

California Department of Transportation (Caltrans)

**Mobility Action Plan (MAP)
Project Advisory Committee (PAC)
Meeting**

**September 22, 2010
California Department of Aging
Sacramento, CA**





Mobility Action Plan (MAP) Strategic Implementation Plan (SIP)

Today's Presentation:

- Background Review of Four MAP Goals
- Two-Year MAP Study Update & Status
- Final Draft SIP 12 Recommendations and Feedback
- Outreach Efforts since June MAP PAC Meeting
- Future SIP Outreach and Next Steps





REVIEW OF THE FOUR MOBILITY ACTION PLAN (MAP) GOALS

- Goal 1: Coordination between California's Business, Transportation and Housing, and Health and Human Services Agencies to promote and improve coordination and to identify specific tasks and funding sources that can be coordinated and leveraged toward improved transportation services.

- √ Goal 2: To address restrictive and duplicative laws, regulations and programs related to human services transportation-funding programs.
(MAP Study)



REVIEW OF THE FOUR MOBILITY ACTION PLAN (MAP) GOALS

- Goal 3: Ensuring continuity in improving coordination through improved data collection, customer and agency involvement, better information on services and benefits, coordinated service delivery, funding tied to evidence of coordination, improved cost reporting and definition across programs and agencies.
- √ Goal 4: Establishing an entity with a clearly articulated mission that is sufficiently long range, comprehensive, and improves human services transportation coordination throughout the state. (MAP Study)



MAP STUDY UPDATE & STATUS

- Two-Year Study Focus on MAP Goals 2 and 4
- Study Consultant Team:
 - Judith Norman Transportation Consultants (JNTC)
 - National Council of State Legislatures (NCSL)
 - Consultant Contract Ended June 30, 2010
- Project Will Be Completed by Caltrans/DMT
- Caltrans/DMT Project Contact:
 - Tracey Frost, Caltrans Project Manager





MOBILITY ACTION PLAN (MAP) STUDY DOCUMENTS

- Four MAP Study Documents Completed:
 - Final Legislative Report
 - Stakeholder Involvement Process Report
 - Coordinated Plan Executive Summaries - Urban and Rural Counties (Two Reports)

- Strategic Implementation Plan (SIP) Incomplete:
 - Final Draft Presented June 16, 2010
 - MAP PAC Comments Provided in June/July 2010
 - Additional Comments Being Received

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Mobility Action Plan (MAP)

STRATEGIC IMPLEMENTATION PLAN FINAL DRAFT



MAP SIP PURPOSE

- Final Draft that documents statutory, institutional, and administrative issues and recommends solutions to promote collaboration, including coordinated transportation policy development and funding administration; and
- Final Draft that identifies strategies for coordinating human services transportation and a strategic plan developed through open and informed discussions among various stakeholders from urban and rural areas.



MAP SIP DEVELOPMENT

- Final Draft Strategies and Recommendations were developed as a result of activities conducted during the study including:
 - Legislative review and analysis
 - Review and analysis of urban and rural coordinated transportation plans
 - Statewide Stakeholder Group Outreach
 - CTSA Roundtable at MAP PAC Meeting
 - MAP PAC Meetings and Member Comments



MAP SIP RECOMMENDATIONS

- Near-term benefits can be realized on some recommendations; Others require 1 – 2 years to implement and realize benefit.
- Each recommendation can be viewed as stand-alone, and implemented individually.
- Collectively, SIP recommendations will be mutually beneficial in overcoming many of the barriers that currently impede progress toward coordination

OVERVIEW OF SIP RECOMMENDATIONS

Project Reference Number	Implementation Category/Recommendation
	Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements
1	Regulatory amendment to TDA Unmet Needs Process to require TPA & SSTAC Joint Decision-Making
2	Legislative amendment to the TDA farebox recovery ratio requirements based upon TDA Working Group findings
3	Modify Coordinated Plan Funding Guidance Requiring Inclusion of Unmet Needs Information in Plans
4	Modify Coordinated Plan Funding Guidance to Provide Scoring Preference for CTSAs
5	Modify Coordinated Plan Funding Guidance (Plan organization, detail and performance standards)
6	Monitor and Follow the DCHS Efforts to Amend the TAR Process
	Research and Evaluation of Coordination Concepts
7	Coordinate Efforts to Develop a State-Level NEMT Research Pilot Project on Public Transit Reimbursement
8	Coordinate Efforts to Develop a State-Level NEMT Transportation Brokerage Pilot Project
	Information and Education
9	Establish Web-Linkages With the State and Transportation Planning Agencies on Unmet Needs
10	Develop Educational Training Module and Materials for Decision-Makers related to CTSAs
11	Establish Web-Linkages and Information for Sharing on Value of CTSAs
	State-Level Strategic Planning and Policy Development
12	Interagency Work Effort to Establish State Coordinated Oversight Entity in California



