

Public Comments on Draft Plan

Draft Plan Public Comment Period

January 9, 2013 – March 8, 2013

On January 9, 2013, the draft Coordinated Plan was released to the public for review and comment. The draft plan was posted on MTC's website, and over 700 stakeholders and interested members of the public were notified via email. MTC staff was available to stakeholder groups and made presentations on the draft plan to:

- MTC Policy Advisory Council, Equity and Access Subcommittee (1/9)
- SFMTA Multimodal Accessibility Advisory Committee (1/17)
- Bay Area Partnership Transit Finance Working Group (2/6)
- Bay Area Partnership Accessibility Committee (2/11)
- AC Transit Accessibility Advisory Committee (2/12)
- MTC Policy Advisory Council (2/13)
- Regional Mobility Management Group (2/14)
- Alameda County Paratransit Advisory and Planning Committee (2/25)
- BART Accessibility Task Force (2/28)

Below are comments received during the public comment period of January 9, 2013 – March 8, 2013.

Category	Comment	Response
Transportation gaps	For Sonoma County a long awaited improvement is a universal fare medium. Clipper would make transit use easier for the Coordinated Plan's target populations. The hope is Clipper will deploy as SMART train service starts. Please include this in the plan. It is an important need.	Depending on funding availability, Clipper rollout could occur for Sonoma County bus systems in late 2015/early 2016. SMART plans to include Clipper capability when the line opens. Transit coordination is highlighted as an important need in the Plan.
General comment	Several SCTA Directors point out how frequently MTC maps chop off the northern part of the County---parts where some of "Coordinated Plan" type needs are the MOST acute! Please consider showing the entire MTC region on MTC maps.	Noted. Staff will make every effort to include all areas of the region.
Transportation inventory	On page 4-31 AARP for the Medford, Ashland & Grants Pass cities is included as an existing Sonoma County Transportation Resource. Why?	This entry was submitted during MTC's survey. It has been removed.
Transportation inventory	Southwest Adult Services is no more.	This entry has been removed.

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Transportation inventory	Please make corrections to page D-9: Bay Area Community Services 1814 Franklin St 4th Floor, Oakland 94612 jweiss@bayareacs.org	Correction has been made.
Transportation inventory	The Council on Aging terminated their volunteer driver program.	This entry has been removed.
Transportation gaps	There should be a better connection between BART and the Broadway shuttle bus arrivals. Too often the bus is just leaving this very well-used bus stop as I get off the escalator. I then have to wait in the cold and/or rain for the next shuttle to arrive. A partial solution would be to erect a bus shelter at the northeast corner of 20th and Broadway like the large attractive one at the southwest corner. At least that would help us stay dry when it is raining.	Connectivity issues are noted in Chapter 6.
Transportation gaps	Insufficient pedestrian & bicycle access between Jack London Square/Chinatown, Oakland and Webster Street, Alameda.	Chapter 6 notes issue of safe routes for bicycles and pedestrians.
Transportation gaps	511 is not a usable system for the disabled community.	The 511 website was designed to be used with screen readers, and there is an Accessible Version of the 511 Transit page at http://transit.511.org/accessible/ . MTC is currently working to make the primary Transit page accessible. All transportation information available in the 511 telephone system can be accessed by hearing and speech-impaired callers by dialing 711, the national number to access Telecommunication Relay Services (TRS), where an operator can connect them to 511 and relay system responses back to the callers.
Transportation gaps	TTY is old technology.	Outside the scope of this Plan.
Transportation gaps	There should be better coordination among paratransit operators in the Bay Area.	Need for better coordination addressed in Chapter 6. Paratransit coordination requirements are addressed in MTC Res. 3866, MTC Transit Connectivity Plan.

