

2017 Idaho Interagency Working Group (IWG):

Programs, Usage, and Funding Report on Public Transportation



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INTERAGENCY WORKING GROUP

The Interagency Working Group (IWG) for Public Transportation Services was created in Idaho Statute 40-514 during the 1992 legislative session. The group is specifically tasked to “advise and assist the department (ITD) in analyzing public transportation needs, identifying areas for coordination, and developing strategies for eliminating procedural and regulatory barriers to coordination at the state level”.

In an effort to assist the group in identifying specific detailed work assignments, the Idaho Transportation Department is tasked with three key responsibilities:

- (a) Develop a uniform data collection and reporting system; information from said system shall be submitted annually to the joint finance-appropriations committee of the Idaho legislature; and as public information, it shall also be available upon request;*
- (b) In cooperation with other state agencies and public entities, develop a comprehensive plan for public transportation;*
- (c) Provide assistance to operators of local and regional transportation systems that are consistent with public program objectives of the state plan-*

IWG Member Agencies

- Office of the Governor
- Transportation Department
- Division of Medicaid
- Department of Health and Welfare
- Department of Labor
- Council on Developmental Disabilities
- Division of Vocational Rehabilitation
- Head Start Association
- Commission on Aging
- Department of Education
- Community Transportation Association of Idaho (CTAI)
- Division of Veterans Services (Ex-Officio)
- Department of Commerce (Ex-Officio)

STATE AGENCY TRANSPORTATION PROGRAMS



TRANSPORTATION DEPARTMENT

The Idaho Transportation Department – Public Transportation Office (ITD-PT) supports public transportation in line with the values, needs, and priorities across the state. Through a public outreach and involvement program facilitated by ITD-PT, community needs and strategies are developed, documented and coordinated with those in neighboring communities. Through administration of federal funds allocated to the state alongside the coordination of other funding opportunities, ITD-PT helps identify the financial means to provide public transportation choices for all Idahoans.

Public transportation provides services to citizens and allows them safe travel to employment, shopping, medical care, and social/recreational opportunities. Consequently, public transportation options placed across Idaho are also a major contributor to the economic development and well-being of the state.

Federal Funding Sources: ITD-PT assists in the administration of Federal Transit Administration (FTA) formula funding for public transportation programs targeting rural transportation, transportation for the elderly and persons with disabilities, intercity transportation, and transportation for commuters. ITD-PT operates largely out of the following three grants:

5310 Program: Enhances mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations.

5311 Program: Provides capital, planning, and operating assistance to states to support public transportation in rural areas

5339 Program: Provides capital assistance to states to support the purchase of vehicles and other capital needs to provide public transportation

State Funding Source:

The Vehicle Investment Program (VIP) provides capital funding prioritized for demand response providers to replace, rehabilitate and purchase buses to support the continuation and expansion of public transportation.

DIVISION OF MEDICAID

Transportation is provided through three programs:

Non-emergency medical transportation (NEMT) is provided through a brokerage program as an optional medical service in accordance with 1902(a)(70) of the Social Security Act and 42 CFR 440.170(a)(4). Medicaid is currently contracting with Veyo to provide non-emergency transportation. Medicaid pays on a per participant per month (PPPM) amount for each eligible Medicaid participant to cover their non-emergency transportation needs. This program operates based on the needs of the participants rather than a fixed schedule route. The population served includes low-income families with children and participants who qualify to receive services through Aid to Families with Dependent Children (AFDC) funds. NEMT also caters to poverty-level related pregnant women, poverty-level infants and children through age eighteen, foster care and adoption assistance children, Transitional Medical Assistance (TMA) recipients, as well as Supplemental Security Income (SSI) recipients. Veyo operates a call center which receives requests from participants for transportation. After participant eligibility has been verified, Veyo will schedule a trip.¹

School-based services are health-related and rehabilitative services provided to children with disabilities who receive services under the Individuals with Disabilities Education Act (IDEA). These services are provided by school districts and charter schools and are considered medically necessary for children to participate in their educational program. School districts and charter schools that enroll as Medicaid providers can receive reimbursement for school-based services provided that the child is eligible for Medicaid, each service is specifically identified on an Individualized Education Program (IEP), and services are medically necessary for a child to benefit from their educational program.

