Webinar: Coordinating Council on Access and Mobility (CCAM) Update

November 10, 2020

Coordinating Council on Access and Mobility

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Assn. of America

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Welcome

Before we start . . .

1. Please use the Q&A feature for questions you may have. NCMM will share these questions throughout the webinar.

2. Links to the document being discussed will be shown in the Chat box as they are discussed.

3. They are also available at www.transit.dot.gov/coordinating-council-access-and-mobility as well as at www.nc4mm.org/ccam

4. This session is being recorded. The slides and recording will be available at www.nc4mm.org/ccam

Agenda

1. **Welcome**
   Bruce Robinson, Associate Administrator, Office of Program Management, FTA

2. **Overview of the National Center for Mobility Management (NCMM)**
   Amy Conrick, Director of National Projects at the Community Transportation Association of America (CTAA), NCMM Director

3. **CCAM Report to the President**
   Marianne Stock, Chief, Rural and Targeted Programs, FTA

4. **CCAM Resources**
   Danielle Nelson, CCAM Program Manager, FTA

5. **NCMM Observations: How Communities Are Utilizing CCAM Resources**
   Judy Shanley, Assistant Vice President, Education and Youth Transition at Easter Seals, NCMM Partner Director

6. **Question and Answer Period**
   Rich Weaver, Director, Planning, Policy and Sustainability at the American Public Transportation Association (APTA), NCMM Partner Director

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Good afternoon. I'm Bruce Robinson, the Associate Administrator of the Federal Transit Administration's (FTA) Office of Program Management.

It is my pleasure to welcome you to the FTA and National Center for Mobility Management's (NCMM) webinar on the Coordinating Council on Access and Mobility (CCAM) and the Report to the President.

The CCAM strives to promote transportation coordination, which can increase the availability, accessibility, and efficiency of transportation resources and services for CCAM's targeted populations: people with disabilities, older adults, and individuals of low income. Transportation coordination is an important piece of improving and achieving mobility for all.

Last year, the CCAM held an official meeting—the first in over a decade—marking a significant milestone for the Council as it convened and adopted the 2019–2022 CCAM Strategic Plan. The CCAM has had a productive year since. The CCAM published the Federal Fund Braiding Guide in June and the Cost-Sharing Policy Statement in July. On September 30, the Council submitted the CCAM Report to the President.

These significant achievements, activities, and resources will be the focus of today's webinar.

I am pleased to be joined by:
- Amy Conrick, NCMM's Director and the Assistant Director for National Projects at the Community Transportation Association of America;
- Marianne Stock, FTA's Division Chief of Rural and Targeted Programs;
- Danielle Nelson, FTA's CCAM Program Manager;
- Judy Shanley, NCMM's Partner Director and the Assistant Vice President of Education and Youth Transition at Easter Seals;
- and Rich Weaver, NCMM's Partner Director and the Director of Planning, Policy, and Sustainability at the American Public Transit Association.

Thank you to everyone for joining and participating today as we share exciting CCAM updates.
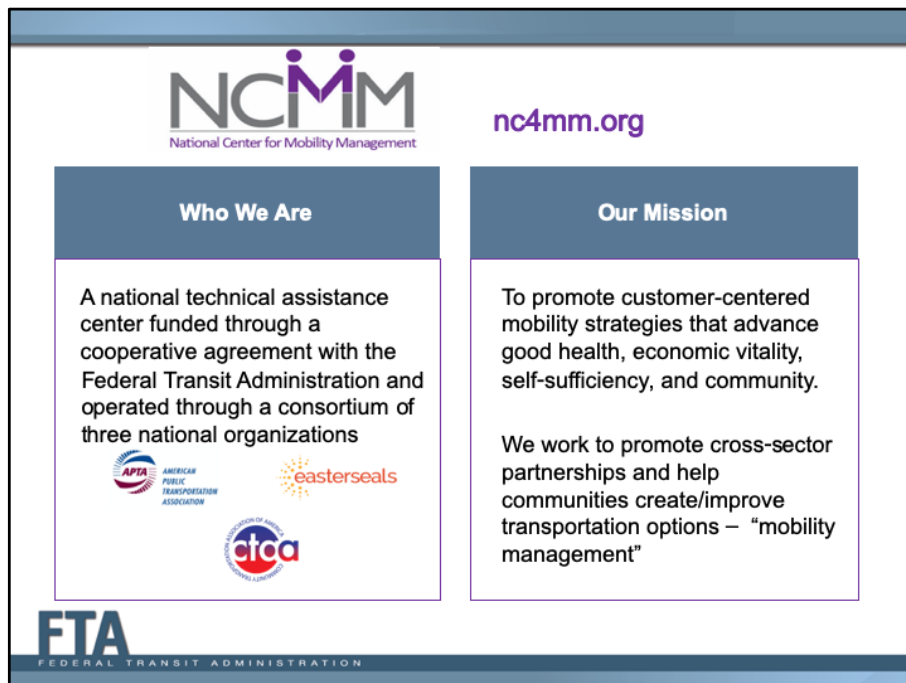
Amy Conrick

Thank you. I'd like to take a few minutes to tell you about who we are and how we can help in setting up these new types of partnerships. Before I do, I want to express my appreciation to the FTA and HUD. This partnership and the type of activities your agencies are allowing grantees to pursue is an excellent example of your flexibility in responding to the needs of the communities across the country.