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Transportation gaps	There should be greater communication and coordination between the transportation systems.	Need for better coordination addressed in Chapter 6.
Transportation gaps	Meeting ADA standards is too minimal, as well as outdated.	Federal standards dictate accessibility requirements for public transit services. Enhanced paratransit services beyond the ADA are noted in Chapter 6 and 7 of the plan. Projects providing services beyond the ADA are eligible for funding under the FTA Section 5317 New Freedom program and Section 5310 Mobility of Seniors and Individuals with Disabilities program.
Transportation gaps	There needs to be more ramp taxis.	Included as a need in Chapter 6 and a potential solution in Chapter 7.
Transportation gaps	Accessible taxis are too expensive.	Included as a need in Chapter 6 and a potential solution in Chapter 7.
General comment	There is a lot of talk about the senior population. Does the plan include information on the disabled population?	Chapter 3 includes demographic information on the disabled, senior and low-income population.
Transportation gaps	Many shopping centers are difficult to access because bus stops are located outside of the parking lot, or are not allowed to enter. Many large shopping centers have only one bus stop.	Promoting Complete Streets, and the integration of transportation and land use decisions is noted as a strategy in Chapter 8.
Transportation gaps	Nothing is being done to address the paratransit shortfalls due to transit cutbacks.	Paratransit is required to be provided along the same routes and during the same hours that fixed route service operates. Projects providing services beyond the ADA are eligible for funding under the FTA Section 5317 New Freedom program and Section 5310 Mobility of Seniors and Individuals with Disabilities program.
Transportation gaps	Paratransit is not demand responsive enough. A trip that would take a car takes much longer on paratransit.	The limitations of paratransit are noted as a gap in Chapter 6.
Transportation gaps	Path of travel issues continue to be a big problem, particularly in that "last mile". Curbs are not cut, surfaces are uneven. This exists in both rural and urban areas.	Pedestrian access and land use coordination are noted in chapters 6, 7 and 8.

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General comment	Any new legislation MTC considers backing in the future should have dedicated funding for senior transportation.	Chapter 8 includes identifying and working with legislators willing to sponsor statewide legislation to address coordination and/or improve transportation funding.
Demographic profile	It would be helpful to see a percentage of growth for the senior population per county.	The percent change in proportion of the older adult population by county is on page 3-10.
Other	The region's transit agencies should have an automatic set aside in their budgets for travel training.	Outside the scope of this plan, however, travel training is noted in chapters 7 and 8
Other	TDA and STA funds should go to agencies providing paratransit, not just transit agencies.	Outside the scope of this plan.
Other	Does this plan address emergency planning for health and human service agencies?	Emergency planning is outside the scope of this plan, but can be considered during plan implementation, specifically as part of each county's mobility management implementation.
Other	Please add the Policy Advisory Council's Equity and Access Subcommittee's recommendations to the staff report to the Commission in March.	The Equity and Access Subcommittee's recommendations have been included in the March staff report to the Commission.
Strategies to enhance coordination	This plan recommends promoting walkable communities and complete streets policies. How do we start thinking about using transportation funding to address land use decisions?	The plan specifically calls out MTC's One Bay Area Grant Program (OBAG), which was established in May 2012. The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, and local streets and roads preservation, and requires cities to adopt a complete streets policy to be eligible for funding. Further, OBAG emphasizes investments in Priority Development Areas, and rewards jurisdictions for building housing in Priority Development Areas.
Existing resources	Does the plan provide the breakdown of previously funded fixed route service that was new, as opposed to already established routes?	Chapter 4 provides a breakdown of funding by project type, but does not distinguish between new or continuing service.

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Implementation	MTC should be aware of mobility management efforts in each county and provide oversight to those efforts. It would be good for MTC to facilitate a report on those efforts every six months.	This can be considered during plan implementation.
Implementation	The Regional Mobility Management Group is an adhoc group that meeting every other month. Perhaps this group should be formally recognized by MTC.	This can be considered during plan implementation.
Strategies to enhance coordination	It is important not to lose local solutions in the regional approach to mobility management.	The strategy to strengthen mobility management in Chapter 8 is intended to provide a regional framework, while still allowing each county to tailor local solutions.
Solutions to gaps	Will mobility management be prioritized over other solutions presented in the plan?	The plan presents general and preliminary guidance for regional prioritization, and recognizes that solutions may be weighted differently in a local context.
Solutions to gaps	It is important not to lose local, innovative solutions within mobility management to capital and transit operations projects.	The plan presents general and preliminary guidance for regional prioritization, and recognizes that solutions may be weighted differently in a local context.
Other	MTC should use discretionary funding to supplement mobility management activities, instead of relying only on JARC, New Freedom and Section 5310.	Chapter 8 discusses use of STA funding in the Lifeline Transportation Program to support mobility management activities. MTC could evaluate use of other funds for this purpose as implementation efforts progress and with consideration of impacts on other regional priorities.
Solutions to gaps	There should be a provision for neighborhood-based programs for small experimental transportation projects. Small projects like this can get lost on a larger city level.	Possible solutions have been identified to address gaps in Chapter 6.
Solutions to gaps	Is paratransit beyond ADA prioritized as a solution, or eligible for funding?	Included as a need in Chapter 6 and a potential solution in Chapter 7
Transportation inventory	The plan does not document a baseline of all the mobility management activities currently going on in the region. This is necessary to understand how to move forward with mobility management	Chapter 4 and Appendix D documents existing transportation resources. A more focused documentation of existing mobility management activities can be

