ride Connection, Portland, OR

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued. X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Since our project, we have approached new projects with inclusivity in mind when forming advisory committees, seeking out input from stakeholders for guidance on project planning, etc.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Occasionally it can be challenging to find people who have the time to commit to such events as an ongoing advisory committee, for example. Currently we are seeking input from the Latinx community to guide our efforts to improve the inclusivity of our programs and have encountered a few interesting challenges there-- primarily around trust (For example, communication with undocumented individuals presents unique challenges).

	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways. X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization. X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion. X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities. X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning. X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.



## 23 Ride Connection, Portland, OR

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).				X
2b. As a result of the grant, awareness of the value of community transportation increased.				X
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.				X
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.				X
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

Since the grant, we approach all new projects with the goal of inclusivity. Currently we are in the process of reaching out to communities within the communities of older adults and people with disabilities to help guide improvements of our programs and processes to better include people experiencing language, cultural and other barriers to accessing services.

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction				X
2h. transit obstacles and/or needed services				X
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				





## 23 Ride Connection, Portland, OR

Page 3

3. Impact on Transit and Human Services Partners	Never	Once	More Than Once	Consistently
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	X			
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .				X
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.				X
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.				X
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.				X
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				



## 23 Ride Connection, Portland, OR

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Ride Connection

4b. Your Name: Caralee Lindsay

4c. Your Title: Service Specialist

4d. Your email address (in case we have questions about your responses):

clindsay@rideconnection.org

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

Note: Julie Wilke was the original Project Director, not Caralee. The responses may reflect input from Julie.

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 24 Rural Economic Assistance League (REAL)

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

As various one-time projects came up, we integrated the inclusive planning practices before project implementation

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

The two key challenges we had were 1) staff turn over in the partner agency facilities made it very challenging and 2) the participating persons with disabilities did not have continued interest as there was no more fees paid to them.

	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.

There have been no major projects that we have undertaken to develop inclusive planning. The smaller, one-time project on service delivery included inclusive practices.



## 24 Rural Economic Assistance League (REAL)

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.				

We were successful at identifying improvements. The dialysis facilities "higher" leadership however, did not support the implementation of the identified improvements. Front line staff bought in, but not the staff that would have allowed larger systemic change.

2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.

	Never	Once	More Than Once	Consistently
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2g. service satisfaction		X		
2h. transit obstacles and/or needed services		X		
2i. the value of remaining in the community		X		
2j. the ability of riders to use transit to get to work.		X		
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				

We incorporated a user satisfaction survey of existing ridership and will be conducting one every 2 years. This year, 2020, we will be implementing it during the summer period and will integrate inclusive planning principles.



## 24 Rural Economic Assistance League (REAL)

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.		X		
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	X			
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.			X	
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .			X	
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.		X		
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.		X		
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.		X		
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				

In planning small projects, we have incorporated persons with disabilities and older adults in the entire program design and implementation.



## 24 Rural Economic Assistance League (REAL)

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Rural Economic Assistance League, Inc.

4b. Your Name: Martin Ornelas

4c. Your Title: Director

4d. Your email address (in case we have questions about your responses):

[martin.ornelas@realinc.org](mailto:martin.ornelas@realinc.org)

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 25 The ARC Connecticut

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

We maintained the website for several years. It's still up, but parts need to be updated.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Just need to hire someone for some hours to check the links and update the website.

	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.



## 25 The ARC Connecticut

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).			X	
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.	Access to existing options.			
2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>	Never	Once	More Than Once	Consistently
2g. service satisfaction	X			
2h. transit obstacles and/or needed services	X			
2i. the value of remaining in the community	X			
2j. the ability of riders to use transit to get to work.	X			
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				





## 25 The ARC Connecticut

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.	X			
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	X			
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.	X			
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .	X			
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.	X			
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	X			
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.	X			
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.	X			
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				



## 25 The ARC Connecticut

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

The ARC Connecticut

4b. Your Name: Dianne Bilyak

4c. Your Title: Consultant, Project Director

4d. Your email address (in case we have questions about your responses):

arcdianne@gmail.com

4f. Were you:

☒ X Original Grant Lead Agency contact (Project Director)

☐ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## 26 Toledo Metropolitan Area Council of Governments

Page 1

1. Sustainability of Inclusive Practices	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.

X

1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?

Hiring of a Mobility Manager assisted with continuing inclusive practices.