The National Center for Mobility Management (or NCMM as we call it) is a national technical assistance center funded through a cooperative agreement with the Federal Transit Administration and operated through a consortium of three national organizations—the American Public Transportation Association, the Community Transportation Association of America, and Easterseals Inc.

Our mission is a pretty simple one, to promote customer-centered mobility strategies that advance good health, economic vitality, self-sufficiency, and community. We do this by working within communities and through cross-sector partnerships, such as with housing and human service agencies, to help communities improve and, where needed, create transportation options to better serve their communities. Hence the term, "mobility management" – we assist communities in managing mobility options.
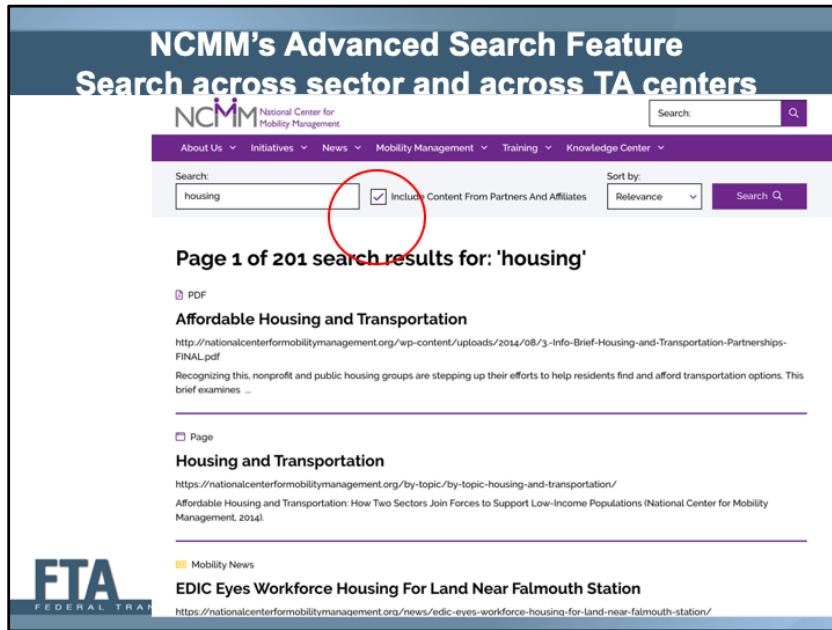
Amy Conrick

FTA funds four other technical assistance centers:

- The National Aging and Disability Transportation Center
- The National Rural Transportation Assistance Program
- The National Center for Applied Transit Technology
- And the Shared Use Mobility Center

Together we are are dedicated to ensuring that all aspects of transportation—from planning to the delivery of services, the application of technology, and engaging in cross-sector partnerships—are laser focused on one goal: that people are able to travel within their community to the destinations they choose and deem vital to their health and well-being.

Embedded in this concept is the recognition that the same goal is shared by many, many federally funded agencies that provide those services vital to health and well-being . . . and fund transportation as an important support service . So it makes imminent sense for them come together and discuss ways to coordinate resources to help each agency fulfill its mission in service to their core service populations. So that brings us to this update on CCAM, or the Coordination Council on Access and Mobility.

Amy Conrick

NCMM has a role in informing the broader field of transportation and human service agencies on cross-sector partnerships that are occurring. We do this through our News feature on our website, which is updated every weekday, as well as through the resources posted on By Topic pages. All of our resources, blogs, and news items are keyword searchable. You simply need enter your search term in our advanced search feature, and you should have access to all the items we have relevant, say, to housing and transportation. In addition, with one click, you can also search across all the FTA technical centers within that same search.

Now I'll turn it over to Marianne Stock.

FTA
FEDERAL TRANSIT ADMINISTRATION

CCAM Report to the President

Marianne Stock
Division Chief of Rural and Targeted Programs
Office of Program Management
Federal Transit Administration

U.S. Department of Transportation
Federal Transit Administration

Marianne Stock

Before I share the CCAM Report to the President, I first want to take a moment and explain what the Coordinating Council on Access and Mobility—or CCAM-- is.

The CCAM was established in 2004 by Executive Order to improve Federal transportation coordination.

The CCAM was charged with improving the availability, accessibility, and efficiency of transportation for three populations that are underserved by transportation: individuals with disabilities, older adults, and individuals of low income.

The Secretary of Transportation chairs the CCAM and ten additional agency leaders form the rest of the Council's membership. Nine of the 11 total CCAM agencies currently fund grant programs that can fund human services transportation. These agencies are the Departments of Agriculture (USDA), Education (ED), Health and Human Services (HHS), Housing and Urban Development (HUD), Interior (DOI), Justice (DOJ), Labor (DOL), Transportation (DOT), and Veterans Affairs (VA). The Social Security Administration (SSA) and the National Council on Disability (NCD) do not currently fund grant programs that can fund human services transportation. They instead provide valuable expertise to enhance the CCAM's ability to serve its targeted populations.

Marianne Stock

The CCAM Report was a requirement in the Fixing America's Surface Transportation (FAST) Act. In December 2015, the FAST Act was enacted in recognition of the importance of reliable surface transportation nationwide, including improved access to coordinated and efficient transportation for people with disabilities, older adults, and individuals of low income.

The CCAM met the requirements of the FAST Act by submitting a final report to the President.

