

APPENDIX A. SUMMARY OF STATE AGENCY TRANSPORTATION PROGRAMS AND FUNDING LEVELS

Maine Department of Health and Human Services

Office of MaineCare Services

The Maine Department of Health and Human Services and the MaineDOT support each other in the State's responsibility to assure necessary non-emergency transportation of MaineCare members to medically necessary Medicaid-covered services. Such transportation to covered health care services is arranged by transportation brokers, only when transportation is not otherwise available, and must be the least expensive means that is suitable to the member's medical needs.

Currently, MaineCare utilizes a brokerage model system comprised of three transportation brokers that: 1) contract with transportation companies and non-profits to provide MaineCare members rides; 2) Reimburse members, friends and family, and volunteers for mileage; and 3) Pay taxis, purchase bus tickets, arrange for transportation with agencies using Maine Department of Transportation purchased vehicles, when they provide transportation to MaineCare members. At present, MaineCare is a major funding source for regional public transit systems within Maine. Specially equipped vehicles are available for MaineCare members in mobility devices.

There are also thirteen fixed and flex route transit systems that operate in Maine year-round. These use a fare system, operate on a schedule, and include urban bus systems, intercity services, and ferry systems. Fixed route transit systems are utilized by MaineCare members for their transportation needs to MaineCare-covered medical services when deemed to be the most cost effective and medically-suitable method.

Brokers are selected via a competitive RFP process and must adhere to state and federal requirements and contract performance criteria for administration of the program. The companies and non-profits that deliver rides for the brokers must meet strict credentialing

requirements including background checks, defensive driving training, first aid, CPR, passenger assistance training, and other like training.

Each broker operates a call center through which MaineCare members or their care givers can arrange for rides to Medicaid covered services.

Office for Family Independence (OFI)

The ASPIRE Program (Additional Support for People in Retraining and Employment) within OFI is charged with providing additional support to Maine families who receive Temporary Assistance for Needy Families (TANF). The goal is to provide assistance enabling families to reach the goal of employment and self-support. Assistance and support with transportation needs is provided in a variety of ways through the ASPIRE program.

Participants select the specific transportation support that meets their needs. Options include assistance with the following expenses: auto maintenance, vehicle repair, liability insurance, reimbursement for individual vehicle transportation, public transportation, and temporary private transportation. Assistance may be in the form of direct payments for a service or more often as reimbursement to the participant or the individual transporting them.

Office of Child and Family Services (OCFS)

OCFS utilizes funds to provide for the conveyance of eligible individuals to necessary destinations by means of private and/or public vehicles to enable persons who have no other reasonable means of transportation access to social, medical, and/or support services. Target populations include individuals involved with child protective services, children in the care or custody of the Maine Department of Health and Human Services, and individuals/families with low incomes who are not eligible for MaineCare services.

One funding source for this service is federal Social Services Block Grant (SSBG) funds. In compliance with the funding objectives of SSBG, transportation services are directed toward one of the following five goals specified by law: 1) to prevent, reduce, or eliminate dependency; 2) to achieve or maintain self-sufficiency; 3) to prevent neglect, abuse, or exploitation of children and adults; 4) to prevent or reduce inappropriate institutional care; and 5) to secure admission or referral for institutional care when other forms of care are not appropriate. Another source of funding includes a blend of general and federal funds to support the services for individuals involved with Child Welfare.

The OCFS transportation providers include Aroostook Regional Transportation System, Downeast Community Partners, Kennebec Valley Community Action Program, Penquis Community Action Program, Regional Transportation Program, RideSource, Waldo Community Action Partners, Western Maine Transportation Services, and York County Community Action Corporation. The providers were selected via sole source. All providers must meet state and federal requirements and pass necessary background checks.

Office of Behavioral Health (OBH) (formerly Office of Substance Abuse and Mental Health Services)

OBH has three contracts with agencies (Penquis Community Action Program, Downeast Community Partners, and Aroostook Mental Health Services) to provide transportation services. Below is a description of those services from the [Comprehensive Behavioral Health Plan for ME](#).

Transportation for Service Access and Utilization

Transportation remains a perennial barrier to accessing services for rural populations. OBH has entered into agreements in particularly challenged regions with treatment agencies to directly fund transportation for individuals—especially uninsured populations who cannot access Medicaid-funded transport, but meet Section 17 eligibility requirements. Transportation may be for the individual to participate in educational, employment, social, and recreational opportunities as identified in their treatment plan as part of their planned recovery. Services qualifying for transport include only those which are not covered by the MaineCare non-emergency medical transportation program, which assists qualified consumers with mental health needs with access to medical, education, employment, and social services.

These two-year contracts are jointly funded with OCFS; OBH funds \$114k per year, OCFS funds \$43.5k per year.

A small amount of flexible funds is also available in some crisis provider contracts.

Office of Aging and Disability Services (OADS)

The Office of Aging and Disability Services does not have funding specifically dedicated to transportation services. However, OADS provides \$10,000 in state funds to each Area Agency on Aging (total \$50,000) to provide medical rides to non-MaineCare eligible older adults.

