

# 2015 Idaho Interagency Working Group: Program, Usage, and Funding Report on Public Transportation





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# CONTRIBUTOR ACKNOWLEDGEMENTS

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# INTERAGENCY WORKING GROUP (IWG)

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The Interagency Working Group 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 to provide transportation specific information to the group. These tasks are:

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

# STATE AGENCY TRANSPORTATION PROGRAMS



# TRANSPORTATION DEPARTMENT

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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 travel to employment, shopping, medical care, and social/recreational opportunities. Consequently, public transportation options placed across the State are also a major contributor to the economic development and well-being of the state.

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 Funds:

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

# DIVISION OF MEDICAID

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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 American Medical Response (AMR) to provide non-emergency transportation. Medicaid pays AMR 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. AMR operates a call center which receives requests from participants for transportation. After participant eligibility has been verified, AMR will schedule a trip.<sup>1</sup>

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. Funding expended on school-based services for SFY 2015 amounted to \$33,800.<sup>2</sup>

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. Medicaid spent \$374,000 on non-medical transportation in SFY 2015. Non-medical transportation is provided through both the Aged and Disabled 1915(c) waiver and the Developmentally Disabled 1915(c) waiver.<sup>3</sup>

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

<sup>2</sup> DHW Medicaid school-based services webpage

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



# DEPARTMENT OF HEALTH AND WELFARE

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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. As the mental health field becomes more advanced in treatment options, these hospital services are becoming less necessary. Eligibility is awarded if the applicant is an adult, resident of Idaho, has a primary diagnosis of severe and persistent mental illness or be determined eligible under the waiver provision. Hospital transportation services are limited; however each hospital operates a few busses for field trip purposes for patients.<sup>4</sup> Additionally, the Division of Behavioral Health conducts the Substance Use Disorder Services (SUDS) which provides transportation.<sup>5</sup>

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. At this time, there was no data available for the SFY 2015.

Self-Reliance is a voucher-based system for busses, cabs, and other public transportation services offered in Idaho for eligible participants. Eligibility coincides with food stamp eligibility requirement 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. From July 1, 2014 to June 30, 2015 Self-Reliance transportation expenditures totaled \$393,697.15.



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<sup>4</sup> Section 400 of the Adult Mental Health Services rules

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

# DEPARTMENT OF LABOR

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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. Transportation expenditures from July 1, 2014 - June 30, 2015 amounted to \$221,140.25.

Local Job Search Fuel Costs: Fuel purchases that are necessary for local job seeking activities are an allowable expense. The WIA-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 WIA-04. Again, a brief explanation stating why transportation is necessary for participation must be included in Section I. The WIA-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.<sup>6</sup>

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<sup>6</sup> Workforce Investment Act-Technical Assistance Guide, p.3-5

# COUNCIL ON DEVELOPMENTAL DISABILITIES

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

Medicaid: These 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 before 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 office, clinic or training centers.<sup>7</sup>

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

# VOCATIONAL REHABILITATION

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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.<sup>8</sup>

IDVR also reimburses participants for bicycle purchases as a method of transportation to and from work. Transportation expenditures for the reporting period of July 1, 2014 to June 30, 2015 were not available.

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<sup>8</sup> Field Services policy manual p.50-62

# HEAD START ASSOCIATION

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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 parent 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. 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 & 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.<sup>9</sup>

Depending on the location, each of the thirteen 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.

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

# VETERAN SERVICES

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Veteran Services assists and advocates for Idaho veterans and their families. Transportation services are limited, but can be provided through Disabled American Veterans organization, Veteran Service's Wheelchair Transportation Program, and VA hospitals and homes.

Disabled American Veterans: The DAV van makes commuter runs to and from the Boise VA Medical Center Monday through Friday. These rides are made available by volunteer drivers, the Disabled American Veterans and the VA Medical Center. All appointments for rides must be made 72 hours in advance.<sup>10</sup>

Wheelchair Transportation Program: The medical transportation payment program for wheelchair confined veterans operates on a voucher system. Eligible participants must be a bona fide resident who is a wheelchair confined veteran, has a medical appointment and no other available means of transportation to that appointment. An eligible veteran may apply for payment of the costs of transportation by a commercial carrier to and/or from a medical appointment. Payment cannot exceed \$200 for a two way trip and cannot exceed \$100 for a one way trip.<sup>11</sup>

VA Hospitals and Homes: Hospitals provide only ambulance transportation, however there are a few state owned busses at the veteran homes occasionally used for recreational field trips.<sup>12</sup>

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<sup>10</sup> [http://veterans.idaho.gov/images/stories/PDF\\_Files/Services/Vet%20Book%20FEB%202011.pdf](http://veterans.idaho.gov/images/stories/PDF_Files/Services/Vet%20Book%20FEB%202011.pdf), p.28

