

**Metropolitan Transportation Commission
Programming and Allocations Committee**

December 8, 2010

Item Number 3a

Resolution Nos. 1076, Revised

Subject: Revision to the process for designating Consolidated Transportation Service Agencies (CTSAs).

Background: The Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979), hereafter referred to as AB 120, was enacted with the intent to improve transportation service required by social service recipients. AB120 required that MTC and other transportation planning agencies prepare, adopt and submit to the state an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975).

One element of the Action Plan was the designation of one or more Consolidated Transportation Service Agency(ies) (CTSAs) within the geographic area of jurisdiction of the transportation planning agency. The role of the CTSA was to foster coordination of social service transportation providers in order to provide effective and efficient transportation options. In December 1981, MTC approved Resolution No. 1076, which adopted the *AB 120 Action Plan For Social Service Transportation Improvements in the Nine County San Francisco Bay Area*. The AB120 Action Plan specifies an eight-step process (see Attachment A) for designation of a CTSA. The process involves local governments, each county's Board of Supervisors, each county's Paratransit Coordinating Council (PCC) and MTC.

Under state statute, a designated CTSA is eligible to claim TDA and STA funds for the purposes of providing coordinated social services transportation in their assigned service area. Access to these funds was the key motivating factor for non-profit agencies to be designated a CTSA. However, with the passage of the Americans with Disabilities Act in 1990, the Commission determined that all available TDA and STA funds allocated for paratransit purposes should be dedicated to implementing the complementary paratransit provisions of the ADA. With this change, CTSA designations were gradually phased out. The last such designation occurred in 1997

Despite the continued dedication of TDA and STA paratransit funds to ADA paratransit services, staff recommends that the Commission consider the re-designation of CTSAs in limited cases in order to streamline the administration of the Lifeline Program. Staff is proposing that beginning in FY 2010-11, MTC implement the following abbreviated process to designate CTSAs where the applicant was previously designated as a CTSA and the applicant is a recipient of MTC's Lifeline program:

1. Applicant makes request
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.

3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the *Coordinated Public Transit-Human Services Transportation Plan*.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

In addition, MTC staff plans to initiate a broader evaluation of CTSA designation process to reflect the changing landscape since the last designations in the late 1990s and to inform the next full update of *The Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)*. In related efforts, Caltrans is developing a Draft Strategic Implementation Plan of their Mobility Action Plan that recommends a stronger role for CTSAs as well as preference in certain statewide funding processes for CTSAs. The Transit Sustainability Project (TSP) may also include recommendations involving mobility management that could affect CTSAs. Therefore, the initiation of a more comprehensive review of the role of CTSAs in the region is warranted. Any recommended changes would be amended into the Coordinated Plan when it is next updated.

Issues: None.

Recommendation: Refer MTC Resolution Nos. 1076, Revised to the Commission for approval.

Attachments: Attachment A: *AB 120 Action Plan for Social Service Transportation Improvements In The Nine County San Francisco Bay Area* excerpt
MTC Resolution Nos. 1076, Revised

Date: December 23, 1981
W.I.: 1002-30-01
Referred By: WPPRC
Revised: 05/14/82-WP 07/09/82-WP
04/27/83-WP 04/13/84-WP
04/12/85-WP 03/26/86-WP
03/13/87-WP 03/11/88-WP
03/10/89-WP 03/09/90-WP
03/13/92-WP 06/10/94-WP
07/14/95-WP 07/12/96-WP
05/09/97-WP 06/23/99-C
11/10/99-PA 12/15/10-C

ABSTRACT

Resolution No. 1076, Revised

Subject

In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act. One requirement for MTC under this act is the preparation of an Action Plan for the coordination and consolidation of social service transportation services; this Plan must be adopted by MTC and submitted to Caltrans by December 31, 1981 (Government Code Section 15975). The Plan has been prepared with assistance from the nine Paratransit Coordinating Councils and the Regional Advisory Committee for the AB 120 Action Plan.

Summary of Actions Authorized/Directed by the Subject Resolution

This resolution adopts the MTC Regional Action Plan for Coordination of Social Service Transportation Services and designates the Consolidated Transportation Service Agencies (CTSAs); it also authorizes the Executive Director to transmit a copy of the Plan to Caltrans.

This resolution was revised on May 14, 1982 and July 9, 1982, to add four CTSAs in Santa Clara County.

This resolution was revised on April 27, 1983 to amend CTSA designations in Napa County and of Outreach and Escort and Community Services Agency.

This resolution was revised on April 13, 1984 to redesignate four CTSAs in Santa Clara County.

This resolution was revised on April 12, 1985 to redesignate the CTSA in Napa County for a one-year period.

ABSTRACT

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This resolution was revised on March 26, 1986 to redesignate the CTSA in Napa County and four CTSA's in Santa Clara County, through June 30, 1987, and to designate Outreach and Escort as the CTSA for the City of Santa Clara.