CCAM Report to the President

As required by the FAST Act, the CCAM submitted a CCAM Report to the President on 9/30/20.

Coordinating Council on Access and Mobility
Report to the President
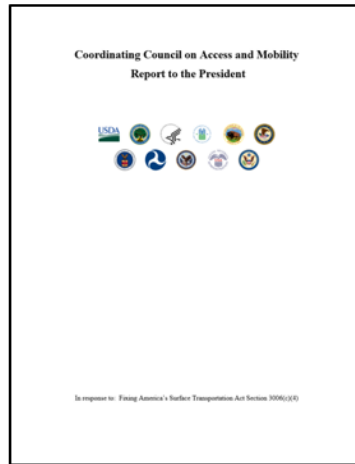
The CCAM Report to the President:

➢ Summarizes the history of the CCAM and its actions since the FAST Act was enacted;

➢ Details how the CCAM has met each FAST Act requirement; and

➢ Discusses challenges and improvements to Federal laws and regulations that would eliminate barriers to local transportation coordination.

In response to: Fixing America's Surface Transportation Act Section 3006(c)(4)

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Marianne Stock

The CCAM Report to the President details all CCAM work since the enactment of the FAST Act and aligns each key CCAM action to a requirement in the FAST Act. I'll go into more detail on these actions in a moment.

FTA led the development of the Report to the President, and each CCAM agency had the opportunity to review and give feedback to improve the report.

The Report to the President was submitted on 9.30.20, fulfilling a FAST Act requirement.

CCAM Report: Major Activities

To achieve statutory requirements, the CCAM conducted the following activities:

	2016–2020	Distributed a series of pilot program grants under the **Transit & Health Access Initiative**
	2018	Facilitated **State and local focus groups** and analyzed the NCMM survey to identify top barriers to transportation coordination
	2018–2019	Held **Program Analysis Working Sessions** to develop CCAM resources for transportation and human services stakeholders
	2019	Convened CCAM agencies for the first official **CCAM meeting** since 2009
	2020	Convened the Centers for Medicare and Medicaid Services (CMS), Department of Veterans Affairs (VA), and FTA to develop the **CCAM Cost-Sharing Policy Statement**
	2020	Gathered CCAM agency POCs to develop challenges for inclusion in the **Report to the President**

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Marianne Stock

The CCAM Report provides an overview of the recent activities that have supported the CCAM's progress on achieving the goals of the CCAM Strategic Plan and meeting the CCAM requirements in the FAST Act.

- From 2016 to 2020, FTA, on behalf of the CCAM, published three notices of funding opportunity (NOFOs) for pilot program grants under the Transit & Health Access Initiative.

- In 2018, the CCAM conducted a series of State and local focus groups to gather input on stakeholders' perceived barriers to transportation coordination. Then, the CCAM solicited further input through the National Center for Mobility Management (NCMM) survey, in which additional stakeholders provided further feedback on perceived barriers.

- In 2018 and 2019, the CCAM conducted Federal working sessions focused on addressing two critical barriers at the Federal level, uncovered in the focus groups:
    - The inability to match Federal funds, and
    - A lack of knowledge of which Federal programs could fund transportation.

    This effort produced two CCAM work products: the **CCAM Program Inventory** and the **Federal Fund Braiding Guide. These products will be discussed in a few minutes.**

- Additionally, in 2019, the CCAM hosted the first official meeting of CCAM delegates since 2009, a major milestone for the CCAM.
- In 2020, the CCAM convened the Centers for Medicare and Medicaid Services, the Department of Veterans Affairs, and FTA to develop a cost-sharing policy with an NEMT component, as required by the FAST Act.

- Lastly, CCAM agency representatives met to develop challenges and potential improvements to change Federal laws and regulations that have potential to eliminate barriers to local transportation coordination. FTA then developed the draft Report to the President.

Marianne Stock

The CCAM Report also outlines the "CCAM pilot program" that Congress created in the FAST Act. There will be another CCAM pilot program in the future – stay tuned.

- The Transit & Health Access Initiative (formerly the "Innovative Coordinated Access and Mobility Pilot Program") was created to emphasize the importance of partnerships between health and transportation providers.

- Transit & Health Access Initiative funds must be used for capital projects to improve the coordination of nonemergency medical transportation (NEMT) for transportation-disadvantaged populations.

- The Transit & Health Access Initiative has funded more than 30 State and regional pilot projects totaling over $18 million, helping the CCAM continue to achieve its strategic goal of demonstrating innovative coordinated transportation.

Transit & Health Access Initiative: Funded Projects by Region and State

Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants (FY2016)	Access and Mobility Partnership Grants (FY2019)	Mobility for All Pilot Program Grants (FY2020)
Region 1: MA, NH, VT	**Region 1:** MA, ME, NH, RI, VT	**Region 1:** MA, ME
Region 2: NY	**Region 2:** NJ, NY	**Region 2:** *none*
Region 3: MD, PA	**Region 3:** DC, MD, PA, VA, WV	**Region 3:** DC, MD, VA
Region 4: FL, GA, NC, TN	**Region 4:** AL, FL, GA, MS, NC, SC, TN	**Region 4:** GA, NC, SC
Region 5: IL, MI (3), OH	**Region 5:** IL, IN, MI, MN, OH, WI	**Region 5:** MI
Region 6: *none*	**Region 6:** LA, NM, OK, TX	**Region 6:** LA
Region 7: IA, MO	**Region 7:** MO	**Region 7:** IA, MO
Region 8: *none*	**Region 8:** CO, SD, UT	**Region 8:** *none*
Region 9: CA (2)	**Region 9:** AZ, CA	**Region 9:** CA, NV
Region 10: *none*	**Region 10:** OR, WA	**Region 10:** OR (2), WA

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Marianne Stock

Although this is not in the CCAM Report, I thought it would be helpful for you to see what regions and states have received a CCAM pilot program grant. This slide maps the Transit & Health Access Initiative projects across the CCAM regions and States.