Home and community-based services provide non-medical transportation for Medicaid eligible participants. This operates on a fee-for-service basis, accommodating everyday non-medical transportation needs. Non-medical transportation is provided through both the Aged and Disabled 1915(c) waiver and the Developmentally Disabled 1915(c) waiver.³

¹ State plan under title XIX of the social security act medical assistance program; Amount, Duration, and Scope of Services 3.1

² DHW Medicaid school-based services webpage

³<http://www.healthandwelfare.idaho.gov/Portals/0/Medical/MedicaidCHIP/Idaho%20Home%20Choice%20Operational%20Protocol.pdf>

DEPARTMENT OF HEALTH AND WELFARE

Transportation is provided through four main programs: Medicaid (previous page), Behavioral Health, Family and Community services, and Self-Reliance/Welfare.

Behavioral Health division operates two main state hospitals: North in Orofino and South in Blackfoot. Eligibility is awarded if the applicant is an adult, resident of Idaho, has a primary diagnosis of severe and persistent mental illness or is determined eligible under the waiver provision. Hospital transportation services are limited. However, each hospital operates a few buses for field trip purposes for patients.⁴ Additionally, the Division of Behavioral Health conducts the Substance Use Disorder Services (SUDS) which provides transportation.⁵

Family and Community services (FAC), child protective services, foster care and other FAC programs offer vouchers for transportation related expenses such as gas costs and taxi fees. The Emergency Service Grant (ESG) allotted to DHW provides cash for miscellaneous repairs and transportation expenses not otherwise specified.

Self-Reliance is a voucher-based system for buses, cabs, and other public transportation services offered in Idaho for eligible participants. Eligibility coincides with food stamp eligibility requirements that must be met in areas such as citizenship/immigration status, income, resources, work requirements, and other areas based on the household's circumstances. The Community Services Block Grant (CSBG) funds programs that help eliminate the causes of poverty and enable families and individuals to become self-reliant. Services are delivered through locally operated and managed Community Action Agencies and the Community Council of Idaho. Grant funds provide emergency and supportive services, employment readiness training, individual and family development counseling, food, shelter, and transportation assistance.

⁴ Section 400 of the Adult Mental Health Services rules

⁵ <http://www.healthandwelfare.idaho.gov/Portals/0/AboutUs/Publications/FFT2013-2014webversion.pdf>

DEPARTMENT OF LABOR

Transportation expenses may be provided for participants to attend training, conduct out-of-area work search, or relocate for employment. When transportation costs are authorized, the case manager may select from one of the following payment methods: mileage reimbursement, actual fuel cost or public transportation. When making this decision, the case manager should choose the most economical means available that reasonably meets the needs of the client. These funds come out of the Workforce Innovation and Opportunity Act (WIOA), a federally funded program that includes transportation reimbursements as one of the supportive services provided.

Allowable transportation costs may also include the costs of a rental vehicle for moving household goods, costs for the rental of an automobile dolly, trailer, or other similar conveyance, actual gasoline costs for rental vehicles or personal vehicles, or reimbursement for gasoline expenses incurred during the relocation.

Local Job Search Fuel Costs: Fuel purchases that are necessary for local job seeking activities are an allowable expense. The WIOA-04 general description section must identify the time frame covered for the fuel purchase.

Public Transportation: If available and appropriate, public transportation may be authorized using the WIOA-04. A brief explanation stating why transportation is necessary for participation must be included in Section I. The WIOA-04 would then be processed as a normal vendor payment or reimbursement to the client.

Participants who attend training outside of their local area may be reimbursed for transportation costs to and from training as well as round-trip travel during school vacation periods and summer /session breaks.⁶

Opportunities: Lack of access to public transportation is a common issue heard from our program participants, especially in rural areas. The Department of Labor continues to look for a standard process for state agencies to use in establishing state facilities close to public transportation services. When leasing or building offices, agencies with common customers are encouraged to collaborate on the site location in an effort to promote and encourage the use of public transportation as a means to travel to the various agencies.

