

# Maine Coordinating Working Group on Access and Mobility

May 5, 2026

# Agenda

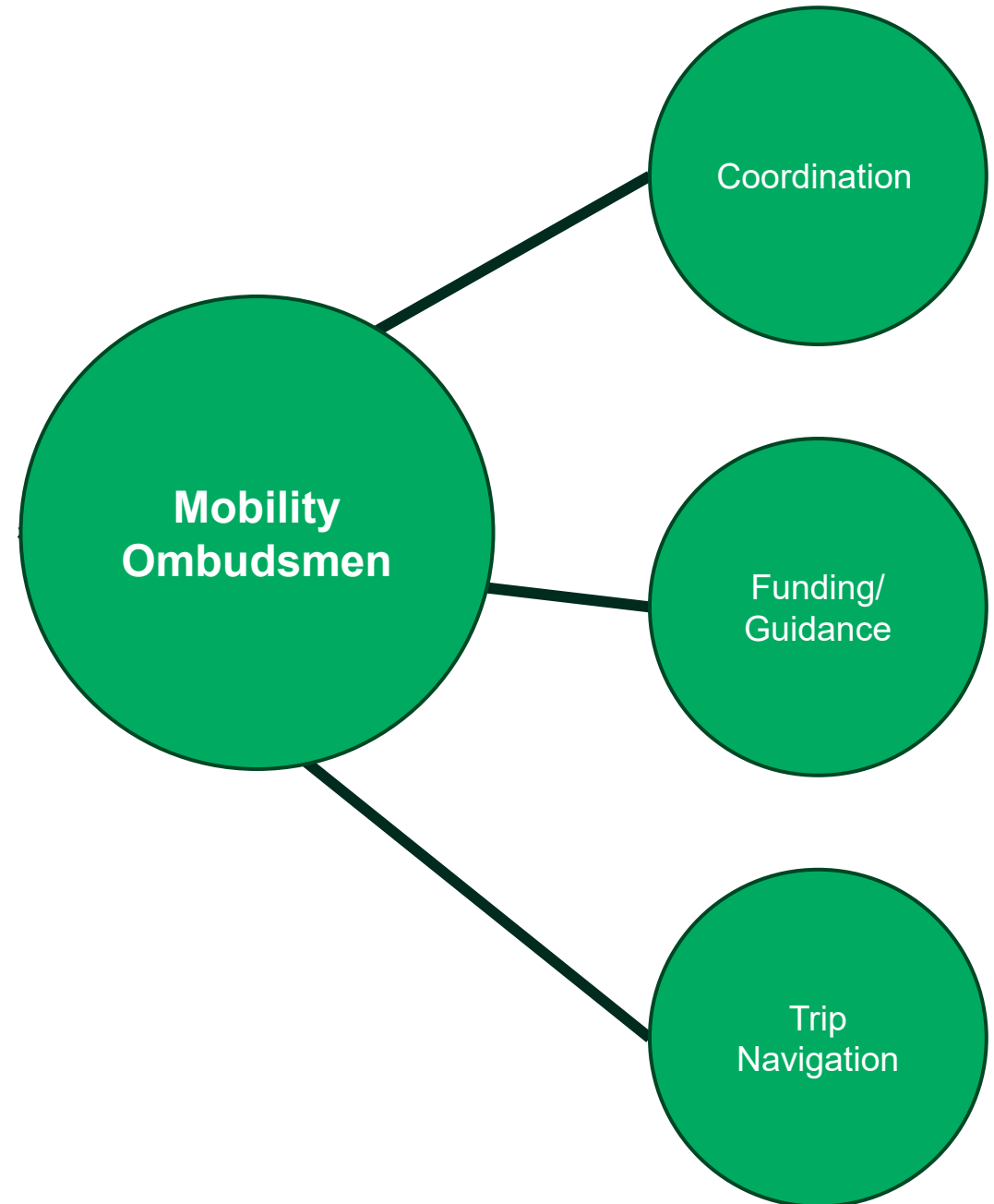
- Introductions
- Review of Mobility Management Case Studies
  - Statewide Mobility Management Networks
  - State Governance and Administration Efforts that Aid Mobility Management
  - Mobility Management Associations
- Group Discussion
- Overview of Funding for Transit and NET
- Next Steps

