



Strategic Action Planning Group on Aging

Rural Transportation Committee Minutes – July 28, 2020

Participants: Jim Collins (Chair), Sophie Shulman, Dave Norman, TJ Burr, Moira Moon, Brodie Ayers, Ann Rajewski, Zoe Devito, Glenn Krause, Sarah Curtis, and Jake Swanton

Key Takeaways and Notes:

Jim Collins and Ann Rajewski offered an update on the non-emergency medical transportation (NEMT) brokerage expansion within the state's Medicaid program. Jim indicated that his region is largely ready to-go and things seem to be falling place for an August 1 hand-off to Intelliride as the sole broker of Medicaid NEMT trips. Ann pointed out that that transitions involving county or municipal agencies seem to be going smoother than transitions for individual providers. Ann also is working on compiling an NEMT provider contact list – this contact list will help indicate which counties have NEMT services and which rely on informal NEMT transportation services.

Moira Moon and TJ Burr shared a bit about what local transportation coordination looks like across the state with a discussion about mobility managers and rural regional mobility. Most local mobility managers are funded the Federal Transit Authority (FTA) 5310 grants – follow [link](#) to FTA 5310 Fact Sheet. These grants are available to improve the mobility of older adults and individuals with disabilities by removing barriers to transportation service and expanding mobility options – the grants are broken into large urban, small urban, and rural categories. Federal law requires a program or project selected for 5310-funding be included local developed, coordinated public human services transportation plan. Mobility managers and local coordinating councils help increase efficiencies and communication within the transportation network. Mobility managers assist in coordination between local agencies, consumers, and the local coordination councils.

Jake Swanton, with Lyft, joined to talk a bit about a new partnership with Tri-County Health Network (TCHN) serving Montrose, San Miguel, and Ouray Counties. A mobility manager associated with TCHN coordinates ride through Lyft and staff at TCHN became Lyft-certified drivers allowing rides to be dispatched “in-house”. In this case, TCHN provides the supply (i.e., drivers) and the demand (i.e., riders). This type of model has the potential to turn staff, and volunteers, into paid rideshare drivers. Jake hopes to pilot a similar partnership in South East Colorado.

Conversation moved on to a review of the current draft committee recommendations. There were no direct edits provided during the meeting, but some clarifying points were made. It was pointed out that in order for an organization to be eligible for FTA 5310 grant funding their project must be included in their locally developed human services transportation plans. It was also noted that the Area Agencies on Aging in Regions 9, 10, 12, and 14 currently use voucher programs that are a mix of consumer choice and consumer directed.