⁶ WIOA Technical Assistance Guide

COUNCIL ON DEVELOPMENTAL DISABILITIES

There are three transportation options available for participants with developmental disabilities: public transit, natural support, and Medicaid.

Medicaid services include: physical and occupational therapy, housing and living supports, chore services, employment support, environmental modifications, home delivered meals, nursing services, respite care, habilitative supports, family education, crisis intervention, and in-school supports, to name a few.

Developmental disabilities are defined as a chronic disability of a person which appears younger than 22 years of age and:

- Is attributable to an impairment, such as an intellectual disability, cerebral palsy, epilepsy, autism or other condition found to be closely related to or similar to one of these impairments that requires similar treatment or services, or is attributable to dyslexia resulting from such impairments.
- Results in substantial functional limitations in three or more of the following areas of major life activity: self-care, receptive and expressive language, learning, mobility, self-direction, capacity for independent living, or economic self-sufficiency.
- Reflects the needs for a combination and sequence of special, interdisciplinary or generic care, treatment or other services which are of life-long or extended duration and individually planned and coordinated.

Non-Medical Transportation is offered in order to enable waiver participants to gain access to community services and resources. This service is offered in addition to medical transportation required under 42 CFR 440.431.53 and transportation services offered under the State Plan, defined at 42 CFR 440.170(a). Whenever possible, family, neighbors, friends, or community agencies which can provide this service without charge or public transit providers will be utilized.

In accordance with Section 39-5103(4), Idaho Code, in-home financial assistance monies allocated through Medicaid programs may be used for transportation, such as to and from doctor's offices, clinics or training centers. ⁷

⁷<http://www.icdd.idaho.gov/pdf/Legislative%20Advocacy/Final%20Legislative%20Report%20April%202013%202011.pdf>, p.1

VOCATIONAL REHABILITATION

Idaho Division of Vocational Rehabilitation (IDVR) provides vouchers and reimbursements for transportation related expenses based on the participant's Individual Plan for Employment (IPE). Reimbursements include:

Public conveyance: Actual cost of service for bus or van

Private vehicle: Not to exceed \$60 maximum per month within a 20 mile radius or up to a maximum of \$200 per month outside the 20 mile radius

Taxi Services: In areas without public conveyance, IDVR will not exceed \$60 maximum per month

Car Repairs: Maximum \$300 per case (except for cost of reasonable accommodation for disability). IDVR will not pay for customary general car maintenance (i.e. oil changes, tire rotations, etc.)

Auto Insurance: Maximum six (6) months of auto insurance. IDVR will only pay necessary auto insurance required to cover the VR customer as a vehicle operator.

Vehicle Purchase: Maximum expense cannot exceed \$5,000 and cannot purchase new vehicles

- Vehicle purchase may be provided if it is not the sole vocational rehabilitation service needed for the customer to return to work or to achieve an employment outcome. The vehicle purchased will be only at a level to meet the vocational rehabilitation need of the customer. If the customer desires a vehicle above and beyond the level of vehicle needed to meet the vocational rehabilitation need they will be required to pay the cost difference between the two. This amount would not count towards the customer's financial participation requirements and IDVR will not be party to associated financial obligations.
- Purchase of vehicles for a customer is allowable only when the occupation of the customer will require a vehicle as occupational equipment. The agency may not purchase a vehicle for a routine need for transportation to and from a place of employment.

When IDVR has a joint case with another VR agency (Veterans Administration, Tribal Vocational Rehabilitation, Idaho Commission for the Blind and Visually Impaired, or another state VR agency) the sharing of case cost shall be done in a way that multiple agencies are not paying for the same service.⁸

IDVR also reimburses participants for bicycle purchases as a method of transportation to and from work.

⁸ Field Services policy manual p.50-62

HEAD START ASSOCIATION

Head Start has 13 programs throughout the state of Idaho serving children from low-income households. They offer prenatal services, child development and education, health and nutrition services, family development, self-sufficiency, and opportunities for parental involvement.

As a rule, families must have an income at or below the federal poverty level to qualify for Head Start/Early Head Start services (HS/EHS). At least 10% of the program's enrollment must be made up of children with disabilities. In addition, up to 10% of the slots may be over-income and are often used for children with disabilities. Those with the highest needs are enrolled first and other eligible children are placed on a wait list for future openings.