**1**

# Statewide Mobility Management Networks

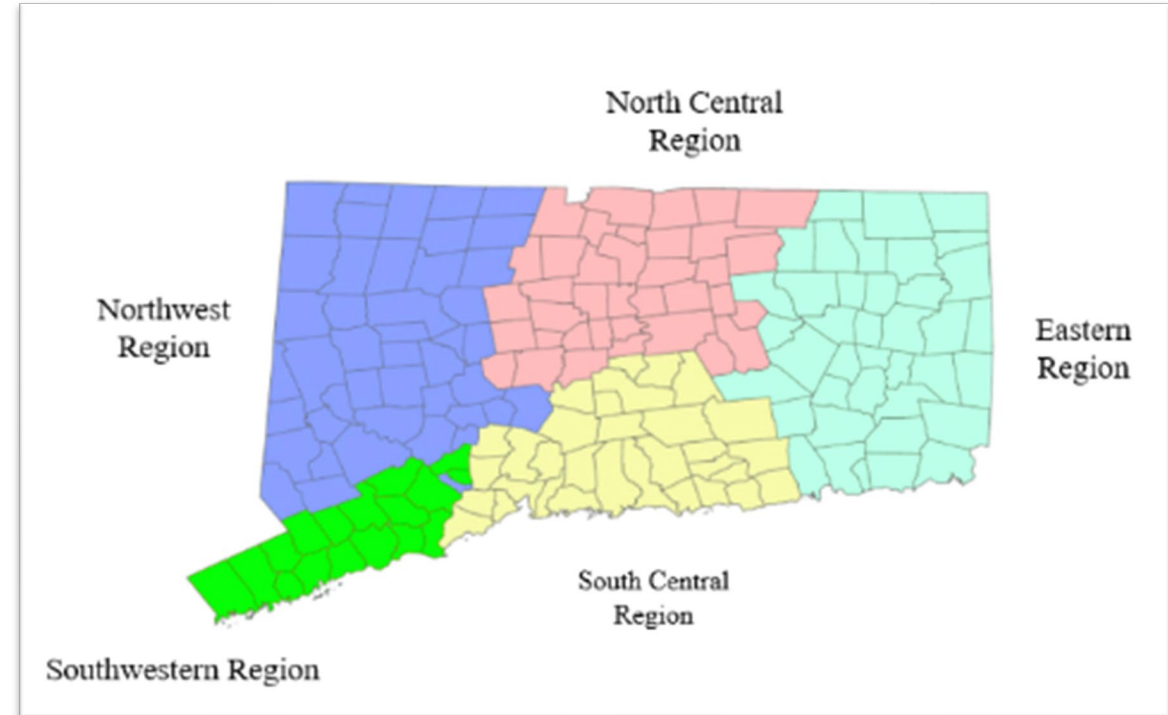
# Connecticut

- Mobility Ombudsmen
  - Embedded representatives.
  - Connect seniors, veterans, and individuals with disabilities with transportation options.
  - Identify gaps in the transportation system and work with partners to bridge these gaps.
  - Focus is on customer navigation and cross-agency coordination.