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

1. **Transportation Development Act (TDA) Social Service Transportation Advisory Councils (SSTAC)**

- Caltrans DMT in cooperation with the TDA Working Group should to make a recommendation to the Legislature to modify TDA statutes to require that the SSTAC review and recommend action cooperatively with regional transportation planning agency staff prior to a final determination being made by the governing body. This strategy will likely require a legislative modification to the current TDA statutes.
- Already an existing requirement for SSTAC to review unmet transit needs and make recommendations, however, language related to the timing of the SSTAC review and development of recommendations is not mentioned in the statutes.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- **Feedback:** (Please see Handout #6; Summarized Comments)
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - California Transportation Commission
 - Transportation Development Act (TDA) Working Group
 - Regional Transportation Planning Agencies
 - California Association for Coordinated Transportation
 - Other agencies, organizations and entities in support



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

■ **Implementation Timeline:**

- Caltrans DMT will meet with the TDA Working Group on October 25, 2010 to discuss RTPA/SSTAC review and recommendations.
- Estimate 3-6 months to develop proposed statute change language in cooperation with regional transportation planning agencies.
- Estimate 6-12 months to work with CalAct or other entity to secure legislature support to amend the applicable TDA statutes.
- The time needed to fully implement this recommendation is long term totaling 18 – 24 months.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

2. TDA Farebox Recovery Ratio Requirements

- Caltrans DMT in cooperation with the TDA Working Group should amend the existing Transportation Development Act Article 4 which requires claimants that receive TDA funding to meet “a ratio of fare revenues to operating cost at least equal to the ratio it had during 1978/1979, or 20 percent if the claimant is in an urbanized area, or 10 percent if the claimant is in a non-urbanized area, whichever is greater...”.
- Implementation of this strategy would require legislative modifications to the TDA statutes.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- **Feedback:** (Please see Handout #6; Summarized Comments)
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - California Transportation Commission
 - Transportation Development Act (TDA) Working Group
 - Regional Transportation Planning Agencies
 - Public Transit and Paratransit Operators
 - Consolidated Transportation Services Agencies
- **Implementation Timeline:**
 - Caltrans will next meet with the TDA Working group on October 25, 2010 to confer on this recommendation.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

3. TDA - Unmet Transit Needs and SAFETEA-LU Coordinated Planning Requirements

- Unmet transit needs and transportation services should be appended or directly included in all updated coordinated transportation plans in the future. Legislative modifications are not necessary and are not being recommended, as this action is consistent with both the state and federal statutes.
- This recommendation can be accomplished administratively by Caltrans DMT through modifications to the funding application, training materials, and other related funding information.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- **Feedback:** (Please see Handout #6; Summarized Comments)
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - Transportation Development Act (TDA) Working Group
 - Regional Transportation Planning Agencies
 - Mobility Action Plan Project Advisory Committee
- **Implementation Timeline:**
 - Estimate 18-24 months to develop and incorporate modifications to the guidelines along with federal Reauthorization.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

4. CTSA Scoring Priority

- Caltrans DMT should make modifications to the existing coordinated planning funding applications to provide scoring preference/priority on Section 5310, 5316 and 5317 coordinated projects and programs developed by CTSA's that clearly result in measurable increases in trips provided and/or arranged for members of the target populations (seniors, persons with disabilities and low income individuals).
- Caltrans DMT should encourage regional transportation planning agencies and/or other designated recipients of JARC and NF in large urban counties, also incorporate this CTSA priority modification.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- **Feedback:** (Please see Handout #6; Summarized Comments)
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - Regional Transportation Planning Agencies
 - Consolidated Transportation Service Agencies
 - California Transportation Commission



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- **Estimated Timeline:**

- If implemented, estimate 12-18 months to develop and incorporate modifications to state and regional transportation planning agency's coordinated funding application and associated materials, along with other recommended modifications as a result of federal Reauthorization.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

