

Presentation to:

California Department of Transportation (Caltrans)



**Mobility Action Plan Project Advisory Committee
STRATEGIC IMPLEMENTATION PLAN (SIP)**

Presented by:

Judith Norman - Transportation Consultant (JNTC)

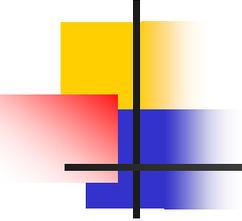


In Association with:



The National Conference of State Legislatures

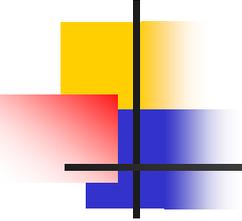
June 16, 2010



MEETING PURPOSE

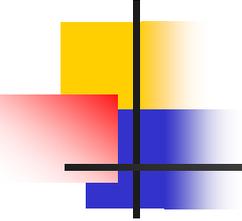
Present, discuss and receive feedback on the:

- STRATEGIC IMPLEMENTATION PLAN (SIP)



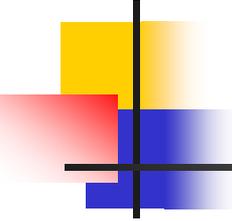
SIP PURPOSE & MAP GOALS 2 & 4

- Addresses MAP Goals 2 and 4:
- Goal 2: To address restrictive and duplicative laws, regulations and programs related to human services transportation-funding programs.
- Goal 4: Establish an entity charged with a clearly articulated mission that is sufficiently long range, comprehensive, and improves human services transportation coordination throughout the state.



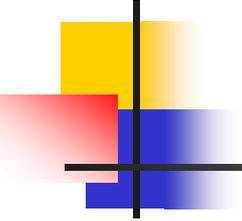
SIP PURPOSE

- Documents statutory, institutional, and administrative issues and recommended solutions to promote interagency collaboration, including coordinated transportation policy development and funding administration; and
- Priorities for coordinating human services transportation and a strategic plan developed through open and informed discussions among various stakeholders from urban and rural areas.



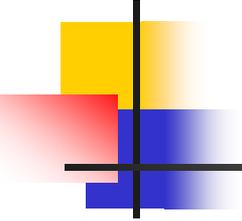
RATIONALE FOR SIP RECOMMENDATIONS

- The recommendations were developed as a result of the tasks and activities conducted during the MAP study including:
 - Review of coordinated transportation plans developed by regional transportation agencies:
 - Stakeholder involvement process; and
 - The legislative review and analysis
- Developed recognizing that the most comprehensive approach to implementation of MAP Goals 2 and 4 would be needed to effectively respond to the coordination barriers and challenges identified in regional coordinated plans.



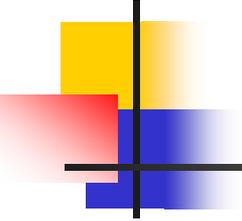
STAKEHOLDER INVOLVEMENT RECOMMENDATIONS

- Securing additional local and state funding to support coordinated projects;
- Evaluating local/regional policies related funding of coordinated projects;
- Making modifications to existing state transportation and human services legislative and funding requirements that impact coordination (i.e., Transportation Development Act (TDA) farebox ratio requirements, Medi-Cal reimbursement policies, insurance and liability);
- Providing additional coordination-related informational/educational resources; and
- Updating coordinated plan funding guidelines to provide clarification on definitions and plan requirements, and improving plan content and organization.



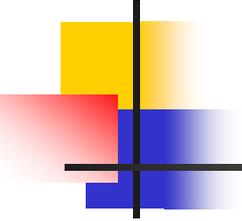
STAKEHOLDER INVOLVEMENT SIP RECOMMENDATION

- One SIP recommendation was formulated to from this task to address the legislative impacts of TDA relative to farebox ratio requirements, which surfaced as a significant key issue with agency/organization stakeholders.
- This recommendation will require legislative action to modify the TDA statutes.



