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January 29, 2014

TO: Alachua County Transportation Disadvantaged Board
FROM: Lynn Godfrey, AICP, Senior Planner
SUBJECT: Public Hearing and Meeting Announcement

The Alachua County Transportation Disadvantaged Coordinating Board will hold its annual public hearing and business meeting Wednesday, February 5, 2014 at 10:00 a.m. in the Jack Durrance Auditorium located in the Alachua County Administration Building 12 S.E. 1st Street, City of Gainesville.

This is an important meeting of the Board. At this meeting, the Board will approve the Alachua County Transportation Disadvantaged Service Plan. All Board members are encouraged to attend this meeting.

Attached is the meeting agenda and supporting materials. If you have any questions, please do not hesitate to contact me at extension 110.

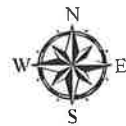
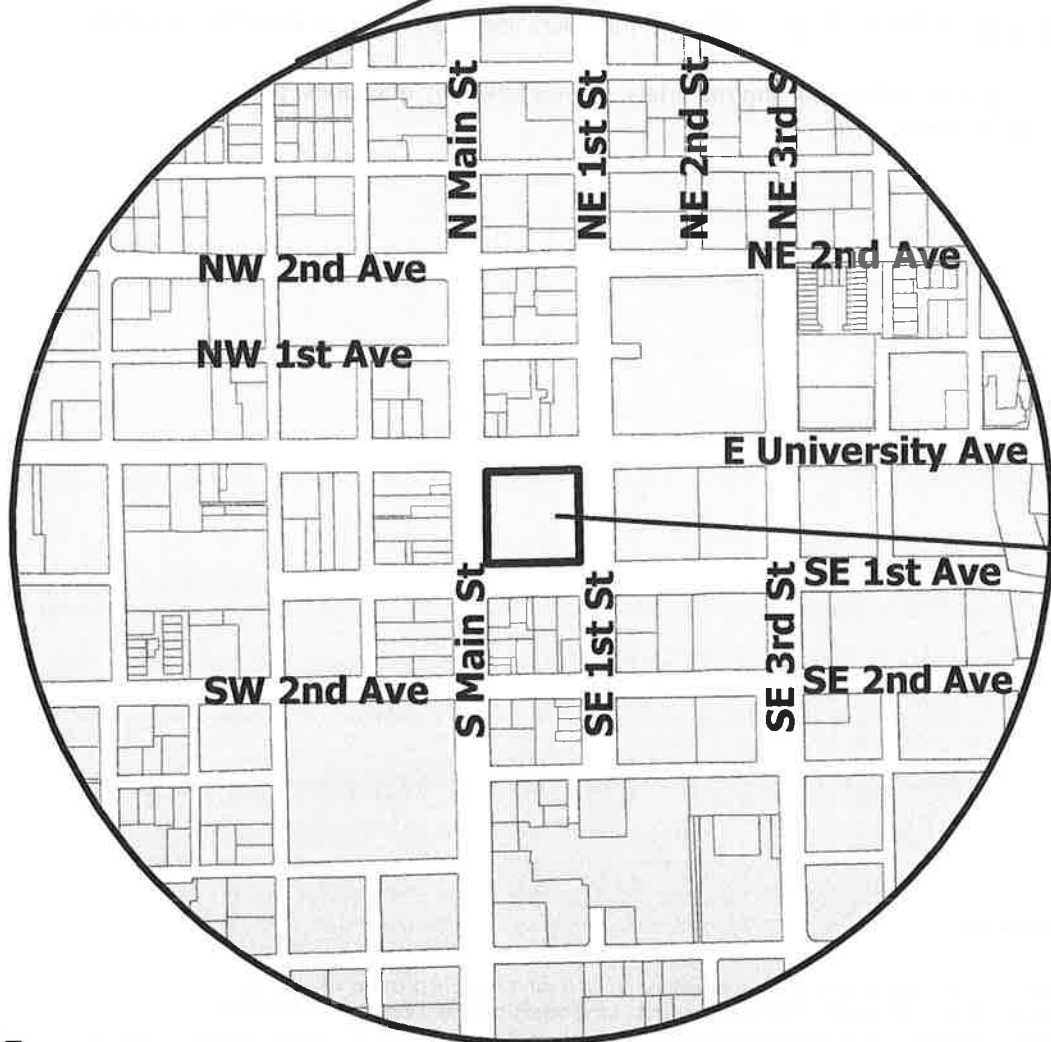
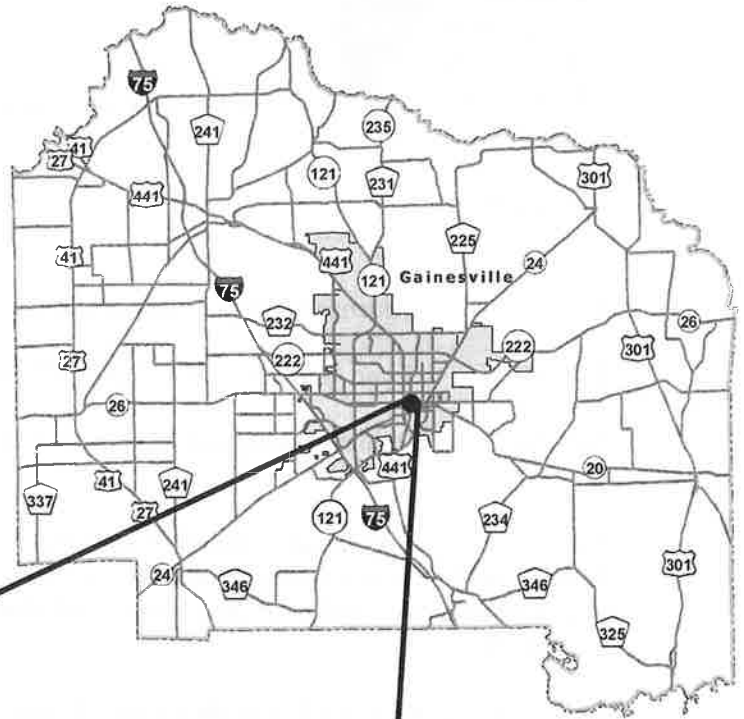
Attachments

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Alachua County Administration Building

12 Southeast 1st Street
Gainesville, FL 32601

Directions: From the intersection (exit 387) of Interstate 75 and State Road 26 (also known as University Avenue) turn East onto State Road 26 (also known as University Avenue), travel approximately 5.5 miles, turn right (South) onto SE 1st St and the Alachua County Administration Building will be on the right, on the Western side of SE 1st St.



1 inch = 500 feet

Alachua County
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**ALACHUA COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD**

**PUBLIC HEARING AND BUSINESS MEETING
ANNOUNCEMENT AND AGENDA**

Jack Durrance Auditorium
Alachua County Admin. Bldg.,
12 S.E. 1st Street
Gainesville, Florida

Wednesday
February 5, 2014
10:00 a.m.

I. PUBLIC HEARING – CALL TO ORDER

- A. Introductions**
- B. Receive Public Testimony**
- C. Close Public Hearing**

II. BUSINESS MEETING CALL TO ORDER

- A. Approval of the Meeting Agenda** **ACTION REQUIRED**
- B. Approval of the December 4, 2013 Minutes** **ACTION REQUIRED**

III. UNFINISHED NEW BUSINESS

- A. Rural Area Capital Assistance Program Grant Awards** **NO ACTION REQUIRED**

Enclosed is information concerning the Rural Area Capital Assistance Program Grant awards

IV. NEW BUSINESS

- A. List of Priority Projects** **ACTION REQUIRED**

The Board needs to recommend Transportation Disadvantaged Program projects for the Metropolitan Transportation Planning Organization's List of Priority Projects

- B. Alachua County Transportation Disadvantaged Service Plan** **ACTION REQUIRED**

The Board needs to review and approve the Alachua County Transportation Disadvantaged Service Plan

- C. Florida's Managed Medical Assistance Program** **NO ACTION REQUIRED**

Enclosed is information concerning Florida's Managed Medical Assistance Program

- D. Improving Transportation Access to Safety Net Health Clinics in Alachua County, Florida** **NO ACTION REQUIRED**

Enclosed is a paper written by Mr. Luke Tia regarding access to Safety Net Clinics in Alachua County, Florida

- E. Operations Reports** **NO ACTION REQUIRED**

V. OTHER BUSINESS

A. Comments

1. **Members**
2. **Citizens**

VI. FUTURE MEETING DATES

- A. June 11, 2014 at 10:00 a.m.**
- B. September 10, 2014 at 10:00 a.m.**
- C. November 5, 2014 at 10:00 a.m.**

** Please note that this is a tentative meeting schedule, all dates and times are subject to change.

If you have any questions concerning the enclosed materials, please do not hesitate to contact me at 1-800-226-0690, extension 110.

YEAR 2040 LONG RANGE TRANSPORTATION PLAN- GAINESVILLE URBANIZED AREA

COMMUNITY PUBLIC WORKSHOP

Tuesday, February 18, 2014
6:00 p.m. to 8:00 p.m.
Special Presentation at 6:30 p.m.
Gainesville Regional Utilities
301 SE 4th Avenue,
Gainesville, Florida

We want your opinion and your involvement. Please come to share your ideas.

The Gainesville City Commission and the Alachua County Commission sitting together as the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area are conducting an update of the Long Range Transportation Plan for the Gainesville Urbanized Area. This workshop is the first meeting in a series that will continue through the duration of the two-year study. With your input, this meeting will:

- define our regional roadway, bicycle/pedestrian and transit system issues
- define important transportation connections, barriers and opportunities
- explain how mobility, livability and sustainability should guide development of the transportation network
- identify measures of effectiveness for the Gainesville Metropolitan Area's transportation system

Please visit our Year 2040 plan update website at www.livablecommunity2040.com and Facebook Page at www.facebook.com/GainesvilleMTPO

More detailed information concerning this public workshop can be obtained in several ways: by visiting the website at www.ncfrpc.org (click transportation/mtpo); by writing to the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area, 2009 NW 67 Place, Gainesville, Florida 32653; by appearing in person at the above address 8:00 a.m. to 5:00 p.m., Monday through Friday; or by calling 352. 955.2200. Public participation is solicited without regard to race, color, national origin, sex, age, disability, familial status, religious status, marital status, sexual orientation or gender identity. Any person requiring special assistance or accommodations, under the Americans with Disabilities Act or persons who require translation services (free of charge), to participate in this workshop should contact Mr. Marlie Sanderson at 352. 955.2200, extension 103, at least seven (7) days before the workshop.



**ALACHUA COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD**

MEMBER/REPRESENTING	ALTERNATE/REPRESENTING
Commissioner Todd Chase Local Elected Official/Chair	
Janell Damato Florida Department of Transportation	Sandra Collins Florida Department of Transportation
Peggy Henderson Florida Department of Children and Families	Louella Teague Florida Department of Children and Families
Lydia Bush Florida Department of Education	Jeffrey Aboumrad Florida Department of Education
Jeff Lee - Vice- Chair Florida Department of Elder Affairs	Vacant Florida Department of Elder Affairs
Alana McKay Florida Agency for Health Care Administration	Andrew Singer Florida Agency for Health Care Administration
Linda Tatum Regional Workforce Board	Vacant Regional Workforce Board
Monique Harrison Florida Association for Community Action (Term ending June 30, 2014)	Charles J. Harris Florida Association for Community Action (Term ending June 30, 2014)
Dr. Harrell Harrison Public Education	David Dees Public Education
Kyle Morrison Veterans (Term ending June 30, 2014)	Vacant Veterans (Term ending June 30, 2014)
Vacant Citizen Advocate (Term ending June 30, 2015)	Vacant Citizen Advocate (Term ending June 30, 2015)
Earther Wright Citizen Advocate - User (Term ending June 30, 2015)	Vacant Citizen Advocate - User (Term ending June 30, 2015)
Christine Eason Louton Persons with Disabilities (Term ending June 30, 2015)	Tassie Fuller Persons with Disabilities (Term ending June 30, 2015)
Dr. Maurice Levy Elderly (Term ending June 30, 2014)	Vacant Elderly (Term ending June 30, 2014)
Vacant Medical Community (Term ending June 30, 2016)	Vacant Medical Community (Term ending June 30, 2016)
Elliene Chisholm Children at Risk (Term ending June 30, 2016)	Vacant Children at Risk (Term ending June 30, 2016)
Jesus Gomez Mass Transit	Mildred Crawford Mass Transit
Vacant Private Transportation Industry (Term ending June 30, 2016)	Vacant Private Transportation Industry (Term ending June 30, 2016)

Note: Unless specified, members and alternates serve at the pleasure of the Metropolitan Transportation Planning Organization.

**ALACHUA COUNTY
TRANSPORTATION DISADVANTAGED COORDINATING BOARD**

MINUTES

Jack Durrance Auditorium
Alachua County Administration Bldg.
Gainesville, Florida

Wednesday
December 4, 2013
10:00 a.m.

VOTING MEMBERS PRESENT

Commissioner Todd Chase, Chair
Elliene Chisholm, Children at Risk Representative
Mildred Crawford representing Jesus Gomez, Mass Transit Representative
Sandra Collins representing Janell Damato, Florida Department of Transportation Representative
Christine Eason Louton, Persons with Disabilities Representative
Peggy Henderson, Florida Department of Children and Families Representative
Jeff Lee, Florida Department of Elder Affairs Representative
Earther Wright, Citizen Advocate

VOTING MEMBERS ABSENT

Lydia Bush Florida Department of Education Representative
Dr. Harrell Harrison, Public Education
Monique Harrison Community Action Agency Representative
Dr. Maurice Levy, Elderly Representative
Alana McKay, Agency for Health Care Administration- Medicaid
Kyle Morrison, Veterans Representative
Linda Tatum, Regional Workforce Development Board

OTHERS PRESENT

Kevin Clark, Veterans Administration
Marie Giancatarino
Kelly Gonzalez, MV Transportation, Inc.
Jesse Pete
Marsha Rivera, MV Transportation, Inc.

STAFF PRESENT

Lynn Godfrey, Metropolitan Transportation Planning Organization

I. BUSINESS MEETING CALL TO ORDER

Chair Chase called the meeting to order at 10:03 a.m.

A. Introductions

Chairman Chase asked Board members to introduce themselves.

B. Approval of the Meeting Agenda

ACTION: Christine Eason Louton moved to approve the meeting agenda. Mildred Crawford seconded; motion passed unanimously.

C. Approval of the August 21, 2013 Minutes

ACTION: Jeff Lee moved to approve the August 21, 2013 meeting minutes. Mildred Crawford seconded; motion passed unanimously.

II. NEW BUSINESS

A. Community Transportation Coordinator Annual Performance Evaluation

Ms. Lynn Godfrey, Metropolitan Transportation Planning Organization Senior Planner, stated that the Board is required to evaluate MV Transportation's performance as the Community Transportation Coordinator for Alachua County annually. She said a draft evaluation is included in the meeting packet for the Board's review.

The Board reviewed MV Transportation's annual performance evaluation.

ACTION: Jeff Lee moved to approve MV Transportation's annual performance evaluation. Peggy Henderson seconded; motion passed unanimously.

B. Rural Area Capital Assistance Program Grant Application

Ms. Godfrey stated that MV Transportation has applied for Rural Area Capital Assistance Program Grant funds to purchase two vehicles. She said the Board must approve MV Transportation's grant application in order to receive these grant funds.

The Board reviewed the grant application.

ACTION: Jeff Lee moved to approve MV Transportation's Rural Area Capital Assistance Program Grant application. Mildred Crawford seconded; motion passed unanimously.

C. 2012/13 Annual Operations Report

Ms. Godfrey stated that MV Transportation is required to submit an Annual Operations Report to the Florida Commission for the Transportation Disadvantaged by September 15 of each year. She said MV Transportation's 2012/13 Annual Operations Report is included in the meeting packet for the Board's review.

The Board reviewed the Annual Operations Report.

Chair Chase asked why the number of trips decreased from 2011/12 to 2012/13.

Ms. Marsha Rivera, MV Transportation Accounting Manager, explained that the Transportation Disadvantaged Bus Pass Program had to be discontinued due to funding limitations. She said the elimination of the Buss Pass Program reduced the total number of trips.

The Board discussed their concerns with MV Transportation reporting no trip denials when there are unmet transportation needs. The Board asked MV Transportation to work with the Center for Independent Living, ElderCare and other agencies to document unmet transportation needs.

D. Statewide Medicaid Managed Care Program

Ms. Godfrey discussed the Managed Medical Assistance Program. She explained that Alachua County is included in Medicaid Region 3. She said Region 3 will go through the Managed Medical Assistance Program implementation first. She said the Health Maintenance Organization will contract with Transportation Management Organizations to broker Medicaid transportation services. She said the anticipated implementation date for Region 3 is May 1, 2014.

E. Operations Reports

Mr. Kelly Gonzalez, MV Transportation General Manager, discussed the operations reports and answered questions.

III. OTHER BUSINESS

A. Members

Chair Chase thanked staff for conducting a training session for the Board members.

Ms. Earther Wright stated that she has had problems using MV Transportation services during the past month. She explained that she has been picked up and dropped off late for appointments. She said there may be a problem with dispatchers rerouting and rescheduling trips.

Mr. Gonzalez apologized for the problems Ms. Wright has had with her service. He said he will discuss her service issues with her after the meeting.

B. Citizens

Ms. Jesse Pete commended MV Transportation staff, Regional Transit System staff and the Board for providing excellent service. She also asked that the Regional Transit System consider allowing monthly bus passes to be used 30 days from the date of purchase and not from the 1st day of the month to the last day of the month. She explained that Social Security checks arrive on the 3rd of the month which does not allow individuals to buy their bus passes on the 1st of the month.

Ms. Marie Giancatarino commended MV Transportation for their excellent service.