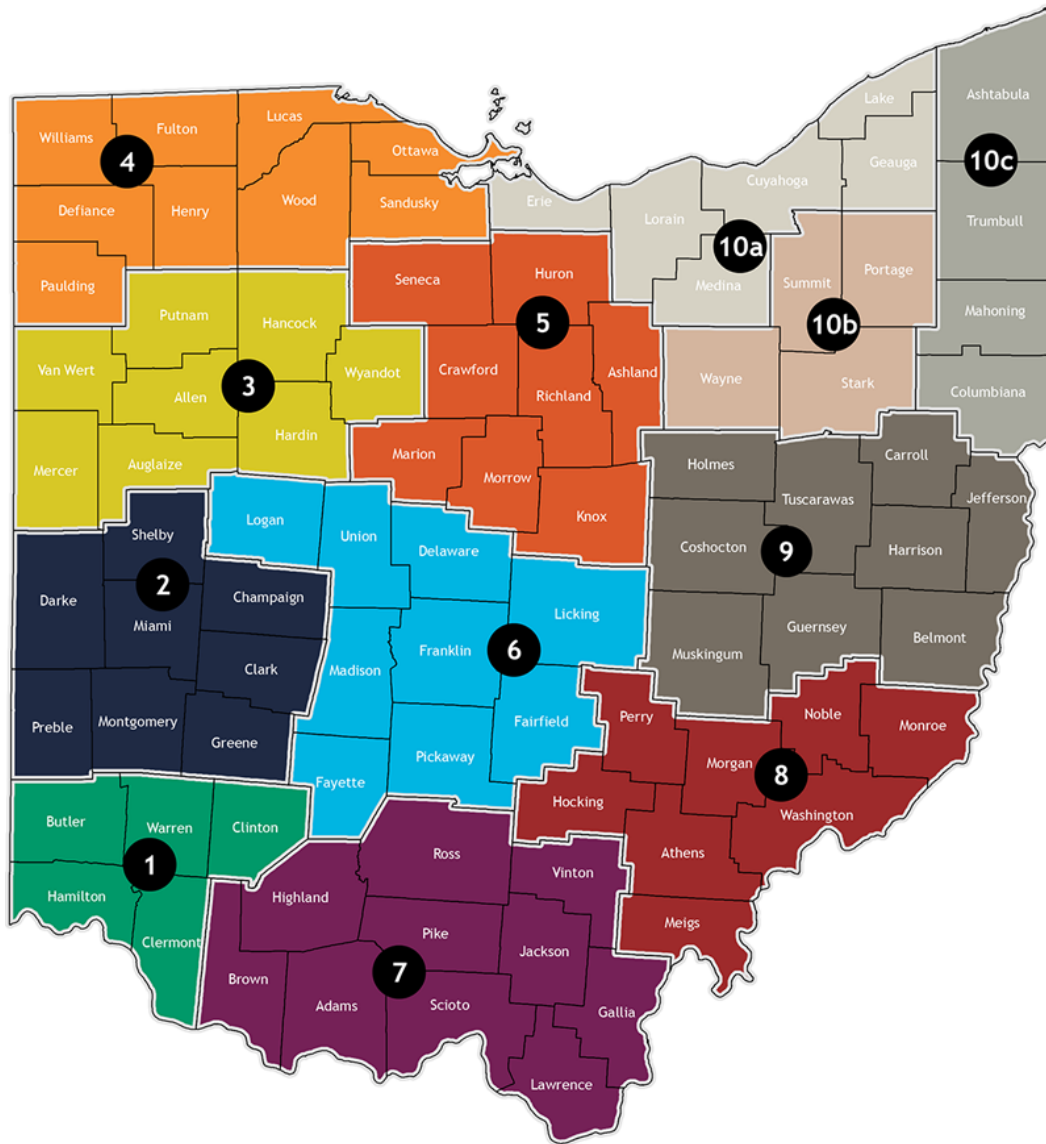


# Connecticut

- Regional MMs **embedded** within local non-profit organizations:
  - WaytoGo Connecticut (North Central)
  - Eastern Connecticut Transportation Consortium, Inc. (Eastern)
  - Know How to Go/The Kennedy Collective (Northwest, South Central & Southwestern)



# Ohio

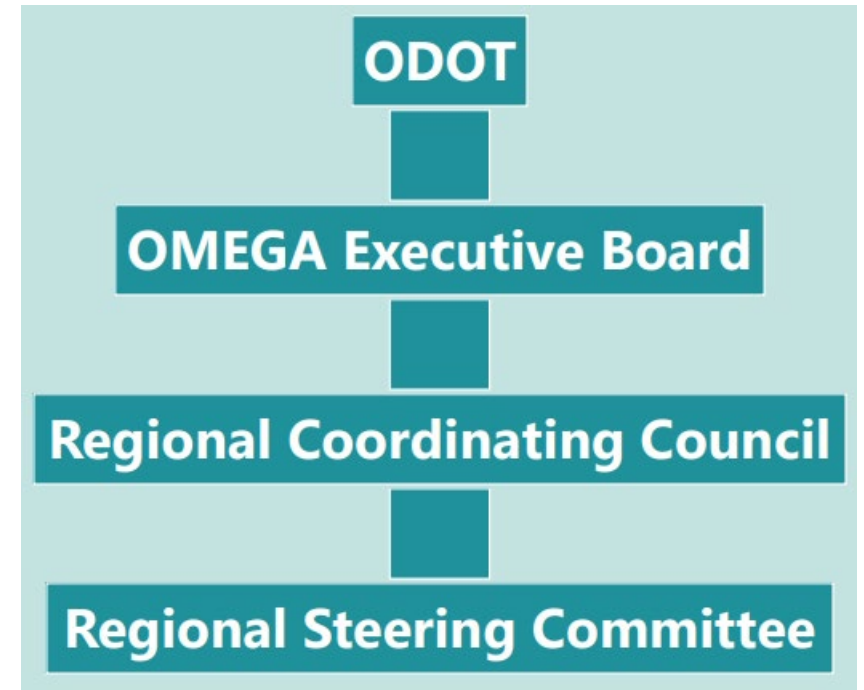


- Ohio Department of Transportation Mobility Management (OMM) Program facilitates hiring regional coordinators or MMs.
- MMs are **embedded** within a “Host Agency” (non-profit organization or transit agency).
- OMM is funded through Section 5310, Ohio General Revenue Funds, and local matching funds.