Transit & Health Initiative examples from FY20 Mobility for All project selections:

- Here are a few excellent examples of innovative partnerships funded by the Transit & Health Access Initiative

  - **(Region 5)** The Flint Mass Transportation Authority will receive $545,696 to expand its same-day, on-demand transportation program with new partner agencies and clients, specifically veterans and individuals with substance use disorders living in Flint and Genesee County's rural communities who travel long distances to healthcare facilities.
  - **(Region 1)** The Maine Department of Transportation will receive $187,855 for a pilot project to expand on-demand bus service in Aroostook County and the rural Presque Isle area to daily fixed route bus service. The project will utilize enhanced technology to fill gaps in service and improve access and mobility for older adults and individuals with disabilities in northern Maine.
  - **(Region 4)** The North Carolina Department of Transportation will receive $280,000 for trip scheduling software that will create a more efficient point of entry to connect underserved populations, including people seeking substance abuse treatment, with transportation services in rural northeastern North Carolina.

Challenges Identified in the CCAM Report to the President

CCAM agencies participated in the development and refinement of 12 challenges and associated potential improvements to change Federal laws and regulations that, if implemented, would improve transportation coordination.

Challenges
12

CCAM Agency Engagement Challenges
3

State and Local Coordination Challenges
9

Global Challenges
3

Global Challenges
8

NEMT Challenges
1

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Marianne Stock

- CCAM agencies began to discuss challenges to transportation coordination and potential improvements in 2017 through CCAM-sponsored Federal interagency work groups. In 2020, CCAM agencies revisited those discussed challenges and improvements, and also reviewed the 2018 Focus Group Report for additional context behind stakeholders' barriers to coordinating transportation. In the end, the CCAM developed 12 overarching challenges and potential improvements to Federal laws or regulations that have potential to improve transportation coordination.

- The CCAM categorized the 12 challenges into two main categories: challenges around **CCAM agency engagement** in CCAM initiatives and transportation coordination and challenges around **State and local transportation coordination**.

- The State and local coordination challenges are further grouped: **global** challenges related to broader transportation coordination, and **nonemergency medical transportation, or NEMT,** challenges related specifically to nonemergency medical transportation coordination.

CCAM Report: Example Challenges

FTA grantees have previously shared that these three challenges affect their ability to coordinate human service transportation. If the associated improvements are implemented, it would create new coordination opportunities for CCAM grantees.

- Participation in Local Coordinated Transportation Planning Is Not Always Incentivized
- Vehicle Sharing Is Not Expressly Allowed
- Need for Transportation Data Collection Guidance

Marianne Stock

I'd like to provide three example challenges within the Report to the President that our FTA grantees have shared that impact their ability to coordinate transportation.

- **First,** Though many transit agencies receiving FTA funding are required to include human service agencies in their planning process, human service agencies are not required nor incentivized to participate. ***Addressing this would meant that*** CCAM agency grantees would be incentivized to seek collaboration with local partners, reducing duplicative transportation efforts and increasing the efficiency of transportation projects.

- **Second,** Authorizing statutes for some CCAM member agencies do not expressly allow vehicles purchased using program funds to be shared with other Federal funding recipients. This discourages some Federal funding recipients from seeking vehicle sharing opportunities out of an abundance of caution. Removing program restrictions and updating program guidance on vehicle sharing policies to expressly allow vehicle sharing would encourage funding recipients to share vehicles and reduce duplicative costs.

- **The third example of a barrier is that** Federal programs that may fund transportation do not all require standardized transportation data collection. States and transportation providers need Federal guidance on transportation data collection, including defined indicators to measure social determinants of health. ***Under this proposed Improvement,*** States and transportation providers would identify, collect, and compare standardized data points, enabling them to determine data-driven best practices, coordination opportunities, and internal performance measures. CCAM agencies would measure progress on existing goals and set new goals based on data received, which would further drive the CCAM's work.

I'm going to share several resources. As Amy mentioned, this webinar will be publicly posted. We've included one final slide at the end of the PPT deck that has links to all the resources.

CCAM Program Inventory

The CCAM Program Inventory identifies 130 Federal programs that are able to provide funding for human services transportation for people with disabilities, older adults, and/or individuals of low income.

Number of Programs by Department that May Fund Human Services Transportation

Department	Number
HHS	66
DOT	12
HUD	12
DOL	11
DOJ	10
ED	10
DOI	4
VA	3
USDA	2
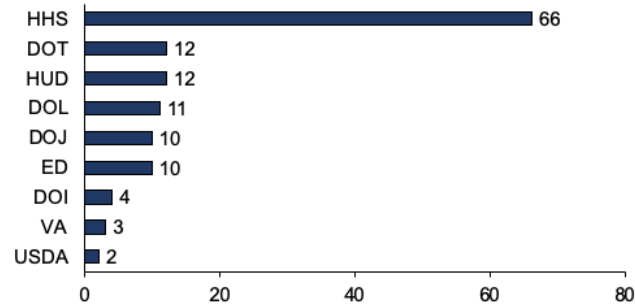
n=130

Although SSA reported that no programs may fund human services transportation, coordination opportunities were explored. NCD does not fund grant programs.