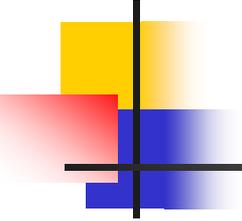
REVIEW OF COORDINATED PLANS & SIP RECOMMENDATION

- Punctuated the need to modify the states' coordinated plan funding guidance to ensure consistency between plans prepared by regional agencies.
- One SIP recommendation was developed to modify coordinated plan funding guidance, includes modifications designed to improve the quality and consistency of coordinated plans updated in the future.



LEGISLATIVE REVIEW AND ANALYSIS RECOMMENDATIONS

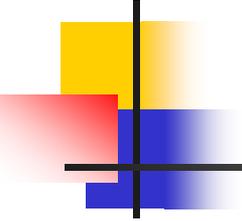
- Ten (10) recommendations which addressed *“restrictive and duplicative laws, regulations and programs related to human services transportation-funding programs.”*
- Two of the recommended strategies related to development of transportation brokerages. Those two recommendations were combined in the SIP;
- SIP reflects only nine (9) of the original ten (10) recommended strategies from this task.



LEGISLATIVE REVIEW AND ANALYSIS

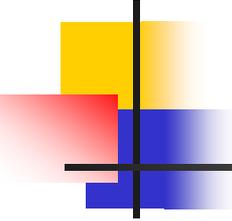
SIP RECOMMENDATIONS

- Almost all of the SIP recommendations arising from this task were administrative in nature, requiring no formal legal or regulatory action
- A single recommendation to modify the TDA statute to require SSTAC to review the unmet transit needs findings and work cooperatively with the regional transportation planning agencies to develop recommendations was included
- Will require legislative action to implement



STATEWIDE EMPOWERED FRAMEWORK FOR COORDINATION

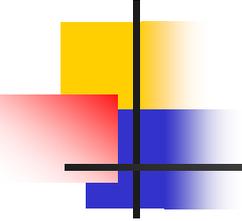
- Local and regional stakeholders are effectively in the early stages of determining the true value and benefit of implementing and supporting coordinated transportation projects and programs
- MAP study demonstrated need for increased funding, and additional educational and informational support that potentially can be provided through cooperative efforts undertaken at the state level



STATEWIDE EMPOWERED FRAMEWORK FOR COORDINATION

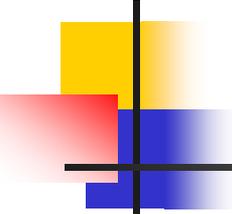
What will be needed:

- State-level departments and agencies, regional transportation planning agencies and other entities throughout the state must themselves “coordinate” and participate in partnerships and collaborative efforts to plan for and develop a statewide framework
- Will require substantial and sustained effort to build state-level and regional agency/organization governing body understanding, support and acceptance of coordination principles and goals.



STATEWIDE EMPOWERED FRAMEWORK FOR COORDINATION

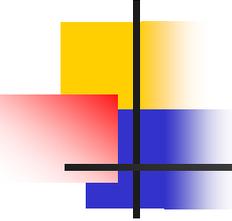
- The SIP recommendations provide an integrated framework of initial steps and the associated actions designed to enable and empower Caltrans DMT and their state and regional partner agencies and organizations in their coordination efforts



STATEWIDE EMPOWERED FRAMEWORK FOR COORDINATION

State and regional agency/organization partners are envisioned at a minimum, to include:

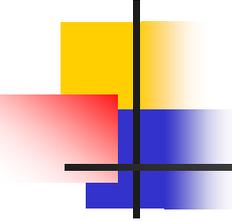
- California Commission on Aging
- Department of Aging
- Department of Social Services
- Department of Health Care Services
- Department of Rehabilitation
- Department of Developmental Services
- Department of Veterans Affairs
- Department of Mental Health
- California Highway Patrol
- Department of Motor Vehicles (DMV)
- Regional Transportation Planning Agencies
- Consolidated Transportation Service Agencies (CTSAs)
- Transportation Development Act (TDA) Working Group
- Social Service Technical Advisory Committees (SSTAC)



STATEWIDE EMPOWERED FRAMEWORK FOR COORDINATION: IMPLEMENTATION CATEGORIES

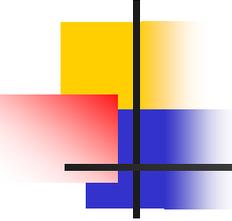
There are eleven (11) SIP recommendations, which have been organized into four (4) implementation categories, used to group *similar* individual SIP recommendations resulting from MAP Goals 2 and 4, as follows:

- 1. Addressing Existing State Program and Funding Guidance and Regulatory Requirements**
- 2. Research and Evaluation of Coordination Concepts**
- 3. Information and Education**
- 4. State-Level Strategic Planning and Policy Development**



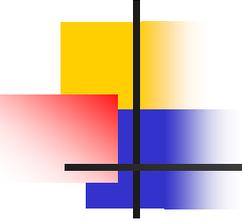
"BUILDING BLOCKS" OF COORDINATION IN CALIFORNIA

- Mobility Action Plan serves as the base of the framework
- The implementation categories (11 SIP recommendations) and the future planning activities associated with implementation of MAP Goals 1 and 3:
 - MAP Goal 1 delineates two (2) action steps, will effectively result in the drafting of an interagency Memorandum of Understanding (MOU) between the state departments of Health and Human Services (HHS) and Business, Transportation and Housing (BTH).
 - MAP Goal 3 delineates thirteen (13) action steps identified to ensure improvements to local and regional coordination efforts.



SIP RECOMMENDATIONS

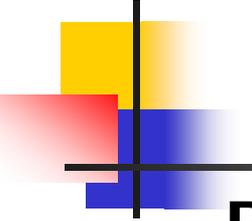
- Near-term benefits can be realized on some recommendations; Others require several years to implement and realize benefit.
- Each recommendation can be viewed as stand-alone, and implemented by the state individually,
- However, the gradual implementation of all of the recommendations, will offer the greatest opportunity to realize coordination goals.
- Collectively, SIP recommendations will be mutually beneficial in overcoming many of the barriers that currently impede progress toward coordination



OVERVIEW OF SIP RECOMMENDATIONS

11 SIP Recommendations:

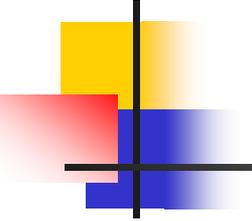
- **Transportation Development Act (TDA)** – four total recommendations:
 - Unmet Needs Process – three recommendations
 - Farebox Recovery Ratio – one recommendation
- **Medi-Cal Non-Emergency Medical Transportation (NEMT) Program** – two recommendations
- **Consolidated Transportation Services Agencies (CTSAs)** three recommendations
- **State-Level Coordination and Oversight** – one recommendation
- **Coordinated Plan Funding Guidance** – one recommendation



SUMMARY OF SIP RECOMMENDATIONS

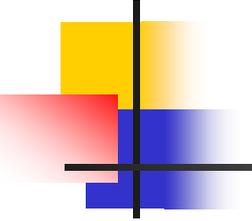
- **Recommendation:**

- TDA - Unmet Transit Needs Process #1
- 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.



SUMMARY OF SIP RECOMMENDATIONS

- 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
- Timeline:
 - Estimate 9-12 months depending upon Caltrans DMT and regional staff availability to implement this recommendation.



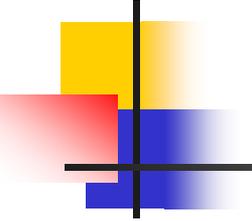
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- TDA – Farebox Recovery Ratio (FBRR) 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. Will be referred to TDA Working Group.



SUMMARY OF SIP RECOMMENDATIONS

- **Responsible Parties:**

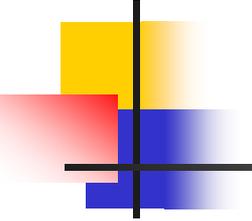
- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

- California Transportation Commission
- Transportation Development Act (TDA) Working Group
- Regional Transportation Planning Agencies
- Public Transit and Paratransit Operators
- Consolidated Transportation Services Agencies

- **Timeline:**

- Estimate 12-24 months depending upon Caltrans DMT and regional staff availability to work through the process and develop proposed language and garner support for change.



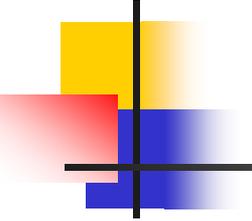
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- TDA – Social Service Transportation Advisory Councils

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. Referred to TDA Working Group.