# Ohio

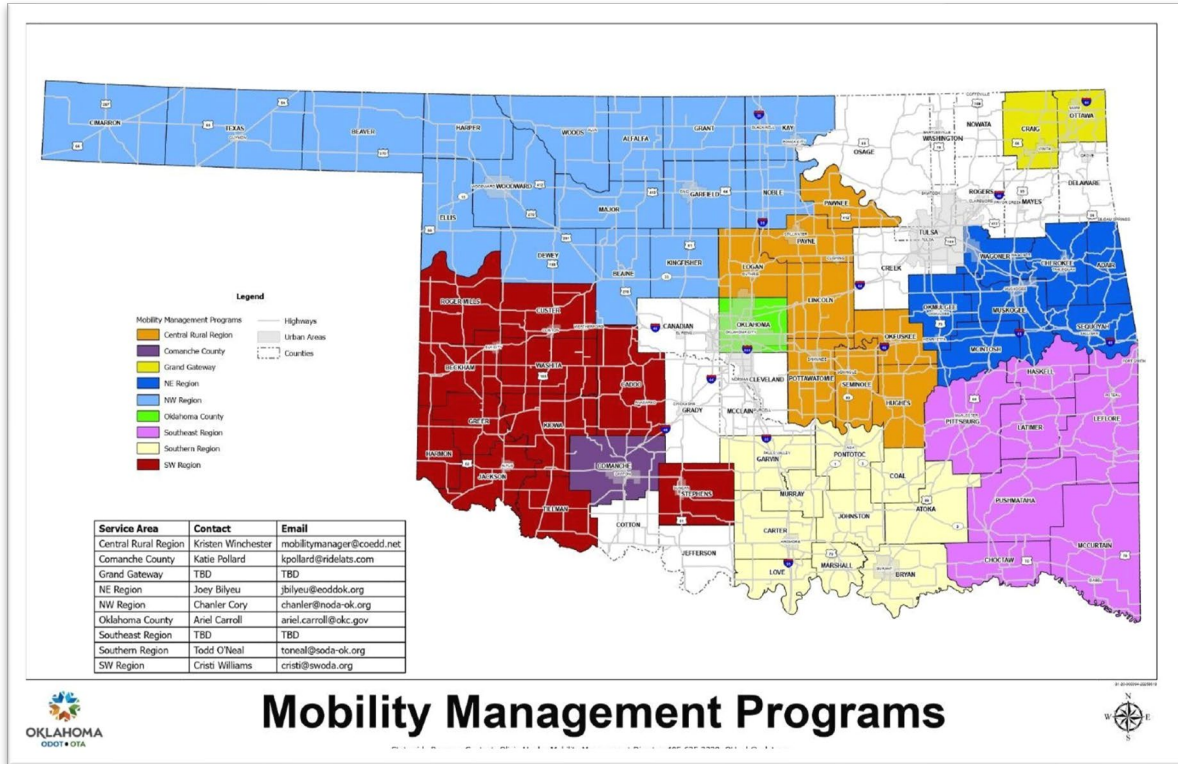
- Ohio Mobility Pilot Project (*ongoing*)
  - Implemented in one rural region (OMEGA) as a collaboration between state agencies that fund human service transportation (HST).
  - **Standardized rate-setting** facilitates clearer cost allocation, thus easier federal fund braiding.

## Pilot Structure



Rate-setting tool used to standardize cost allocation

# Oklahoma

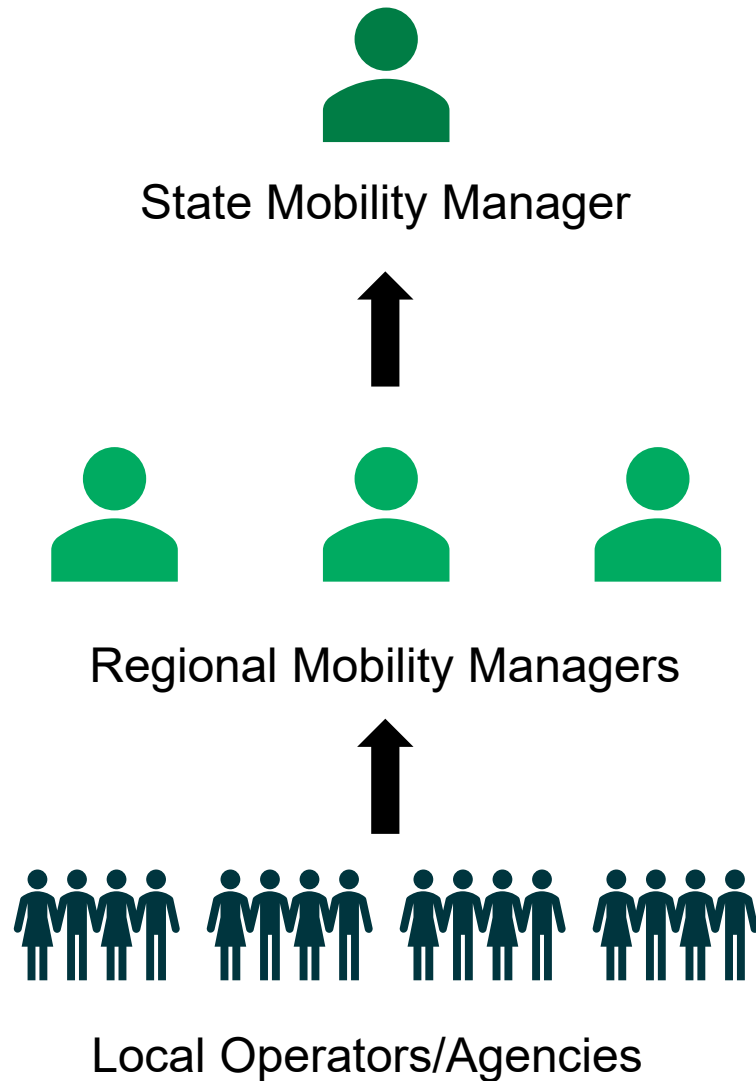


Current 10 Mobility Management Programs in Oklahoma.

- Oklahoma DOT is implementing mobility management pilots (starting in 2023) across the state, supported by a statewide MM.
- DOT organized **Statewide Mobility Network** convenes monthly to discuss needs, share mobility initiatives, and coordinate solutions.
- The DOT anticipates 23 total (including 13 additional programs) are needed to cover the state.