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Danielle Nelson

- During the 2018 CCAM focus groups, the #1 barrier that emerged across all the sessions and stakeholder groups was a lack of awareness of the federal funding sources available for human service transportation. That's why the CCAM created this resource: the CCAM Program Inventory. Then inventory is a product of the CCAM Program Analysis Working Sessions held in 2019.

- In total, the CCAM identified 130 Federal programs - as of October 2019 - that may fund human services transportation for 1 or more of the CCAM's three targeted populations.

- The Inventory is a searchable resource that provides detailed program information, such as statutory references, information on recipients and beneficiaries, and eligible transportation activities.
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- The CCAM website hosts both an Excel and PDF version of the Inventory, as well as a CCAM Program Inventory. The summary document contains limited program details and is formatted for easy printing.

CCAM Program Inventory: Sample Programs

Sample of the 130 Federal programs that may fund transportation services for people with disabilities, older adults, and/or individuals of low income.

Department of Health and Human Services programs:
- Children's Health Insurance Program (CHIP)
- Centers for Independent Living (CILs)
- Older Americans Act (OAA) programs

Department of Transportation programs:
- Section 5307 Urbanized Area Formula Program
- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
- Section 5311 Formula Grants for Rural Areas

Department of Housing and Urban Development programs:
- Community Development Block Grants/Entitlement Program
- Supportive Housing for the Elderly

Department of Labor programs:
- Job Corps
- WIOA Adult Program

*If an organization receives funding from one of these programs, **a portion of the funds may be used for transportation.***

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Danielle Nelson

- Here's a sample of the 130 Federal programs in the CCAM Program Inventory. These 130 programs allow at least some program funds to be spent on human services transportation. For most of these programs, transportation is only an allowable expense if it supports the program's main goal—for example, transportation to take people to medical appointments, employment opportunities or training, or education.

- The Program Inventory also contains detailed information on all of these programs, including allowable transportation expenses, focus of the program, primary populations served, and more.

- Transportation and human services providers may use the CCAM Program Inventory to identify opportunities to collaborate with local partners to provide more transportation services to their communities.

CCAM Program Inventory: Benefits to CCAM Grantees

The CCAM Program Inventory provides several benefits to local CCAM grantees. Specifically, the CCAM Program Inventory:

Allows local partners to **find detailed information in one centralized location** on existing CCAM agency programs that may fund transportation

Maps out what types of transportation activities programs may fund, which may help local partners **identify transportation collaboration opportunities and expand transportation service**

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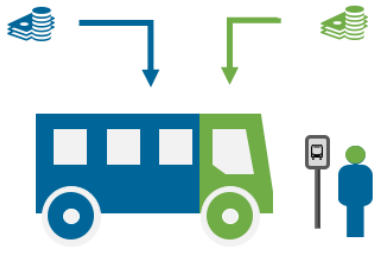
Danielle Nelson

- The CCAM Program Inventory is beneficial to local grantees because it centralizes in one location a detailed list of which Federal programs may fund transportation. This makes it easier for transportation and human services organizations to access information that may help them coordinate transportation.

- Transportation and human services stakeholders may use the Program Inventory to identify areas where programs overlap (such as: target populations served), which may encourage States and human services organizations to collaborate locally.

- Local partners may use the Program Inventory to collaborate in order to:
    - fund mobility managers;
    - one call/one click centers;
    - volunteer driver programs;
    - travel training programs;
    - purchase transit vouchers and vehicles; or
    - replace vehicles

Federal Fund Braiding Guide

The Federal Fund Braiding Guide is a CCAM resource that clarifies acceptable Federal fund braiding for local match opportunities.

Federal fund braiding for local match is when Federal funds from one grant program are used to fulfill the local match requirement of another Federal grant.

In order to participate in Federal fund braiding, a project **must meet all requirements** of the participating Federal agencies, including eligibility requirements, reporting requirements, regulatory requirements, statutory requirements, and program guidance.

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Danielle Nelson

- The Federal Fund Braiding Guide is another output of the Program Analysis Working Sessions held in 2018 and 2019. The CCAM developed this resource because State and local stakeholders noted they were unsure when Federal fund braiding was legally permissible, in part due to a perceived lack of clear Federal guidance on the subject.

- The Federal Fund Braiding Guide defines Federal fund braiding for local match and program eligibility to enable Federal agencies and grant recipients more effectively manage federal funds and coordinate human services transportation.

- Federal fund braiding for local match (or "Federal fund braiding") is when Federal funds from one grant program are used to fulfill the local match requirement of another Federal grant.

- In order for Federal fund braiding to occur, the authorizing statute of at least one of the two participating programs (either the program whose match requirement is being met with Federal funds, or the program whose funds are fulfilling the other program's match requirement) must expressly authorize that Federal fund braiding is allowable.

- Federal fund braiding can be especially beneficial for grantees that have difficulty acquiring match funds for transportation projects.