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	planning.	included in plan implementation.
Strategies to enhance coordination	The pedestrian/land use recommendation is very important. There doesn't seem to be any locally published data on how these types of projects benefit elderly and disabled populations.	Noted in Chapter 8 are tools and studies related to pedestrian/bicycle planning.
Strategies to enhance coordination	Chapters 7 and 8, and Appendix C outline potential ideas to address coordination and transportation service gap needs with an emphasis on mobility management centers. This is helpful in a larger regional view, however, there the plan should focus on coordination activities available to small and medium sized social service and specialized education non-profits.	The strategy to strengthen mobility management in Chapter 8 is intended to provide a regional framework, while still allowing each county to tailor local solutions.
Strategies to enhance coordination	Add a matrix or checklist to the document to guide agencies on how to propose appropriate coordinating efforts with allied agencies, mobility management centers or CTSAs. This would be helpful to agencies seeking funding for coordination activities.	This can be considered during plan implementation.
Strategies to enhance coordination	Include more recent information for Marin Transit's taxi programs in Chapter 8.	Updated information has been added.
Transportation gaps	Seniors and people with disabilities often need short-term transportation services (similar to paratransit) when discharged from the hospital. They may just need immediate transportation home upon discharge and/or a few weeks of transportation to medical appointments.	Non-emergency medical transportation and premium ADA paratransit service are both listed as solutions in Chapter 7.
Transportation gaps	Seniors and people with disabilities need transportation to get to medical appointments, shopping and other destinations without transferring. Transferring on MUNI is hard and makes the trip longer and requires more energy and effort.	Shuttles, jitneys, or circulators to shopping, medical facilities, and local services are listed as solutions in Chapter 7.
Other	Emergency plan for seniors should be included.	Emergency planning is outside the scope of this plan, but can be considered during plan implementation, specifically as part

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		of each county's mobility management implementation.
Transportation gaps	Some MUNI lines need more frequent service.	Included as a gap in Chapter 6.
Transportation gaps	Need benches at bus stops.	Included as a gap in Chapter 6.
Transportation gaps	Senior Centers need transportation to activities to keep seniors engaged and active, such as the zoo, shopping, lunch, movies. Seniors become isolated when they can't get out into the community.	Help for community organizations to expand service is noted as a solution in Chapter 7.
Other	Most senior centers don't have the resources to run their own transportation program, but would like to participate in a coordinated transportation program.	Help for community organizations to expand service and coordinate services are both noted as solutions in Chapter 7.
Transportation gaps	Bus shelters have limited space and often people using wheelchairs get squeezed out of the shelter because there's not enough room. Shelters need more room.	Bus shelters are listed as a need in Chapter 6 and as a solution in Chapter 7.
Transportation gaps	Seniors have a very hard time getting into and out of SUV's that are used in the SF Taxi fleet. It is hard for seniors to step up into the vehicle and they would like to be able to request a sedan.	Accessible taxis are included as a need in Chapter 6 and a potential solution in Chapter 7.
Transportation inventory	Please add a by county list to Transportation Inventory in Appendix D.	A new list, by county, has been added to Appendix D.
Veterans transportation	Why are veterans included in this plan?	Veterans are included in this plan as a response to the growing veteran population and their transportation needs in the region. The Federal Transit Administration has also recently issued funding opportunities to address veterans' transportation needs.
Veterans transportation	Why can't veterans ride the transportation services everyone else does?	Veterans, like any member of the public may ride public transportation. However, veterans are included in this plan as a response to the growing veteran population and their specific transportation needs.