This resolution was revised on March 13, 1987 to redesignate the CTSA in Napa County and four CTSA's in Santa Clara County through June 30, 1988.

This resolution was revised on March 11, 1988 to redesignate the CTSA in Napa County and three CTSA's in Santa Clara County through June 30, 1990 and one CTSA in Santa Clara County through June 30, 1989.

This resolution was revised on March 10, 1989 to redesignate one CTSA in Santa Clara County through June 30, 1990, and to designate Outreach and Escort as the CTSA for the City of San Jose.

This resolution was revised on March 9, 1990 to redesignate the CTSA in Napa County and four CTSA's in Santa Clara County through June 30, 1992.

This resolution was revised on March 13, 1992 to redesignate the CTSA in Napa County and four CTSA's in Santa Clara County, and to add Coastside Opportunity Center as a CTSA in San Mateo County through June 30, 1994.

This resolution was revised on June 10, 1994 to redesignate Coastside Opportunity Center as a CTSA through June 30, 1996, and to redesignate Outreach and Escort in Santa Clara County, and the Napa County Board of Supervisors as CTSA's through June 30, 1995.

This resolution was revised on July 14, 1995 to redesignate the Napa County Board of Supervisors as the CTSA through June 30, 1996.

This resolution was revised on July 12, 1996 to redesignate the Napa County Board of Supervisors as the CTSA through June 30, 1997, and to redesignate Coastside Opportunity Center as the CTSA in San Mateo County through September 30, 1996.

ABSTRACT

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This resolution was revised on May 9, 1997 to renew the Napa County Board of Supervisors' CTSA designation for the period July 1, 1997 through June 30, 1998; and to renew the Coastside Opportunity Center's (San Mateo County) CTSA designation for the period July 1, 1997 through June 30, 1999.

This resolution was revised on June 23, 1999 to designate the Napa County Transportation Planning Agency (NCTPA) as a CTSA for the period July 1, 1999 through June 30, 2001. Further discussion of this action is provided in the Executive Director's Memorandum dated June 9, 1999.

This resolution was revised on November 10, 1999 to renew the Coastside Opportunity Center's (San Mateo County) CTSA designation for the period July 1, 1999 through June 30, 1991. Further discussion of this action is provided in the Executive Director's Memorandum dated November 10, 1999.

This resolution was revised on December 15, 2010 to revise the CTSA designation process. Further discussion of this action is provided in the Summary Sheets presented to the Programming and Allocations Committee on December 8, 2010.

**Programming and Allocations Committee
December 8, 2010
Attachment A**

Deleted excerpt from AB 120 Action Plan for Social Service Transportation Improvement in the Nine County San Francisco Bay Area

3. “The identification of an orderly strategy and schedule detailing the steps required to develop the financial program and management structure necessary to implement consolidated or coordinated services.”

The intent of this Action Plan is to present realistic, attainable goals for coordination on the regional and local levels. In most counties, the CTSA will be the institutional mechanism through which many of the proposed coordination steps will be implemented. Until a CTSA is designated for any area, the strategy of MTC and the PCCs will be to continue to pursue local and regional coordination objectives. The following procedural steps will be followed in the general designation of CSAAs:

- (1) MTC requests each County Board of Supervisors to nominate CTSA(s) through PCC.
- (2) Candidates are nominated and evaluated on local basis according to responsibilities assigned in the local action plan and according to MTC regional criteria.
- (3) Candidate(s) are endorsed by the PCC and local governments(s). (See Tables 2 through 10 in Appendix 2 for estimated schedule for this step on a per-county basis).
- (4) Board of Supervisors formally requests MTC to designate the County’s nominee as a CTSA.
- (5) MTC staff evaluates candidates for consistency with Regional Action Plan and RTP.
- (6) MTC’s Programming and Allocations Committee reviews and recommends CTSA designation.
- (7) Commission adopts CTSA designation.
- (8) MTC notifies CTSA, local governments, transit operators, State of California and PCC of CTSA designation.

Designation shall be for a two year period, with an evaluation by MTC of the CTSA’s performance at the end of the first year of operation. If MTC, after review and recommendation by the PCC and County Board of Supervisors, finds that the CTSA is failing substantially to accomplish its responsibilities under the local or Regional Action Plan(s), such designation may be rescinded.

Starting in FY 2010-11, the following abbreviated process will be used to designate CSAAs where the applicant was previously designated as a CTSA and the applicant is a recipient of MTC’s Lifeline program:

- (1) Applicant makes request
- (2) MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
- (3) MTC staff evaluates candidates for consistency with mobility management activities as outlined in the *Coordinated Public Transit-Human Services Transportation Plan*.
- (4) MTC’s Programming and Allocations Committee reviews and recommends CTSA designation.
- (5) Commission adopts CTSA designation.
- (6) MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Designation shall be for a two-year period. If MTC finds that the CTSA is failing substantially to accomplish its responsibilities as a CTSA, such designation shall be rescinded.