Looking at the graphic on the slide here, lets talk through a Federal fund braiding example:

A grantee providing transportation services to people with disabilities uses funds received from the HHS Administration for Community Living's **Centers for Independent Living** program (the green portion of the graphic) to fulfill the match requirement of the FTA's **Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities** program (the blue portion of the graphic). The result of this Federal fund braiding instance is a joint project that provides transportation service for older adults and individuals with disabilities, including Centers for Independent Living beneficiaries.

Federal Fund Braiding Guide: Benefits to CCAM Grantees

The Federal Fund Braiding Guide provides several benefits to local CCAM grantees, it:

Allows local partners to **find detailed information in one centralized location** on whether CCAM agency programs that may fund transportation may participate in Federal fund braiding

Clarifies when Federal fund braiding may be allowed, which may **empower transportation and human services stakeholders to share costs** and increase the cost efficiency of transportation projects

Details CCAM agency programs that may participate in Federal fund braiding, which may encourage transportation and human services stakeholders to **create innovative methods of meeting the needs of their communities**

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Danielle Nelson

- The Federal Fund Braiding Guide is beneficial to local grantees because it centralizes information on which CCAM agency programs may participate in Federal fund braiding for local match. This makes it easier for transportation and human services organizations to access vital cost-sharing information.

- State and local transportation and human services stakeholders may use the Federal Fund Braiding Guide to clarify when Federal fund braiding is allowable, which may empower them to share costs. This will, in turn, increase the cost efficiency of transportation projects.

- Transportation and human services providers may use the Federal Fund Braiding Guide to create innovative methods to meet the needs of their communities by braiding Federal funds.

Danielle Nelson

- The FAST Act required the CCAM to create a cost-sharing policy with a nonemergency medical transportation (NEMT) component.

- The Department of Health and Human Services, Department of Transportation, and Department of Veterans Affairs worked together to develop the CCAM Cost-Sharing Policy Statement, which was later endorsed by all 11 CCAM agencies.

- The CCAM Cost-Sharing Policy Statement is a resource for grantees that provides key information on two types of cost-sharing arrangements: **vehicle and ride sharing** and **Federal fund braiding**.

- The Cost-Sharing Policy Statement contains broad information that may be useful for any CCAM agency grantee interested in transportation cost sharing, as well as information specific to several agencies.

  - The Cost-Sharing Policy Statement contains vehicle and ride sharing information specific to the Centers for Medicare and Medicaid Services (CMS) and the Veteran's Administration. It also contains general DOT principles.

  - The Cost-Charing Policy Statement contains information on Federal fund braiding that is specific to: USDA, HHS, DOJ, DOT, and VA

Cost-Sharing Policy Statement: Benefits to CCAM Grantees

The CCAM Cost-Sharing Policy Statement provides several benefits to local CCAM grantees, it:

Allows transportation and human services stakeholders to **find detailed information in one centralized location** on cost-sharing arrangements and principles for CCAM agency programs

Encourages cost sharing by **affirming the value and efficiency in sharing vehicles and rides** across CCAM agency programs, particularly CMS and VA

Provides information for transportation and human services stakeholders to consider when creating cost-sharing arrangements, which may **increase the efficiency of Federal, State, and local transportation funds**

Motivates transportation and human services stakeholders to think creatively about how they collaborate to deliver services, which may **increase access to transportation services**

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Danielle Nelson

- The Cost-Sharing Policy Statement is beneficial to local grantees because it centralizes information on cost-sharing arrangements and principles for existing CCAM agency programs into one location. This makes it easier for transportation and human services organizations to access vital cost-sharing information.

- The Cost-Sharing Policy Statement affirms the value and efficiency of sharing rides and vehicles, especially NEMT; encouraging CCAM agency grantees to participate in cost-sharing arrangements.

- The Cost-Sharing Policy Statement helps State and local transportation providers take into account pertinent information when creating cost-sharing arrangements. This may lead to increased efficiency of Federal, State, and local transportation funds.

- The Cost-Sharing Policy Statement motivates transportation and human services stakeholders to creatively collaborate to deliver services to their beneficiaries, which may increase transportation access, especially to the CCAM targeted populations.

CCAM Cost Allocation Technology for Non-Emergency Medical Transportation (NEMT)

This Small Business Innovation Research (SBIR) project is developing a cost allocation open source software application to account for divergent federal reporting requirements and maintain separation of funding sources by trip.

The CCAM Cost-Sharing Policy Statement is incorporated, requiring a least path distance component:

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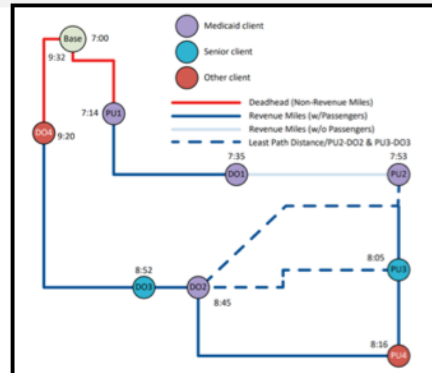
Danielle Nelson

In February 2019, DOT, on behalf of the CCAM, issued a solicitation for a Small Business Innovation Research (SBIR) phase 1 project to develop a cost allocation proof of concept model for an open source software application. The Phase 1 final report is publicly posted on the CCAM webpage. We are now entering Phase 2 - the development of this allocated cost model for NEMT – which will begin in 2021.