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Transportation gaps	A major transportation gap is that most scooters and large wheelchairs do not fit in accessible vehicles.	The ability to accommodate “uncommon” wheelchairs or other mobility devices is included in Chapter 6. Additional wheelchair spaces on transit vehicles and assistance for taxicab companies to acquire vehicles that accommodate larger wheelchairs and scooters are both included in Chapter 7.
General comment	How does this Coordinated Plan fit in with all the other plans in the region?	Findings and strategies from other plans, such as the Transit Sustainability Project, have been incorporated into chapters 6, 7, and 8. A list of plans incorporated into this planning effort can be found in Appendix B.
Transportation gaps	Some passengers with disabilities on fixed route transit get harassed by other passengers, for example being told they belong on paratransit, but paratransit is not the best option for all persons with disabilities.	Though not as general as a public education campaign, driver training is included as a solution in Chapter 7.
Transportation gaps	Information about transportation services needs to be available as an app or some other common platform, and integrate seamlessly for the user across jurisdictions. Taking a county-based approach to providing transportation information doesn't reflect that many people travel across county lines for many trips, especially those who live near county boundaries.	Enhanced regional information and referral systems are both listed as solutions in Chapter 7.
Transportation gaps	Transferring between paratransit systems is inconvenient, time-consuming, and costly.	This is noted as a transportation gap in Chapter 6.
Transportation inventory	Please make corrections to program descriptions in Chapter 4 and Appendix D for Lamorinda Spirit Van.	The corrections have been incorporated in Chapter 4 and Appendix D.
Transportation inventory	Please make corrections to the descriptions and entries for services in Solano County.	The corrections have been incorporated in Chapter 4 and Appendix D.
Solutions to gaps	Add “Develop and/or expand existing technological solutions to manage the coordination of Human Services transportation (e.g. expand current taxi	Funding for specific technological improvements and Intelligent Transportation Systems (ITS) improvements that enhance service are included in Chapter 7.

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	debit card system in SF to include transportation for Human Services programs such as SF General).”	
Transportation gaps	There is a gap in service for seniors and people with disabilities recently discharged from the hospital who may not be eligible for paratransit service but who need short term service to medical appointments to bridge the gap from hospital discharge and successful recovery at home.	This has been noted as a gap in Chapter 6, and included as a solution in Chapter 7.
Transportation gaps	There is a gap in service for seniors and people with disabilities who are vulnerable to social isolation and reduced health outcomes as a result of isolation. The risk of isolation tends to increase with age. Transportation to social events and activities can be critical to help maintain social connections for seniors and people with disabilities.	Need for support in independent living noted in Chapter 6. Many transportation solutions listed in Chapter 7 are intended to facilitate community participation and engagement.
Transportation gaps	The increase of bicycling as a mode of transportation has created some conflicts between people riding bicycles and pedestrians, particularly seniors and people with disabilities, in San Francisco. Coordination and planning activities with stakeholders are needed to develop access guidelines for bikeways and other shared right of way spaces. Educational opportunities where one can discuss the rules and expectations in regards to pedestrians, motorists and bicyclists should also be explored.	This is noted as a gap in San Francisco County in Appendix F. Targeted law enforcement to improve pedestrian safety is included as a solution in Chapter 7. The integration of transportation and land use planning is identified as a key strategy in Chapter 8. Project eligibility is determined by requirements of the fund sources subject to the plan.
Solutions to gaps	Fund as-needed planners that could be managed by MTC to help support coordination and mobility management activities. Make these planners available on short-term basis to agencies doing mobility management planning.	Project eligibility is determined by requirements of the fund sources subject to the plan. This is not currently eligible, but can be considered during plan implementation using other fund sources.
Solutions to gaps	Fund an as-needed planner at MTC to help support coordination activities	Project eligibility is determined by requirements of the fund sources subject to the plan. This is not currently eligible, but can be considered during plan

