

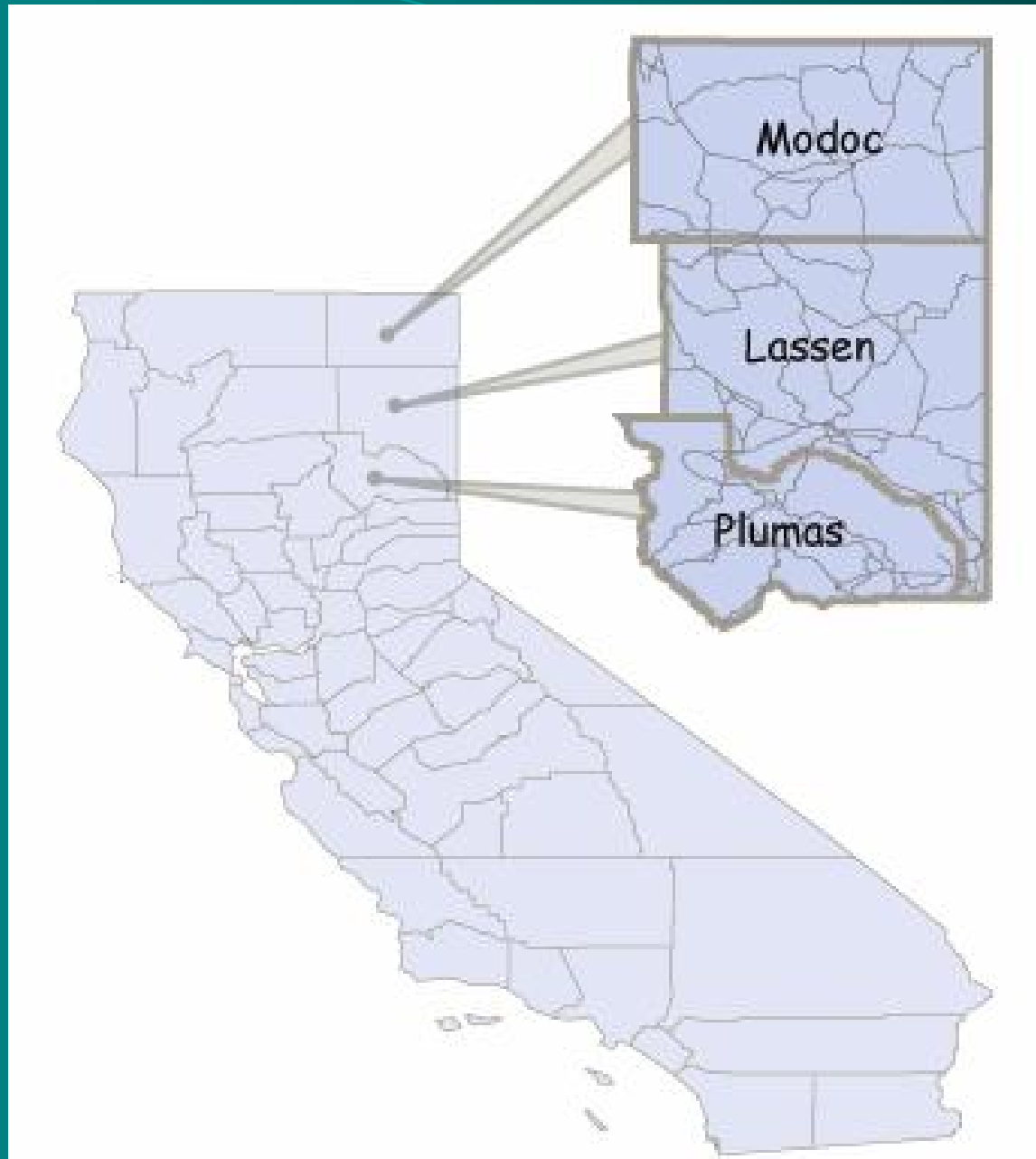
***“Rural Mobility Management,
Advanced Technology and
Interagency Coordination”***

Pam Couch

Modoc County Transportation Commission

Alturas, California

National Rural ITS Conference
Duluth, MN - August 24, 2004



The Region: Frontier Rural California

NRITS (8/24/04)

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Regional Context

- High desert – basin & range topography
- Sparse, dispersed population
- Remote – extensive travel distances
- Few health care facilities
- No passenger carrier services
- 20% elderly population and g-r-o-w-i-n-g
- 15 to 21.5% poverty rate

Regional Population

	<u>Population</u>	<u>Area</u>	<u>Density</u>
Modoc County	9,449	3,944	2.4
Lassen County ^(a)	26,195	4,557	5.7
Plumas County	<u>20,450</u>	<u>2,554</u>	<u>8.0</u>
Frontier Rural Region	56,094 persons	11,055 sq. mi.	5.1 persons per sq. mi.