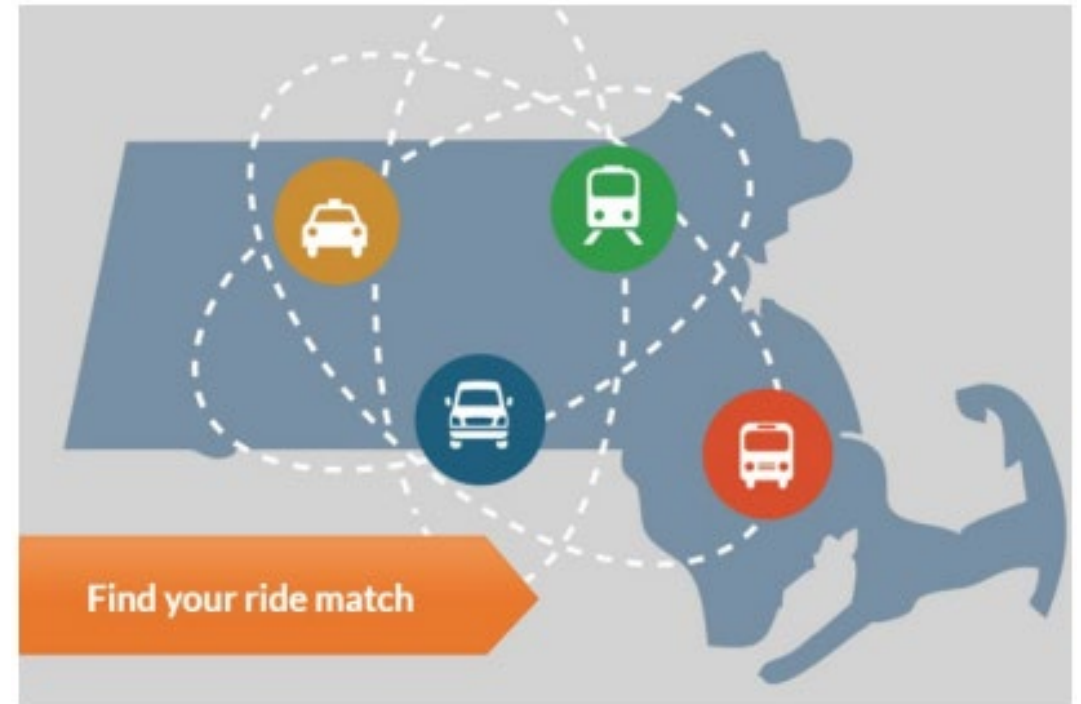
# Massachusetts



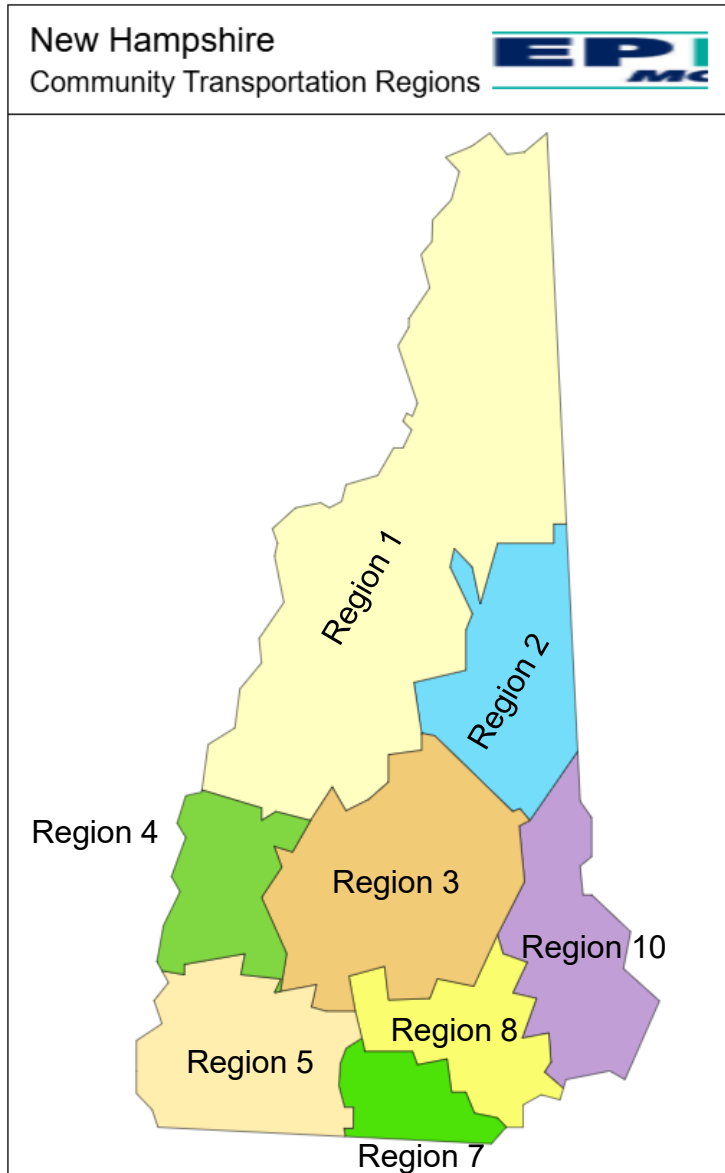
- MassMobility is a statewide initiative by MassDOT to provide statewide rider information tools.
- MassDOT funded a 2023 study to assess the potential for a system of regional MMs.
- In 2024, MassDOT received a federal ICAM grant to hire a statewide MM, focused on implementation, guidance, and oversight.
- Ongoing transition toward a coordinated regional MM structure with regional MMs **embedded in host agencies.**