And with that, I've come to the end of my presentation. When the webinar materials are posted, please note that I included two slides at the end of the PPT slide deck that have links to all the CCAM resources Marianne and I have discussed today.

Judy Shanley
Asst. Vice President
Education & Youth Transition
Easterseals

Partner Director, NCMM

How Communities Are Utilizing CCAM Resources

NCMM Observations

Use CCAM Tools to Support Coordination and Mobility Management

- Undertake an inventory and collaborate on identifying state or local opportunities
- Integrate in regional coordination and transportation advisory work - use Federal programs resource as a sort of "checklist" for engagement
- Launch partnerships with projects across sectors
- Review state policies to reflect CCAM tenets
- Develop communication and informational content across agency programs
- Hold informational meetings to enhance awareness across sectors
- Invite representatives of these programs to help you implement these tools
- Work with your NCMM Regional Liaison to use tools

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FEDERAL TRANSIT ADMINISTRATION

Judy Shanley

Thank you Danielle and thank you to all of your for being here. I am thrilled to speak to you today about using the tools that you have heard so much about already. Our national technical assistance work on NCMM is to help you implement these CCAM-related products, so, they don't sit on your shelf. We have already observed many states and regions using these tools in varying ways. For instance, a regional coordination council in Indiana used the program inventory product to Undertake an inventory of the varying state programs in their communities and used what they learned to begin to collaborate and identify match funds for their FTA money.

Similarly, as the State of TN was launching an advisory committee on accessible transportation, they used the CCAM program inventory to identify important agencies and stakeholders who should be part of the effort. They used this to Integrate in regional coordination and transportation advisory work - use Federal programs resource as a sort of "checklist" for engagement.

The CCAM products are useful in identifying and Launching partnerships with projects across sectors. For instance in Maine, as the state ramped up its state mobility management network, Moving Maine, they used these tools to educate colleagues about the potential of collaborative work and match opportunities, and in Virginia, the Virginia Association of Mobility Management (VAMM) used the tools to inform their statewide network about cost-sharing policies and potential match opportunities.

Another way to use these tools is to Review state policies to reflect CCAM tenets (efficiency and quality). This was done recently by the Maine, Maine Department of Health and Human Services (DHHS) who are currently conducting a program review of all transportation programs to assess alignment and efficiency.

We mentioned that in the survey that NCMM conducted regarding CCAM, one of the Develop communication and informational content across agency programs. For instance, in New Hampshire, Statewide Coordination Council used language from CCAM tools in informational bulletin to members and as a discussion points in coordination meetings and in Missouri, health professionals are incorporating content about CCAM and its tools in work to develop a mobility management curriculum. Other Federal agencies have used these tools in their professional development and national meetings, such as HUD that developed PowerPoints and held a national promise zone convening with an emphasis on CCAM and coordination across Federal agencies and their projects.

Other Federal sectors, and their regional counterparts, such as the Administration for Children and Families (ACF) have held informational meetings to enhance awareness across sectors to focus the conversation about transportation challenges.

In another regional activity, in a rural part of IL the planning organization Invite representatives of these programs identified on the program inventory to help implement these tools. NCMM stands ready to explore with you how best to use these tools. We encourage you to Work with your NCMM Regional Liaison to use tools.

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The Greatest Value that a Mobility Management Network Can Bring Is…
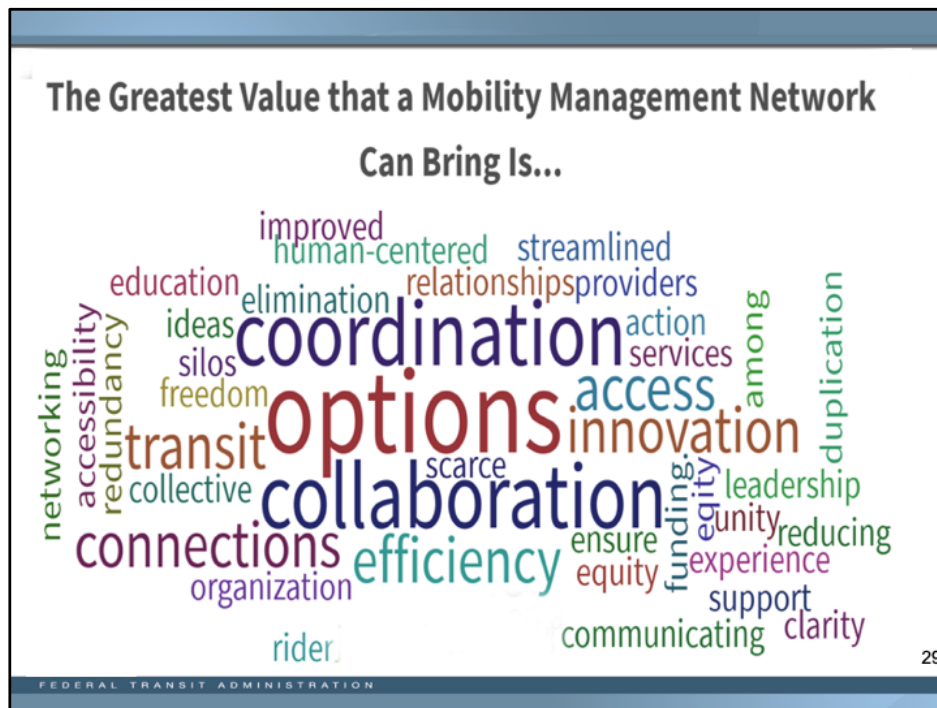
Judy Shanley

The tools I just talked about can be used as a catalyst to launch or grow your mobility management networks. We often think about mobility management as an opportunity to operationalize coordination – as a way to implement the tenets we know are important to coordination. During a recent presentation we were involved in at the AASHTO End of Summer Virtual Event, we asked participants what outcomes or value did they think mobility management can bring. These are their responses expressed in a word cloud. Collaboration, options, access and innovation are just some of the value that participants expressed. The tools that you have heard talked about during this webinar can strengthen your ability to attain these outcomes.