(a) Net of Detained Population (8,760 inmates)

Source: 2000 Census

Local Agency Authority + Funding

CA Transportation Development Act (1971)

- | Intent - to improve public transportation services and encourage regional coordination
- | Established local agency (RTPA)
- | ¼ cent (\$0.0025) statewide retail sales tax
- | Local revenues allocated by local agency
 - Defined annual “Unmet Needs” process
 - Soc. Service Transportation Advisory Council
 - Citizen Participation Process

Local Agency Authority + No Funding

Soc. Service Transportation Improvement Act (1980)

- | Intent – require regional agencies to inventory SST providers; to encourage consolidation / coordination through adopted action plan; and to designate Consolidated Transportation Service Agency (CTSA)
- | Problems – no “teeth” and no additional funding
- | State DOT sponsored legislation to eliminate its role (2002)

Regional Coordination Development

Initial Study Project (2000)

- | Identified unseen problems
- | Coordination is politically acceptable
- | Coordination provides immediate results
- | Defined (but informal) structure
- | Cooperation as means of coordination
- | Formal agreements for specific issues
- | Adopt correlating policy

Mission Statement

“To provide rural northeastern California citizens with lifeline public transportation services, both within and outside the region, to facilitate mobility and access to basic living activities”

Our Approach

- | Matched local institutions - staff continuity
- | Governing boards' support
- | Focus on common problem(s)
- | Use building block strategy
- | Identify bite-sized pieces (projects)
- | Functional partnerships & good relationships
- | Have fun!

How We Handle Projects



Series of Purposeful Projects

Non-Emergency Medical Transportation Plan

- | Define needs and resources – *inclusive participation*
- | Develop service strategy built on local resources that avoids duplication and improves productivity
- | Identify options and alternatives
- | **Create mobility net (NEMT and more)**
- | Centralize coordination at county level through – **virtual and physical** – one-stop shop

Phase 1



Phase 2



Phase 3

Problem Definition
Field Work
Information Gathering
Peer/Best Practices Review
NEMT Policy/Funding



Refine Problem Statement
Tech Memo #1
Report to Committees
Public Outreach
Public Hearing

Jan. – Aug. 2003

NRITS (8/24/04)

Outreach Each County
Ø Medical Providers
Ø Transportation Providers
Ø NEMT Users
Develop & Evaluate Alternatives



Tech Memo #2
Provider Inventories / Resource Directory
Report to Committees
Public Outreach
Public Hearing

Sept. 2003 – June 2004

Alternatives Analysis
Service Model Development



NEMT Service Plan
Draft Final Report
Consensus Building
Public Outreach
Public Hearing
Report Acceptance
Formal Presentations
Final Report

July – Dec. 2004

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“Evolving” Projects

Rural Technical Assistance Project

- | Develop plan for Mobility Management Center
- | Analyze needs (existing and projected)
- | Identify functional and space requirements
- | Define marketing and promotion strategies
- | Prepare business plan – MMC to serve as county prototype or regional “super center”

Information & Coordination Projects

Rural California Trip Planning Tool Project

- | Research and evaluate web-based systems
- | Develop Concepts of Operations / Action Plan
- | Regional readiness
 - Technologies: server, multiple websites, “branding”
 - Continuing, growing coordination and partnerships
- | Connection / participation evolving systems

Integrating Public and Social Service Transportation

CRRAFT Modification Projects

- | Meet CA agency and reporting requirements
- | Develop in open-source platform
- | Evolve general ledger system
- | Administer CTSA functions
- | Adapt to access and report SST inventory
- | Provide eligibility screening - MediCal transport
- | Smart Card to replace (paper) voucher system

Rural Transportation Issues

- | “Passenger trip” does not reflect miles traveled
- | Different ?s and issues – not “when”, but “if”
- | Most funding / attention to urban areas
- | CA intercity operations funding currently via annual competitive process (with 3 yr. limit)
- | Population density, limited corridors, distance and weather/travel conditions severely curb productivity, efficiency and effectiveness

Rural Mobility Challenges

- | Decaying infrastructure – poor maintenance
- | Limited public transportation options
- | Geo/topographic isolation, remoteness and sparse population and other inherent rural frontier issues
- | Scale and scope of extant/unique operations
- | Funding uncertainties – critical impacts
- | Legacy institutions vs. new technology expectations

Contact Information

Pam Couch, Executive Director
Modoc County Transportation Commission
P.O. Box 999, Alturas CA 96101
(530) 233-6422 phone – 233-6424 fax
Email: couch @ hdo.net