## Massachusetts

- MassDOT is establishing regional geographic boundaries to organize and hire regional MMs.
- The state also has a public-facing [RideMatch website](#) that can be used by anyone looking for transportation options.
- The website could be used to provide up-to-date information and answer simple questions users may have.



# New Hampshire



- Active State Coordinating Council for Community Transportation (NHDOT).
- Strong participation from human services and NET stakeholders.
- NHDOT created and funds a **statewide MM** who oversees and supports **regional mobility managers**.
- Completed [Blueprint for Statewide Mobility Management Network](#) in 2022 which defines: staffing needs, network structure, and funding approach.

**2**

# State Governance and Administration Efforts that Aid Mobility Management

# Washington

- The Consolidated Grant Program provides:
  - Funds for public transportation improvements within and between rural communities.
  - Tribal transportation
  - Transportation services between cities.
  - Purchases of new buses and equipment.
  - Public transportation services to seniors and people with disabilities.



# Washington



- Consolidated Grant Program combines numerous federal and state funding sources into a single application process for rural and specialized transportation providers across the state.
- Federal Funding Sources (69%):
  - FTA Section 5310—Enhanced mobility of seniors and individuals with disabilities.
    - This includes **Mobility Management**.
  - FTA Section 5311—Formula Grants for Rural Areas.
  - FTA Section 5339 (a)—Grants for Buses and Bus Facilities.
- State Funding Sources (31%):
  - Washington's Climate Commitment Act (CCA) (20%).
    - Includes Paratransit/Special Needs Grant Program Account.
  - Rural Mobility Grant Program Account (10%).
  - Multimodal Transportation Account (1%).



- Applicants apply to the Consolidated Grant Program, and WSDOT decides how selected projects are funded giving added flexibility.
  - To be eligible, all projects must be in a coordinated plan.
  - Extra incentive given for rural providers to join coordinated transportation efforts.
- Mobility management eligibility includes projects that improve coordination and access to transportation options, including:
  - Information services that help providers and passengers coordinate and understand available transportation options.
  - Short-range planning, management activities, or other activities that strengthen coordination amount public transportation.

# Tennessee

- Office of Mobility and Accessible Transportation
- Created by the Tennessee State Legislature in 2020.
  - Staffed with three FTE employees from TDOT.
  - Works under a strategic plan and is required to provide annual updates to the State Legislature.



## Tennessee

### Office of Mobility and Accessible Transportation responsibilities:

- Manages FTA Section 5310 program.
- Issues [Mobility Management Toolkit](#).
- Collaborates with state and regional level agencies and organizations to promote coordinated transportation.

# MOBILITY MANAGEMENT TOOLKIT



TDOT  
Department of  
Transportation

Office of Mobility &  
Accessible Transportation



# Vermont

- **Braided** Service Model
- NEMT program is administered through a personal services contract between the Department of Vermont Health Access (DVHA) and the Vermont Public Transportation Association (VPTA), the statewide transportation broker.
- VPTA leverages a statewide network of public and regional transit providers to coordinate Medicaid transportation locally and consistently across Vermont.
- Vermont Agency of Transportation is also a key partner.