IV. FUTURE MEETING DATES

Chair Chase stated that the next meeting of the Alachua County Transportation Disadvantaged Coordinating Board will be held February 5, 2014 at 10:00 a.m.

ADJOURNMENT

The meeting adjourned at 11:40 a.m.

Chair

Date



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January 29, 2014

TO: Alachua County Transportation Disadvantaged Coordinating Board
FROM: Lynn Godfrey, AICP, Senior Planner
SUBJECT: Rural Area Capital Assistance Program Grant Awards

RECOMMENDATION

For information only. No action required.

BACKGROUND

The Rural Area Capital Assistance Grant Program is administered by the Florida Commission for the Transportation Disadvantaged. Grant funds awarded by this program can be used to address capital transportation needs in rural areas of the State. Eligible applicants are designated Community Transportation Coordinators.

Attached are the grant awards approved by the Florida Commission for the Transportation Disadvantaged. If you have any questions concerning this matter, please do not hesitate to contact me.

Attachment

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State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: October 16, 2013

AGENDA ITEM:

VIII. 2013 Shirley Conroy Rural Area Capital Assistance Program Grant Award Recommendations

BACKGROUND INFORMATION:

The Department of Transportation authorizes a transfer of \$1.4 million to the Transportation Disadvantaged Trust Fund in its 5-year work program. The purpose of the allocation is to assist rural areas with the purchase of capital equipment.

Grant Application packages were emailed to eligible applicants on August 23, 2013, with a deadline of September 20, 2013. The Shirley Conroy Rural Area Capital Assistance Program Grant Subcommittee met on October 10, 2013. In attendance were Commissioner Mike Willingham (via conference call); Agency Advisors Diane Harris and Erin Schepers; and Steve Holmes, Karen Somerset, and Sheri Powers from Commission staff. Twenty-six applications were submitted totaling over \$2,000,000.00. The committee reviewed all capital equipment requests and the award recommendations are attached.

ATTACHMENTS:

2013 Shirley Conroy Rural Area Capital Equipment Support Grant Recommendations

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Recommend that the Commission approve the Shirley Conroy Rural Area Capital Assistance Program Grant Subcommittee Report.



Steve Holmes
Executive Director

Date: October 16, 2013

ACTION TAKEN AT MEETING:

2013-14 Shirley Conroy Rural Area Capital Equipment Support Grant Summary							
County	Applicant Name	Total Dollar Amount Requested	Total TD Dollar Amount (90%)	Capital Equipment Requested (Prioritized as listed)	Profit or Non-Profit	Staff Suggestion	TD Dollar Amount (90% or REDI)
Alachua	MV Transportation	\$128,640.00	\$115,776.00	Two 23' 12/2 Ford Cutaway Vehicles (REPLACEMENT)	For Profit	One Cutaway (\$64,320)	\$57,888.00
Baker	Baker Co COA	\$7,780.00	\$7,780.00	1) 15 Wheel Chair Racks \$2,550 to mount outside of each vehicle 2) 2 Bike Racks for our two Shuttle Buses that transport workers from Baker to Duval Co. \$950 3) 2 Replacement Computers with Dual Monitors (4) and four wireless headsets \$4,280 (for dispatch and schedulers) Requesting waiver of match due to REDI	Non Profit	1) Wheel Chair Racks 2) 2 Bike Racks 3) two computers with dual monitors and four wireless headsets	\$7,780.00
Bradford	Suwannee River Economic Council	\$66,000.00	\$59,400.00	One Small Cutaway Vehicle (REPLACEMENT)	Non Profit		\$0.00
Calhoun	Calhoun Co Sr Citizens Assoc	\$48,200.00	\$43,380.00	1) 5 Computers with widescreen monitors, application software and 3 printers \$11,500 2) Shop equipment incl parts washer, rim clamp tire changer, computer analyzer software update and related equip \$6,700 3) 12 Double Camera System with video recording features, GPS mapping, antenna, software and installation \$24,000 4) 10 Tablets for drivers to use for their scheduling, mileage recording, GPS, used to eliminate paperwork \$6,000	Non Profit	1) Five computers, monitors, standard software and 3 printers \$11,500 3) 12 Dble Camera System \$24,000 4) 10 tablets for drivers \$6,000	\$37,350.00
Clay	Clay Co COA	\$201,100.00	\$180,990.00	1) Two Standard Cutaway Chev 4500 Gas with two-way radio and signage \$169,600 (REPLACEMENT) 2) One Ford Flex for longer-distance trips \$31,500	Non Profit	One Cutaway \$84,800	\$76,320.00
Collier	Collier Co BOCC	\$192,250.00	\$173,025.00	Two Chevy 3500 Cutaway Vehicles with wheelchair lift, two-way radio and camera security system (REPLACEMENT)	Govt	One Cutaway w/ requested options \$96,125	\$86,512.00
Columbia/ Hamilton/ Suwannee	Suwannee Valley Transit Authority	\$251,013.00	\$251,013.00	1) Acquisition and setup of Trapeze Software and Mobile Data Terminals for 30 vehicles \$166,727 2) Six 50" monitors for dispatch, 4 new computer towers with dual monitors needed as a result of Trapeze Software Acquisition \$9,421 3) Generac 800 amp/100 kw generator and set up \$52,500 Requesting waiver of match due to REDI	Govt	Trapeze Software, MDTs, 3 monitors, computer towers \$176,148	\$196,628.00
Dixie/Gilchrist	Suwannee River Economic Council	\$66,000.00	\$59,400.00	One small cutaway vehicle gasoline (REPLACEMENT)	Non Profit	One Cutaway	\$59,400.00
Flagler	Flagler Co BOCC	\$76,000.00	\$76,000.00	24' Cutaway Vehicle Gas 14/2 (TRIPS-11-CA-FCCSC) (REPLACEMENT VEHICLE) Requesting waiver of match due to REDI	Govt	One Cutaway	\$76,000.00

Gadsden/ Madison/ Jefferson/ Taylor	Big Bend Transit	\$260,700.00	\$234,630.00	Four 23' Cutaway Vehicles - Gasoline (\$65,175 each) (REPLACEMENT)	Non Profit	Two Cutaways (\$130,350)	\$117,315.00
Franklin	Croom's Inc	\$54,000.00	\$54,000.00	1) One Computer Server, Tripmaster System software with vehicle Ipads (15), two workstations, laptop and projector and accounting software upgrade \$45,000 2) Cellular telephone dock and lock kits for vehicles \$4,000 3) Copier \$5,000 Requesting Waiver of Match due to REDI	Non Profit	CTS Software, 2 workstations with software and server/tower	\$44,410.00
Glades/Hendry	Good Wheels	\$244,839.00	\$220,355.00	Three 23' Cutaway Vehicles - diesel (Revised project amounts. Application did not have correct totals)	For Profit	One Cutaway Vehicle (\$81,613)	\$146,904.00
Gulf	Gulf ARC	\$36,000.00	\$36,000.00	1) CTS Trip Master Enterprise Edition Software, Hardware, Installation and Training \$35,000 2) Genisys Deluxe Diagnostic Scan Tool will allow diagnostics of vehicles 2010 and above - Software Update \$1,000 Requesting waiver of match due to REDI	Non Profit	CTS Software Upgrade, Hardware, Installation & Training	\$35,000.00
Hardee/ Highlands/ Okeechobee	Veolia Trans	\$156,000.00	\$140,400.00	Three small conversion wheelchair accessible vans or MV-1's (\$52,000 Each) (REPLACEMENT)	For Profit	Two MV1 (\$104,000)	\$93,600.00
Jackson	Jtrans	\$26,491.40	\$26,491.40	One Ford Edge SEL FWD, Gasoline 4 ambulatory seats Requesting waiver of match due to REDI	Non Profit	One Ford Edge	\$26,491.00
Lake	Lake Co BOCC	\$136,962.00	\$123,265.80	Two 23' Cutaway Vehicles with wheelchair lifts (REPLACEMENT)	Govt	One Cutaway (\$68,481)	\$61,633.00
Leon	City of Tall/ StarMetro	\$206,449.00	\$185,804.00	1) One 31' Cutaway Vehicle w/ wheelchair lift, camera security system, reverse assistance and two-way radio (Appears to be addition to fleet) \$139,449 2) StarMetro Compatible Farebox \$15,000 3) Mobile Data Terminal and required wiring \$5,200 Appears to be addition to fleet	Govt		\$0.00
Levy	Levy Co BOCC	\$70,665.00	\$63,598.50	One Cutaway 12/2 Vehicle with wheelchair lift and security camera, (REPLACEMENT)	Govt	One Cutaway with lift and security cam	\$63,596.00
Liberty	Liberty Co BOCC	\$30,000.00	\$27,000.00	One SUV Chev Traverse with signage and equipment (addition to fleet)	Govt		\$27,000.00
Marion	Marion Sr Svcs	\$27,883.00	\$25,095.00	1) Eight Replacement computers and updated software to be able to operate newer version of Windows \$7,515 2) Noise reducing equipment in dispatch and reservation areas (cubicles) \$20,368 - not eligible under this grant	Non Profit	Computers and software \$7,515	\$6,764.00
Martin	MTM, Inc .	\$71,700.00	\$64,530.00	1) Ford E350 Cutaway Vehicle 12,500 GVWR-Gasoline (REPLACEMENT) - \$64,400 2) Two Smart Drive On-Board Camera Systems and monthly subscription fees (for 36 mos) - \$7,300	For Profit	One Cutaway Vehicle & camera without mo subscription fees(\$68,100)	\$61,290.00

Nassau	Nassau Co COA	\$75,000.00	\$67,500.00	One Cutaway (gasoline) Vehicle 23' 14 passengers, wheelchair lift with ability to transport 3 wheelchairs - REPLACEMENT VEHICLE	Non Profit		\$67,500.00
Orange/ Osceola/ Seminole	LYNX	\$59,783.80	\$53,805.51	17 Mentor Ranger MDTs for 17 paratransit vehicles recently purchased (quoted \$3197 but anticipating price to increase to \$3517 each)	Govt	As many of the 17 MDTs that can be purchased	\$30,189.00
Putnam	Ride Solution	\$119,519.00	\$107,567.10	1) Driving Simulator \$25,000 2) Set of Rotary Mach 4 Lifts (18000 lbs) \$38,600 3) RS18 Jack Stands \$1,023 4) NW-980 MR Tire Changer/NW-953 Balancer \$5,050 5) CEMB DWA 1000 XLT Truck Wheel Alignment System \$15,195 6) OTC 10 Ton Lift Jack \$3,852 7) TCB-HT1224 Booster Pack \$1,499 8) Set of Rotary Mach 4 Lifts (13000 lbs) \$29,300	Non Profit		\$0.00
Sumter	Sumter Co BOCC	\$2,700.12	\$2,430.11	26 - 65 lb Child Safety Seats and 26- 30-100 lb booster seats including shipping and handling	Govt	Child safety and booster seats	\$2,430.00
Wakulla	Wakulla Sr Svcs/ Wakulla Co Trans	\$20,000.00	\$18,000.00	1) Software to bring system up to date with CTS's Trip Master scheduling, dispatching, billing and reporting software \$19,400 2) One Laptop \$600	Non Profit	CTS Software upgrade and 1 laptop	\$18,000.00
Total		\$2,635,675.32	\$2,417,236.42				\$1,400,000.00
					Remaining funds:		\$0.00



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January 29, 2014

TO: Alachua County Transportation Disadvantaged Board
 FROM: Lynn Godfrey, AICP, Senior Planner
 SUBJECT: List of Priority Projects

RECOMMENDATION

Recommend that the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approve the attached list of Priority Projects for the Alachua County Transportation Disadvantaged Program.

BACKGROUND

Each year, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area approves a List of Priority Projects for funding. Attached are the Transportation Disadvantaged Program projects for Alachua County. If you have any questions, or need any additional information, please do not hesitate to contact me.

Attachments

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Table 14
Transportation Disadvantaged Priorities - Transportation Disadvantaged Trust Fund
Fiscal Years 2015-16 to 2019-20
(Alachua County Areas Outside of the Gainesville Metropolitan Area)

Number	Project	Location	Description
1	Provision of paratransit trips for vital medical purposes (dialysis, cancer care).	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
2	Provision of paratransit trips for medical purposes (doctor appointments, pharmacy, physical therapy).	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
3	Provision of paratransit trips for employment purposes.	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
4	Provision of paratransit trips for shopping purposes.	Areas outside of the Gainesville Metropolitan Area	Provide paratransit trips to eligible individuals with state TD Trust Funds.
5	CTC Paratransit Van Fleet Expansion- TD Trust Funds	Countywide	Purchase two lift-equipped paratransit vans each year with any TD Trust Funds remaining after all TD Trust Fund paratransit trip priorities have been fulfilled.

- Notes: 1. The grant funds allocated from the Transportation Disadvantaged Trust Fund are for the specific purpose of purchasing passenger trips for non-sponsored transportation disadvantaged individuals, or for equipment to be utilized by a Community Transportation Coordinator. Twenty-five percent of the Transportation Disadvantaged Trust Fund allocation may be spent to purchase capital equipment.
2. The Alachua County Transportation Disadvantaged Coordinating Board, in cooperation with the Community Transportation Coordinator, prioritize the use of the state Transportation Disadvantaged Trust Funds. The current and past Transportation Disadvantaged Trust Fund allocations are sufficient to provide trips under priorities 1 and 2 on a first come, first served basis.

CTC = Community Transportation Coordinator

TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

Table 15
Transportation Disadvantaged Priorities - Federal Transit Administration
Section 5310 - Capital Funding/Equipment Program
Fiscal Years 2015-16 to 2019-20
(Alachua Countywide)

Number	Project	Location	Description
1	RTS Paratransit Van Fleet Expansion- Section 5310 funds	Countywide	Purchase a 21-foot small cutaway vehicle and mobile data terminal to provide transportation for the elderly and disabled in Alachua County and the City of Gainesville
2*	Enhance Transportation Disadvantaged Level of Service- Section 5310 funds	Countywide	Purchase transportation services for senior citizens, disabled and disadvantaged individuals

Note: Capital expenditures shall be in accordance with United States Code Section 5310 funding eligibility criteria.

RTS = Regional Transit System

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

Table 16
Transportation Disadvantaged Priorities - Federal Transit Administration
Section 5311 - Nonurbanized Area Formula Program
Fiscal Years 2015-16 to 2019-20
(Alachua County Areas Outside of the Gainesville Urbanized Area)

Number	Project	Location	Description
1 Partially Funded	<i>Provision of paratransit trips that cannot be provided with TD Trust Funds.</i>	<i>Areas outside of the Gainesville Urbanized Area</i>	<i>Maintain the fixed route between the Oaks mall and Santa Fe College in the unincorporated portions of the Gainesville Urbanized Area. Provide demand response service in the nonurbanized areas of Alachua County</i>

Note: Capital and operating expenditures shall be in accordance with United States Code Section 5311 funding eligibility criteria.

RTS = Regional Transit System

TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

Table 17
Transportation Disadvantaged Priorities - Federal Transit Administration
Section 5339 - Bus and Bus Facilities Program
Fiscal Years 2015-16 to 2019-20
(Gainesville Metropolitan Area)

Number	Project	Location	Description
1	RTS Paratransit Van Fleet Expansion- Section 5339 funds	Areas within the Gainesville Metropolitan Area and outside the Regional Transit System fixed-route ADA service area	Purchase 4 ADA paratransit vans for seniors and disabled residents in the rural areas surrounding the City of Gainesville, Florida. These vans will provide access to urban areas for some of Alachua County's neediest residents and bring fleet age into compliance with Federal requirements.

ADA = Americans with Disabilities Act of 1990
RTS = Regional Transit System

FTA = Federal Transit Administration
TD = Transportation Disadvantaged

Initial Transportation Disadvantaged Priorities were developed by the Alachua County Transportation Disadvantaged Coordinating Board.

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**North
Central
Florida
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Planning
Council**

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January 29, 2014

TO: Alachua County Transportation Disadvantaged Coordinating Board
FROM: Lynn Godfrey, AICP, Senior Planner
SUBJECT: Alachua County Transportation Disadvantaged Service Plan

RECOMMENDATION

Approve the Alachua County Transportation Disadvantaged Service Plan.

BACKGROUND

MV Transportation in cooperation with the Metropolitan Transportation Planning Organization is required to prepare a Transportation Disadvantaged Service Plan for the Board's approval. This plan provides information needed by the Board to continually review and assess transportation disadvantaged needs for the service area. The Service Plan must be submitted to the Florida Commission for the Transportation Disadvantaged annually.

Attached is the draft Alachua County Transportation Disadvantaged Service Plan. If you have any questions concerning this Plan, please do not hesitate to contact me at extension 110.

Attachment

t:\lynn\td2014\alachua\memos\tdsp.docx

Dedicated to improving the quality of life of the Region's citizens,
by coordinating growth management, protecting regional resources,
promoting economic development and providing technical services to local governments.

Alachua County 2014 Transportation Disadvantaged Service Plan

February 5, 2014

Alachua County Transportation Disadvantaged
Coordinating Board



Alachua County Transportation Disadvantaged Service Plan

Approved by the

Alachua County
Transportation Disadvantaged Coordinating Board

2009 NW 67th Place
Gainesville, FL 32653-1603
www.ncfrpc.org/mtpo
352.955.2000

Todd Chase, Chair

with Assistance from

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
2009 NW 67th Place
Gainesville, FL 32653-1603
www.ncfrpc.org
352.955.2200

and

MV Transportation, Inc.
3713 SW 42nd Avenue
Gainesville, FL 32608
352.375.2784

February 5, 2014



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Chapter I: Development Plan

A. Introduction to The Service Area

The purpose of this section is to provide information about the organization and development of Florida's Transportation Disadvantaged Program in Aachua County. This Plan shall serve as the Coordinated Public Transit-Human Services Transportation Plan under the federal Moving Ahead for Progress in the 21st Century Act (MAP-21).

