



Executive Summary

California Mobility Action Plan Strategic Implementation Plan (SIP) (July 2012)

The purpose of the Strategic Implementation Plan (SIP) recommendations is to identify the action items and timelines that are needed to meet the intent of the Mobility Action Plan (MAP). The SIP is the result of the MAP coordination effort that was conducted by Caltrans in coordination with the State Health and Human Services Agency (CHHS) and stakeholders from various local, regional, nonprofit, private and transit providers. The objective of both work efforts was to address and identify barriers in coordination, funding sources, and ways to pool resources to implement mobility management as a means of improving human services transportation.

MAP goals are:

1. Strengthen 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

Following the MAP efforts, Caltrans applied and received a federal grant to conduct a study called the Mobility Action Plan Phase I Strategic Implementation Plan. Over a two-year period, the study examined and made recommendations on how to effectively implement program policies in support of the MAP goals. The project included strategies for achieving consistency in coordination, reducing duplication, and improving efficiencies across programs through resource sharing. The SIP provides direction for effective mobility management at the state, regional and local levels.

A summary of the SIPs twelve recommendations is provided below:

1. A Regulatory amendment to the Transportation Development Act (TDA) Unmet Needs Process that requires Metropolitan Planning Organizations/Regional Transportation Planning Agencies (MPO/RTPA) and Social Services Transportation Advisory Council (SSTAC) joint decision-making. It would give Social Service advocates joint authority to determine the assumptions, criteria and definitions that are needed to decide what constitutes a need that is unreasonable to meet. This recommendation would need legislative action.
2. A Legislative amendment to the TDA fare box recovery ratio (FBRR) requirements. A less stringent fare box recovery ratio than the standard 10 or 20% is recommended in order to address the diversity and range of transit service types that exist. This recommendation needs legislative action.

3. Modify Coordinated Plan Funding Guidance for the 5310, 5316 and 5317 applications include required TDA Unmet Needs information in plans. This recommendation would add a new funding application requirement for the 5310, 5316 and 5317 grant programs. In order to change MPO/RTPA procedures, it requires both federal & state TDA legislative amendments for consistency.
4. Modify Coordinated Plan Funding Guidance for 5310, 5316 and 5317 applications to provide scoring preference for Consolidated Transportation Service Agency (CTSAs). It is intended as an incentive for projects since it gives preference to CTSA funding applications. This recommendation is administrative.
5. Modify Coordinated Plan Funding Guidance regarding Plan organization, detail and performance standards for the Coordinated Public Transit-Human Services Transportation Plan (CPT-HST). This recommends that Caltrans develop funding guidance criteria that would require a standardized format, specified contents, and the addition of performance measures in CPT-HST plans. A federal legislative amendment may be needed for this recommendation.
6. Monitor and follow the Department of Community Health Services (DCHS) efforts to amend the Treatment Authorization Request (TAR) process. The objective of this recommendation is to simplify the TAR form for both California's Medicaid Program (Medi-cal) recipients and transit providers. Transit providers are reimbursed by Medi-cal for the Non Emergency Medical Transportation (NEMT) services.
7. Coordinate efforts to develop a state-level (interagency) NEMT pilot project on public transit reimbursement. It suggests that an interagency study be conducted to assess the financial impacts of the NEMT program on public transit providers in California.
8. Coordinate efforts to develop a state-level (interagency) NEMT transportation brokerage pilot project. This recommendation suggests that an interagency study be conducted to assess the viability and benefits of establishing a transportation brokerage for Medical's NEMT services in California. The agencies that would be involved in this study would be Caltrans, California Health and Human Services Agency (CHHS), the Department of Aging and Healthcare Services. Caltrans would be responsible for preparing a white paper on the concept of a transportation brokerage that would serve as a baseline for the proposed pilot project.
9. Establish web linkages with the MPOs and RTPAs on the topic of the Unmet needs process. The objective of this recommendation are (1) to provide better transit operator and public access to information about the MPOs and RTPAs unmet needs process, and (2) to provide MPOs and RTPAs with the ability to share information over the internet.
10. Develop educational training modules and materials for decision-makers related to the topic of CTSAs. Caltrans would be charged with the task of writing educational information about CTSAs. The target audience would be MPO and RTPA decision-makers.

11. Establish web linkages and information for sharing on (the topic) of CTSAs. Provide better accessibility to statewide information. The information would focus on CTSAs and their roles, their coordination efforts and their mobility management strategies.
12. Interagency work effort to establish (a) state coordinated oversight entity in California. This recommendation requires legislation. The objective of this recommendation is to create an inter-governmental oversight body whose mission would be to improve human service transportation in California. A Mobility Council composed of state department and state agency decision-makers is suggested.

The SIP document and its recommendations are intended to assist state, regional and local agencies and stakeholders to find a way to coordinate more efficiently while improving human services mobility. Recommendations will be either administrative or legislative. Implementing the administrative recommendations will be contingent upon the availability of federal and state resources. Recommendations for legislative changes will require the political will to make these changes. However, through a coordinated and continuing effort to follow up on the recommendations in this study, institutional and financial barriers can be overcome.