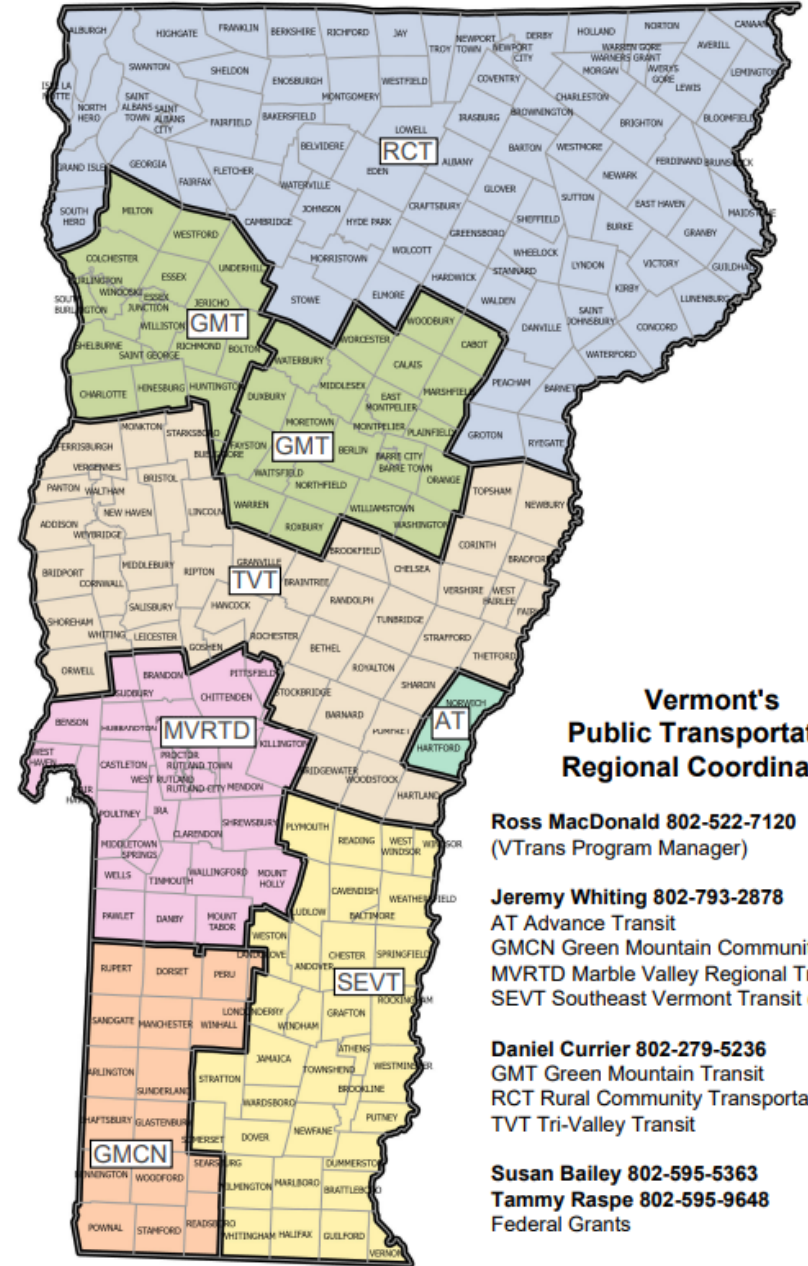


# Vermont

- Trips are assigned based on medical necessity and cost efficiency, using the most appropriate mode (public transit, van, taxi, or volunteer driver) and maximizing shared rides when feasible.
- The **transit-led** model integrates NEMT into existing public transit infrastructure and supports coordinated trip planning across multiple funding sources.
  - FTA Section 5310 is the primary funding source, with the majority flowing to regional transit agencies, who act as mobility managers.
  - FTA 5311 & FTA 5307 are also integrated in the braided model.
  - Medicaid
  - Mobility & Transportation Innovation (MTI)
    - Primarily state source, also braided with federal carbon reduction funds.
- Go! Vermont, the statewide Transportation Demand Management (TDM) program can assist in Mobility Management coordination and has a [Trip Assist Tool](#).



**VERMONT**



**3**

# Mobility Management Associations (non-DOT)

# Wisconsin

- Wisconsin Association of Mobility Managers
  - Formed after WisDOT stopped providing trainings on mobility management funding in 2012.
  - Provides support to mobility managers in the state through training and other technical assistance.
  - WisDOT is still supportive of mobility management across the state, but much of the technical assistance and coordination is done by WAMM.



# Virginia



- Virginia Association of Mobility Managers (VAMM)
  - Hosted through the Community Transportation Association of Virginia (CTAV)
  - Produces a statewide **directory** of Mobility Managers to assist in coordination efforts across Virginia.
- 5 C's of Virginia Association of Mobility Managers:
  - Champion better transportation options for Virginians.
  - Create efficient and cost-effective transportation through partnerships.
  - Communicate transportation options on local and state level.
  - Connect customer to transportation options.
  - Coordinate policy on local and state level.

**4**

# Group Discussion

# Mobility Management Best Practices Summary

Mobility Management Best Practice	<i>CT</i>	<i>MA</i>	<i>NH</i>	<i>OH</i>	<i>OK</i>	<i>TN</i>	<i>VA</i>	<i>VT</i>	<i>WA</i>	<i>WI</i>
Hub-and-spoke model with State Mobility Manager		X	X		X					
Regular (i.e. quarterly) coordination meetings	X		X	X	X			X		X
Shared technology scheduling platform		X		X				X		
Multiple funding streams	X	X		X	X			X	X	
Inter-agency collaboration and external partnerships	X	X	X	X		X		X	X	X
Regular performance evaluation	X	X	X	X						
Regions use existing boundaries	X			X	X	X	X		X	X

## Group Discussion

What regional mobility management model is more appealing?

1. Statewide Mobility Management Networks
  - Connecticut, Ohio, Oklahoma, Massachusetts, New Hampshire
2. State Governance and Administration Efforts that Aid Mobility Management
  - Washington, Tennessee, Vermont
3. Mobility Management Associations
  - Wisconsin, Virginia



## Group Discussion

Which regional mobility management best practices **stand out**?