1. Background of Florida's Transportation Disadvantaged Program

Florida's Transportation Disadvantaged Program began in 1979 with the adoption of Chapter 427, Florida Statutes. The Florida Legislature adopted this legislation to provide transportation disadvantaged services in a coordinated fashion.

The transportation disadvantaged are defined in Chapter 427, Florida Statutes, as:

"those persons who because of physical or mental disability, income status, age are unable to transport themselves or purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities or children who are handicapped or high-risk or at-risk as defined in s. 411.202, Florida Statutes."

In 1989, the Florida Legislature reviewed Chapter 427, Florida Statutes according to the State's Regulatory Sunset Act (Section 11.61, Florida Statutes). During this legislative review, the Legislature decided to reenact Chapter 427, Florida Statutes with several revisions.

In 1990, Rule 41-2 of the Florida Administrative Code was adopted to implement the provisions of Chapter 427, Florida Statutes. In addition, Rule 41-2 of the Florida Administrative Code assigns the Florida Commission for the Transportation Disadvantaged with the responsibility to accomplish the coordination of transportation services provided to the transportation disadvantaged.

The following sections discuss each of the major components of the Transportation Disadvantaged Program.

a. Florida Commission for the Transportation Disadvantaged

The Florida Commission for the Transportation Disadvantaged is independent and reports to the Governor and the Legislature. Chapter 427, Florida Statutes states that:

"the purpose of the Commission is to accomplish the coordination of transportation services to the transportation disadvantaged."

The Governor appoints seven members to the Florida Commission for the Transportation Disadvantaged. Five of the members must have significant experience in the operation of a business and two of the members must have a disability and use the transportation disadvantaged system. The Chair is appointed by the Governor and Vice-Chair is elected annually from the membership of the Florida Commission for the Transportation Disadvantaged.

b. Designated Official Planning Agency

The Designated Official Planning Agency is responsible for transportation disadvantaged planning in a given area. In the urbanized areas of the state, the planning agencies are metropolitan planning organizations. In the rural areas of the state, organizations which are eligible to be planning agencies are:

- county or city governments
- regional planning councils
- metropolitan planning organizations
- local planning organizations who are currently performing planning activities in the service area

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is the Designated Official Planning Agency for Alachua County. According to Rule 41-2 of the Florida Administrative Code, responsibilities of the Designated Official Planning Agency include:

- Appointment of members to the local coordinating boards.
- Provision of staff support to the local coordinating boards.
- Recommendation to the Florida Commission for the Transportation Disadvantaged regarding the initial selection or re-designation of the Community Transportation Coordinator.

c. Local Coordinating Boards

The Designated Official Planning Agency is responsible for appointing a local coordinating board in each county. The purpose of the coordinating board is to provide advice and direction to the Community Transportation Coordinator concerning the coordination of transportation services.

According to Rule 41-2 of the Florida Administrative Code, the Designated Official Planning Agency appoints an elected official, to serve as the official chairperson for all local coordinating board meetings. The Board shall elect a Vice-Chair.

In addition to the Chair, the following agencies or other groups serve on the local coordinating boards as voting members:

- An elected official from Alachua County.
- A representative of the Florida Department of Transportation.
- A representative of the Florida Department of Children and Family Services.
- A representative of the Public Education Community.
- A representative of the Florida Department of Education.
- A person recommended by the local Veterans Service Office representing veterans of the county.

- A person who is recognized by the Florida Association for Community Action as representing the economically disadvantaged.
- A person over age sixty representing the elderly.
- A person with a disability representing the disabled.
- Two citizen advocate representatives in the county; one who must be a person who uses the transportation services of the system as their primary means of transportation.
- A local representative for children at risk.
- In areas where they exist, the Chairperson or designee of the local mass transit or public transit system's Board.
- A representative of the Florida Department of Elderly Affairs.
- An experienced representative of the local private for profit transportation industry.
- A representative of the Florida Agency for Health Care Administration.
- A representative of the Regional Workforce Development Board.
- A representative of the local medical community.

The following are some of the duties of the local coordinating board:

- Approving the Transportation Disadvantaged Service Plan.
- Annually evaluating the Community Transportation Coordinator's performance.
- Reviewing all applications for local, state and federal transportation disadvantaged funds.

d. Community Transportation Coordinator

The Community Transportation Coordinator is responsible for ensuring that coordinated transportation services are provided to serve the transportation disadvantaged. MV Transportation, Inc. is the designated Community Transportation Coordinator for Alachua County.

MV Transportation, Inc. may provide all or a portion of transportation service in a designated service area. MV Transportation, Inc. may subcontract or broker services if it is cost effective and efficient. The following are some responsibilities of MV Transportation, Inc.:

- In cooperation with the planning agency, develop and implement a Transportation Disadvantaged Service Plan.
- Execute contracts for service with transportation operators.
- Review all applications for federal, state and local funding (in conjunction with the local coordinating board).
- Prepare an annual operating report.

2. Designation Date/History

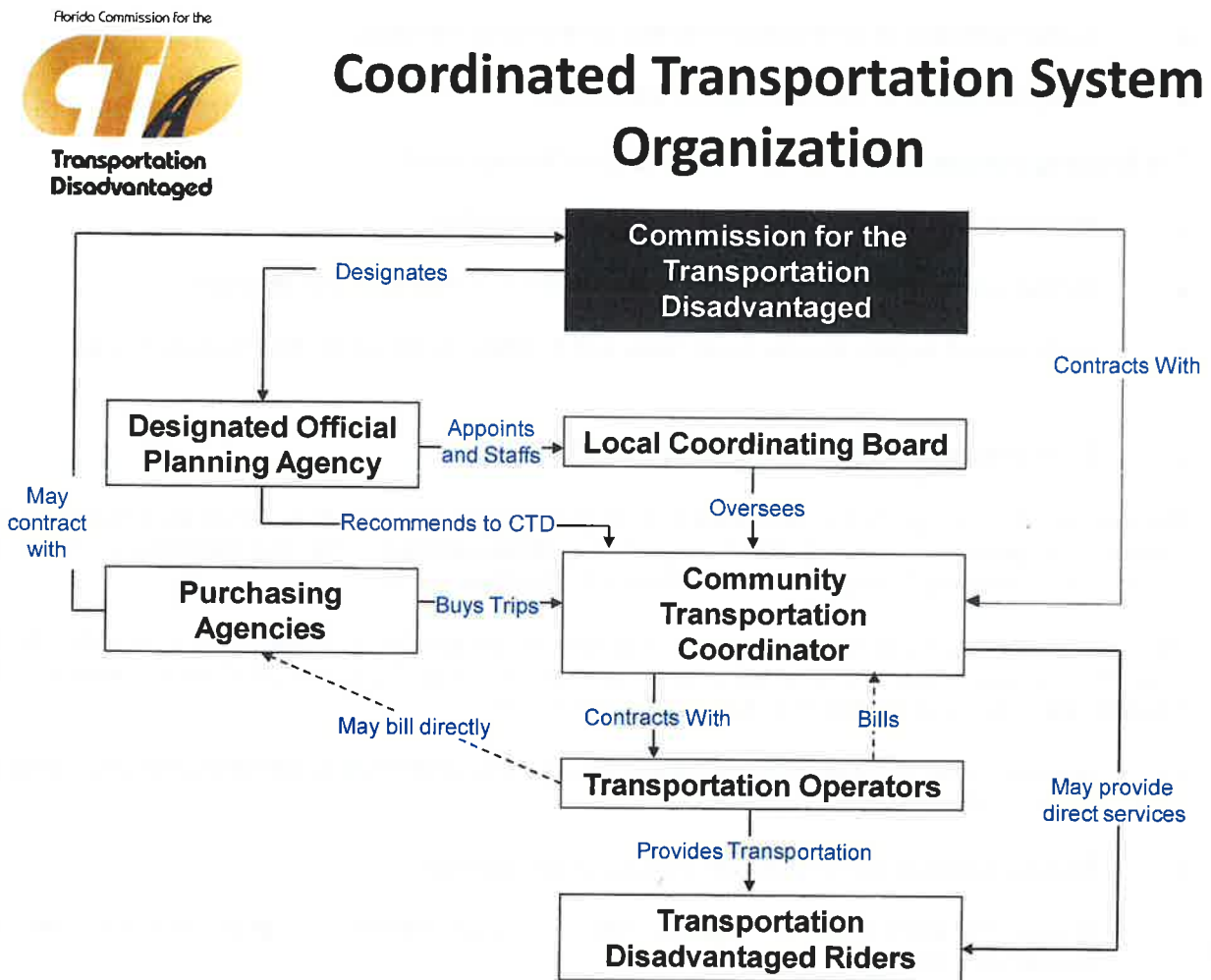
MV Transportation, Inc. was designated the Community Transportation Coordinator for Aachua County by the Florida Commission for the Transportation Disadvantaged July 1, 2013. MV Transportation was selected the Community Transportation Coordinator for Aachua County through a competitive selection process.

MV Transportation is a private for-profit entity. MV Transportation centrally coordinates rides and provides direct transportation service.

The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area was designated the official planning agency for Aachua County in April 1990. The Council was selected through a non-competitive selection process.

3. Organization Chart

The following chart identifies the partners involved in Florida's Transportation Disadvantaged Program.



4. Consistency Review of Other Plans

a. Local Government Comprehensive Plans

The local comprehensive planning process involves essentially four basic steps:

1. the collection and analysis of pertinent data concerning the physical and socio-economic characteristics of the study area;
2. the formulation of goals for future growth and development;
3. the development of objectives and policies guided by the goals which are the essence of the Comprehensive Plan;
4. the implementation of the Comprehensive Plan.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Alachua County Comprehensive Plan.

b. Regional Policy Plans

The North Central Florida Strategic Regional Policy Plan as adopted by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is a long-range guide for the physical, economic and social development of a planning region which identifies regional goals and policies. The plan serves as a basis for the review of the resources and facilities found in local government comprehensive plans originating in the region. Public transit is addressed in Section V of the plan.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Strategic Regional Policy Plan.

c. Transit Development Plans

The Regional Transit System Transit Development Plan discusses the existing transit system, coordination with related plans and policies, transit service needs and a proposed transit service plan. The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Regional Transit System Transit Development Plan.

d. Florida Commission for the Transportation Disadvantaged 5-Year/20-Year Plan

The Florida Commission for the Transportation Disadvantaged 5-Year/20-Year Plan establishes goals, objectives and a plan of action for the Florida Commission for the Transportation Disadvantaged. The plan presents forecasts of demand for transportation disadvantaged services, the cost of meeting the forecasted demand, forecasts of future funding for transportation disadvantaged services and approaches to balancing the supply and demand for these services. The plan also provides forecasts of the transportation disadvantaged population, demand for trips, number of trips supplied, unmet demand for trips and operating expenses.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Florida Commission for the Transportation Disadvantaged 5-Year/20-Year Plan.

e. Metropolitan Planning Organization Long-Range Transportation Plans

The Gainesville Urbanized Area Transportation Study (GUATS) Year 2035 Transportation Plan is part of a continuing, comprehensive and coordinated transportation planning process that establishes policy foundation for long range transportation decisions affecting the Gainesville area. The Year 2035 Transportation Plan is intended to serve as a record of efforts undertaken by the Gainesville Metropolitan Transportation Planning Organization to develop a multi-modal transportation plan for the year 2035.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible, with the Year 2035 Long Range Transportation Plan for the Gainesville Urbanized Area.

f. Transportation Improvement Program

The purpose of the Transportation Improvement Program is to identify all transportation projects (including pedestrian walkways, bicycle transportation facilities and transportation enhancement projects) within the Gainesville Metropolitan Area to be funded by the City of Gainesville, Alachua County, the University of Florida, Title 23 United States Code and the Federal Transit Act. In addition, the Transportation Improvement Program identifies all regionally significant transportation projects for which Federal Highway Administration or Federal Transit Administration approval is required whether or not the projects are to be funded with Title 23 United States Code or Federal Transit Act funds.

The Transportation Disadvantaged Service Plan is consistent, to the maximum extent feasible with the Transportation Improvement Program.

5. Public Participation

The Alachua County Transportation Disadvantaged Board includes representatives of public, private and non-profit transportation and human services providers as well as the public to participate in the development and update of the Alachua County Transportation Disadvantaged Service Plan. The Transportation Disadvantaged Service Plan is developed through input of the Alachua County Transportation Disadvantaged Board whose membership includes citizens and human service providers.

6. Alachua County Coordinating Board Membership Certification

ALACHUA COUNTY TRANSPORTATION DISADVANTAGED COORDINATING BOARD MEMBERSHIP CERTIFICATION

Name: Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area
 Address: 2009 N.W. 67th Place
Gainesville, Florida 32653-1603

The Designated Official Planning Agency named above hereby certifies to the following:

1. The membership of the Local Coordinating Board, established pursuant to Rule 41-2.012(3), Florida Administrative Code, does in fact represent the appropriate parties as identified in the following list; and
2. The membership represents, to the maximum extent feasible, a cross section of the local community.

Signature: _____

Randy Wells Chair

Date: _____

1/27/2014

REPRESENTATION	MEMBER	ALTERNATE	TERM ENDING
Chairperson	Todd Chase		No Term
Elderly	Maurice Levy	Vacant	6/30/2014
Disabled	Christine Louton	Tassie Fuller	6/30/2015
Citizen Advocate	Vacant	Vacant	6/30/2015
Citizen Advocate/User	Earther Wright	Vacant	6/30/2015
Children at Risk	Elliene Chisholm	Vacant	6/30/2016
Community Action	Monique Harrison	Charles J. Harris	6/30/2014
Public Education	Harrell Harrison	Vacant	No Term
Department of Transportation	Janell Damato	Sandra Collins	No Term
Department of Children and Families	Peggy Henderson	Louella Teague	No Term
Department of Elder Affairs	Jeff Lee	Vacant	No Term
Department of Education	Lydia Bush	Jeffrey Aboumrad	No Term
Department of Health Care Administration	Alana McKay	Andrew Singer	No Term
Regional Workforce Development Board	Linda Tatum	Vacant	No Term
Veteran Services	Kyle Morrison	Vacant	6/30/2014
Local Mass Transit	Jesus Gomez	Mildred Crawford	No Term
Transportation Industry	Vacant	Vacant	6/30/2016
Local Medical Community	Vacant	Vacant	6/30/2016

7. Alachua County Transportation Coordinating Board Membership

MEMBER/REPRESENTING	ALTERNATE/REPRESENTING
Commissioner Todd Chase Local Elected Official/Chair	
Janell Damato Florida Department of Transportation	Sandra Collins Florida Department of Transportation
Peggy Henderson Florida Department of Children and Families	Louella Teague Florida Department of Children and Families
Lydia Bush Florida Department of Education	Jeffrey Aboumrad Florida Department of Education
Jeff Lee - Vice- Chair Florida Department of Elder Affairs	Vacant Florida Department of Elder Affairs
Alana McKay Florida Agency for Health Care Administration	Andrew Singer Florida Agency for Health Care Administration
Linda Tatum Regional Workforce Board	Vacant Regional Workforce Board
Monique Harrison Florida Association for Community Action (Term ending June 30, 2014)	Charles J. Harris Florida Association for Community Action (Term ending June 30, 2014)
Dr. Harrell Harrison Public Education	David Dees Public Education
Kyle Morrison Veterans (Term ending June 30, 2014)	Vacant Veterans (Term ending June 30, 2014)
Vacant Citizen Advocate (Term ending June 30, 2015)	Vacant Citizen Advocate (Term ending June 30, 2015)
Earther Wright Citizen Advocate - User (Term ending June 30, 2015)	Vacant Citizen Advocate - User (Term ending June 30, 2015)
Christine Eason Louton Persons with Disabilities (Term ending June 30, 2015)	Tassie Fuller Persons with Disabilities (Term ending June 30, 2015)
Dr. Maurice Levy Elderly (Term ending June 30, 2014)	Vacant Elderly (Term ending June 30, 2014)
Vacant Medical Community (Term ending June 30, 2016)	Vacant Medical Community (Term ending June 30, 2016)
Elliene Chisholm Children at Risk (Term ending June 30, 2016)	Vacant Children at Risk (Term ending June 30, 2016)
Jesus Gomez Mass Transit	Mildred Crawford Mass Transit
Vacant Private Transportation Industry (Term ending June 30, 2016)	Vacant Private Transportation Industry (Term ending June 30, 2016)

B. Service Area Profile and Demographics

1. Alachua County Service Area Description

Alachua County has a land area of approximately 874 square miles. The County is located in the north central portion of the State of Florida and is bordered on the north by Bradford, Columbia and Union Counties, on the east by Putnam County, on the south by Levy and Marion Counties and on the west by Gilchrist County.

2. Demographics

a. Land Use

The Future Land Use Element of the Alachua County Comprehensive Plan establishes policies and standards for the proper distribution and development of varying land uses in the county. Transportation is essential to the development of these land uses as it provides a means of interaction among these areas.

The Future Land Use Element is oriented around the Urban Cluster concept. The Future Land Use Element limits future urban residential development (at densities of one unit per acre or greater) to the urban area based on existing development and availability of infrastructure (such as potable water and sanitary sewer.) The Future Land Use Map designates vacant land within the urban area for densities and intensities of development based on determination of compatibility with adjacent existing and recently approved development. It also takes environmental constraints into account such as wetlands or proximity to preservation areas.

Within the urban area, the Comprehensive Plan provides for multiple nodes of mixed use Activity Centers of more intense development, with the degree of intensity corresponding to trip generation. Various levels and types of Activity Centers have been designated. These Activity Centers, distributed throughout the urban area, provide shopping, employment and/or service activities within short travel distances from the market areas they serve. This maximizes the use of infrastructure such as roads and public transit in relation to population.