1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.

Challenges include: staff turnovers.

	Never	Once	More Than Once	Consistently
--	-------	------	----------------	--------------

1d. Since the end of the grant, we involved people with disabilities and older adults in program operations (not just planning) in active and meaningful ways.

X

1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in leading other projects in our organization.

X

1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.

X

1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.

X

1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.

X

1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.



## 26 Toledo Metropolitan Area Council of Governments

Page 2

	Never	Once	More Than Once	Consistently
<b>2. Inclusive Planning and Transit/Mobility Outcomes</b>				
2a. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).				X
2b. As a result of the grant, awareness of the value of community transportation increased.			X	
2c. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.			X	
2d. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.			X	
2e. If you replied "Once, More Than Once, Consistently" for 2d, describe the direct connection between your grant's inclusion of people with disabilities and older adults and transit/mobility improvements.	The Mobility Manager, who was hired as an outcome of the grant, continues to work with agencies serving people with disabilities and older adults to improve transit and mobility in the region.			
2f. If you replied "Never" for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>	Never	Once	More Than Once	Consistently
2g. service satisfaction			X	
2h. transit obstacles and/or needed services			X	
2i. the value of remaining in the community			X	
2j. the ability of riders to use transit to get to work.			X	
2k. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				



## 26 Toledo Metropolitan Area Council of Governments

Page 3

	Never	Once	More Than Once	Consistently
<b>3. Impact on Transit and Human Services Partners</b>				
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.				X
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.				X
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.				X
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .				X
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.			X	
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.		X		
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.		X		
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.			X	
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				



## 26 Toledo Metropolitan Area Council of Governments

Page 4

### 4. Tell Us a Little About You

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

Toledo Metropolitan Area Council of Governments

4b. Your Name: Marissa Bechstein

4c. Your Title: Transportation Planner

4d. Your email address (in case we have questions about your responses):

bechstein@tmacog.org

4f. Were you:

☐ Original Grant Lead Agency contact (Project Director)

☒ Alternative contact because the original contact is no longer with your organization

### 5. Additional Comments and Suggestions:

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.



## Appendix 4: Former Grantee Follow-Up Survey Instrument

June 2020

Thank you for participating! This survey is part of the evaluation of the national Transit Planning 4 All Project. We've learned a lot about inclusion of people with disabilities and older adults in transit planning partnerships. Each grant project was unique in approach and outcomes. What grant projects had in common was active and meaningful inclusion. It is critical that we hear from all former grant projects because every project can continue to contribute to what we learn. The survey will take about 15 minutes to complete.

The survey will find out whether the former grant projects from 2012 to 2020 were able to sustain inclusive practices after their grant funding ended; how inclusive planning impacted achievement of transit and mobility outcomes; and whether inclusion continued to have an impact on transit and human service organizations.

Survey Participation is Voluntary: Providing a response to the survey is voluntary, and will not affect any future funding your organization might receive from Transit Planning 4 All.

Confidentiality and Attribution: The survey is not confidential. In order to get a thorough understanding of your responses, we want to know the name of your organization, the name of the person responding, your title, your contact information (in case we have questions about your responses), and whether you were the original grant lead agency contact (Project Director) or an alternative contact.

Survey Respondent: Survey participants should be the original grant lead organization contact (Project Director) OR, if the original grant lead is no longer with the grantee, an alternative contact who has specific knowledge of how the organization and its partners involved participants in transit planning and operations during and after the grant. **Only one survey response per former grantee.** Grantees are welcome to talk to others with knowledge of the grant project, outcomes, and the lasting impact of inclusion on transit agencies and partners.

How Will Transit Planning 4 All Use Survey Results: The results will be collected and analyzed for each of the former grant projects. Survey results will also be analyzed across grantees. We may look at how long your organization received grant funding, characteristics of the lead agency, and perform other analysis of survey results based on responses received.

### DEFINITIONS:

Coordinated Transportation Partners: These include key organizations, government agencies, providers, and organized groups involved in funding, designing, developing, managing, providing, and/or overseeing community transportation programs that are committed to inclusive coordinated transportation planning and were formally and actively engaged in the grant.

Inclusive Planning: A process whereby all stakeholders (especially participants and coordinated transportation partners as defined) were actively and meaningfully involved in planning development and operations.