5. Coordinated Plan Funding Guidance

- Caltrans DMT should update the state's coordinated plan funding guidance to include modifications that provide improved information and greater clarification on required plan elements, definitions and examples to explain important coordination concepts. Recommended revisions to the coordinated plan funding guidance and materials are summarized below.
- Modifications in the areas of plan organization, detail and clarity on performance standards.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- **Responsible Parties:**

- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

- Agency/Organization stakeholders

- **Implementation Timeline:**

- Estimate 6 months to develop and incorporate modifications to the guidelines along with other recommended changes.
- Estimate 18-24 months to develop in conjunction with federal Reauthorization.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

6. Coordination with DHCS

- Caltrans DMT continue working with the MAP PAC and partner with DHCS in their actions to amend and simplify the current Medi-Cal Treatment Authorization Requests (TAR) process.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- **Responsible Parties:**

- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

- California Health and Human Services Agency (CHHS)
- California Department of Aging
- California Department of Health Care Services (DHCS)
- Mobility Action Plan Project Advisory Committee

- **Implementation Timeline:**

- Implementation can begin immediately.
- Completion will depend upon timetable of CHHS and DHCS under current state budget issues.



Research and Evaluation of Coordination Concepts

7. Medi-Cal Transportation Provider Reimbursement

- Caltrans DMT should assume the lead in coordinating planning and project development efforts with the California Health and Human Services Agency (CHHS) and the Departments of Aging and Healthcare Services to develop and fund a NEMT pilot research project in California designed to assess the potential cost-effectiveness and associated impacts of Medi-Cal NEMT reimbursement of public transit providers.
- Addresses the need to examine issues related to Medi-Cal reimbursement of public transit operators in the state.



Research and Evaluation of Coordination Concepts

- **Feedback:** (Please see Handout #6; Summarized Comments)
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - California Health and Human Services Agency (CHHS)
 - California Department of Aging
 - California Department of Health Care Services



Research and Evaluation of Coordination Concepts

■ **Implementation Timeline:**

- Start implementing this recommendation in the next 6 months.
- Estimate 6-12 months to develop project direction, parameters and funding application;
- Estimate an 3-6 months for application approval and funds disbursement;
- Estimate an additional 12-15 months for project implementation and assessment.
- Some activities may be accomplished concurrently and would therefore shorten the overall timetable for implementation.



Research and Evaluation of Coordination Concepts

8. Non-Emergency Medical Transportation (NEMT) Provisions

- Caltrans DMT should work with the California Health and Human Services Agency and the Departments of Aging and Healthcare Services to develop plans and secure funding to implement a two-year pilot project to assess the viability and benefit of NEMT brokerages OR *seek local area participation in a pilot project.*
- Need to explore the value of examining the viability and cost-effectiveness of transportation brokerages in providing NEMT trips.



Research and Evaluation of Coordination Concepts

- **Feedback:** (Please see Handout #6; Summarized Comments)
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - California Health and Human Services Agency
 - California Department of Aging
 - California Department of Health Care Services
 - Local Transportation and Human Services Agencies



Research and Evaluation of Coordination Concepts

■ **Implementation Timeline:**

- Start Implementing this recommendation in the next 3 – 6 months.
- Estimate 6-12 months to develop project direction, parameters and funding application;
- Estimate an additional 3-6 months for application approval and funds disbursement;
- Estimate an additional 12-24 months to secure the necessary Department of Health and Human Services Centers for Medicare and Medicaid Services (CMS) approvals, program implementation and assessment.
- Some activities may be accomplished concurrently and would therefore shorten the timetable for implementation.



Information and Education

9. TDA - Unmet Transit Needs Process Website

- Caltrans DMT should work with regional transportation planning agencies to create website links that will allow access to unmet needs information (e.g. local “unmet needs” and “reasonable to meet” definitions, service requests, unmet needs hearings findings, appeals process, etc.) at the regional level to stakeholder agencies/organizations and the public.
- Helps to address local/regional stakeholders lack of understanding of assumptions and criteria used to determine whether a local service request was unreasonable to meet.



Information and Education

- **Feedback:** (Please see Handout #6; Summarized Comments)
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - Transportation Development Act (TDA) Working Group
 - Regional Transportation Planning Agencies
 - Social Service Transportation Advisory Councils
 - Consolidated Transportation Services Agencies
- **Implementation Timeline:**
 - Estimate 3-6 months. MAP PAC will meet with the TDA Working group on October 25, 2010 to confer on this item.



