

California Department of Transportation (Caltrans)

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

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MAP PAC**

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Southern California (Riverside)**



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

Today's Presentation:

- Final SIP Recommendations
- Final Action Steps
- Olmstead Advisory Committee Involvement
- Next Steps





STRATEGIC IMPLEMENTATION PLAN

- Documents statutory, institutional, and administrative issues;
- Recommends solutions to promote collaboration, including coordinated transportation policy development and funding administration; and
- Identifies strategies for coordinating human services transportation developed in collaboration with various stakeholders from urban and rural areas.
- After five months of outreach and comments, Plan is ready to be finalized.

FINAL SIP RECOMMENDATIONS

	Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements								
1	*Non-Regulatory Solutions for TDA Unmet Needs Process								
2	*Research TDA farebox recovery ratio requirements based upon TDA Working Group								
3	Modify Coordinated Plan Guidance Requiring Inclusion of Unmet Needs in Plans								
4	Modify FTA Grant Funding Guidance to Provide Scoring Preference for Coordination with/through CTSA's								
5	Modify Coordinated Plan 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 Local-Level NEMT Research Pilot Project on Public Transit Reimbursement								
8	*Coordinate Efforts to Develop a Local-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 CTSA's								
11	Establish Web-Linkages and Information for Sharing on Value of CTSA's								
	State-Level Strategic Planning and Policy Development								
12	* Establish State-Level Coordinated Mobility Oversight Entity in California								
	*Revised From June 2010 Draft Final SIP Recommendations								

Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

- 1. Transportation Development Act (TDA):
Social Service Transportation Advisory Councils (SSTAC)**
 - Caltrans DMT will provide non-regulatory guidance and information on the best practices that encourage SSTAC involvement with regional transportation planning agency staff prior to a final determination being made by the governing body.
 - In many areas, this is already occurring. Best practices will be documented and provided in a non-regulatory way for other areas to replicate within their local region.

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 research the impact of 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...”.



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's.
- Need to assess the impact to non-CTSA counties.
- The desired outcome of this prioritization must result in measurable increases in trips provided and/or arranged for members of the target populations (seniors, persons with disabilities and low income individuals).

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.
- Modifications in the areas of plan organization, detail and clarity on performance standards.

Strengthen Existing State Program and Funding Guidelines and Regulatory Requirements

6. Coordination with the Department of Healthcare Services

- 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.
- Identify and support pilot projects.

Research and Evaluation of Coordination Concepts

7. Medi-Cal Transportation Provider Reimbursement

- In partnership with DHCS, Caltrans DMT will solicit a local lead agency to develop a Non-Emergency Medical Transportation (NEMT) pilot project designed to assess the potential cost-effectiveness and associated impacts of Medi-Cal NEMT reimbursement for public transit providers.
- Pilot will address needs related to Medi-Cal reimbursement of public transit operators in the state. Key stakeholders are with the California Health and Human Services Agency (CHHS), the Departments of Aging and Department of Healthcare Services.

Research and Evaluation of Coordination Concepts

8. Non-Emergency Medical Transportation (NEMT) Provisions

- In partnership with DHCS, Caltrans DMT will solicit a local lead agency to develop and implement a two-year pilot project to assess the viability and benefit of NEMT brokerages. The pilot project will explore the value and cost-effectiveness of transportation brokerages in providing NEMT trips.
- 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 for the pilot project.



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

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).



Information and Education

11. Consolidated Transportation Service Agencies (CTSAs) Training

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

- HHS and Departments should lead in establishing a mobility coordinating council or other interagency oversight structure in California. This interagency entity will address policies, funding, social services, and specialized transportation strategies.
- Establish a task force to develop and identify roles, responsibilities and action steps.
- Engage Olmstead Advisory Committee as a partner. This will provide a forum for communicating the need for interagency coordination before/during/after the change in the gubernatorial administration.

NEXT STEPS?