Alachua County Activity Centers include: the University of Florida; N.W. 39 Avenue and I-75; Millhopper; Oaks Mall; Archer Road and 34th Street; N.W. 53rd Avenue and U.S. 441, Tower Road/24th Avenue; Archer Road/Tower Road; N. Main Street/53rd Avenue, Jonesville, Santa Fe Community College, Williston Road and SW 13 Street, Williston Road and I-75, N.E. 39 Avenue and North Main Street, Alachua (City of Alachua); Ridgeway (City of Gainesville); Gainesville (City of Gainesville); Hawthorne (City of Hawthorne); High Springs (City of High Springs) and High Springs Plaza (City of High Springs).

The cluster concept in the Future Land Use Element is also applied to rural areas. Rural clusters are designated in traditional communities with provision for infill development of these areas at no more than two units per acre and limited commercial development to serve those areas. Rural employment centers are also designated in areas with adequate infrastructure to provide for readily accessible employment opportunities for rural residents.

b. Population/Composition

Table 1.25 of the [2011 Florida Statistical Abstract](#) estimates Alachua County's total population in 2010 as 247,336. Table 1 shows the population of the cities and towns in Alachua County.

TABLE 1
POPULATION COUNTS AND ESTIMATES
ALACHUA COUNTY

AREA	POPULATION COUNT 2000	POPULATION ESTIMATE 2010
Alachua County	217,955	247,336
City of Alachua	6,098	9,059
City of Archer	1,289	1,118
City of Gainesville	95,447	124,354
City of Hawthorne	1,415	1,417
City of High Springs	3,863	5,350
Town of LaCrosse	143	360
Town of Micanopy	653	600
City of Newberry	3,316	4,950
City of Waldo	821	1,015
Unincorporated Area	104,910	99,113

Source: 2011 Florida Statistical Abstract, Table 1.25

Approximately 44 percent of the County's population is located within the unincorporated areas.

TABLE 2
POPULATION DISTRIBUTION IN CENSUS
DIVISIONS, CITIES AND TOWNS
ALACHUA COUNTY, 2010

U.S. CENSUS POPULATION	PERSONS 65 YEARS AND OVER, PERCENT	PERSONS PER SQUARE MILE
247,336	10.8%	282.7

Source: US Bureau of the Census, State & County QuickFacts

According to Table 1.80 of the 2011 Florida Statistical Abstract, 1,907 individuals are inmates and patients residing in federal and state government-operated institutions. They are considered nonresidents of the local area for revenue-sharing purposes. Institutionalized individuals are counted as part of the general population, so they are reflected in statistics on age. However, they are not included in the statistics for income or poverty levels for households.

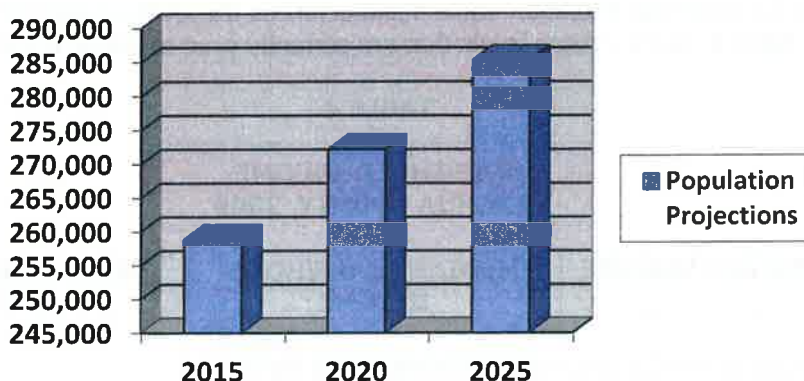
c. Population Densities

With approximately 874 square miles of land area, the County population density in 2010 was approximately 282 persons per square mile.

d. Population Projections

According to Table 1.41 of the 2011 Florida Statistical Abstract, Alachua County will have a total population of 272,200 by the Year 2020. Illustration I shows population projections for 2015, 2020 and 2025.

ILLUSTRATION I



e. Population Age Distribution

Population age distribution is useful in determining mobility needs which might be met by transit. The elderly typically are less likely to have access to a vehicle and thus are more dependent on the transit system for their travel needs. Table 3 shows estimates of the County's population by age group.

TABLE 3
POPULATION ESTIMATES BY AGE GROUP
ALACHUA COUNTY, APRIL 2010

AGE GROUP	POPULATION
0-17	44,285
18-34	94,275
35-54	54,978
55-64	27,171
65-79	19,169
80 & Over	7,458
TOTAL	247,336

Source: 2011 Florida Statistical Abstract , Table 1.34

f. Disability and Self Care Limitations

According to the 2008-2012 American Community Survey 5-Year Estimates, Alachua County had a disabled population of 27,648. The population under 18 years of age with a disability was 1,823. The population 18 to 64 years of age with a disability was 15,553. The population 65 years and over with a disability was 10,272.

g. Employment

Table 6.11 of the 2011 Florida Statistical Abstract reports that Alachua County's labor force (individuals who are able to work but may not be employed) in 2010 was 131,257 with 120,484 people employed and 10,773 unemployed. The unemployment rate for Alachua County in 2010 was 8.2 percent.

h. Income

According to Table 5.48 of the 2011 Florida Statistical Abstract Alachua County's projected median household income for 2010 was \$40,656. Table 4 characterizes the levels of household income in Alachua County. Table 5 shows income levels that are currently used to define the federal poverty level.

TABLE 4
HOUSEHOLD INCOME
ALACHUA COUNTY, 2009

PER CAPITAL MONEY INCOME	MEDIAN HOUSEHOLD INCOME	PERSONS BELOW POVERTY LEVEL PERCENT
\$24,305	\$38,597	23%

Source: 2010 Bureau of the Census, State & County Quick Facts

TABLE 5
POVERTY THRESHOLDS: POVERTY LEVEL
BASED ON MONEY INCOME
BY FAMILY SIZE IN THE UNITED STATES

FAMILY SIZE	2010 INCOME
1	\$11,369
2	\$14,634
3	\$17,094
4	\$22,541
5	\$27,183
6	\$31,266
7	\$35,975
8	\$40,235
9 or More	\$48,400

Source: 2011 Florida Statistical Abstract, Table 5.47

Table 7.18 of the 2011 Florida Statistical Abstract shows the average monthly cases of Aid to Families with Dependent Children (AFDC) in Fiscal Year 2010-2011 was 763. The total number of Medicaid recipients for Fiscal Year 2008-2009 in Alachua County was 32,983.

Table 6 shows income and poverty status from the 2010 US Census data. Table 7 shows individuals who received Supplemental Security Income.

TABLE 6
INCOME AND POVERTY STATUS DATA FOR
CITIES AND CENSUS DESIGNATED PLACES
ALACHUA COUNTY, 2009

PER CAPITA INCOME	MEDIAN HOUSEHOLD INCOME	PERSONS BELOW POVERTY LEVEL PERCENT
\$24,305	\$38,597	23%

Source: 2010 Bureau of the Census, State & County Quick Facts

TABLE 7

**PUBLIC ASSISTANCE: AVERAGE MONTHLY
CASES BY TYPE OF ASSISTANCE
ALACHUA COUNTY, DECEMBER 2010**

TYPE OF ASSISTANCE	AVERAGE MONTHLY CASES
Aged Assistance	431
Aid to the Blind and Disabled	4,820
Total	5,251

Source: 2011 Florida Statistical Abstract, Table 7.19

i. Housing

Table 2.05 of the 2011 Florida Statistical Abstract estimates that in 2010, the total number of households in Alachua County was 100,516 and that the average household size was 2.32.

Table 8 presents data on housing units. The Gainesville census division contains approximately 73 percent of the County's housing units.

TABLE 8

**DISTRIBUTION OF HOUSING UNITS
ALACHUA COUNTY, 2010**

HOUSING UNITS	HOME OWNERSHIP RATE 2009	MEDIAN VALUE OF OWNER-OCCUPIED HOUSING UNITS 2009	HOUSEHOLDS 2009
112,766	53.4%	\$185,500	96,518

Source: 2010 Bureau of the Census, State and County Quick Facts

j. Health

Currently, there are six hospitals located in Alachua County. According to Table 20.06 of the 2011 Florida Statistical Abstract, there are 208 medical offices and clinics located in Alachua County.

Moreover, Tables 20.33, 20.35, 20.36 and 20.37 of the 2010 Florida Statistical Abstract provide the following information regarding licensed occupations. There are 1,653 licensed doctors of medicine and 5,664 registered, practical and advanced nurses.

k. Transportation

According to the 2008-2012 American Community Survey 5-Year Estimates, 7,390 occupied housing units in Alachua County had no vehicle available.

1. Major Trip Generators/Attractors

The Alachua County Comprehensive Plan designates twenty-eight areas as either major trip generators or attractors. Nineteen of these areas have been designated by the City of Gainesville as activity centers, five by the City as industrial concentrations and four have been identified by Alachua County as urban activity centers.

C. Service Analysis

1. General and Critical Need Transportation Disadvantaged Populations

The National Center for Transit Research Center for Urban Transportation Research developed a methodology for estimating the general and critical need Transportation Disadvantaged population based on the most current U.S. Census Bureau demographic and socio-economic data available. The general Transportation Disadvantaged population includes the estimates of all disabled, elderly, low income persons and children who are "high-risk" or "at-risk."

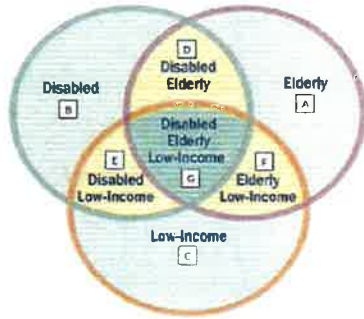
The critical need Transportation Disadvantaged population includes individuals who, due to severe physical limitations or low incomes, are unable to transport themselves or purchase transportation and are dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life sustaining activities.

The following tables show general and critical need Transportation Disadvantaged population estimates for Alachua County.

FORECAST OF GENERAL AND CRITICAL NEED TRANSPORTATION DISADVANTAGED POPULATIONS

Alachua County

General TD Population Forecast	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Overlapping Circle Component											
E - Estimate non-elderly/disabled/ low income	5,226	5,278	5,331	5,384	5,438	5,492	5,547	5,602	5,658	5,715	5,772
B - Estimate non-elderly/ disabled/not low income	10,050	10,150	10,252	10,354	10,457	10,562	10,667	10,774	10,881	10,990	11,099
G - Estimate elderly/disabled/low income	1,273	1,286	1,299	1,312	1,325	1,338	1,351	1,365	1,378	1,392	1,406
D - Estimate elderly/ disabled/not low income	8,339	8,422	8,506	8,591	8,677	8,764	8,851	8,939	9,029	9,119	9,210
F - Estimate elderly/non-disabled/low income	897	906	915	924	933	943	952	962	971	981	991
A - Estimate elderly/non-disabled/not low income	16,377	16,540	16,706	16,872	17,041	17,211	17,383	17,556	17,731	17,908	18,087
C - Estimate low income/not elderly/not disabled	52,950	53,479	54,012	54,551	55,096	55,646	56,201	56,762	57,329	57,901	58,479
TOTAL GENERAL TD POPULATION	95,112	96,061	97,020	97,989	98,967	99,955	100,952	101,960	102,978	104,006	105,044
TOTAL POPULATION	234,892	237,237	239,605	241,996	244,412	246,851	249,315	251,804	254,317	256,856	259,420



Alachua County

Critical Need TD Population Forecast	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total Critical TD Population											
Disabled	5,531	5,586	5,642	5,699	5,755	5,813	5,871	5,929	5,989	6,048	6,109
Low Income Not Disabled No Auto/Transit	7,323	7,396	7,470	7,545	7,620	7,696	7,773	7,850	7,929	8,008	8,088
Total Critical Need TD Population	12,854	12,983	13,112	13,243	13,375	13,509	13,644	13,780	13,917	14,056	14,197
Daily Trips - Critical Need TD Population											
Severely Disabled	271	274	276	279	282	285	288	291	293	296	299
Low Income - Not Disabled - No Access	13,907	14,046	14,186	14,327	14,470	14,615	14,761	14,908	15,057	15,207	15,359
Total Daily Trips Critical Need TD Population	14,178	14,417	14,661	14,909	15,161	15,429	15,702	15,980	16,263	16,551	16,811
Annual Trips	5,174,887	5,262,342	5,351,276	5,441,713	5,533,677	5,631,624	5,731,303	5,832,747	5,935,987	6,041,054	6,135,898

2. Paratransit Service Demand Estimation

The National Center for Transit Research Center for Urban Transportation Research developed a paratransit service demand estimation tool based on the most current U.S. Census Bureau demographic and socio-economic data available. The following table shows trip demand for the critical Transportation Disadvantaged population.

CALCULATION OF CRITICAL NEED TRANSPORTATION DISADVANTAGED POPULATION

Alachua County

Census Data from: 2012

County Pop. By Age	Total Population with a Disability by Age	% with a Severe Disability by Age	Total Population with a Severe Disability by Age	% of Total Pop with Severe Disability by Age
< 5 Years of Age	0	4.20%	-	-
5-17	1,372	4.20%	58	0.19%
18-34	2,768	6.30%	174	0.21%
35-64	11,136	13.84%	1,541	1.89%
Total Non Elderly	15,276		1,773	0.85%
65-74	3,687	27.12%	1,000	6.66%
75+	5,925	46.55%	2,758	23.24%
Total Elderly	9,612		3,758	13.98%
Total	24,888		5,531	2.35%

% of Severe Disability Below Poverty Level	Total Severe Disability Below Poverty Level
28.60%	507
11.70%	440
	947

Critical Need - Severely Disabled TD Population			
	Not Low Income	Low Income	Totals
<i>Non-Elderly</i>	1,266	507	1,773
<i>Elderly</i>	3,318	440	3,758
TOTAL	4,584	947	5,531

TRIP RATES USED	
Low Income Non Disabled Trip Rate	
Total	2.400
Less	
Transit	0.389
School Bus	0.063
Special Transit	0.049
	1.899
Severely Disabled Trip Rate	
Special Transit	0.049

Assumes		Calculation of Daily Trips	
27.2%	53,847	Daily Trip Rates	Total
xx % without auto access	14,646	Per Person	Daily Trips
50.0%	7,323		
Total Actual Critical TD Population			
<i>Severely Disabled</i>	5,531	0.049	271
<i>Low Income ND</i>	###	1.899	13,907
Totals	12,854		14,178

CALCULATION OF DAILY TRIPS FOR THE CRITICAL NEED TD POPULATION

3. Barriers to Coordination

Lack of agency knowledge of Chapter 427, Florida Statutes and its requirements is a barrier to coordination. More education of the Transportation Disadvantaged Program and benefits of the coordinated transportation system is needed for agencies that provide transportation to their clients. The Florida Commission for the Transportation Disadvantaged could assist in this effort by requesting that State agencies that purchase transportation services for their clients educate their district and local offices of Florida's Transportation Disadvantaged Program.

Increasing Florida's Transportation Disadvantaged Program requirements is a potential barrier to coordination because increasing requirements add to the cost of transportation services. If transportation services can be purchased at a lesser cost outside of the coordinated system, agencies may choose to do so.

4. Needs Assessment

United States Code Section 5310 Program

PROJECT	PROJECT YEAR	AREAS AFFECTED BY PROJECT	ESTIMATED COST	FUNDING SOURCE
Purchase 21' Small Cutaway Vehicle and mobile data terminal	2014/15	City of Gainesville Alachua County	\$53,460 \$13,364	Section 5310 City of Gainesville
Enhance existing level of service by purchasing transportation for senior citizens, disabled and disadvantaged individuals.	2014/15	City of Gainesville Alachua County	\$25,000 \$25,000	U.S.C. Section 5310 City of Gainesville

United States Code Section 5311 Program

PROJECT	PROJECT YEAR	AREAS AFFECTED BY PROJECT	ESTIMATED COST	FUNDING SOURCE
Operate fixed route service between the Oaks Mall and Santa Fe College. Purchase demand response trips for rural population.	2014/15	City of Gainesville Alachua County	\$321,398 \$241,255 \$80,143	Section 5311 City of Gainesville Program Income

United States Code Section 5339 Program

PROJECT	PROJECT YEAR	AREAS AFFECTED BY PROJECT	ESTIMATED COST	FUNDING SOURCE
Purchase 4 ADA paratransit vans for seniors and the disabled residents in the rural areas surrounding the City of Gainesville, FL. These vans will provide access to the urban areas for some of Alachua County's neediest residents and bring the fleet age into compliance with Federal requirements.	2014/15	City of Gainesville Alachua County	\$213,840 \$53,460	Section 5339 City of Gainesville

Rural Area Capital Equipment Support Grant

PROJECT	PROJECT YEAR	AREAS AFFECTED BY PROJECT	ESTIMATED COST	FUNDING SOURCE
Purchase two 23' Cutaway replacement vehicles.	2013/14	Alachua County	\$115,776 \$12,864	Rural Area Capital Equipment Support Grant MV Transportation

Transportation Disadvantaged Trust Fund Grant

PROJECT	PROJECT YEAR	AREAS AFFECTED BY PROJECT	ESTIMATED COST	FUNDING SOURCE
Provide trips to transportation disadvantaged individuals.	2013/14	Alachua County	\$615,151 \$68,350	Transportation Disadvantaged Trust Fund Grant MV Transportation

Medicaid Non-Emergency Transportation Program

PROJECT	PROJECT YEAR	AREAS AFFECTED BY PROJECT	ESTIMATED COST	FUNDING SOURCE
Provide trips to Medicaid Program beneficiaries.	2013/14	Alachua County	\$1,088,445	Medicaid Non- Emergency Transportation Program

5. Goals, Objectives and Strategies

- GOAL I:** **Coordinate all transportation disadvantaged services that are funded with local, state and/or federal government funds.**
- OBJECTIVE:** Identify agencies that receive local, state and/or federal government transportation funds that are not coordinated through the Community Transportation Coordinator.
- Strategy a:** Identify agencies in Alachua County that receive local, state and/or federal funds to transport clients or purchase vehicles.
- Strategy b:** Contact agencies to obtain information about coordination opportunities.
- Strategy c:** Determine whether a purchase of service contract, coordination contract or subcontract should be executed with the identified agencies to coordinate the transportation services that are being provided.
- GOAL II:** **Identify unmet transportation needs in Alachua County.**
- OBJECTIVE:** Identify unmet transportation needs and discuss ways to meet these needs at each local Coordinating Board meeting.
- Strategy:** The Community Transportation Coordinator shall report quarterly the number and types of transportation services that are requested which it is unable to provide.
- GOAL III:** **The Community Transportation Coordinator shall provide transportation services that are consumer oriented and effectively coordinate trips.**
- OBJECTIVE:** Provide transportation services that maximize the use of all vehicles to eliminate duplication of service without unduly inconveniencing the rider.
- Strategy a:** The Community Transportation Coordinator shall report on a quarterly basis the number of single passenger trips provided.
- Strategy b:** The Community Transportation Coordinator shall work with purchasing agencies and service providers (doctors' offices, hospitals, etc.) to arrange appointments to group trips.
- Strategy c:** The Community Transportation Coordinator shall document the reduction of single passenger trips.
- Strategy d:** The local Coordinating Board shall measure the total passenger trips per vehicles quarterly.
- GOAL IV:** **The Community Transportation Coordinator shall develop creative ways to provide additional trips.**
- OBJECTIVE:** Identify additional funding opportunities to provide transportation.