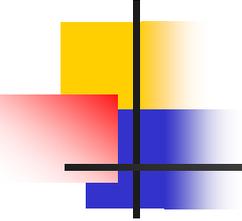
SUMMARY OF SIP RECOMMENDATIONS

- **Responsible Parties:**

- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

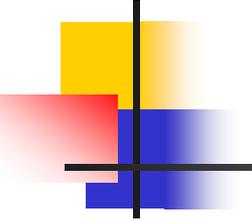
- California Transportation Commission
- Transportation Development Act (TDA) Working Group
- Regional Transportation Planning Agencies
- California Association for Coordinated Transportation
- Other agencies, organizations and entities in support



SUMMARY OF SIP RECOMMENDATIONS

■ **Timeline:**

- Estimate 2-3 months for Caltrans DMT in cooperating with the TDA Working Group to determine level of regional agency compliance with TDA statutes relative to 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 will be dependent upon Caltrans DMT, the TDA Working Group and regional staff availability.



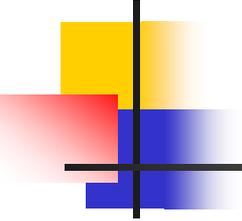
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

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

Caltrans DMT in cooperation with the TDA Working Group should require that regional transportation planning agencies' information on unmet transit needs and transportation services 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 would require that both the state and federal statutes be amended.

- This recommendation can be accomplished administratively by Caltrans DMT through modifications to the funding application, training materials, and other related funding information.



SUMMARY OF SIP RECOMMENDATIONS

- **Responsible Parties:**

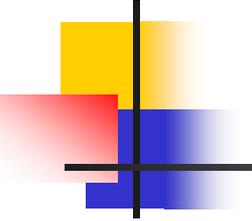
- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

- Transportation Development Act (TDA) Working Group
- Regional Transportation Planning Agencies
- Mobility Action Plan Project Advisory Committee

- **Timeline:**

- Estimate 9-12 months to develop and incorporate modifications to the guidelines along with other recommended changes depending upon the availability of DMT staff resources.



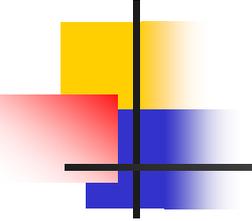
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- Medi-Cal Transportation Provider Reimbursement

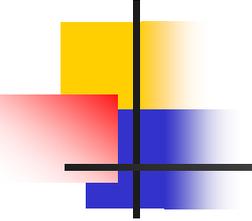
Caltrans DMT should assume the lead in coordinating planning and project development efforts with the California Health and Human Services Agency (CHHS) and the Departments of Aging and Healthcare Services to develop and fund a NEMT pilot research project in California designed to assess the potential 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.



SUMMARY OF SIP RECOMMENDATIONS

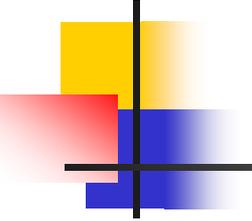
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - California Health and Human Services Agency (CHHS)
 - California Department of Aging
 - California Department of Health Care Services



SUMMARY OF SIP RECOMMENDATIONS

- **Timeline:**

- Timeline is dependent upon availability of DMT and other state agency and department staff resources for implementation.
- 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.



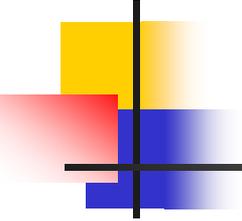
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- Non-Emergency Medical Transportation (NEMT) Provisions

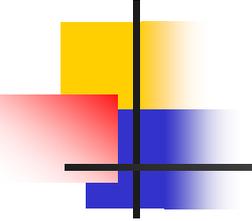
Caltrans DMT should work with the California Health and Human Services Agency and the Departments of Aging and Healthcare Services to develop plans and secure funding to implement a two-year pilot project to assess the viability and benefit of NEMT brokerages.