These funds assist these individuals in getting to medical appointments or to receive treatment. The state funded respite program allows reimbursement to a family caregiver or to someone else for the costs of transporting an older individual with Alzheimer's disease to an adult day program. Most Area Agencies on Aging reimburse their volunteers' mileage costs when associated with the provision of services—such as Meals on Wheels. The Area Agencies on Aging routinely assist consumers to find volunteer and non-traditional localized sources of transportation, such as a church group. This is done as part of their Aging and Disability Resource Center function.

The Adult Protective Services Program has some limited flexibility to designate funds for transportation needs based upon extraordinary circumstances, determined on a case-by-case basis.

Maine Department of Transportation

The Public and Community Services Division is responsible for managing and distributing financial support provided by the Federal Transit Administration (FTA) as well as funding provided in the state's transportation budget to 20 rural, small urban, and urban transportation systems. The current program funding figures from the FTA FFY2023 were \$15.4 million in rural areas and \$32.1 million in urban areas, and the current funding figure from the state budget is \$1.1 million. Additional funds are occasionally available from discretionary and competitive FTA programs, as well as state bond match for vehicle purchases.

There are 20 transit systems statewide that are divided into eight geographical regions that receive federal and state funding. The three categories of transportation systems are regional transportation systems (demand response/flex route), urban fixed route, and rural transit systems supporting the tourist industry including Island Explorer, Shoreline Explorer, Mountain Explorer, Sugarloaf Explorer and summer trolley service to Old Orchard Beach and Camp Ellis.

Regional transportation systems receive funding that serve rural areas by providing transportation to the general public including services to low-income individuals, older adults, and individuals with disabilities. Urban systems support fixed routes in four urbanized areas. Ferry services are supported in both urban and rural areas. Over half of these transportation systems provide discounted fares to older adults, individuals with disabilities, individuals with low incomes, veterans/military, college and/or high school students. Many also offer multi-ride, monthly, or commuter passes.

Summary of funding sources:

Table 1 Maine DHHS Transportation Programs & Spending

Office	Vendor(s)	Program	Annual Cost
Office of Child and Family Services (OCFS)	Aroostook Regional Transportation System, Downeast Community Partners, Kennebec Valley CAP, Penquis CAP, Regional Transportation Program, RideSource, Waldo CAP, Western Maine Transportation, and York County Community Action Corp.	Transportation for individuals with low incomes and child welfare-eligible individuals	\$4,184,124
Office of MaineCare Services (OMS)	Modivcare Solutions, LLC; Penquis CAP; Waldo CAP	Non-Emergency Transportation Services	\$73,000,000
Office of Behavioral Health (OBH)	Penquis CAP, Downeast Community Partners, AMHC	Transportation for Section 17-eligible individuals who are not MaineCare-eligible	\$114,000
Office of Family Independence (OFI)	N/A	Transportation provided as a support service for clients enrolled in unemployment education programs funded mainly through TANF/ASPIRE	\$2,675,145
Total DHHS Annual Cost	-	-	\$79,973,269

Table 2 Maine DOE Transportation Programs & Spending

Office	Vendor(s)	Program	Annual Cost
CDS Programs	Alayna L Broad; Aroostook Cab Company; Aroostook County Action Program; Aroostook Mental Health Services; Bill Gordon Transportation; Children's Odyssey; Community Concepts; Downeast Community Partners; Mark R Hammond Associates; Maurice L Clark; MSAD #30; Northeast Mobile Health Services; Penquis CAP; Regional Transportation Program; Riverside School LLC; Safecare; Sterling Elite; Waldo CAP; Washington Hancock Community Agency; Western Maine Transportation Services; York County Community Action Corp.	Commercial Transportation	\$2,943,014
Total DOE Annual Cost	-	-	\$2,943,014

Table 3 **MaineDOT Programs & Spending**

Office	Vendor(s)	Program	Annual Cost
Passenger Planning & Administration/Public and Community Services Division/Bureau of Planning	Subrecipients: Aroostook Regional Transportation System; BSOOB Transit; Casco Bay Island Transit District; Cyr Bus Lines; Downeast Community Partners; Downeast Transportation; Kennebec Valley Community Action Program; Penquis-Lynx; Regional Transportation Program; Waldo CAP dba Mid-Coast Public Transportation; West's Transportation; Western Maine Transportation Services; York County Community Action Corp; Isle au Haut Boat Services; Cranberry Isles Ferry	General Public Transportation, utilizing Federal Transit Administration (FTA) funding from Sections 5307, 5310, 5311, 5339, and state funds for operations and capital.	\$15,900,000
Passenger Planning & Administration/Public and Community Services Division/Bureau of Planning	Pass-through entities: City of Bangor, BSOOB Transit; Casco Bay Island Transit District; Greater Portland Transit District, Androscoggin Valley Council of Governments; South Portland Bus Service	General Public Transportation, utilizing Federal Transit Administration (FTA) funding from Sections 5307, 5337, 5339, and state funds for operations and capital.	\$32,600,000
Passenger Planning & Administration/Public and Community Services Division/Bureau of Planning	Northern New England Passenger Rail Authority	Congestion Mitigation and Air Quality Funds (CMAQ)—FHWA funds passed through to FTA for rail service/multimodal rail state funds	\$4,100,000
Total DOT Annual Cost (including pass-thru)	—	—	\$52,600,000