Participants: People with disabilities, older adults, and caregivers who were actively and meaningfully involved in transit planning and operations who were not involved as a representative of a coordinated transportation partner. Participants served as key advisers and team members, information resources, and decision-makers empowered to act independently and exert influence on key decisions, activities, and the outcomes of the grant.



**Choose one response per statement by checking the response that best represents your organization's experience. Response options go from Never on the left to Consistently on the right. Please elaborate on your answers in the open-ended items when asked.**

	Never	Once	More Than Once	Consistently
<b>1. Sustainability of Inclusive Practices</b>				
1a. After our Transit Planning 4 All grant project, inclusive coordinated transportation planning continued.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1b. Please describe how your project was able to sustain inclusive practices (if applicable). If your organization did not continue inclusive planning, what went into this decision?				
1c. Please describe any challenges faced in continuing inclusion, and how challenges were addressed, especially if inclusive planning did not continue after the grant.				
1d. Since the end of the grant, we involved people with disabilities and older adults <u>in program operations</u> (not just planning) in active and meaningful ways.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1e. Since the end of the grant, people with disabilities and older adults have been actively and meaningfully involved in <u>leading other projects</u> in our organization.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1f. Since the end of the Transit Planning 4 All grant project, we have collected data on inclusion.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1g. We used media, including social media, to document that participants were actively and meaningfully included in our organization's activities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1h. The Coronavirus pandemic has impacted our continued use of inclusive planning.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
1i. Please use this space to further discuss how inclusive practices were sustained or why they did not continue.				





2. Inclusive Planning and Transit/Mobility Outcomes	Never	Once	More Than Once	Consistently
2p. As a result of the grant, the number of transportation/ mobility options increased. (for example, new transit routes, access to existing options, enhanced awareness and communication).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2q. As a result of the grant, awareness of the value of community transportation increased.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2r. As a result of continued involvement of people with disabilities and older adults, the quality of transit improved.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2s. Inclusive practices in our grant directly resulted in identification of realistic improvements to transit and mobility after the grant ended.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2t. If you replied “Once, More Than Once, Consistently” for 2d, describe the direct connection between your grant’s inclusion of people with disabilities and older adults and transit/mobility improvements.				
2u. If you replied “Never” for 2d, explain why you think inclusive practices did not result in realistic transit improvements.				
<b>After the TRANSIT PLANNING 4 ALL grant project, we have collected data <u>from transit users</u> with disabilities and older adults about:</b>				
2v. service satisfaction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2w. transit obstacles and/or needed services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2x. the value of remaining in the community	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2y. the ability of riders to use transit to get to work.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
2z. Please use this space to provide additional information on the link between inclusive practices and positive transit and mobility outcomes for people with disabilities and older adults.				



3. Impact on Transit and Human Services Partners	Never	Once	More Than Once	Consistently
3a. Since the end of the grant we have continued to work with our partner organizations from the Transit Planning 4 All grant.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3b. Our grant partner organizations have told us that they continued to use inclusive practices after the grant.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3c. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we do planning within our organization.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3d. Inclusion of people with disabilities and older adults during the grant led to lasting changes in the way we <u>operate programs and projects</u> .	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3e. After the grant, there were more opportunities to involve people with disabilities or older adults in <u>decision-making</u> within our organization than during the grant.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3f. We have more people with disabilities and older adults in <u>leadership positions</u> within our organization that did not hold those positions before or during the grant.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3g. After the grant we have been able to work with our community (via training, cooperative agreements, meetings and conferences, etc.) to promote the value of inclusive practices.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3h. The Transit Planning 4 All grant has led to lasting changes in the way that our community views active and meaningful involvement of people with disabilities and older adults.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3i. Please use this space to provide additional information on how your project's inclusive practices resulted in meaningful and last changes in the way that your organization and partner organizations operate.				



**Transit Planning 4 All Former Grantee Follow-Up Survey Instrument**

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**4. Tell Us a Little About You**

4a. Name of Your Organization (the Lead Organization for the Transit Planning 4 All Grant):

4b. Your Name:

4c. Your Title:

4d. Your email address (in case we have questions about your responses):

4f. Were you:

\_\_\_ Original Grant Lead Agency contact (Project Director)

\_\_\_ Alternative contact because the original contact is no longer with your organization

**5. Additional Comments and Suggestions:**

Please share additional comments or suggestions on how the national Transit Planning 4 All Project can increase inclusion of people with disabilities, older adults, and caregivers.