<sup>11</sup> Rules governing medical transportation payment for wheelchair confined veterans, section 21.01.05

<sup>12</sup> <http://veterans.idaho.gov/veterans-homes/services-and-programs>

# IDAHO COMMISSION ON AGING

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The Idaho Commission on Aging's 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".<sup>13</sup> 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:

- Case management
- Homemaker Program
- Information and Assistance
- Outreach Services and Ongoing Community Programs
- 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.<sup>14</sup> 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.<sup>15</sup>

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

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 Ombudsman and Adult Protection programs<sup>17</sup>. Transportation funding expended from July 1, 2014- June 30, 2015 was \$364,194.

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

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

<sup>15</sup> ICOA 2012 annual report.

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

<sup>17</sup> Idaho Statute 67-5007

# DATA SUMMARY

**Table 1** displays the number of passengers carried and/or number of customers for the State Fiscal Year 2015 broken down by agency. Passengers carried include each boarding of the given mode of transportation, while a customer is classified as a single individual (regardless of how many trips they take).

\*Note: Potential that Medicaid trips and Aging trips are also counted in ITD Public Transportation trips

Agency	Passengers Carried SFY 2015	Number of Customers SFY 2015
Medicaid	93,649	83,237
ITD-Public Transportation Office	3,954,374	--
Department of Health and Welfare	--	4,549
Department of Labor	--	--
Vocational Rehabilitation	--	362
Council on Developmental Disabilities	--	--
Head Start	--	--
Veteran Services	103	--
Commission on Aging	111,873	5,767

**Table 2** shows the transportation funding expenditures for each agency during the period of July 1, 2014 to June 30, 2015 (SFY15).

Agency	Transportation Funding Expenditures July 1, 2014-June 30, 2015
Medicaid	\$23,407,800
ITD-Public Transportation Office	\$10,471,606
Department of Labor	\$221,140.25
Head Start	
Vocational Rehabilitation	\$172,970.00
Department of Health and Welfare	
Self-Reliance	\$393,687
Family and Community Services	\$87,890.27
Behavioral Health	\$3,000
Commission on Aging	\$364,194
Veteran Services	\$4,782



# OVERVIEW

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This data collection effort represents the continued commitment by IWG member agencies to work together to continue to look for opportunities to collaborate and create efficient transportation options for the citizens of Idaho. 2015 saw the IWG focus on tackling statewide collaborate issues such as the roll out of a new Public Transportation Program at the Idaho Transportation Department, joint work on proposed rule changes to the Veterans Wheelchair Program, and the issuance of a new RFP for the statewide Medicaid brokerage program. IWG member agencies were not immune to the vast retirements taking place across state level departments. However, with a full IWG, 2016 promises to build upon the items started in 2015 and launch the Statewide Idaho Public Transportation Plan. This plan, sponsored and funded by the Idaho Transportation Department – Public Transportation Office, will provide a current summary of public transportation services in Idaho, projected growth, demand and funding levels, and identify key areas of investment to help Idaho grow.

# CONTACT INFORMATION

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<b>AGENCY</b>	<b>POINT OF CONTACT</b>	<b>PHONE NUMBER</b>	<b>EMAIL ADDRESS</b>
<b>Idaho Transportation Department</b>	Mark Bathrick	208-334-8210	mark.bathrick@itd.idaho.gov
<b>Medicaid</b>	Matt Wimmer	208-364-1989	wimmerm@dhw.idaho.gov
<b>Department of Health and Welfare</b>			
Self-Reliance	Matthew Clark	208-334-5550	clarkm4@dhw.idaho.gov
Behavioral Health	Casey Moyer	208-334-4916	moyerc@dhw.idaho.gov
Family and Community Services	Rick Harris	208-334-5517	harrisr@dhw.idaho.gov
<b>Department of Labor</b>	Gordon Graff	208-322-3570	gordon.graff@labor.idaho.gov
<b>Division of Vocational Rehabilitation</b>	Darrell Quist	208-327-7411	darrell.quist@vr.idaho.gov
<b>Council on Developmental Disabilities</b>	Christine Pisani	208-334-2178	christine.pisani@icdd.idaho.gov
<b>Head Start Association of Idaho</b>	Bill Foxcroft	208-345-1182	bfoxcroft@idahoheadstartassoc.net
<b>Veteran Services</b>	Kevin Wallior	208-577-2310	kevin.wallior@verterans.idaho.gov
<b>Idaho Commission on Aging</b>	Scott Carpenter	208-577-2850	scott.carpenter@aging.idaho.gov