Funding: Federal funding for Idaho's HS/EHS programs comes directly from the U.S. Department of Health and Human Services, Office of Head Start to local grantees. They may be community agencies, non-profits, colleges, school districts, migrant and seasonal, or tribal programs. This federal-to-local model allows more funding to go directly to program services. Each program must match federal funds received with 20% from local in-kind goods, services, volunteer time or non-federal funds.

Services: Programs use information from many sources when deciding which service model options to offer, the location of centers, and other activities that will support and interest families. The policy council and the board work with staff to design services that meet the local community needs and allocate funds in the most effective manner. The three services offered are center-based, combination model, and home-based.⁹

Depending on the location, each of the 13 programs has a different budget that allows for more or less transportation services depending on the needs in that area. Services are specifically tailored to meet the needs of Head Start communities and families seeking transportation assistance.

⁹ <http://www.idahoheadstartassoc.net/Documents/H.S.%20Presentation%20GENERAL.pdf>

IDAHO COMMISSION ON AGING

The Idaho Commission on Aging's (ICOA) vision is "To provide services and supports that improve the quality of life for older Idahoans, and people with disabilities, so they can live independent, meaningful and dignified lives within the community of their choice."¹³ The Older Americans Act (OAA) authorizes the state to designate a State Unit on Aging to administer federal programs in Idaho.

ICOA offers many supportive services:

- Home-Delivered Meals
- Congregate Meals
- Homemaker Program
- Information and Assistance
- Outreach Services and Ongoing Community Programs
- Legal Assistance
- National Family Caregiver Support Program
- Disease Prevention/Health Promotion
- Transportation

Transportation services are designed to transport persons 60 years of age and over to and from social services, medical and health care services, meal programs, places of employment, senior centers, shopping, civic functions, adult day care facilities, and recreation locations for the purpose of applying for and receiving services.¹⁴ The goal is to reduce isolation, or otherwise promote independent living. Service is to be available to those who have no other means of transportation or who are unable to use existing transportation. Preference is given to older minorities and those with limited economic resources. Personal assistance for those with limited physical mobility is provided. These services include door-to-door, fixed route, scheduled, and rideshare services.¹⁵

According to Idaho Statute 67-5008, transportation grants or contracts can be used for operating expenses only.¹⁶

The ICOA contracts with six geographically located Area Agencies on Aging (AAA), which provide services defined in the Older Americans Act. The AAAs also provide services for Idaho's Information and Assistance, Ombudsman and Adult Protection programs¹⁷.

¹³ <http://www.aging.idaho.gov/about/ICOA%202012%20Annual%20Report%20Final.pdf>, p.5

¹⁴ <http://www.aging.idaho.gov/supportive/transportation.html>

¹⁵ ICOA 2012 annual report.

¹⁶ <http://www.legislature.idaho.gov/idstat/Title67/T67CH50SECT67-5008.htm>

¹⁷ Idaho Statute 67-5007

DEPARTMENT OF EDUCATION

The goal of Student Transportation is to provide eligible Idaho students with safe, effective, and efficient transportation to and from school in accordance with federal and state mandates. The Idaho State Department of Education Student Transportation department gives expertise and technical assistance to districts and charter schools regarding school bus maintenance, operations, and financial reimbursement.

It is the responsibility of Student Transportation to provide these services economically and in accordance with sound management policies and procedures. Student Transportation is an integral part of the total educational system, contributing significantly to the learning process by providing safe and dependable transportation.

Every school year, about 109,000 of Idaho's children rely on bus services to attend school. Every school day, more than 3,400 buses travel more than a total of 25 million miles to transport students to and from home to ensure their participation in academic programs. Transportation programs are operated by 112 Idaho school districts, 23 charter schools, and 3 in-lieu schools.

The State Department of Education provides reimbursement for transporting eligible students to and from public schools.

Opportunities: Currently the shortage of trained school bus drivers is a barrier to all student transportation programs throughout the state.