- Addresses need to explore the value of examining the viability and cost-effectiveness of transportation brokerages in providing NEMT trips



SUMMARY OF SIP RECOMMENDATIONS

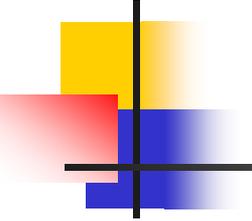
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - California Health and Human Services Agency
 - California Department of Aging
 - California Department of Health Care Services



SUMMARY OF SIP RECOMMENDATIONS

■ **Timeline:**

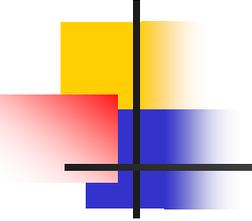
- Dependent upon availability of DMT and other state partner agency/department staff resources for implementation.
- Estimate 6-12 months to develop project direction, parameters and funding application;
- Estimate an additional 3-6 months for application approval and funds disbursement;
- Estimate an 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.



SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- Consolidated Transportation Service Agencies(CTSAs)
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.



SUMMARY OF SIP RECOMMENDATIONS

- **Responsible Parties:**

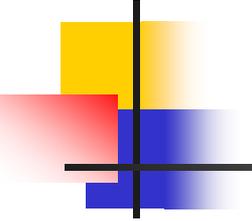
- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

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

- **Timeline:**

- Estimate 9-15 months to initiate web interfaces, and to develop the associated online informational materials. Meeting this timetable will depend upon the availability of Caltrans DMT and CTSA/regional transportation planning agency/CalAct staff time resources available to implement the recommendation.



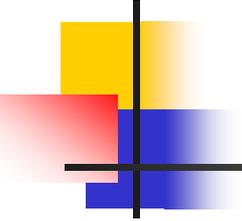
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- Consolidated Transportation Service Agencies(CTSAs)

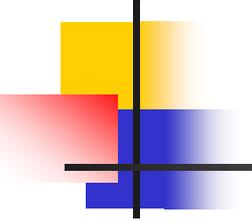
Caltrans should work jointly with CTSAs and regional planning agencies to develop an educational/informational training module and/or materials targeted towards regional transportation planning agency decision-makers to educate and inform them about the true benefits that can be achieved through establishment and/or support of CTSA (e.g. cost-savings, increased mobility, leveraging of scarce transportation resources, etc.). This recommendation should be implemented in concert with web-linkages recommendation.

- Raises awareness of value and benefit of CTSAs.



SUMMARY OF SIP RECOMMENDATIONS

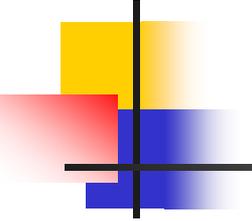
- **Responsible Parties:**
 - Caltrans Division of Mass Transportation
- **Stakeholders/Partners:**
 - Consolidated Transportation Service Agencies
 - Regional Transportation Planning Agencies



SUMMARY OF SIP RECOMMENDATIONS

- **Timeline:**

- Estimate 6-9 months to develop effective educational/informational themes topics which demonstrate the value and benefits of CTSA's and coordination
- Potentially an additional 3-9 months to plan schedule and conduct decision-maker workshops
- Meeting this timetable will depend upon the availability of Caltrans DMT and CTSA and regional agencies staff time resources available to implement the recommendation.



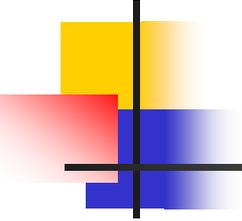
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- CTSA Scoring Priority/Preference

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 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).

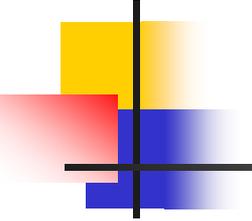
- Caltrans DMT should require that regional transportation planning agencies and/or other designated recipients of JARC and NF in large urban counties, also incorporate this CTSA preference/priority modification.



SUMMARY OF SIP RECOMMENDATIONS

- **Responsible Parties:**
 - Caltrans Division of Mass Transportation

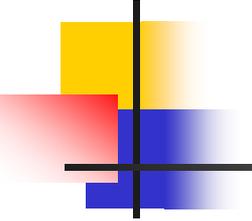
- **Stakeholders/Partners:**
 - Regional Transportation Planning Agencies
 - Consolidated Transportation Service Agencies



SUMMARY OF SIP RECOMMENDATIONS

- **Timeline:**

- Estimate 9-12 months to develop and incorporate modifications to state and large urban regional transportation planning agency's coordinated funding application and associated materials, along with other recommended modifications depending upon the availability of DMT staff resources.
- This timeline could conceivably be longer should Caltrans DMT elect to develop all recommended modifications in consideration of interagency stakeholder input.