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		implementation using other fund sources.
Solutions to gaps	Coordinate transportation to cultural and social activities for seniors and people with disabilities	Need for support in independent living noted in Chapter 6. Many transportation solutions listed in Chapter 7 are intended to facilitate community participation and engagement.
Implementation	Add “support cost-sharing agreements for direct intercounty service” under Transfer Assistance to help with multi-operator paratransit trips and transfers.	Included under Implementation issues in Appendix H.
Implementation	Funding for emergency evacuation section should be expanded to a broader focus, not just evacuation. Emergency planning has come up as a topic of interest in our outreach session in SF. Emergency preparedness is an important topic, but please expand beyond evacuation. Needs to include funding for training and table top and simulated exercises	The need for emergency planning and evaluation has been noted in Chapter 7 and Appendix H. County-based emergency planning can be considered during plan implementation.
Solutions to gaps	Bicycle assistance and safety training should include a component on sensitivity to seniors and people with disabilities.	Pedestrian safety issues added under Gaps Addressed in Appendix H.
Transportation gaps	Develop an inter-county plan for how to handle a situation where a fixed route customer's mobility device breaks down in a county other than their own, and they require one time emergency Paratransit services to get themselves and their broken mobility device back to their residence.	Included as a gap in Appendix F.
Transportation gaps	There is a lack of paratransit service to SFO.	Included as a gap in Appendix F.
Transportation gaps	There is a need for same day service in San Mateo County. It is currently not available because of lack of funding and capacity constraints. This could include all types of trips. Same day service is a high priority in San Mateo County and should be addressed in this plan.	Same day ADA service is listed as a need in Chapter 6, and premium ADA same day service is listed as a solution in Chapter 7.
Solutions to gaps	Same day service trips should be focused on short (versus long distance) trips and could	Premium ADA same day service is listed as a solution in Chapter 7.

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	be funded with a fixed subsidy or a percentage of the cost of the trip. A set dollar amount or cap could be set aside to pay for these trips.	Programmatic details, such as subsidies and costs are left to the discretion of project sponsors.
Other	The plan should consider dedication of resources that could be applied for alternative language needs – be it for meetings, public hearings, or for written information. Individual counties or transit agencies could apply for these funds to help pay for such services when the needs arise for alternative formats, language and other special needs.	Federal standards dictate accessibility requirements for language to ensure meaningful language access to persons who are limited English proficient and/or disabled. Project eligibility is determined by requirements of the fund sources subject to the plan, and language assistance is not currently eligible under those fund sources. The plan does discuss mobility management as a strategy to enhance coordination throughout the region, a key aspect of which is providing information and assistance to individuals in need of transportation services, which could include language formats and translations as necessary.
Transportation gaps	There are many barriers to inter-county travel such as different fare structures, method of communication, transfer locations / security issues, arranging for trips among others. Recognizing this is a large issue, the plan should begin to develop a strategy and timeline for addressing the barriers to inter-county service in order to build confidence in ridership. Please make this a high priority in the Plan.	Multi-agency coordination is highlighted as an important need in the Plan, and is addressed in Chapter 6 - 9, and Appendix H.
Strategies to enhance coordination	Mobility management will look slightly different in each community, and the region would be best served by providing technical assistance to counties to help local communities develop appropriate mobility management solutions.	The strategy to strengthen mobility management in Chapter 8 is intended to provide a regional framework, while still allowing each county to tailor local solutions.
Transportation gaps	Add emergency preparedness planning and training to assist transportation providers in planning, training, and communicating in order to interact with Regional Emergency Control Centers during an event.	The need for emergency planning and evaluation has been noted in Chapter 7 and Appendix H. County-based emergency planning can be considered during plan

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		implementation.
Solutions to gaps	Provide additional venues/means to obtain discount Clipper Cards in Sonoma County.	Depending on funding availability, Clipper rollout could occur for Sonoma County bus systems in late 2015/early 2016. SMART plans to include Clipper capability when the line opens. Transit coordination is highlighted as an important need in the Plan.
Solutions to gaps	Training for older drivers should include access to "CarFit" programs.	Training for older drivers is included as a solution in Chapter 7.
Solutions to gaps	Wheelchair breakdown service should specify transportation in event of inoperable mobility device, as opposed to repair.	Wheelchair breakdown service that would provide a ride home or to a repair facility is included as a solution in Chapter 7.
Solutions to gaps	Localized mobility device-sharing programs should specify access to repair and/or loan/sharing for mobility devices.	Included as a solution in Chapter 7.
Solutions to gaps	Include eligibility certification processes to "Sharing of provider training and methods to improve paratransit service quality and consistency".	Included as a solution in Chapter 7.
Strategies to enhance coordination	The definition provided on page 8-3 ("Mobility Management: MTC's View") should include a key component that is indicated in the FTA view, that mobility management should identify when appropriate transportation resources are not available, and assist in developing and implementing them.	Support for services/resources included in Chapter 8 in modified "MTC View" statement.
Strategies to enhance coordination	Since CTSA's were eliminated in the Bay Area beginning in 1990, local agencies will need re-training and support, beyond Appendix C, on the definition and development of CTSA's, in order to determine the appropriate agencies and if designations are promoted by MTC in the future.	This can be considered during plan implementation, specifically as part of each county's mobility management implementation. MTC role in supporting institutional development is noted in Chapter 8.
Strategies to enhance coordination	Please qualify the last sentence in second paragraph as follows: "Travel training programs include a <i>spectrum of training levels ranging from</i> mobility orientation sessions, which are one-time sessions where transit service is introduced and	Included in Chapter 8.