**While the Department of Education does not provide "Public Transportation", they are a member agency per Idaho Code 40-514 and provide beneficial information regarding transportation in Idaho.*

COMMUNITY TRANSPORTATION ASSOCIATION OF IDAHO

Mission: Community Transportation Association of Idaho (CTAI) is an independent 501c6 nonprofit organization founded in 1979 that works to empower individuals and communities to develop the transportation systems they need for economic vitality and improved quality of life.

Vision: A safe, convenient multimodal transportation network that promotes vibrant, healthy and economically sustainable communities in Idaho.

CTAI has been advocating on behalf of Idahoans for the past 38 year to improve both public transportation and active transportation options throughout the state. CTAI represents the voice of local citizens, promotes the interests of member organizations, and supports giving local communities the tools they need to fund the transportation options that get individuals from point A to point B.

Goal 1: Develop a public education and awareness program that encourages individuals and communities to develop transportation options

- Partner with the Idaho Transportation Department-Division of Public Transportation and other State Agencies to make the business case for improved public transportation
- Provide public outreach and education through a variety of forums

Goal 2: Develop a public policy and advocacy program that promotes transportation options

- Facilitate understanding of the State Legislature, ITD Board, County and City elected officials, and Chambers of Commerce on the positive economic impacts of improving transportation options in Idaho
- Monitor and influence transportation legislation at the local, state and federal level

Goal 3: Build the institutional and resource capacity of the statewide public transportation system through collaboration, coordination and technical assistance

- Promote available training and scholarships through the Idaho RTAP Program
- Provide opportunities for leadership mentoring and growth

In 2016 CTAI advocated for both public and private transportation companies to address serious issues throughout the implementation of the new statewide Medicaid brokerage.

IDAHO DIVISION OF VETERAN SERVICES

Veteran Services assists and advocates for Idaho veterans and their families. Transportation services are limited, but are available through Disabled American Veterans, US Department of Veterans Affairs (VA) hospitals, Idaho State Veterans Homes, and miscellaneous community transportation providers.

Disabled American Veterans: The Disabled American Veterans (DAV) van provides a transportation service to disabled veterans utilizing volunteer drivers. The DAV operates a fleet of vehicles around the state to provide free transportation to VA medical facilities for injured and ill veterans. While DAV units are located at the VA Medical Centers they are their own separate service. Their contact numbers are:

- Treasure Valley: (208) 422-1000 x 7555
- Northern Idaho: (800) 325-7940 x-7019
- Eastern Idaho: (801) 582-1565 x- 2003

VA Hospitals and Homes: In addition to state owned buses at the veteran homes providing transportation to veteran residents, the VA also has a number of transportation programs.

The VA is authorized to provide eligible veterans and other beneficiaries mileage reimbursement, common carrier (plane, train, bus, taxi, light rail etc.), or when medically indicated "special mode" (ambulance, wheelchair van) transport for travel to and from VA, or VA authorized non-VA health examination, treatment, or care. The VA's veterans Transportation Program (VTP) offers veterans many travel solutions to and from their VA health care facilities.

In Idaho, this program is accessible through the following contacts:

- In the Treasure Valley, veterans can contact the Veteran Transportation Coordinator (VTS) at (208) 422-1000 x 7356 to schedule a ride – or the Travel Office at (208) 422-1076.
- In Eastern Idaho, veterans can contact the VTS at (800) 613-4012 ext. 2003 or ext. 1027.
- In Northern Idaho, veterans can contact their VTS at (509) 434-7537.

Visit <https://www.va.gov/HEALTHBENEFITS/vtp/> for more information regarding VTP.

Miscellaneous Community Transportation Providers: In the Treasure Valley, there are additional transportation resources provided through local community assets.

The Supportive Housing and Innovative Partnerships joined with Valley Regional Transit to provide free curb-to-curb transportation to wheelchair bound veterans in the Treasure Valley, accessible at (208) 573-2584.

The GoRide Mobility program provides low-cost transportation services (\$3 per 8 miles of travel) to wheelchair-bound veterans in Ada and Canyon counties not served by ValleyRide buses. This program will expand to other counties in the future. More information is available at (208) 345-7433.