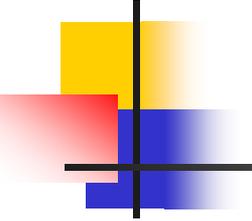
SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- 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.

- Addresses MAP Goal 4.



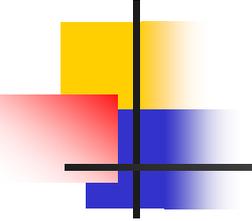
SUMMARY OF SIP RECOMMENDATIONS

- **Responsible Parties:**

- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

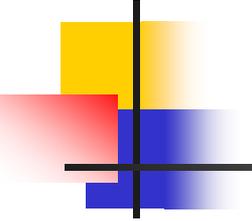
- California Health and Human Services Agency
- Department of Aging
- Department of Social Services
- Department of Health Care Services
- Department of Rehabilitation
- Department of Developmental Services
- Department of Veterans Affairs
- Department of Mental Health
- California Highway Patrol
- Department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



SUMMARY OF SIP RECOMMENDATIONS

- **Timeline:**

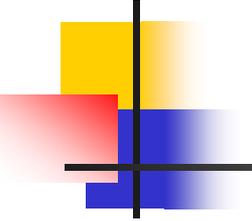
- Dependent upon availability of DMT and other state department staff resources for implementation.
- Estimate 12-15 months to educate and inform state departments, assess mobility council and/or other oversight structure feasibility and develop recommendations;
- Estimate an additional 12 months to secure state approvals and begin program implementation. Some activities may be accomplished concurrently and would therefore shorten the overall timetable.



SUMMARY OF SIP RECOMMENDATIONS

- **Recommendation:**

- 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.



SUMMARY OF SIP RECOMMENDATIONS

- **Responsible Parties:**

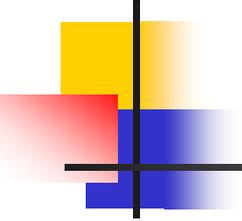
- Caltrans Division of Mass Transportation

- **Stakeholders/Partners:**

- Agency/Organization stakeholders at the discretion of Caltrans DMT

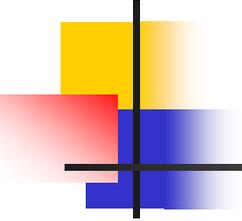
- **Timeline:**

- Estimate 9-12 months to develop and incorporate modifications to the guidelines along with other recommended changes depending upon the availability of DMT staff resources. This timeline could conceivably be longer should Caltrans DMT elect to develop all recommended modifications in consideration of interagency stakeholder input.



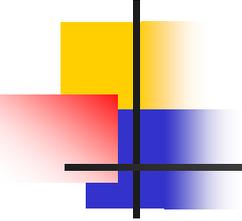
ROLES AND RESPONSIBILITIES

- Caltrans DMT will assume primarily a lead role in directly implementing or facilitating implementation of the SIP recommendations.
- Partnering on SIP Recommendations is essential to success.
- Must work to re-invigorate state-level departments' and interagency interest and understanding of the value and benefits of coordination.
- Must solicit as state-level departments and agencies in the effort to establish plans and programs to support coordination, as they directly or indirectly make and/or influence decisions related to human service funding and/or transportation.



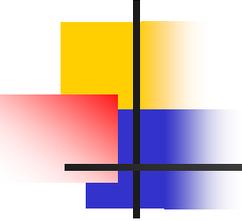
METHODS TO INVOLVE STATE-LEVEL DEPARTMENTS/AGENCIES

- Initial messages should stress the 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



MAP PLAN NEXT STEPS

- Caltrans DMT must proceed to implement SIP recommendations; and
- Proceed with implementation of MAP Goals 1 and 3.



STUDY NEXT STEPS

- MAP PAC review SIP and provide comments by June 25, 2010
- Documents will be finalized by June 30, 2010.
- All study documents will be available on Caltrans website