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	transit skills taught, to one-on-one individualized training.	
Strategies to enhance coordination	“Coordinate Advocacy with Human Service Agencies to Identify Resources to Sustain Coordinated Transportation Service Delivery” is directed at utilizing regional efforts to promote statewide efforts to better coordinated human services transportation, per federal directive. This is very encouraging, but the statewide and federal aspect has been emphasized in presentation, and should be articulated more clearly in the Executive Summary.	Legislative focus clarified in Chapters 8 and 9 and in Executive Summary.
Strategies to enhance coordination	Public agency and non-profit staff who work on senior/disabled transportation, bicycle/pedestrian concerns, and low-income/minority community transportation concerns are often working in separate spheres. Encouraging coordinated meetings and partnerships between these groups, possibly as a requirement for funding, would be valuable.	Need for improved coordination and outreach to broad range of stakeholders are noted in chapters 6 and 8, respectively. Additionally, this can be considered during plan implementation.
Transportation inventory	Pleasanton Paratransit Service is listed as being in Contra Costa County; it is in Alameda County.	Correction has been made.
Transportation gaps	Seniors have a difficult time getting in and out of SUV taxi cabs.	Accessible taxis are included as a need in Chapter 6 and a potential solution in Chapter 7.
Transportation Inventory	There is a mention of 22 agencies that report providing transportation service in multiple counties – it would be helpful if these 22 agencies were specifically mentioned in that section. (Inter-county travel can be a big issue for many folks, and it would be helpful to have a clear picture of which operators provide service in multiple counties.)	A list of transportation providers, by county has been added to Appendix D. Multi-county agencies are listed in each county service area.
Transportation Inventory	Please make corrections and additions to the entries for services in Sonoma County.	Corrections and additions have been made.
Strategies to enhance coordination	It is suggested to add text that emphasizes the importance of coordination and partnerships with entities that may operate on a for-profit basis, such as dialysis centers and residential facilities. Residential	Need for improved coordination and outreach to a broad range of stakeholders are noted in Chapters 6 and 8. Specific partnerships can also be considered during plan implementation.

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	facilities may have transportation obligations, and might be relied upon to work in partnership/coordination with other transportation providers to meet the growing need for services for seniors and people with disabilities.	
Strategies to enhance coordination	There are myriad mobility management programs emerging around the Bay Area, but one ongoing challenge is creating the institutional capacity to provide a long-term home for mobility management strategies. Designating CTSA is one approach, but it will be difficult for this approach to be effective if there are not local agencies with the institutional and financial capacity to take on this role. While there is some federal funding available to support mobility management efforts, there seems to be a big gap between (1) what can be accomplished using an initial New Freedom grant, and (2) developing the organizational capacity and partnerships to enable the mobility management function to become self-sustaining over the long-term and realize the fully benefits of the mobility management approach. Additional funding, in addition to hands-on technical support, appears to be needed to bridge this gap.	MTC support for institutional development is noted in Chapters 8 and 9.
Implementation	We ask that MTC keep local service providers and stakeholders engaged as partners and in support of developing locally tailored programs and approaches.	The strategies laid out in Chapter 8 are intended to provide a regional framework. MTC will work with each county, local service providers and stakeholders, towards implementing county-specific, local solutions.
Transportation inventory	Please insert additions to the entries for services in Alameda County.	The entries have been added to Appendix D.
Transportation gaps	Recognize that different parts of the region have different needs.	The strategy to strengthen mobility management in Chapter 8 is intended to provide a regional framework, while still allowing each