Information and Education

10. Consolidated Transportation Service Agencies(CTSAs) Awareness

- Caltrans should work with CTSAs and regional transportation planning agencies statewide to establish direct web links and other informational materials available online that would provide information about CTSAs for public transit and human service agencies throughout the state, including but not limited, to designation eligibility requirements, agency roles and responsibilities, funding sources, coordination activities (e.g. mobility management).
- Raises awareness of value and benefit of CTSAs.



Information and Education

- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - Consolidated Transportation Service Agencies
 - Regional Transportation Planning Agencies
- **Implementation Timeline:**
 - Estimate 9-12 months to develop effective educational/informational themes topics which demonstrate the value and benefits of CTSA's and coordination.



Information and Education

11. Consolidated Transportation Service Agencies(CTSAs) Training

- Caltrans should work jointly with CTSAs and regional planning agencies to develop an educational/informational training module and/or materials targeted towards regional transportation planning agency decision-makers to educate and inform them about the true benefits that can be achieved through establishment and/or support of CTSA (e.g. cost-savings, increased mobility, leveraging of scarce transportation resources, etc.), and coordination of trips.
- *Provide training and information on trip planning tools, 511, 211, and Google Transit (Added).*



Information and Education

- **Responsible Parties:**

- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

- Consolidated Transportation Service Agencies
- California Association for Transportation (Cal-Act)
- Regional Transportation Planning Agencies

- **Implementation Timeline:**

- Estimate 3-12 months to initiate web interfaces, and to develop the associated online informational materials.



State-Level Strategic Planning and Policy Development

12. State-Level Coordination and Oversight

- Caltrans DMT should serve as lead agency to establish a Mobility Coordinating Council or other oversight structure in California. This multi-department/agency strategic planning effort should be developed to ensure involvement of other state departments.
- **Feedback:** (Please see Handout #6; Summarized Comments)



State-Level Strategic Planning and Policy Development

- **Responsible Parties:**

- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

- California Health and Human Services Agency
- Department of Aging
- Department of Social Services
- Department of Health Care Services
- Department of Rehabilitation
- Department of Developmental Services
- Department of Veterans Affairs
- Department of Mental Health
- California Highway Patrol
- Department of Motor Vehicles (DMV)



State-Level Strategic Planning and Policy Development

■ **Deferred**

- If implemented, estimate 18-24 months to educate and inform state departments, assess mobility council and/or other oversight structure feasibility and develop recommendations;
- If implemented, estimate an additional 12 months to secure state approvals and begin program implementation. Some activities may be accomplished concurrently and would therefore shorten the overall timetable.

STRATEGIC IMPLEMENTATION PLAN FINAL DRAFT

OUTREACH AND NEXT STEPS





OUTREACH STRATEGIES

- Stress potential cost-savings and/or transportation benefits of coordination that could accrue to their departments/agencies, and the critical importance of their role in implementation of coordinated plans.
- Provide information and education about that the basic concepts of public transit and human services coordination and the relationship to overall mobility (fact sheets, short concise information materials – designed for executive consumption)
- Conduct one or two short informational sessions (not to exceed 90 minutes) for state departments and agencies that could be used to educate and inform state departments and agencies



PRIOR OUTREACH

- **SIP Outreach since June MAP PAC Meeting:**
 - June 30, 2010 – Regional Transportation Planning Agency (RTPA) meeting.
 - July 1, 2010 – Rural JARC/NF Workshop in San Diego County (Participant)
 - July 16, 2010 – Rural Counties Task Force
 - August 11, 2010 – RTPA meeting (Update)
 - August 31, 2010 – Briefing with Caltrans Director McKim
 - September 15, 2010 – MTC Human Services Transportation Event (Participant)



NEXT STEPS

- September 29, 2010: Outreach Session on MAP Final Draft SIP at the Fall CalACT Conference.
- October 11, 2010: Policy Meeting with Caltrans Director McKim and Director Daucher of Department of Aging on SIP Recommendations
- October 25, 2010: Presentation on SIP recommendations at the TDA Working Group meeting





UPCOMING EVENTS

- November 1, 2010: NEMT Lake County Public Outreach
- **November 10, 2010: Next MAP PAC meeting**
- Caltrans/DMT and Dept. of Aging working on scheduling a meeting with Secretary's of BT&H and HHS
- Other Local Coordination Events?



Questions/Comments?

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