- Strategy:** Using information concerning unmet needs, the Community Transportation Coordinator shall determine the level of demand and cost of providing additional service.
- GOAL V:** **The Community Transportation Coordinator shall ensure that the demand responsive transportation services offered to individuals with disabilities is equivalent to the level and quality of transportation services offered to individuals without disabilities.**
- OBJECTIVE:** The Community Transportation Coordinator shall comply with the requirements of the *Americans with Disabilities Act (ADA)* regarding the access to and provision of transportation services.
- Strategy a:** The Community Transportation Coordinator shall eliminate physical barriers preventing the use of transportation services by persons who are elderly and/or disabled.
- Strategy b):** The Community Transportation Coordinator shall train its staff members regarding the utilization of special equipment for persons with disabilities as well as the abilities of persons with disabilities.
- GOAL VI:** **The local Coordinating Board shall annually evaluate the Community Transportation Coordinator's performance based on specific criteria.**
- OBJECTIVE:** The local Coordinating Board shall annually evaluate the Community Transportation Coordinator's performance in general and relative to Commission standards as referenced in *Rule 41-2.006 of the Florida Administrative Code*.
- GOAL VII:** **The Community Transportation Coordinator shall continue to provide accessible 24-hour, seven days per week transportation service as required in the designated service area by any federal, state or local government agency requiring such services. The provision of said services shall be furnished in accordance with the advance reservation requirement included in the Quality Assurance Section of the Transportation Disadvantaged Service Plan.**
- OBJECTIVE:** The Community Transportation Coordinator shall provide or contract for the provision of transportation services after hours as required by federal, state or local government agencies sponsoring such services.
- Strategy a:** The Community Transportation Coordinator shall contract with an adequate number of transportation operators to provide after-hours services as required by federal, state or local government agencies sponsoring such services.
- Strategy b:** The Community Transportation Coordinator shall implement an accessible system for individuals to request after-hour service and on weekends as required by federal, state or local government agencies sponsoring such services.
- GOAL VIII:** **The Community Transportation Coordinator shall utilize the Transportation Disadvantaged Trust Fund allocation in the most cost efficient manner.**

OBJECTIVE: The Community Transportation Coordinator shall adhere to a strict budget of Transportation Disadvantaged Trust Funds to ensure that these funds are spent in the most efficient manner.

Strategy a: The Community Transportation Coordinator and Local Coordinating Board shall determine the most efficient manner to expend the Transportation Disadvantaged Trust Funds.

Strategy b: The Community Transportation Coordinator shall inform the Local Coordinating Board of any difficulties experienced concerning the under expenditure or over expenditure of the Transportation Disadvantaged Trust Funds.

GOAL IX: **The Community Transportation Coordinator shall comply with all reporting requirements of the Florida Commission for the Transportation Disadvantaged and the Local Coordinating Board.**

OBJECTIVE: The Community Transportation Coordinator shall complete all reports which require Local Coordinating Board review and/or approval.

Strategy: The Community Transportation Coordinator shall complete and submit all final reports to the planning agency staff a minimum of two weeks prior to the meeting date to be reviewed and included in the Local Coordinating Board's meeting packet.

GOAL X: **The Community Transportation Coordinator shall improve the quality of service.**

OBJECTIVE: The local Coordinating Board shall monitor the quality of service provided by the Community Transportation Coordinator.

Strategy: The Community Transportation Coordinator shall report complaints to the Local Coordinating Board.

OBJECTIVE: **The Community Transportation Coordinator shall provide courteous and professional service.**

Strategy: Reservationists and other office staff shall receive sensitivity and courtesy training annually.

GOAL XI: **The Community Transportation Coordinator shall promote cost and service efficiency through efficient routing, scheduling and operation procedures.**

OBJECTIVE: The local Coordinating Board shall encourage the Community Transportation Coordinator to provide the greatest number of trips using the most cost effective methods possible.

Strategy: The Community Transportation Coordinator shall maintain a database with pertinent information relative to clients' needs and limitations.

GOAL XII: **The Community Transportation Coordinator shall insure the provision of safe transportation services.**

OBJECTIVE: The Community Transportation Coordinator shall insure the safety and well being of passengers through inspection and maintenance of all vehicles in the coordinated system and driver training.

Strategy: The System Safety Program Plan shall meet all established requirements and adhere to *Chapter 341 Florida Statutes* and *Rule and 14-90, Florida Administrative Code*.

6. Implementation Plan

STRATEGIES	IMPLEMENTATION DATE
(1) Identify agencies located in Alachua County receiving local, state and/or federal funds to transport clients or purchase vehicles. (2) Contact the identified agencies to obtain information about the funding they receive. (3) Determine type of contract to execute to coordinate transportation services.	(1) Ongoing (2) Ongoing (3) Ongoing
(1) Discuss transportation needs at local Coordinating Board meetings. (2) Report unmet trip requests.	(1) Quarterly (2) Quarterly
(1) Maximize the use of vehicles without unduly inconveniencing the rider. (2) Work with purchasing agencies and service providers to arrange appointments to group trips. (3) Document the reduction of single passenger trips. (4) Measure total passenger trips per vehicle.	(1) Ongoing (2) Ongoing (3) 2014 (4) 2014
(1) Identify additional funding opportunities to provide trips. (2) Report the types of funding opportunities that may be available for additional trips.	(1) Ongoing (2) Ongoing (3) Ongoing
(1) Ensure that the demand responsive transportation services offered to individuals with disabilities is equivalent to the level and quality of services offered to individuals without disabilities. (2) Provide alternative methods for accessing transportation services for individuals with disabilities. (3) Train staff members regarding the utilization of special equipment for persons with disabilities.	(1) Ongoing (2) Ongoing (3) Ongoing
Evaluate the performance of the Community Transportation Coordinator in general and relative to Florida Commission for the Transportation Disadvantaged standards, completion of service plan elements and Florida Commission for the Transportation Disadvantaged workbook modules.	2014

<p>(1) Continue to provide accessible 24-hour, seven days per week transportation service as required in the designated service area by any federal, state or local government agency.</p> <p>(2) Contract with an adequate number of transportation operators to provide after hours and weekend service.</p> <p>(3) Implement an accessible system for individuals to request service after hours and on weekends.</p>	<p>(1) Ongoing (2) Ongoing (3) Ongoing</p>
<p>(1) Adhere to a strict budget of Transportation Disadvantaged Trust Funds to insure that the Trust Funds are spent in the most efficient manner.</p> <p>(2) Determine the most efficient manner to expend the Transportation Disadvantaged Trust Funds.</p> <p>(3) Inform the local Coordinating Board of any difficulties experienced concerning the expenditure of the Transportation Disadvantaged Trust Funds.</p>	<p>(1) Ongoing (2) Annually (3) Quarterly</p>
<p>(1) Complete all reports for review and/or approval.</p> <p>(2) Final reports shall be completed and submitted to planning agency staff a minimum of two weeks prior to next local Coordinating Board meeting.</p>	<p>(1) Ongoing (2) Ongoing</p>
<p>(1) Monitor the quality of service.</p> <p>(2) Make recommendations to improve the quality of service.</p> <p>(3) Provide courteous and professional service.</p> <p>(4) Provide sensitivity and courtesy training annually.</p> <p>(5) Collect on-time performance data.</p>	<p>(1) Ongoing (2) Ongoing (3) Ongoing (4) Ongoing (5) Annually</p>
<p>(1) Maintain a data base with pertinent information relative to clients needs and limitations.</p>	<p>(1) Ongoing</p>
<p>The System Safety Program Plan shall meet all established requirements and adhere to Chapter 341, Florida Statutes and Rule 14-90, Florida Administrative Code.</p>	<p>Annually</p>

Chapter II: Service Plan

A. Operations

The operations element is a profile of the Alachua County coordinated transportation system. This element is intended to provide basic information about the daily operations of MV Transportation, Inc. and its contracted transportation operators.

1. Types, Hours and Days of Service

- Ambulatory
- Wheelchair
- Non-Emergency Stretcher
- Demand Responsive
- Subscription
- Door to Door
- Curb to Curb

Non-emergency stretcher service sponsored with Transportation Disadvantaged Trust Funds will be limited to 18 trips per grant period. Transportation Disadvantaged Program sponsored service is only provided within Alachua County.

a. Bariatric Transportation

Transportation Disadvantaged Program: MV Transportation, Inc. is required to transport all mobility assistive devices (wheelchairs) that do not exceed 600 pounds.

Medicaid Non-Emergency Transportation Program: MV Transportation, Inc. shall make provisions for transportation services to Medicaid beneficiaries whose weight exceeds the limits of MV Transportation, Inc.'s equipment (STP Agreement – V. Transportation Provider Network D. Coverage Provisions 3. Bariatric Transportation).

Americans With Disabilities Act Program: MV Transportation, Inc. is required to transport all mobility assistive devices (wheelchairs) that do not exceed 600 pounds.

b. Hours and Days of Service

Transportation Disadvantaged Program - Monday through Friday, 6:00 a.m. to 9:00 p.m. excluding holidays (see below). Saturday service will only be provided for dialysis appointments, and limited additional Transportation Disadvantaged sponsored trips on Saturday based on availability of funds and priorities as outlined in the Transportation Disadvantaged.

Medicaid Non-Emergency Transportation Program - 24 hours per day, seven days per week excluding holidays (see below). After hours trips (i.e., hospital discharges) are scheduled according to standards outlined in the Medicaid Subcontracted Transportation Provider contract with the Florida Commission for the Transportation Disadvantaged. Trips provided after hours may also be post authorized by MV Transportation.

Americans With Disabilities Act Program – The parameters of this service are outlined in a service plan prepared by the City of Gainesville Regional Transit System. It is available upon request.

c. Holidays

Transportation Disadvantaged Program - Service sponsored by the Transportation Disadvantaged Program will not be provided on the following observed holidays.

- Thanksgiving Day
- Christmas Day
- New Year's Day

Only service to dialysis and cancer treatment will be provided on the following observed holidays:

- Veteran's Day
- Martin Luther King, Jr.'s Birthday
- Memorial Day
- Independence Day
- Labor Day

Medicaid Non-Emergency Transportation Program: Service sponsored by the Medicaid Non-Emergency Transportation Program will not be provided on the following observed holidays except for urgent care service:

- Thanksgiving Day
- Christmas Day
- New Year's Day

Only service to dialysis and cancer treatment will be provided on the following observed holidays:

- Veteran's Day
- Martin Luther King, Jr.'s Birthday
- Memorial Day
- Independence Day
- Labor Day

Americans With Disabilities Act The parameters of this service are outlined in a service plan prepared by the City of Gainesville Regional Transit System (RTS). It is available upon request. . Americans With Disabilities Act service will be provided only during hours when the Regional Transit System fixed-route service is operating.

2. Accessing Services

a. Office Hours

Office Hours: Monday through Friday, 8:00 a.m. to 5:00 p.m. excluding holidays (see below).

Reservations: Monday through Friday, 8:00 a.m. to 5:00 p.m. excluding holidays (see below). Reservations are taken on Saturday 8:00 a.m. to 5:00 p.m. and Sunday from 10:00 a.m. to 5:00 p.m. for Americans With Disabilities Act service **ONLY**.

Customer Service: Monday through Friday, 8:00 a.m. to 5:00 p.m. for all services, and Saturday 8:00 a.m. to 5:00 p.m. and Sunday from 10:00 a.m. to 5:00 p.m. for Americans With Disabilities Act service **ONLY**).

b. Phone Number

352.375.2784.

c. Advance Notification Time

Transportation Disadvantaged Program - Transportation Disadvantaged sponsored trips must be scheduled through MV Transportation by 5:00 p.m. the day before.

Medicaid Non-Emergency Transportation Program

Trip Type	Reservation Period	Acknowledgement Period	Pick Up Period
Routine	Three (3) Business Days	At Time of Call	As Scheduled
Hospital/Facility Discharges	At Time of Call	Within One (1) Hour From Time of Call	Within Three (3) Hours From Time of Call*
Urgent Care	At Time of Call	Within One (1) Hour From Time of Call	Within Three (3) Hours From Time of Call*
Emergency Room/Facility Discharges	At Time of Call	Within One (1) Hour From Time of Call	Within Three (3) Hours From Time of Call*
Will Call	At Time of Call	Within One (1) Hour	From Time of Call

Medicaid Non-Emergency Transportation urgent care is an unscheduled episodic situation in which there is no threat to life of limb but the recipient must be seen on the day of the request under currently accepted standards of care, and qualified medical personnel have determined that treatment cannot be put off until the next day. Hospital discharges shall also be considered as urgent care. This requirement shall also apply to appointments established by medical care providers allowing for insufficient time for routine (3) day scheduling. Valid requests for urgent care transport and hospital discharges shall be acknowledged for scheduling within three (3) hours of the time the request is made.

d. Trip Cancellation Process

Trip cancellations must be made to MV Transportation at least two hours before the opening of the pick-up window. For example: If a passenger has an 8:00 a.m. appointment time and their pick-up window opens at 7:00 a.m., they must call MV Transportation to cancel their ride before 5:00 a.m.

e. No-Show Policies

Transportation Disadvantaged Program - trips must be canceled a minimum of two hours before the scheduled pick-up time. If trips are not cancelled at least two hours in advance, the passenger will be considered a no-show. Cancellations at the door will be considered no-shows. If an individual is charged with frequent no-shows, they may be temporarily suspended from service.

On the first "no-show," the driver will leave a "no-show" notice on the client's door. On the second "no-show" occurrence, a letter of warning will be sent from the Community Transportation Coordinator. If a third infraction occurs within 60 days, the Community Transportation Coordinator will send a letter notifying the client that they have been suspended from service for a 30 day period. When the client is again reinstated to the program, and if three (3) infractions occur within 60 days, the suspension will be 45 days. When the client is again reinstated to the program and if three (3) infractions occur within 60 days, the suspension will be 60 days.

Medicaid Non-Emergency Transportation Program - Individuals whose transportation is sponsored by the Agency for Health Care Administration Medicaid Non-Emergency Transportation Program must comply with Medicaid Program policies.

f. After Hours Service

After hours service is only provided through the Medicaid Program. After hours trips (i.e., hospital discharges) are scheduled according to standards outlined in the Medicaid Subcontracted Transportation Provider contract with the Florida Commission for the Transportation Disadvantaged.

g. Passenger Fares

Transportation Disadvantaged Program - MV Transportation, Inc. will not charge fares to passengers sponsored by Florida's Transportation Disadvantaged Program.

Medicaid Non-Emergency Transportation Program - MV Transportation, Inc. will charge a fare to Medicaid beneficiaries that is not greater than one dollar (\$1.00) for each trip or two dollars (\$2.00) per each round trip. The Medicaid Handbook describes beneficiaries who are exempt from paying co-payments.

Transportation services will not be denied to passengers sponsored by the Medicaid Non-Emergency Transportation Program based solely on the Medicaid beneficiary's inability to pay a co-payment. If the Medicaid beneficiary is unable to pay for transportation services at the time the transportation provider renders transportation services, MV Transportation, Inc. may bill the Medicaid beneficiary for the unpaid charge.

h. Travel Times

City Limits - maximum ride time one hour.

Outside City Limits (within Alachua County) - maximum ride time 90 minutes.

i. Dialysis Shuttles

The purpose of the dialysis shuttle is to provide predictable and regular vehicle arrivals at the dialysis centers for return trips and to maximize vehicle multi-loading utilization.

MV Transportation has worked with the various dialysis units to develop days and times for the return trip shuttles. At the present time, a shuttle is in place at Shands Kidney Center and Gainesville Kidney Center West.

