

California Department of Transportation (Caltrans)

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

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MAP PAC**

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Northern California (Sacramento)**



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

Today's Presentation:

- Present Final Action Plan Steps
- Identify Key Stakeholders and Partners
- SIP Presentation Update & Discussion
- Next Steps



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

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

- Caltrans DMT will promote non-regulatory guidance to districts that support and encourage continuous SSTAC/Regional Transportation Planning Agency (RTPA) engagement at Transportation Advisory Committee (TAC) meetings so that comprehensive unmet transit needs discussion & implementation can be championed.
- The SSTAC should be encouraged to document best coordination practices, which can be included in the unmet needs documentation sent to the DMT.
- DMT will work with CalACT to post information on a website (See Action Items 9, 10, 11)

Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

2. **Transportation Development Act (TDA): Farebox Recovery Ratio Requirements**

- Caltrans DMT, in cooperation with the TDA Working Group, will explore a strategy to conduct another study/survey to evaluate the applicability of Farebox Recovery Ratio (FBRR) in the TDA law and its impact on transit agencies' ability to provide effective, efficient, and safe transportation services throughout California.



Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

3. Transportation Development Act (TDA): Unmet Transit Needs and Coordinated Planning Requirements

- Caltrans DMT will update guidelines to ensure that the unmet transit needs and transportation services be included in all updated coordinated transportation plans in the future, where applicable. Legislative modifications are not necessary and are not being recommended, as this action is consistent with both the state and federal statutes.

Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

4. Consolidated Transportation Services Agency (CTSA) Scoring (Three Year Phase-In)

- Caltrans DMT will develop guidelines and criteria for funding applications to provide scoring preference/priority on human services transportation projects funded through Sections 5310 (Elderly and Disabled), 5316 (JARC) and 5317 (New Freedom) projects in support of CTSA. The impact to non-CTSA counties will be assessed.
- Desired outcome: measurable increases in trips provided and/or arranged for target populations.

Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

5. Coordinated Plan Funding Guidance

- Caltrans DMT will 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.
- Modifications in the areas of plan organization, detail and clarity on performance standards will be made.

Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

6. Coordination with the Department of Healthcare Services

- Caltrans DMT will partner with DHCS in their actions to amend and simplify the current Medi-Cal Treatment Authorization Requests (TAR) process.
- HHS, Department of Aging leading this recommendation for ongoing stakeholder involvement.
- A demonstration pilot in San Diego has been identified: Caltrans DMT will provide funding support for the project.



Research and Evaluation of Coordination Concepts

7. Medi-Cal Transportation Provider Reimbursement

- Caltrans DMT will apply for funding for a non-emergency medical transportation (NEMT) pilot project in San Diego to research the feasibility of allowing Medi-Cal reimbursement of public transit operators to provide trips to medical destinations for Medi-Cal recipients.
- The project will investigate the cost and other related impacts of changing the state's policy to allow transit operator reimbursement.

Research and Evaluation of Coordination Concepts

8. Non-Emergency Medical Transportation (NEMT) Provisions

- Caltrans DMT, in collaboration with the Departments of Healthcare Services and Aging, will secure funding to prepare a whitepaper to assess the viability and benefit of establishing NEMT brokerages in California.
- The pilot project will explore the value and cost-effectiveness of transportation brokerages in providing NEMT trips.
- The project will also identify preliminary steps needed to educate human services departments on coordination value, benefits and challenges.



Information and Education

9. TDA - Unmet Transit Needs Process Website

- Caltrans DMT will work with CalAct to provide the framework for a website where unmet transit needs & reasonable to meet definitions, as well as resolutions from the local planning agencies' board can be posted.
- This effort may enhance local/regional stakeholder understanding of criteria used to determine whether a local service request was reasonable or unreasonable to meet.

Information and Education

10. Consolidated Transportation Service Agencies(CTSAs) Awareness

- Caltrans DMT and CalACT will partner on website promoting CTSA awareness. With Caltrans DMT funding and CalACT maintenance, the website will: (1) facilitate linkages between Regional Transportation Planning Agencies, CTSAs and the general public; (2) provide information about CTSAs for public transit and human service agencies throughout California including, but not limited to, designation eligibility requirements, agency roles and responsibilities, funding sources, and coordination activities such as mobility management.



Information and Education

11. Consolidated Transportation Service Agencies (CTSAs) Training

Through CalACT collaboration, Caltrans DMT will work with CTSAs and regional transportation planning agencies to develop an educational/ informational training module and/or materials to educate and inform 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. Additional training will be provided for information portals such as Google Transit, 511, and 211.

State-Level Strategic Planning and Policy

12. State-Level Coordination and Oversight

- Health and Human Services (HHS) will lead efforts to establish a mobility coordinating council or other interagency oversight structure in California. Goal: address policies, funding, social services, and specialized transportation strategies.
- Establish a interagency task force to develop and identify roles, responsibilities and action steps.
- Olmstead Advisory Committee will help facilitate HHS involvement. This will provide a forum for communicating the need for interagency coordination and serve as a link to the newly elected governor and state legislature.

NEXT STEPS?