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		county to tailor local solutions.
Implementation	MTC can advocate for changes to current state and federal legislation, new legislation, and new funding sources for special needs transportation. The need is rising quickly and as ongoing significant budget cuts to social and human service programs transfer responsibilities. At the same time, funding to develop and maintain coordinated transportation services is limited and often rare.	Chapter 8 includes identifying and working with legislators willing to sponsor statewide legislation to address coordination and/or improve transportation funding.
Strategies to enhance coordination	The emphasis on designating CTSA appears to be a “one size fits all” solution that may not be appropriate for all the counties in the region at this time. The emphasis should be on coordination of solutions that work in the particular counties given their existing public, non-profit and private transportation services and political, demographic and local funding constraints and opportunities.	The strategy to strengthen mobility management in Chapter 8 is intended to provide a regional framework, while still allowing each county to tailor local solutions.
Strategies to enhance coordination	The need and opportunity for CTSA designation varies greatly across counties. In San Mateo County, SamTrans completed a Senior Mobility Action Plan in 2006, and has worked well with cities, non-profit organizations, and health and human service agencies to develop mobility management solutions. SamTrans believes the coordination is working well amongst these agencies. Because there is no likely candidate for a CTSA, we do not believe there will be added value to have CTSA designation in San Mateo County.	The strategy to strengthen mobility management in Chapter 8 is intended to provide a regional framework, while still allowing each county to tailor local solutions.
Implementation	MTC has historically used the Coordinated Plan as the basis for funding new or pilot projects without providing a mechanism for continued funding beyond the demonstration period. This often limits the willingness and ability of organizations and public agencies to undertake innovative programs. MTC is encouraged to consider providing sustained funding for those innovative and/or pilot projects that have	This can be considered during plan implementation.

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	demonstrated the potential and ability to bridge the transportation and human service needs effectively.	
Implementation	The Bay Area demographic trends portrayed in the draft Coordinated Plan make a compelling case for the need for additional funding to address the needs of our low-income residents, aging population, and persons with disabilities. This trend provides the basis for MTC and the region to continue to lobby our federal officials and elected representatives to address.	Chapter 8 includes identifying and working with legislators willing to sponsor statewide legislation to address coordination and/or improve transportation funding.
Implementation	The competitive process required under SAFETEA-LU rules for New Freedom federal funding is not necessarily equitable between the Bay Area counties. MTC is encouraged to work with FTA to ensure the MAP-21 funding guidance for the New Freedom program will provide equitable funding among counties based on the size of their target populations. This can be accomplished by establishing two funding pots, one at the regional level and one at the county level. Inter-county and regional programs could be eligible under one competitive program. Projects within each county could compete for their funding with requirements for intra-county coordination of projects. This would ensure a measure of equity among counties in the region.	The New Freedom program was eliminated under Map-21. However, a variety of funding frameworks (within program/eligibility guidelines) can be considered during plan implementation.
Transportation Inventory	MTC should expand the inventory to include numerous additional transportation services that support seniors, disabled and low-income residents in San Mateo County. A listing can be found in the Senior Mobility Guide published by SamTrans. It includes 21 services grouped in four categories: local shuttles, senior center transportation services, community transportation services and private transportation services.	An electronic survey of transportation providers was conducted in July and continued until the end of public comment. Staff conducted outreach to a wide-array of stakeholders in an effort to add to the inventory. The inventory is not meant to be an exhaustive list of transportation resources.
Other	The correct name for the Center for Independent Living is Center for Independence of Individuals with Disabilities.	Correction has been made.

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Other	The fare discount card is popularly referred to as the Regional Transit Connection Discount Card or RTC Discount Card.	Correction has been made.
Other	San Mateo College is usually referred to as College of San Mateo.	Correction has been made.
Demographic profile	Given the fact that the region's population of 65+ will be increasing so dramatically over the next 20 years, we need to provide more planning and program support for the older population. One specific example of this support would be to re-instate the Elderly Disabled Advisory Committee (EDAC) at MTC.	The Policy Advisory Council and its subcommittees may still consider planning and programming related to elderly individuals. A reorganization is not anticipated at this time.

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