Trips to the designated dialysis units are handled like any other paratransit trip. Return trips from the designated dialysis units are assigned to shuttle routes. The time the shuttle will arrive at the designated unit is coordinated between MV Transportation and the dialysis unit. The schedule of vehicle arrival times may vary by day of week and by unit depending on the volume and schedules at each unit

Dialysis patients who are unable to board the last shuttle vehicle for the day will be made a will call. A "will-call" is given when a passenger is not ready at their requested pick-up time (return time) from their location. As a courtesy, MV Transportation will dispatch a vehicle back to their pick-up location within two hours of the initial time a "will-call" was given. Travel times for regular service shall apply to the dialysis shuttle service.

j. Scheduling Consecutive Same Day Trips

Consecutive same day trips must be scheduled a minimum of 90 minutes apart.

k. Changing Trip Schedules

Passengers must call MV by 5:00 p.m. the day before their travel to change a scheduled trip.

l. Will Call Definition/Policy

A "will-call" is given when a passenger is not ready at their requested pick-up time (return time) from their location. As a courtesy, MV Transportation will dispatch a vehicle back to their pick-up location within two hours of the initial time a "will-call" was given.

m. Safety

Transportation service shall be denied if the passenger represents a danger to the safety of the driver, other passengers or to themselves. If a passenger represents a danger, an incident report is completed by the driver. Passengers and agency/facility personnel will be interviewed as appropriate and MV Transportation will investigate the incident report. Based on the incident report, a warning letter will be issued to the passenger. If the passenger's behavior continues, service will be suspended.

n. Transportation Disadvantaged Program Eligibility

MV Transportation shall use the following criteria when determining Transportation Disadvantaged Program eligibility:

Unable to transport themselves: Individual is not sponsored by any agency for their transportation and is unable to use the fixed route bus system due to a physical or mental disability defined by the ADA (*Medical Verification Form required*); or

Unable to purchase transportation: Individual applicant income meets maximum of 150% of the current Federal Poverty Guidelines (*Proof of Income required*).

Unable to obtain transportation: Individual does not have an operational vehicle in the household; or the ability to operate a vehicle; or the ability to find transportation from other sources.

MV Transportation will use the above criteria for new applicants and when current Transportation Disadvantaged Program participants reapply for certification. MV Transportation should provide all Transportation Disadvantaged Program applicants with written notification of eligibility approval or denial within 10 working days after receipt of application. Appeals may be filed with the Alachua County Transportation Disadvantaged Board Grievance Committee.

Individuals must apply for Transportation Disadvantaged Program eligibility for their transportation to be sponsored by the Florida Commission for the Transportation Disadvantaged. Eligibility shall be for one year. MV Transportation shall notify individuals 30 days in advance of their eligibility expiration date and need for renewal.

o. **Transportation Disadvantaged Program Trip Priorities**

In ranking order:

- 1) Vital Care - Medical (Dialysis, Cancer Care and Physical Therapy for Mobility)
- 2) Other Medical
- 3) Employment
- 4) Grocery shopping
- 5) Educational
- 6) Social service agency trips
- 7) Shopping
- 8) Recreation and other

MV Transportation shall notify Transportation Disadvantaged Program eligible individuals and other interested persons/agencies of the implementation of the Transportation Disadvantaged trip priorities due to Transportation Disadvantaged Trust Fund availability. MV Transportation shall notify eligible individuals of the types of trips that are available for sponsorship under the Transportation Disadvantaged Program.

3. Transportation Operators And Coordination Contractors

MV Transportation provides all of the transportation services directly.

4. Fixed Route Utilization

Transportation Disadvantaged Program and Medicaid Non-Emergency Transportation Program sponsored riders may participate in the Bus Pass Programs if they can use the fixed route transit service. Medicaid sponsored riders must show proof of two medical appointments during the month. A \$1.00 passenger payment is required for each Medicaid sponsored bus pass. A \$3.00 passenger payment is required for each Transportation Disadvantaged Program sponsored bus pass. Bus passes are issued at the MV Transportation office. Transportation Disadvantaged Program bus passes are available subject to funding availability.

5. School Bus Utilization

Currently, there is no need to use school buses at this time. If MV Transportation, Inc. determines a need to use school buses in the future, the Alachua County School Board will be contacted for assistance.

6. Vehicle Inventory

MV Transportation, Inc.'s vehicle inventory is shown as Exhibit C.

7. System Safety Program Plan Certification

MV Transportation, Inc.'s System Safety Program Plan Certification is shown as Exhibit D.

8. Inter-County Services

MV Transportation, Inc. does not have any inter-county agreements with other Community Transportation Coordinators at this time.

9. Natural Disaster/Emergency Preparedness

Alachua County Emergency Management is responsible for evacuating special needs registrants. The Alachua County Emergency Management Department does not have a formal agreement with MV Transportation, Inc. to provide transportation during natural disasters.

10. Education/Marketing

Education programs for program recipients, agencies, facilities and medical providers are available upon request.

11. Acceptable Alternatives

There have been no acceptable alternatives identified for the provision of transportation service in Alachua County. The Florida Agency for People for Disabilities operates outside of the coordinated system but the Community Transportation Coordinator is waiting on guidance from the Florida Commission for the Transportation Disadvantaged regarding any official process.

12. Service Standards

The Community Transportation Coordinator and any transportation operator from whom service is purchased or arranged by the Community Transportation Coordinator shall adhere to Florida Commission for the Transportation Disadvantaged approved standards. These standards include:

a. Drug and Alcohol Policy

Rule 41-2.006 (4) (a), F.A.C.: Drug and alcohol testing for safety sensitive job positions within the coordinated system regarding pre-employment, randomization, post accident and reasonable suspicion as required by the Federal Highway Administration and the Federal Transit Administration.

Local Policy: MV Transportation shall comply with all requirements of the Federal Transportation Administration (FTA) (and the Florida Department of Transportation) regarding the testing of safety sensitive employees for drug and alcohol use.

b. Transport of Escorts and Dependent Children

Rule 41-2.006 (4) (b), F.A.C.: An escort of a passenger and dependent children are to be transported as locally negotiated and identified in the local Service Plan.

Local Policy: Escorts will be transported when prearranged at the time of the reservation. Escorts shall pay the same fare as the authorized passenger. Any Americans With Disabilities Program rider who has been authorized through the Center for Independent Living as a personal care attendant may have the personal care attendant travel at no charge. Both escorts and personal care attendants will be transported from the same origin to the same destination as the authorized passenger. Children under age of 16 will be required to be accompanied by an escort.

c. Use, Responsibility and Cost of Child Restraint Devices

Rule 41-2.006 (4) (c), F.A.C.: Use of child restraint devices shall be determined locally as to their responsibility, and cost of such device in the local Transportation Disadvantaged Service Plan.

Local Policy: The provision of federally approved child restraint devices is the sole responsibility of the parent/guardian/caregiver of the child/infant being transported. The Community Transportation Coordinator will not provide these devices.

d. Passenger Property

Rule 41-2.006 (4) (d), F.A.C.: Passenger property that can be carried by the passenger and/or driver in one trip and can be safely stowed on the vehicle, shall be allowed to be transported with the passenger at no additional charge. Additional requirements may be negotiated for carrying and loading rider property beyond this amount. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices, or intravenous devices.

Local Policy: Passenger property that can be carried by the passenger and/or personal care attendant in one trip and can be safely stowed on the vehicle, shall be allowed to be transported with the passenger at no additional charge. Drivers may assist passengers with up to two (2) bags of personal property upon request. MV drivers are not personally or financially responsible for damaged or broken property. Only one (1) folding shopping cart per client will be allowed on the vehicle. The driver is responsible for the handling and stowing of the shopping cart. Personal property shall not exceed 25 pounds. Passenger property does not include wheelchairs, child seats, stretchers, secured oxygen, personal assistive devices, or intravenous devices. Passenger property in excess of this policy will not be transported.

e. Vehicle Transfer Points

Rule 41-2.006 (4) (e), F.A.C.: Vehicle transfer points shall provide shelter, security and safety of passengers.

Local Policy: MV Transportation shall comply with this standard.

f. Local Toll Free Phone Number

Rule 41-2.006 (4) (f), F.A.C.: A local toll free phone number for complaints or grievances shall be posted inside the vehicle. The Transportation Disadvantaged Helpline phone number (1-800-983-2435) shall also be posted inside all vehicles of the coordinated system. The local complaint process shall be outlined as a section in the local Transportation Disadvantaged Service Plan including, advising the dissatisfied person about the Commission's Ombudsman Program as a step within the process as approved by the local Coordinating Board. All rider information/materials (brochures, user's guides, etc.) Will include the Transportation Disadvantaged Helpline phone number.

Local Policy: MV Transportation shall comply with this standard.

g. Out-Of-Service Area Trips

Rule 41-2.006 (4) (g), F.A.C.: Out of service area trips shall be provided when determined locally and approved by the local Coordinating Board, except in instances where local ordinances prohibit such trips.

Local Policy: Only Medicaid Non-Emergency Transportation Program sponsored trips shall be provided outside of the service area and shall require verification of need. As the Subcontracted Transportation Provider for Medicaid non-emergency transportation services, MV will make the determination of the necessity of out-of-area service and reserves the right to transport on dates and times that facilitate multi-loading of passengers. No out-of-county trips will be provided if sponsored by the Transportation Disadvantaged Program.

Medicaid Non-Emergency Transportation Program: Medicaid Non-Emergency Transportation Subcontracted Transportation Provider Contract Section V. Transportation Provider Network D. Coverage Provisions:

2.b. Hospital Facility Discharges (2) The Subcontracted Transportation Provider shall provide hospital/facility discharge staff with contact information procedures and other appropriate information to access and schedule transportation services for all Medicaid beneficiaries.

2.d. Emergency Room/Facility Discharges (1) The Subcontracted Transportation Provider shall provide hospital emergency room or facility discharge staff with contact information, procedures and other appropriate information to access and schedule transportation services for all Medicaid beneficiaries.

6. Service Area(a): Transportation services shall be provided to all eligible Medicaid beneficiaries regardless of their county of residence. All Subcontracted Transportation Providers are required to transport outside the Medicaid beneficiary's county of residence or adjacent counties when necessary to transport a Medicaid beneficiary to a covered medical service and the required services are not available within the Subcontracted Transportation Provider's normal county of operations, but are within the State or designated boarder areas.

h. Vehicle Cleanliness

Rule 41-2.006 (4) (h), F.A.C. Interior of all vehicles shall be free of dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials which could soil items placed in the vehicle or provide discomfort for the passenger.

Local Policy: Vehicle exteriors shall be cleaned (scrubbed) once per week. Vehicle interiors shall be swept and cleaned up each day and thoroughly cleaned (scrubbed) once per week. Passenger compartment shall be clean and free of vermin, insects or pests.

i. Billing Requirements

Rule 41-2.006 (4) (I), F.A.C. Billing requirements of the Community Transportation Coordinator to subcontractors shall be determined locally by the local Coordinating Board and provided in the local Transportation Disadvantaged Service Plan. All bills shall be paid within seven (7) calendar days to subcontractors, after receipt of said payment by the Community Transportation Coordinator, in accordance with Section 287.0585, Florida Statutes.

Local Policy: Chapter 287.0585 Florida Statutes - Late payments by contractors to subcontractors and suppliers; penalty.-- (1) When a contractor receives from a state agency any payment for contractual services, commodities, supplies, or construction contracts, except those construction contracts subject to the provisions of chapter 339, the contractor shall pay such moneys received to each subcontractor and supplier in proportion to the percentage of work completed by each subcontractor and supplier at the time of receipt of the payment. If the contractor receives less than full payment, then the contractor shall be required to disburse only the funds received on a pro rata basis with the contractor, subcontractors, and suppliers, each receiving a prorated portion based on the amount due on the payment. If the contractor without reasonable cause fails to make payments required by this section to subcontractors and suppliers within 7 working days after the receipt by the contractor of full or partial payment, the contractor shall pay to the subcontractors and suppliers a penalty in the amount of one-half of 1 percent of the amount due, per day, from the expiration of the period allowed herein for payment. Such penalty shall be in addition to actual payments owed and shall not exceed 15 percent of the outstanding balance due. In addition to other fines or penalties, a person found not in compliance with any provision of this subsection may be ordered by the court to make restitution for

attorney's fees and all related costs to the aggrieved party or the Department of Legal Affairs when it provides legal assistance pursuant to this section. The Department of Legal Affairs may provide legal assistance to subcontractors or vendors in proceedings brought against contractors under the provisions of this section.

(2) This section shall not apply when the contract between the contractor and subcontractors or subvendors provides otherwise.

History--s. 5, ch. 85-104; s. 2, ch. 89-200; s. 9, ch. 91-162.

j. Passenger/Trip Database

Rule 41-2.006 (4) (j), F.A.C.: Passenger/trip data base must be maintained or accessible by the Community Transportation Coordinator on each rider being transported within the system.

Local Policy: MV Transportation shall comply with this standard.

k. Adequate Seating

Rule 41-2.006 (4) (k), F.A.C.: Adequate seating for paratransit services shall be provided to each rider and escort, child or personal care attendant, and no more passengers than the registered passenger seating capacity shall be scheduled or transported in a vehicle at any time. For transit services provided by transit vehicles, adequate searing or standing space will be provided to each rider and escort, child, or personal care attendant, and no more passengers than the registered passenger seating or standing capacity shall be scheduled or transported in a vehicle at any time.

Local Policy: MV Transportation shall comply with this standard.

l. Driver Identification

Rule 41-2.006 (4) (l), F.A.C.: Drivers for paratransit services, including coordination contractors, shall be required to announce and identify themselves by name and company in a manner that is conducive to communications with specific passengers, upon pickup of each rider, group of riders, or representative, guardian, or associate of the rider, except in situations where the driver regularly transports the rider on a recurring basis. Each driver must have photo identification that is in view of the passenger. Name patches, inscriptions or badges that affix to driver clothing are acceptable. For transit services, the driver photo identification shall be in a conspicuous location in the vehicle.

Local Policy: Drivers will be required to wear a photo ID name tag and standard recognizable attire..

m. Passenger Assistance

Rule 41-2.006 (4) (m), F.A.C.: The paratransit driver shall provide the passenger with boarding assistance, if necessary or requested, to the seating portion of the vehicle. The boarding assistance shall include opening the vehicle door, fastening the seat belt or wheelchair securement devices, storage of mobility assistive devices and closing the vehicle door. In the door-through-door paratransit service category, the driver shall be required to open and close doors to buildings, except in situations in which assistance in opening/closing building doors would not be safe for passengers remaining on the vehicle. Assisted access must be in a dignified manner. Drivers may not assist wheelchairs up or down more than one step, unless it can be performed safely as determined by the passenger, guardian and driver.

Local Policy: MV Transportation shall comply with this standard.

n. Smoking, Eating, and Drinking

Rule 41-2.006 (4) (n), F.A.C.: Smoking is prohibited in any vehicle. Requirements for drinking and eating on board the vehicle will be addressed in the local Transportation Disadvantaged Service Plan.

Local Policy: Smoking, eating and drinking is prohibited in any vehicle.

o. Passenger No-Shows

Rule 41-2.006 (4) (o), F.A.C.: The Community Transportation Coordinator and the local Coordinating Board shall jointly develop a policy on passenger no shows. Assessing fines to passengers for no shows is acceptable but such policy and process shall be identified in the local Transportation Disadvantaged Service Plan.

Local Policy - MV Transportation shall attempt to reduce the number of no shows annually.

p. Two-Way Communications

Rule 41-2.006 (4) (p), F.A.C.: All vehicles providing service within the coordinated system shall be equipped with two-way communications in good working order and audible to the driver at all times to the base.

Local Policy: MV Transportation shall comply with this standard.

q. Air Conditioning/Heating

Rule 41-2.006 (4) (q), F.A.C.: All vehicles providing service within the coordinated system shall have working air conditioners and heaters in each vehicle. Vehicles that do not have a working air conditioner or heater will be scheduled for repair or replacement as soon as possible.

Local Policy: Each vehicle shall have air conditioning and heating systems adequate for the climate conditions of the area and maintained in good working order.

r. First Aid

Rule 41-2.006 (4) (r), F.A.C.: First Aid policy shall be determined locally and provided in the local Transportation Disadvantaged Service Plan.

Local Policy: Drivers shall attend required training sessions in first aid if required within the parameters of the Request for Proposals issued by the Designated Official Planning Agency.

s. Cardiopulmonary Resuscitation

Rule 41-2.006 (4) (s), F.A.C.: Cardiopulmonary resuscitation policy shall be determined locally and provided in the local Transportation Disadvantaged Service Plan.

Local Policy: Drivers shall attend required training sessions in cardiopulmonary resuscitation if required within the parameters of the Request for Proposals issued by the Designated Official Planning Agency.

t. Driver Criminal Background Screening

Rule 41-2.006 (4) (t), F.A.C.: Driver background screening shall be determined locally, dependent upon purchasing agencies' requirements and provided in the local Transportation Disadvantaged Service Plan.

Local Policy: MV Transportation conducts a thorough criminal records/background check that meets or exceeds requirements of all participating funding agencies.

u. Fixed Route Transit Utilization

Rule 41-2.006 (4) (u), F.A.C.: In areas where fixed route transportation is available, the Community Transportation Coordinator should jointly establish with the local Coordinating Board a percentage of total trips that will be placed on the fixed route system.

Local Policy: The number of bus passes issued will be determined by the Community Transportation Coordinator and the local Coordinating Board with goals that best meet the needs of all passengers accessing service.

v. Pick-Up Window

Rule 41-2.006 (4) (v), F.A.C.: The Community Transportation Coordinator should establish and address the passenger pick-up windows in the local Transportation Disadvantaged Service Plan. This policy should also be communicated to contracted operators, drivers, purchasing agencies and passengers.

Local Policy:

Trips within the Gainesville City Limits: Passengers must be ready one hour before their appointment time. For example: Passenger has a 8:00 a.m. appt. time passenger must be ready at 7:00 a.m.

Trips From or To Areas Outside of the Gainesville City Limits within Alachua County: Passenger must be ready 1 ½ hours before their appointment time. For example: Passenger has an 8:00 a.m. appointment time, passenger must be ready at 6:30 a.m.

Trips From or To Areas Outside of Alachua County: Passenger must be ready 2 hours before their appointment time. For example: Passenger has an 8:00 a.m. appointment time, passenger must be ready at 6:00 a.m.