ACCESS transportation service, operated by ValleyRide, is available to people who are unable to utilize the bus system because of a disability. ACCESS services the cities of Boise, Garden City, Nampa and Caldwell. Once approved, ACCESS fares are \$2 per one-way trip for each passenger and for each guest. More information can be found at: <http://valleyride.org/special-services/paratransit/>

Opportunities: Participation in transportation programs and funding available through other organizations, mainly, the Disabled American Veterans and the US Department of Veterans Affairs

DATA SUMMARY

Table 1 displays the number of passengers carried and/or number of participants for the State Fiscal Year 2017 broken down by agency. Passengers Carried includes each boarding of the given mode of transportation, while a Participant is classified as a single individual regardless of how many trips they take.

*Note: The variety of transportation services provided by each agency dictates the method and metrics for transportation usage. While passengers carried, indicating the number of single boardings, is the Transportation Department's unit of service tracking, it is not the case for every agency. There is potential for Medicaid trips and Aging trips to also be counted in ITD Public Transportation trips due to customer crossover.

Table 1

| Agency | Passengers Carried/Participants SFY 2017 |
|---------------------------------------|---|
| Medicaid | 1,200,000 |
| ITD-Public Transportation Office | 3,551,265 |
| Department of Health and Welfare | 8,609 (Participants) |
| Self-Reliance | 7,120 (Participants) |
| Family and Community Services | 756 (Participants) |
| Behavioral Health | 733 (Participants) |
| Department of Labor | --- |
| Head Start | 557 (Participants) |
| Council on Developmental Disabilities | -- |
| Vocational Rehabilitation | 1424 (Participants) |
| Commission on Aging | 140,642 |
| Veteran Services | 98 (Round Trips) |
| Education | 5,646 (School Bus Trips Per Day) |

Table 2 shows the transportation funding expenditures for each agency during the period of July 1, 2016 to June 30, 2017 (SFY17).

Table 2

| Agency | Transportation Funding Expenditures SFY 2017 |
|----------------------------------|---|
| Medicaid | \$23,200,000 |
| ITD-Public Transportation Office | \$10,756,415 |
| Commission on Aging | \$ 450,750 |
| Department of Health and Welfare | \$ 407,348 |
| Self-Reliance | \$ 39,118 |
| Family and Community Services | \$ 106,928 |
| Behavioral Health | \$ 261,302 |
| Vocational Rehabilitation | \$ 246,279 |
| Department of Labor | \$ 161,137 |
| Veteran Services | \$ 7,000 |
| Council on Developmental | -- |
| Head Start | -- |
| Education | \$77,468,994 |

*For school service, not "Public Transportation"

CONTACT INFORMATION

| AGENCY | POINT OF CONTACT | PHONE NUMBER | EMAIL ADDRESS |
|--|-------------------------|---------------------|-------------------------------------|
| Idaho Transportation Department | Kim McGourty | 208-334-4475 | kim.mcgourty@itd.idaho.gov |
| Medicaid | Sara Stith | 208-287-1173 | sara.stith@dhw.idaho.gov |
| Department of Health and Welfare | Chris Freeburne | -- | christopher.Freeburne@dhw.idaho.gov |
| Department of Labor | Gordon Graff | 208-322-3570 | gordon.graff@labor.idaho.gov |
| Council on Developmental Disabilities | Christine Pisani | 208-334-2178 | christine.pisani@icdd.idaho.gov |
| Division of Vocational Rehabilitation | Darrell Quist | 208-287-6458 | darrell.quist@vr.idaho.gov |
| Head Start Association of Idaho | Bill Foxcroft | 208-345-1182 | bfoxcroft@idahohsa.org |
| Idaho Commission on Aging | Scott Carpenter | 208-577-2850 | scott.carpenter@aging.idaho.gov |
| Department of Education | Tim McMurtrey | 208-332-6955 | tmcmurtrey@sde.idaho.gov |
| Community Transportation Association of Idaho | Terri Lindenberg | 208-463-9111 | terri@treasurevalleytransit.com |
| Office of the Governor | Mark Warbis | -- | mark.warbis@gov.idaho.gov |
| Veteran Services | Tracy Schaner | 208-780-1320 | tracy.schaner@veterans.idaho.gov |
| Department of Commerce | Jake Reynolds | -- | jake.reynolds@commerce.idaho.gov |