



Contra Costa Accessible Transportation Strategic Plan

Task Force Meeting #3

February 17, 2022



Measure X Funding Accessible Transportation Strategic (ATS) Plan Implementation Older adults, Persons with disabilities, and veterans

ATS “Quick Wins” Submitted to: Measure X Community Advisory Board and the Board of Supervisors

Establishment of a Coordinating Entity that will be responsible for short- and long-term implementation of accessible transportation strategies including the identification of a new, ongoing funding source to support continuing operations.

One Call/One Click Operations Center. Countywide, centralized phone and internet resource for all modes of transportation serving target populations. Assisting callers in making travel plans based on their abilities.

User-side Subsidies for low-income populations for whom existing fares represent a barrier to access.

Expansion and Enhancement of One Seat Ride Pilot Program allowing paratransit riders to travel throughout the county (and possibly outside the county) without having to transfer between paratransit vehicles.

Guiding Principles (1 of 2)

1. The Task Force (TF) and future Coordinated Entity (CE) plan to implement a person-centered, user-friendly, and seamless accessible transportation system including enhancing mobility management to provide equitable and effective access to transportation.
2. All stages of implementation of the Contra Costa Accessible Transportation Strategic Plan (ATSP) including planning, policy, engagement, design, operations, and evaluation will involve multiple stakeholders. Stakeholders will include relevant human service agencies, transit agencies, elected officials, disability and older adult advocates representing a range of segments of these communities, veterans, all County sub-regions, funding bodies, and other representatives.
3. Public outreach and planning activities will include countywide needs and characteristics, with the ultimate goal of providing equitable, consistent, and scalable service across the County.

Guiding Principles (2 of 2)

4. In order to facilitate accessible transportation to and from destinations outside of the County, and to advocate for increased resources for these and other trips, the TF and CE will engage with outside agencies and in state and regional planning processes.
5. The TF and CE will prioritize strategies that were identified through the extensive public engagement during development of the ATSP, and will conduct future public engagement through ATSP updates at regular intervals.
6. New strategies, approaches, and programs being considered by the CE will be subject to review and consultation with all stakeholders, existing and/or new, in a consensus-based process.
7. The TF and CE will not recommend adding responsibilities to a transportation or human service provider without identifying new revenue sources. The TF and CE will not recommend redistributing revenues without providing recommendations for achieving a corresponding decrease in obligations funded by those revenues.

Case Studies of Mobility Management Centers

- Easy Lift Transportation – Santa Barbara County
- Access Services – Los Angeles County
- Ride-On Transportation – San Luis Obispo County
- Omnitrans – San Bernardino County
- Facilitating Access to Coordinated Transportation (FACT) – San Diego County
- Solano Mobility – Solano County
- MOVE – Stanislaus Council of Governments



access



Easy Lift Transportation – Santa Barbara County

- 501c3 non-profit organization established in 1979
- CTSA for southern Santa Barbara County
- Governed by a seven-member board with five full-time staff
- Half of Easy Lift's funding comes from government funding for Dial-A-Ride, also relies on community donations and charitable grants
- Primary service is Dial-A-Ride
 - Also provides children's' accessible transportation, non-emergency accessible transportation, and mobility/travel training
 - Fleet of 27 vehicles, approximately 6200 rides per month

Access Services – Los Angeles County

- Los Angeles County CTSA, administers the Los Angeles County Coordinated Paratransit Plan
- Established in 1994 as a nonprofit 501c3 public benefit corporation
- Governed by a nine-member board of directors
- Funding from Proposition C sales tax, Federal 5310 grants and fare box revenue
- Operates Access Paratransit, the paratransit program for LA County
 - Utilizes a fleet of small buses, mini-vans and taxis
- Other programs include Access to Work; Parents with Disabilities; Travel Training

Ride-On Transportation – San Luis Obispo County

- CTSA and the transportation management association (TMA) for the county
- United Cerebral Palsy designated a CTSA in 1988, began Ride-On in 1993
- Funding comes from the Tri-Counties Regional Center contract, the State Department of Health Care Services, and TDA
- Primary service is a shuttle for seniors, veterans, people with disabilities, and human service transportation
 - Also provide support services for human service agency transportation
 - Not providing ADA paratransit
- TMA provides general public transportation
 - Mostly shuttles

Omnitrans – San Bernardino County

- Public transit agency for San Bernardino County established in 1976
- Designated a CTSA in 2015
 - Merged with Valley Transportation Services, previous CTSA
- Governed by a 20-member board of directors
- Funded through local, state, and federal funding
- Operates OmniAccess ADA paratransit
 - Also operates OmniRide, Omnitrans RIDE, travel training, and volunteer driver programs
 - Operates local and express public bus services

Facilitating Access to Coordinated Transportation (FACT) – San Diego County

- Non-profit established in 2005, designated a CTSA in 2006
- Governed by a ten-member board of directors
- Funded through the SANDAG Specialized Transportation Grant Program, FTA 5310 funds, and state funding
- FACT coordinates demand responsive services, local services and local providers
 - RideFACT - low-cost transportation program that provides general purpose trips for seniors
- FACT does not provide ADA paratransit
- Established a countywide transportation brokerage in 2012

Solano Mobility – Solano County

- Part of the Solano Transportation Authority (STA), created in 1990
- CTSA for Solano County
- STA is governed by an eight-member board
- Funded by STA, TDA, and federal funding
 - One-time funding from AAA, Solano County, and the Yocha Dehe Winton Nation
- Solano Mobility's programs include a call center/one-stop shop for transit and mobility programs in the county and intercity ADA paratransit
 - Other programs: Solano County Intercity Taxi Card program; GoGo Grandparent; vehicle share program; SolTrans Benicia Lyft program

MOVE – Stanislaus Council of Governments

- CTSA for the Stanislaus region, established in 2010
- Governed by a five-member board of directors
- Funded by a combination of Local Transportation Funds, FTA grants and Measure L sales tax funding
- MOVE oversees mobility training programs, the BRIDGES Volunteer Driver program, the Veteran Van Program, and the Volunteers on the Go pilot
 - Also a participant in the PASS fare assistance subsidy pilot program

Consolidated Transportation Service Agency (CTSA) Designation

- Designation is incorporated in the California Transportation Development Act (TDA) to promote service coordination
- In the Bay Area, the MTC designates an agency as a CTSA
 - Appendix D3 of ATSP lists MTC process
- The designee can be an existing agency, new agency (e.g. a joint powers authority), or a non-profit organization
- Can be designated Countywide or by a smaller area (e.g. by planning area) – Coordinated Plan focuses on County level
- Designation may give preferential access to certain funds, such as Federal Section 5310