Return Trips: Passengers shall be picked up 0-30 minutes after their scheduled pick-up time. For example: Rider has a 5:00 p.m. return pick-up time, driver should arrive between 5:00 p.m. and 5:30 p.m.

Dialysis Return Trips: If a driver is waiting for a passenger returning from a dialysis appointment, the driver may wait for the passenger more than 5 minutes (upon passenger or agency request) as long as the wait time does not jeopardize the return drop off time of other passengers on the vehicle.

Will Call Trips: A "will-call" is given when a passenger is not ready at their requested pick-up time (return time) from their location. As a courtesy, MV Transportation will dispatch a vehicle back to their pick-up location within two hours of the initial time a "will-call" was given.

w. On-Time Performance

Rule 41-2.006 (4) (w), F.A.C.: The Community Transportation Coordinator and local Coordinating Board should jointly establish and address the percentage of trips that will be on-time in the local Transportation Disadvantaged Service Plan. This performance measure should be communicated to contracted operators, drivers, purchasing agencies and passengers. This measure should also be included as part of the Community Transportation Coordinator's evaluation of its contracted operators and the local Coordinating Board's evaluation of the Community Transportation Coordinator.

Local Policy: MV Transportation shall have a 90 percent on-time performance rate for all completed trips. Trips are considered on-time when a passenger is picked up and dropped off within their pick-up windows as defined above.

x. Advance Reservation Requirement

Rule 41-2.006 (4) (x), F.A.C.: The Community Transportation Coordinator should establish and address in the local Transportation Disadvantaged Service Plan a minimum 24 hour advanced notification time to obtain services. This policy should be communicated to contracted operators, purchasing agencies and passengers.

Local Policy: Trips must be scheduled through MV Transportation by 5:00 p.m. the day before transportation is needed for most funding agencies and three (3) business days in advance for Medicaid appointments. MV Transportation will accept reservations up to 14 days in advance.

y. Safety

Rule 41-2.006 (4) (y), F.A.C.: The Community Transportation Coordinator and the local Coordinating Board should jointly establish and address in the local service plan a performance measure to evaluate the safety of the coordinated system. This measure should be used in the Community Transportation Coordinator's evaluation of the contracted operators and the local Coordinating Board's evaluation of the Community Transportation Coordinator.

Local Policy: Preventable accidents should not exceed 1.4 accidents per 100,000 miles.

z. Reliability

Rule 41-2.006 (4) (z), F.A.C.: The Community Transportation Coordinator and the local Coordinating Board should jointly establish and address in the local service plan a performance measure to evaluate the reliability of the vehicles utilized in the coordinated system. This measure should be used in the Community Transportation Coordinator's evaluation of the contracted operators and the local Coordinating Board's evaluation of the Community Transportation Coordinator.

Local Policy: Road calls should not exceed 8 per 100,000 miles.

aa. Call-Hold Time

Rule 41-2.006 (4) (aa), F.A.C.: This performance measure can be used to address the accessibility of the service. The Community Transportation Coordinator and the local Coordinating Board should jointly determine if a standard for a call hold time is needed in the coordinated system and address this in the local service plan. If determined to be necessary, this standard should be included in the local Coordinating Board's evaluation of the Community Transportation Coordinator.

Local Policy: The reservations line shall not exceed an average on-hold time of 2 minutes for calls received.

bb. Quality of Service

Rule 41-2.006 (4) (bb), F.A.C.: The Community Transportation Coordinator and the local Coordinating Board should jointly establish and address in the local service plan a performance measure to evaluate the quality of service provided within the coordinated system. The measure should be used in the Community Transportation Coordinator's evaluation of contracted operators and the local Coordinating Board's evaluation of the Community Transportation Coordinator.

Local Policy: Three certified valid complaints per 1,000 trips will be the maximum allowable number of complaints for the evaluation period.

13. Local Grievance Procedure/Process

The Transportation Disadvantaged Program Grievance Procedures are shown in Appendix A.

14. Medicaid Non-Emergency Transportation Program Grievance System

a. Definitions

Complaint Process – the complaint process is the Commission's and the STP's procedure for addressing Medicaid Beneficiary Complaints, which are expressions of dissatisfaction about any matter other than an Action that are resolved at the Point of Contact rather than through filing a formal Grievance.

Grievance Process – The Grievance process is the Commission's and the STP's procedure for addressing Medicaid Beneficiary Grievances, which are expressions of dissatisfaction about any matter other than an Action.

Appeal Process – the Appeal process is the Commission's and the STP's procedure for addressing Medicaid Beneficiary Appeals, which are requests for review of an Action.

Medicaid Fair Hearing Process – The Medicaid Fair Hearing process is the administrative process which allows a Medicaid Beneficiary to request the State to reconsider an adverse decision made by the Commission or the STP.

b. General Requirements

As set forth herein, the following process constitutes MV Transportation, Inc.'s Medicaid Grievance/Complaint Process.

1. MV Transportation, Inc. herein referred to as the STP, must obtain written approval of the Medicaid Grievance/Complaint Process prior to implementation.
2. The STP will refer all Medicaid Beneficiaries who are dissatisfied with the STP or its Actions to the STP's Grievance/Appeal Coordinator for processing and documentation in accordance with the Medicaid contract and established policies and procedures.

3. The STP shall provide reasonable assistance to Medicaid Beneficiaries in completing forms and other procedural steps, including, but not limited to, providing interpreter services and toll-free numbers with TTY/TDD and interpreter capability.
4. The STP shall acknowledge, in writing, the receipt of a Grievance or request for an Appeal, unless the Medicaid Beneficiary requests an expedited resolution.
5. The STP shall not allow any of the decision makers on a Grievance or Appeal if they were involved in any of the previous levels of review or decision-making when deciding any of the following:
 - a. An Appeal or denial that is based on lack of Medical Necessity; and,
 - b. A Grievance regarding the denial of an expedited resolution of an Appeal.
6. The Medicaid Beneficiary, and/or the Medicaid Beneficiary's representative, shall be allowed an opportunity to examine the Medicaid Beneficiary's case file before and during the Grievance or Appeal process, including all Medical Records and any other documents and records held by the STP.
7. The Medicaid Beneficiary and/or the Medicaid Beneficiary's representative or the representative of a deceased Medicaid Beneficiary's estate shall be considered as parties to the Grievance/Appeal.
8. The STP shall maintain, monitor, and review a record/log of all Complaints, Grievances, and Appeals in accordance with the terms of the Medicaid contract in order to fulfill the requirements as set forth in this process.
9. The STP shall work with the Commission's Grievance/Appeals Coordinator to resolve all grievance related issues.
 - a. The STP shall notify the Medicaid Beneficiary, in writing, using language at, or below the fourth (4th) grade reading level, of any action taken by the STP to deny a Transportation Service request, or limit transportation services in an amount, duration, or scope that is less than requested.
 - b. The STP shall provide notice to the Medicaid Beneficiary as set forth below:
 - (1) The Action the Recipient has taken or intends to take;
 - (2) The reasons for the Action, customized for the circumstances of the Medicaid Beneficiary;
 - (3) The Medicaid Beneficiary's or the Health Care Professional's (with written permission of the Medicaid Beneficiary) right to file an Appeal;
 - (4) The procedures for filing an appeal;
 - (5) The circumstances under which expedited resolution is available and how to request it; and,

- (6) The Medicaid Beneficiary's rights to request that transportation services continue pending the resolution of the appeal, how to request the continuation of transportation services, and the circumstances under which the Medicaid Beneficiary may be required to pay the costs of these services.
- c. The STP must provide the notice of action within the following time frames:
 - (1) At least ten (10) calendar days before the date of the action or fifteen (15) calendar days if the notice is sent by surface mail (five [5] calendar days if the recipient suspects fraud on the part of the Medicaid Beneficiary).
 - (2) For denial of the trip request, at the time of any action affecting the trip request.
 - (3) For standard service authorization decisions that deny or limits transportation services, as quickly as the Medicaid Beneficiary's health condition requires, but no later than fourteen (14) calendar days following receipt of the request for service.
- d. If the STP extends the time frame for notification, it must:
 - (1) Give the Medicaid Beneficiary written notice of the reason for the extension and inform the Medicaid beneficiary of the right to file a grievance if the Medicaid Beneficiary disagrees with the recipient's decision to extend the time frame; and,
 - (2) Carry out its determination as quickly as the Medicaid beneficiary's health condition requires, but in no case later than the date upon which the fourteen (14) calendar day extension period expires.
- e. If the STP fails to reach a decision within the time frames described above, the Medicaid Beneficiary can consider such failure on the part of the STP a denial and, therefore, an action adverse to the Medicaid Beneficiary.
- f. For expedited Service Authorization decisions, within three (3) business days (with the possibility of a fourteen (14) calendar day extension).

c. The Complaint Process

- 1. A Medicaid Beneficiary may file a Complaint, or a representative of the Medicaid Beneficiary, acting on behalf of the Medicaid Beneficiary and with the Medicaid Beneficiary's written consent, may file a complaint.
- 2. General Duties
 - a. The STP must:
 - (1) Resolve each complaint within fifteen (15) business days from the day the STP received the initial complaint, be it oral or in writing;
 - (a) The STP may extend the complaint resolution time frame by up to ten (10) business days if the Medicaid Beneficiary request an extension, or the Recipient/Subcontractor documents that there is a need for additional information and that the delay is in the Medicaid Beneficiary's best interest.

- (b) If the STP requests the extension, the Recipient/Subcontractor must give the Medicaid Beneficiary written notice of the reason for the delay.
- (2) Notify the Medicaid Beneficiary, in writing, within five (5) business days of the resolution of the complaint if the Medicaid Beneficiary is not satisfied with the STP's resolution. The notice of disposition shall include the results and date of the resolution of the complaint, and shall include:
 - (a) A notice of the right to request a grievance or appeal, whichever is the most appropriate to the nature of the objection; and,
 - (b) Information necessary to allow the Medicaid Beneficiary to request a Medicaid Fair Hearing, if appropriate, including the contact information necessary to pursue a Medicaid Fair Hearing (see Medicaid Fair Hearing System Section).
- (3) The STP shall provide the Commission with a report detailing the total number of complaints received, pursuant to reporting requirements of the contract with the Commission.
- (4) The STP nor any transportation provider shall take punitive action against a physician or other health care provider who files a complaint on behalf of a Medicaid Beneficiary, or supports a Medicaid Beneficiary's complaint.

b. Filing Requirements

- (1) The Medicaid Beneficiary or a representative of the Medicaid Beneficiary, acting on behalf of the Medicaid Beneficiary and with the Medicaid Beneficiary's written consent must file a complaint within fifteen (15) calendar days after the date of occurrence that initiated the complaint.
- (2) The Medicaid Beneficiary or his/her representative may file a complaint either orally or in writing. The Medicaid Beneficiary or his/her representative may follow up an oral request with a written request, however the timeframe for resolution begins the date the STP receives the oral request.

d. The Grievance Process

A Medicaid Beneficiary may file a grievance, or a representative of the Medicaid Beneficiary, acting on behalf of the Medicaid Beneficiary and with the Medicaid Beneficiary's written consent, may file a grievance.

1. General Duties

a. The STP must:

- (1) Resolve each grievance within ninety (90) calendar days from the day the STP received the initial grievance request, be it oral or in writing;
- (2) Notify the Medicaid Beneficiary, in writing, within thirty (30) calendar days of the resolution of the grievance. The notice of disposition shall include the results and date of the resolution of the grievance, and for decisions not wholly in the Medicaid Beneficiary's favor, the notice of disposition shall include:

- (a) Notice of the right to request a Medicaid Fair Hearing, if applicable; and,
 - (b) Information necessary to allow the Medicaid Beneficiary to request a Medicaid Fair Hearing, including the contact information necessary to pursue a Medicaid Fair Hearing (see Medicaid Fair hearing System Section below);
- (3) Provide the Commission with a copy of the written notice of disposition upon request;
 - (4) The STP nor any Subcontracted Transportation Provider shall take any punitive action against a physician or other health care provider who files a grievance on behalf of a Medicaid Beneficiary, or supports a Medicaid Beneficiary's grievance; and,
 - (5) Provide the Commission with a report detailing the total number of Grievances received, pursuant to the Reporting Requirements Section of these procedures.
- b. The STP may extend the Grievance resolution time frame by up to fourteen (14) calendar days if the Medicaid Beneficiary requests an extension, or the STP documents that there is a need for additional information and that the delay is in the Medicaid Beneficiary's best interest.
 - (1) If the STP requests the extension, the STP must give the Medicaid Beneficiary written notice of the reason for the delay.
 - c. Filing Requirements
 - (1) The Medicaid Beneficiary or provider must file a grievance within one (1) year after the date of occurrence that initiated the grievance.
 - (2) The Medicaid Beneficiary or provider may file a grievance either orally or in writing. The Medicaid Beneficiary may follow up an oral request with a written request, however the timeframe for resolution begins the date the STP receives the oral request.

e. The Appeal Process

A Medicaid Beneficiary may file an appeal, or a representative of the Medicaid Beneficiary, acting on behalf of the Medicaid Beneficiary and with the Medicaid Beneficiary's written consent, may file an appeal.

1. General Duties

a. The STP shall:

- (1) Confirm in writing all oral inquiries seeking an appeal, unless the Medicaid Beneficiary or provider requested an expedited resolution.
- (2) If the resolution is in favor of the Medicaid Beneficiary, provide the services as quickly as the Medicaid Beneficiary's health condition requires;
- (3) Provide the Medicaid Beneficiary or provider with a reasonable opportunity to present evidence and allegations of fact or law, in person and/or in writing;

- (4) Allow the Medicaid Beneficiary, and/or the Medicaid Beneficiary's representative, an opportunity, before and during the appeal process, to examine the Medicaid Beneficiary's case file, including all documents and records;
- (5) Consider the Medicaid Beneficiary, the Medicaid Beneficiary's representative or the representative of a deceased Medicaid Beneficiary's estate as parties to the appeal;
- (6) Continue the Medicaid Beneficiary's transportation services if:
 - (a) The Medicaid Beneficiary files the appeal in a timely manner, meaning on or before the later of the following:
 - (b) Within ten (10) business days of the date on the notice of action (add five [5] business days if the notice is sent via surface mail); or,
 - (c) The intended effective date of the STP's proposed action.
 - (d) The appeal involves the termination, suspension, or reduction of a previously authorized transportation service;
 - (e) The transportation was for a Medicaid compensable service ordered;
 - (f) The authorization period has not expired; and/or,
 - (g) The Medicaid Beneficiary requests extension of transportation services.
- (7) Provide written notice of the resolution of the appeal, including the results and date of the resolution within two (2) business days after the resolution. For decision not wholly in the Medicaid Beneficiary's favor, the notice of resolution shall include:
 - (a) Notice of the right to request a Medicaid Fair Hearing;
 - (b) Information about how to request a Medicaid Fair Hearing, including the DCF address necessary for pursuing a Medicaid Fair Hearing, as set forth in Medicaid Fair Hearing System Section, below;
 - (c) Notice of the right to continue to receive transportation services pending a Medicaid Fair Hearing;
 - (d) Information about how to request the continuation of transportation services; and
 - (e) Notice that if the STP's action is upheld in a Medicaid Fair Hearing, the Medicaid Beneficiary may be liable for the cost of any continued transportation services.
- (8) Provide the Commission with a copy of the written notice of disposition upon request;

- (9) The STP nor any transportation providers shall take any punitive action against a physician or other health care provider who files an appeal on behalf of a Medicaid Beneficiary or supports a Medicaid Beneficiary's appeal; and,
 - (10) Provide the Commission with a report detailing the total number of appeals received, pursuant to reporting requirements of this process.
- b. If the STP continues or reinstates the Medicaid Beneficiary's transportation services while the appeal is pending, the STP must continue providing the transportation services until one (1) of the following occurs:
- (1) The Medicaid Beneficiary withdraws the appeal;
 - (2) Ten (10) business days pass from the date of the STP's notice of resolution of the appeal if the resolution is adverse to the Medicaid Beneficiary and if the Medicaid Beneficiary has not requested a Medicaid Fair Hearing with continuation of transportation services until a Medicaid Fair Hearing decision is reached;
 - (3) The Medicaid Fair Hearing panel's decision is adverse to the Medicaid Beneficiary; or,
 - (4) The authorization to provide services expires, or the Medicaid Beneficiary meets the authorized service limits.
- c. If the final resolution of the appeal is adverse to the Medicaid Beneficiary, the STP may recover the costs of the services furnished from the Medicaid Beneficiary while the appeal was pending, to the extent that the STP furnished the services solely because of the requirements of this section.
- d. If the STP did not furnish services while the appeal was pending and the appeal panel reverses the STP's decision to deny, limit or delay services, the STP must pay for disputed services in accordance with State policy and regulations.
- e. If the STP furnished services while the appeal was pending and the appeal panel reverses the STP's decision to deny, limit or delay services, the STP must pay for disputed services in accordance with State policy and regulations.
3. Filing Requirements
- a. The Medicaid Beneficiary or his/her representative must file an appeal within thirty (30) calendar days of receipt of the notice of the STP's action.
 - b. The Medicaid Beneficiary may file an appeal either orally or in writing. If the filing is oral, the Medicaid Beneficiary must also file a written, signed appeal within thirty (30) calendar days of the oral filing. The STP shall notify the requesting party that it must file the written request within ten (10) business days after receipt of the oral request. For oral filings, time frames for resolution of the appeal begin on the date the STP receives the oral filing.
 - c. The STP shall resolve each appeal within State-established time frames not to exceed forty-five (45) calendar days from the day the STP received the initial appeal request, whether oral or in writing.