Thank you for your time. We hope we can help you continue to move this work forward.
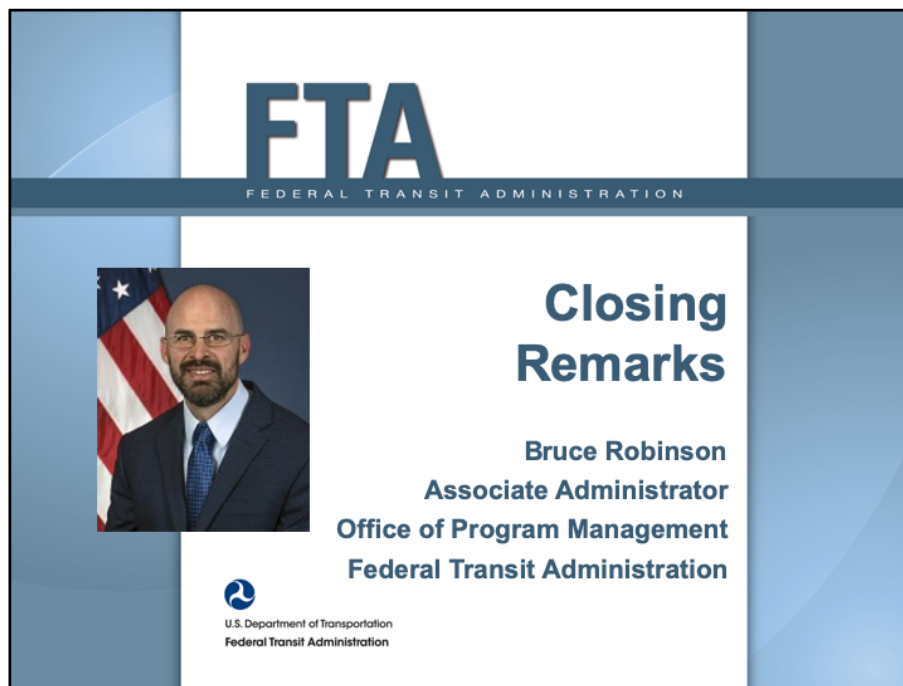
Rich Weaver
Director, Planning, Policy and Sustainability
American Public Transportation Assn.

Partner Director, NCMM

Questions
(please enter into the Q&A box)

Bruce Robinson

Thank you everyone for a productive and informative webinar. It has been great to hear about the CCAM's latest activities, including the submission and significance of the CCAM Report to the President and the development of three new CCAM resources: the Program Inventory, the Federal Fund Braiding Guide, and the Cost-Sharing Policy Statement. Thank you as well for sharing NCMM updates and the real impacts CCAM resources are having on communities.

The CCAM resources, along with the Report to the President, demonstrate how the CCAM acts on its mission to issue policy recommendations and implement activities that improve the availability, accessibility, and efficiency of transportation for people with disabilities, older adults, and individuals of low income. These milestones also advance the CCAM's ultimate vision—equal access to coordinated transportation for all Americans.

I want to thank all of the presenters today for participating in the webinar, and a big thanks to NCMM for hosting the webinar.

To explore the discussed CCAM resources and learn more about the Council, I encourage you to go to the CCAM website. The CCAM website houses important CCAM products and information, including the CCAM Strategic Plan and the CCAM Program Inventory.

GovDelivery provides relevant CCAM news via email notifications. You can subscribe for GovDelivery notifications using the button on the slide, or by clicking the "Subscribe to Email Notifications" button on the bottom of the CCAM homepage.

You may also email CCAM@dot.gov with any questions regarding the CCAM and transportation coordination.

Thank you to everyone for attending today's webinar. Stay healthy and safe, and take care!

Stay Connected with the CCAM

To receive the latest updates from the CCAM, use the following resources:

CCAM Website

The CCAM website serves as a hub for CCAM resources and information.

GovDelivery

GovDelivery provides relevant CCAM updates via email notifications.

For questions regarding the CCAM, please contact:

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Relevant CCAM Links

- CCAM Report to the President
- CCAM Strategic Plan 2019–2022
- CCAM Program Inventory
- CCAM Program Inventory Webinar Recordings
- CCAM Federal Fund Braiding Guide
- CCAM Cost-Sharing Policy Statement
- Cost Allocation Technology for Non-Emergency Medical Transportation Final Report
- CCAM Summary of Recent Activities
- Summary Information on the October 29, 2019 CCAM Meeting
- 2018 Focus Group Report

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Transit & Health Access Initiative Project Selection Descriptions

- [Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants project selections (FY2016)](#)
- [Access and Mobility Partnership Grants project selections (FY2019)](#)
- [Mobility for All Pilot Program Grants project selections (FY2020)](#)