1. Embedded representatives
2. Braided/blended funding structures (transportation, human resources)
3. Formalized regional coordination



**5**

# Funding for Public Transit and NET Transportation

# Existing Federal Funding

## US Department of Transportation:

- FTA Section 5307 - Urbanized Area Formula Grants
- FTA Section 5311 - Rural Area Formula Grants
  - Tribal Transit Grants
- FTA Section 5310 - Enhanced Mobility for Seniors & People with Disabilities
- FTA Section 5339 - Bus & Bus Facilities
- FTA/DOT Discretionary Grants
  - ICAM
  - BUILD (formerly RAISE)



## US Department of Health and Human Services:

- Medicaid - Non-Emergency Medical Transportation (NEMT)



# Existing State Funding

## Maine Department of Health and Human Services:

- Office of MaineCare Services - Non-Emergency Transportation (NET)
  - *Funds Medicaid transportation in the state*
- Office for Family Independence - ASPIRE Program
  - *Funds transportation for families receiving TANF*
- Office of Child and Family Services
  - *Funds transportation for clients in need*
- Office of Behavioral Health
  - *Contracts for transportation in rural areas*
- Office of Aging and Disability Services
  - *Provides limited funding to assist older adults outside of MaineCare network*



## Maine Department of Education:

- Child Development Services Commercial Transportation
  - *Contracts with providers to transport children with disabilities*



# Coordinating Council on Access and Mobility Program Inventory

- Other Federal Programs can contribute to local match for public transit
  - 5307, 5311, and 5310 all explicitly allow other Federal funding to be used as local match
- **Coordinating Council on Access and Mobility (CCAM)**
  - Charged with coordinating transportation across agencies
  - Created Federal Fund Braiding Guide and Program Inventory to assist grantees in understanding what funds can be braided
    - [Federal Fund Braiding Guide](#)
    - [CCAM Program Inventory](#)
  - Categorized 140 Federal programs that can fund transportation



**6**

## Next Steps

## Next Steps

- Draft of both memos delivered to MaineDOT (6/26/2026)
- Draft of both memos delivered to the Working Group (7/6/2026)
- AECOM and RLS finalize both memos (8/7/2026)

**AECOM** DELIVERING  
A BETTER  
WORLD.

## Best Practices in Mobility Management

Best Practice	State									
	CT	MA	NH	OH	OK	TN	VA	VT	WA	WI
Hub-and-spoke model with State Mobility Manager		X	X		X					
Regular (i.e. quarterly) coordination meetings	X		X	X	X			X		X
Shared technology scheduling platform		X		X				X		
Multiple funding streams	X	X		X	X			X	X	
Inter-agency collaboration and external partnerships	X	X	X	X		X		X	X	X
Regular performance evaluation	X	X	X	X						
Regions use existing boundaries	X			X	X	X	X		X	X

## Maine Coordinating Working Group on Access and Mobility

Meeting Minutes of March 9, 2026 – Held via Zoom

**Working Group Members in attendance:** Nathanael Batson, Melissa Beecher, Kirk Bellavance, Roger Bondeson, Jess Maurer, Zoe Miller, Tom Reinauer, Megan Salvin, Joyce Taylor.

**Others in attendance:** Jennifer Grant, Ryan Neale, MaineDOT; Ellie McCarthy, Jill Cahoon, AECOM; Will Reckley, RLS Associates; Megan Hannan, Greater Portland Metro.

**Welcome and Introductions:** Members and attendees provided brief introductions.

**Overview and Discussion of Consultant Project Management Plan:** AECOM staff provided an overview of the project management plan, which is included in the meeting packet. Project goals stem from three objectives identified in the Maine State Transit Plan. An updated project management plan reflecting any input from today's meeting will be shared with MaineDOT. Public and stakeholder engagement will focus on the draft implementation plan and recommendations and may include input on the two draft memos. The two draft memos will move forward simultaneously; one does not need to wait on the other.

Discussion on the draft project management plan included:

- Utilizing Working Group networks to develop a list of stakeholders to engage with and tracking progress
- Considering a tiered set of recommendations identifying certain geographic areas to include in initial phases of the statewide implementation plan
- Reviewing the role of volunteer networks in mobility management in study states
- Reviewing GO MAINE's role in the implementation plan
- Being cautious about past years when analyzing current and future funding sources and regulations
- Reviewing how the condition of Maine's private road network affects transportation challenges
- Incorporating the Governor's Office of Policy and Innovation's (GOPIF) related study on rural transportation into this work

**Identify any Additional Questions for Consultant:** MaineDOT will continue to coordinate with other state offices and departments. MaineDOT thinks there is merit to further exploring statewide and regional coordination models. MaineDOT is coordinating with Transportation Committee leadership on a timeline with the goal of sharing recommendations before the start of the next legislative session. Additional information on a state-regional mobility management structure and certainty on allowable fund braiding practices are needed.

**Next Steps, Recap, and Adjourn.** AECOM and RLS will meet with MaineDOT in late April or early May to discuss progress and any issues. The full Working Group's upcoming meetings will be determined as the work moves forward.