

FISCAL YEAR (FY) 2024-2025 MEASURE X SERVICE PLAN – *Draft*

Recipient: Contra Costa Transportation Authority
Project Name: Implementation of Accessible Transportation Strategic Plan
Period: July 1, 2024 to June 30, 2026

Project Description

The goal of the Accessible Transportation Strategic Plan (ATSP) is to improve the accessibility of transportation for seniors, people with disabilities, and qualifying veterans. This Memorandum of Understanding (MOU) seeks to implement the ATSP in two ways. The first is by making systemic and organizational improvements within and among transportation providers. The second is by improving and expanding programs. The principal ATSP recommendation for organizational improvement is the establishment of the coordinating entity that will coordinate the delivery of different types of accessible transportation services among numerous transportation providers, including transit operators, social service agencies, non-profit organizations, and cities. The ATSP also recommends numerous expansions and improvements of programs to improve mobility for the target population as described in the task list below:

Tasks to be Performed by Recipient

Using the Authority's ATSP Task Force or a successor committee, the Authority shall perform the following tasks:

- Task 1. Establish a Coordinating Entity
- Task 2. Develop an Equity Framework
- Task 3. Develop a Technology Plan

- ATSP Strategy 11: One-Call/One-Click; Information and Referral (I&R).
Countywide, centralized phone and internet resource for all programs and modes of transportation serving target populations. Assisting callers in making travel plans based on their abilities. This project includes the Integrated Open Data Platform for Multimodal Accessible Transportation (OPTIMAT) Project in the current stage and funding for countywide implementation.

- ATSP Strategy 13: Real-Time Transportation Information (Paratransit Vehicle Location, BART elevators, Wheelchair Spaces on Buses) provides passengers with real-time information about vehicles and various accessibility features.
- ATSP Strategy 16: Administer A Uniform Countywide Americans with Disabilities Act (ADA) Paratransit Eligibility Certification Program to support as necessary the regional effort currently overseen by the Metropolitan Transportation Commission (MTC).
- ATSP Strategy 18: Procure Joint Paratransit Scheduling Software.

- Task 4. Implement ATSP Strategy 1: Improve Connectivity Between Paratransit Programs/Eliminate Transfer Trips to allow older adults and people with disabilities to travel throughout the county (and possibly outside the county) without having to transfer between paratransit vehicles. (Related to the Cycle 1 strategy “Expansion and Enhancement of One Seat Ride Pilot Program.”)
- Task 5. Implement ATSP Strategy 2: Same-Day Trip Programs (including Wheelchair-Accessible Service) allow travelers to request a ride without needing to reserve a day in advance. Inclusive of Strategy 1 and the City of San Pablo Medical Trip Pilot project.
- Task 6. Implement ATSP Strategy 14: Travel Training (Including Inter-Operator Trips) provide training to people to learn and use fixed-route transit, including transferring between different service areas, and how to use the Clipper system.
- Task 7. Implement ATSP Strategy 20: Continuation and expansion of the Low-Income Fare Equity Program (LIFE), a Means-Based Fare Subsidy program, for low-income populations for whom existing fares represent a barrier to access.
- Task 8. Implement ATSP Initiation of Coordination and Mobility Management Activities, which includes integrating Measure J Programs (15, 20a, 20b) into the ATSP implementation.
- Task 9. Implement ATSP Strategy 8: Hospital Discharge Service to increase coordination with Contra Costa Health Plan and Health Services programs.

Task 10. Implement ATSP Strategy 3: Expand existing and add new Volunteer Driver programs (such as TRIP mileage reimbursement program): Expansion (work with Mobility Matters) and establish new TRIP program.

Task 11. Implement ATSP Strategy 4: Service beyond ADA complimentary parameters: Identify areas of greatest need that are viable for added service, develop service model most appropriate for those areas, Identify potential providers.

Deliverables

Deliverables are the delivery of the progress reports described below.

Progress Reports

- A semi-annual report for the period ending December 31, 2024. The semi-annual report is to describe milestones achieved and noteworthy activities performed during the reporting period. The semi-annual report is to be delivered by January 31, 2025. The semi-annual report is to include a detailed report of Measure X expenditures and describe any non-Measure X funding used during the reporting period.
- Annual report for the Funding Period ending June 30, 2025. The annual report is to describe milestones achieved and noteworthy activities performed during the Funding Period. The annual report is to be delivered by July 31, 2025. The annual report is to include a detailed report of Measure X expenditures and describe any non-Measure X funding used during the Funding Period.
- Reports are to be delivered to the County Board of Supervisors through the Transportation, Water, and Infrastructure Committee through the County's Conservation and Development Department and to Authority's Board through the Executive Director.

Limitations on Use of Measure X Funds

Measure X funds may only be used to pay (i) costs incurred in the delivery of services that did not exist prior to the passage of Measure X, and (ii) the incremental costs associated with the expansion or enhancement of services that existed prior to the passage of Measure X, provided the services benefit older adults and/or people with disabilities.

Measure X funds may not be used to fulfill standing service obligations or to replace or augment funds used to provide services that were being provided prior to the passage of Measure X.

For purposes of this MOU, a transit service provider providing an ADA-enhanced, or premium Paratransit Trip, across jurisdictions or operational boundaries constitutes a standing service obligation and does not constitute a “new” service.

Regardless of any characterization of the use of Measure X funds in the ATSP documentation, or through the Authority or the Authority ATSP Task Force actions, the use of Measure X funds must be consistent with adopted County policies, which can be found at <https://www.contracosta.ca.gov/10249/Measure-X-Community-Impact>