- d. If the resolution is in favor of the Medicaid Beneficiary, the STP shall provide the services as quickly as the Medicaid Beneficiary's health condition requires.
 - e. The STP may extend the resolution time frames by up to fourteen (14) calendar days if the Medicaid Beneficiary requests an extension, or the STP documents that there is a need for additional information and that the delay is in the Medicaid Beneficiary's best interest.
 - (1) If the STP requests the extension, the STP must give the Medicaid Beneficiary written notice of the reason for the delay.
 - (2) The STP must provide written notice of the extension to the Medicaid Beneficiary within five (5) business days of determining the need for an extension.
4. Expedited Process
- a. The STP shall establish and maintain an expedited review process for appeals when the STP determines, the Medicaid Beneficiary requests or the provider indicates (in making the request on the Medicaid Beneficiary's behalf or supporting the Medicaid Beneficiary's request) that taking the time for a standard resolution could seriously jeopardize the Medicaid Beneficiary's life, health or ability to attain, maintain or regain maximum function.
 - b. The Medicaid Beneficiary may file an expedited appeal either orally or in writing. No additional written follow-up on the part of the Medicaid Beneficiary is required for an oral request for an expedited appeal.
 - c. The STP must:
 - (1) Inform the Medicaid Beneficiary of the limited time available for the Medicaid Beneficiary to present evidence and allegations of fact or law, in person and in writing;
 - (2) Resolve each expedited appeal and provide notice to the Medicaid Beneficiary, as quickly as the Medicaid Beneficiary's health condition requires, within State established time frames not to exceed seventy-two (72) hours after the Recipient/Subcontractor receives the appeal request, whether the appeal was made orally or in writing;
 - (3) Provide written notice of the resolution in accordance with the appeal process section, of the expedited appeal to the Medicaid Beneficiary;
 - (4) Make reasonable efforts to provide oral notice of disposition to the Medicaid Beneficiary immediately after the appeal panel renders a decision; and,
 - (5) The STP nor any transportation provider shall take any punitive action against a physician or other health care provider who requests an expedited resolution on the Medicaid Beneficiary's behalf or supports a Medicaid Beneficiary's request for expedited resolution of an appeal.
 - a. If the STP denies a request for an expedited resolution of an appeal, the STP must:

- (1) Transfer the appeal to the standard time frame of no longer than forty-five (45) calendar days from the day the recipient/subcontractor received the request for appeal (with a possible fourteen [14] day extension);
- (2) Make all reasonable efforts to provide immediate oral notification of the recipients/subcontractor's denial for expedited resolution of the appeal;
- (3) Provide written notice of the denial of the expedited appeal within two (2) calendar days; and,
- (4) Fulfill all requirements set forth in the appeal process section above.

f. Medicaid Fair Hearing Process

As set forth in Rule 65-2.042, FAC, the Recipient's/Subcontractor's grievance procedure and appeal and grievance processes shall state that the Medicaid Beneficiary has the right to request a Medicaid Fair Hearing, in addition to, and at the same time as, pursuing resolution through the Recipient's/Subcontractor's grievance and appeal processes.

- a. A physician or other health care provider must have a Medicaid Beneficiary's written consent before requesting a Medicaid Fair Hearing on behalf of a Medicaid Beneficiary.
- b. The parties to a Medicaid Fair Hearing include the STP, as well as the Medicaid Beneficiary, his/her representative or the representative of a deceased Medicaid Beneficiary's estate.

1. Filing Requirements

- a. The Medicaid Beneficiary may request a Medicaid Fair hearing within ninety (90) days of the date of the notice of the STP's resolution of the Medicaid Beneficiary's grievance/appeal by contacting DCF at:

The Office of Appeal Hearings
1317 Winewood Boulevard, Building 5, Room 203
Tallahassee, FL 32399-0700

2. General Duties

- a. The STP must:

- (1) Continue the Medicaid Beneficiary's transportation services while the Medicaid Fair Hearing is pending if:
 - (a) The Medicaid Beneficiary filed for the Medicaid Fair Hearing in a timely manner, meaning on or before the later of the following:
 - (i) Within ten (10) business days of the date on the notice of action (add five [5] business days if the notice is sent via surface mail);
 - (ii) The intended effective date of the STP's proposed action.

- (b) The Medicaid Fair Hearing involves the termination, suspension, or reduction of a previously authorized course of treatment;
 - (c) The authorization period has not expired; and/or,
 - (d) The Medicaid Beneficiary requests extension of transportation services.
- (2) The STP nor any Transportation Provider shall take any punitive action against a physician, Transportation Provider, or other health care provider who requests a Medicaid Fair Hearing on a Medicaid Beneficiary's behalf or supports a Medicaid Beneficiary's request for a Medicaid Fair Hearing.
- a. If the STP continues or reinstates Medicaid Beneficiary Transportation Services while the Medicaid Fair Hearing is pending, the STP must continue said Transportation Services until one (1) of the following occurs:
 - (1) The Medicaid Beneficiary withdraws the request for a Medicaid Fair Hearing;
 - (2) Ten (10) Business Days pass from the date of the STP's notice of resolution of the Appeal if the resolution is adverse to the Medicaid Beneficiary and the Medicaid Beneficiary has not requested a Medicaid Fair Hearing with continuation of Transportation Services until a Medicaid Fair Hearing decision is reached (add five [5] Business Days if the Recipient/Subcontractor sends the notice of Action by surface Mail);
 - (3) The Medicaid fair Hearing officer renders a decision that is adverse to the Medicaid Beneficiary; and/or,
 - (4) The Medicaid Beneficiary's authorization expires or the Medicaid Beneficiary reaches his/her authorized service limits.
3. If the final resolution of the Medicaid Fair Hearing is adverse to the Medicaid Beneficiary, the STP may recover the costs of the services furnished while the Medicaid Fair Hearing was pending, to the extent that the STP furnished said services solely because of the requirements of this Section.
4. If the STP did not furnish services while the Medicaid Fair Hearing was pending, and the Medicaid Fair Hearing resolution reverses the STP's decision to deny, limit or delay services, the STP must authorize or provide the disputed services as quickly as the Medicaid Beneficiary's health condition requires.
5. If the STP did furnish services while the Medicaid Fair Hearing was pending, and the Medicaid Fair Hearing resolution reverses the STP's decision to deny, limit or delay services, the STP must pay for the disputed services in accordance with State policy and regulations.

Type	Time Frame to File	Provide Transportation Services During Review	Time Frame to Resolve	Extension Time Frame	Time Frame to Send Notification of Resolution	Next Step (if any)
Complaint	Ninety (90) calendar days from the date of the incident that precipitated the complaint.	Yes	Fifteen (15) business days.	Ten (10) business days.	Five (5) business days from the date of the complaint.	File a grievance.
Grievance	Ninety (90) calendar days from the date of the action that precipitated.	Yes	Ninety (90) calendar days.	Fourteen (14) calendar days.	Thirty (30) calendar days from the date of the resolution of the grievance.	Medicaid Fair Hearing.

15. Passenger Code of Conduct

For everyone's safety, drivers and riders of the system are expected to act in an appropriate manner at all times and abide by the policies of MV Transportation, Inc.

- Riders shall be ready to board the vehicle within 5 minutes of its arrival.
- Riders shall be prepared to share their ride with other passengers.
- No person may eat, drink or smoke on board any vehicle.
- No passenger may operate or tamper with any equipment on board any vehicle.
- Riders may not have radios, cassette tape players, CD players or other sound generating devices in operation while on board a vehicle, UNLESS it is connected to a headset.
- Disruptive behavior, which results in a distraction to the driver is deemed a safety hazard. Such behavior will not be tolerated and shall be grounds for suspension of transportation privileges.

a. Verbal Abuse

Verbal abuse by a rider against staff, drivers or other clients will not be tolerated. Verbal abuse includes but is not limited to use of profanity, obscene gestures, yelling or screaming. Riders who verbally abuse staff, drivers or other clients may be suspended from service.

b. Physical Abuse

Physical abuse of either a rider to another rider or rider to a driver will not be tolerated. Physical abuse includes but is not limited to grabbing, hitting or touching. Such abuse shall be deemed as assault. In such cases, the local police shall be notified, and the rider shall be issued a notice of suspension from service.

c. **Substance Abuse**

No passenger who is under the influence of alcohol or illegal drugs will be transported. If a passenger is scheduled to be returned home and they are under the influence, they will be required to find alternative means of transportation. If a pattern of such behavior exists, a suspension of transportation privileges shall be invoked.

d. **Penalties**

The following penalties shall apply to service sponsored by Florida's Transportation Disadvantaged Program. Service suspension for Medicaid NET sponsored passengers must follow the Medicaid Program guidelines.

Verbal Abuse

- First offense – written warning
- Second offense – one week suspension of services
- Third offense – 30 day suspension of services
- Fourth offense – 90 day suspension of services
- Fifth offense – permanently removed from service

Physical Abuse

First offense - MV Transportation, Inc. will issue a written notice of suspension for 90 days by certified mail. The notice will advise the rider that MV Transportation, Inc. intends to suspend his or her riding privileges and the reason for such action.

Second offense – 180 day suspension of services

Third offense - permanently removed from service

e. **Appeals**

A rider has ten (10) calendar days from the date of issuance of suspension notice to request a reconsideration hearing on the suspension. If a reconsideration hearing is requested, the hearing will be held by the Alachua County Transportation Disadvantaged Coordinating Board Grievance Committee if the suspension involves transportation provided under Florida's Transportation Disadvantaged Program. All requests for reconsideration must be in writing and delivered to:

MV Transportation, Inc.
P.O. Box 70
Live Oak, FL 32060

and

Transportation Disadvantaged Program
Coordinating Board Grievance Committee
2009 N.W. 67 Place, Suite A
Gainesville, Florida 32653-1603

The written request must include the name and address of the person who is requesting the hearing and a statement as to why his or her riding privileges should not be suspended. If the request is not received within ten (10) calendar days from the issue date of the suspension, then the suspension becomes effective ten (10) calendar days from the date of issue. Upon receipt of letter requesting the reconsideration hearing, a hearing shall be held within 10 working days. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will advise the person requesting the reconsideration hearing by return correspondence of the date, time and location of the hearing.

The person will be given the opportunity to present the reasons why they believe the suspension should not take place. The Alachua County Transportation Disadvantaged Coordinating Board Grievance Committee will make a recommendation whether or not to uphold the suspension. A written statement of the recommendation shall be forwarded to the person requesting the hearing within two (2) working days after the hearing by the Grievance Committee. A written statement of the decision whether or not to uphold the suspension shall be forwarded by certified mail within two (2) working days by MV Transportation, Inc. to the person requesting the hearing.

16. Evaluation Process

MV Transportation, Inc. in cooperation with the local Coordinating Board will determine whether agencies, from a total system approach, can perform more effectively and more efficiently their own transportation.

B. Cost/Revenue Allocation and Rate Structure Justification

See Appendix B.

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Chapter III: Quality Assurance

This section contains the steps the local Coordinating Board will take to monitor and evaluate the services provided by or coordinated through the Community Transportation Coordinator, based on the Florida Commission for the Transportation Disadvantaged standards and the locally established service standards.

A. Community Transportation Coordinator Evaluation Process

The local Coordinating Board will evaluate the Community Transportation Coordinator's performance on an annual basis using the Commission for the Transportation Disadvantaged Quality Assurance Program Evaluation/Local Coordinating Board, Community Transportation Coordinator Evaluation Workbook. This evaluation workbook was created to provide a formal process for evaluating the performance of the Coordinator (and its operators). The Commission requires worksheets regarding Cost, Competition and Coordination be completed during this review.

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Appendix A: Aachua County Transportation Disadvantaged Coordinating Board Grievance Procedures

A. Preamble

The following sets forth the procedures for the Aachua County Transportation Disadvantaged Coordinating Board to address grievances from agencies, users, potential users, sub-contractors, and other interested parties concerning Florida's Coordinated Transportation System.

B. Agency Description

The Aachua County Transportation Disadvantaged Coordinating Board, herein after referred to as the Board, is a public body appointed by the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area serving as the Designated Official Planning Agency as authorized by Section 427.015, Florida Statutes.

C. Definitions

Transportation disadvantaged means those persons who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities, or children who are handicapped or high-risk or at-risk as defined in Section 411.202, Florida Statutes.

Agency means an official, officer, commission, authority, council, committee, department, division, bureau, board, section, or any other unit or entity of the state or of a city, town, municipality, county, or other local governing body or a private nonprofit transportation service-providing agency.

Community Transportation Coordinator means a transportation entity recommended by a metropolitan planning organization, or by the appropriate designated official planning agency as provided for in Section 427.011, Florida Statutes in an area outside the purview of a metropolitan planning organization, to ensure that coordinated transportation services are provided to the transportation disadvantaged population in a designated service area.

Coordinating Board means an advisory entity in each designated service area composed of representatives appointed by the metropolitan planning organization or designated official planning agency, to provide assistance to the community transportation coordinator relative to the coordination of transportation services.

Coordination means the arrangement for the provision of transportation services to the transportation disadvantaged in a manner that is cost-effective, efficient and reduces fragmentation and duplication of services.

Designated Official Planning Agency means the official body or agency designated by the Commission to fulfill the functions of transportation disadvantaged planning in areas not covered by a Metropolitan Planning Organization. The Metropolitan Planning Organization shall serve as the designated official planning agency in areas covered by such organizations.

Designated Service Area means a geographical area recommended by a designated official planning agency, subject to approval by the Florida Commission for the Transportation Disadvantaged, which defines the community where coordinated transportation services will be provided to the transportation disadvantaged.

Florida's Coordinated Transportation System means a transportation system responsible for coordination and service provisions for the transportation disadvantaged as outlined in Chapter 427, Florida Statutes.

Grievance means a written complaint to document any concerns regarding the operation or administration of services provided by Florida's Coordinated Transportation System by the Community Transportation Coordinator, subcontracted transportation operators, the Designated Official Planning Agency, or the Board. A grievance may also be a service complaint that has been left unresolved for more than 45 days.

Memorandum of Agreement is the state contract for transportation disadvantaged services purchased with federal, state or local government transportation disadvantaged funds. This agreement is between the Florida Commission for the Transportation Disadvantaged and the Community Transportation Coordinator and recognizes the Community Transportation Coordinator as being responsible for the arrangement of the provision of transportation disadvantaged services for a designated service area.

Service complaint means routine incidents that occur on a daily basis, are reported to the driver or dispatcher, or to other individuals involved with the daily operations, and are resolved within the course of a reasonable time period suitable to the complainant. All service complaints shall be recorded and a summary of complaints should be provided by the Community Transportation Coordinator on a quarterly basis, to the Board.

Transportation Disadvantaged Service Plan means an annually updated plan jointly developed by the Designated Official Planning Agency and the Community Transportation Coordinator which contains a development plan, service plan and quality assurance components. The plan shall be approved and used by the local Coordinating Board to evaluate the Community Transportation Coordinator.

D. Purpose

- (1) The Board shall appoint a Grievance Committee to serve as a mediator to process, and investigate complaints from agencies, users, potential users of the system and the Community Transportation Coordinator in the designated service area, and make recommendations to the Board for the improvement of service.
- (2) The Board shall establish procedures to provide regular opportunities for issues to be brought before the Grievance Committee and to address them in a timely manner. Members appointed to the Grievance Committee shall be voting members of the Board.

- (3) The Grievance Committee and the Board shall have the authority to hear and advise on grievances. When an entity makes a determination of the rights, duties, privileges, benefits, or legal relationships of a specified person or persons, it is exercising "adjudicative" or "determinative" powers. Deciding a grievance between two independent parties may fall within these parameters, depending on the nature of the grievance. Chapter 427, Florida Statutes grants no adjudicative powers to anyone.

E. Membership

- (1) The Chair, subject to approval by the Board, shall appoint five (5) voting members to a Grievance Committee. The membership of the Grievance Committee shall include broad geographic representation from members of the local Coordinating Board representing the County in the service area.
- (2) Term limits on the Grievance Committee may coincide with term limits on the Board.

F. Officers

- (1) The Grievance Committee shall elect a Chair and Vice-Chair.

G. Meetings

- (1) The Grievance Committee may meet as often as necessary to fulfill their responsibilities. The Grievance Committee may meet following Board meetings to hear complaints.
- (2) Notice of Meetings. Notices and agendas shall be sent to all Grievance Committee members and other interested parties at least two (2) weeks prior to each Grievance Committee meeting. Such notice shall state the date, time and the place of the meeting.
- (3) Quorum. At all meetings of the Grievance Committee, the presence in person of a majority of the voting members shall be necessary and sufficient to constitute a quorum for the transaction of business. In the absence of a quorum, those present may, without notice other than by announcement at the meeting, recess the meeting from time to time, until a quorum shall be present. At any such recessed meeting, any business may be transacted which might have been transacted at the meeting as originally called.
- (4) Voting. A majority vote is required for actions by the Grievance Committee. As required by Section 286.012, Florida Statutes, all Grievance Committee members, including the Chair, must vote on all official actions taken by the Grievance Committee except when there appears to be a possible conflict of interest with a member or members of the Grievance Committee.

- (5) **Conflict of Interest.** In accordance with Chapter 112 (Part III), Florida Statutes, "No county, municipal, or other public office shall vote in an official capacity upon any measure which would inure to his or her special private gain or loss, or which the officer know would inure to the special private gain or loss of a principal by whom he or she is retained, of the parent organization or subsidiary of a corporate principal which he or she is retained, of a relative or of a business associate. The officer must publicly announce the nature of his or her interest before the vote and must file a memorandum of voting conflict on Ethics Commission Form 8B with the meeting's recording officer within 15 days after the vote occurs disclosing the nature of his or her interest in the matter."

In cases where a grievance involves the private or personal interests of a member of the Grievance Committee, such member shall be disqualified from hearing such grievance. If a Grievant claims a conflict between the Grievant and a Grievance Committee member, the Grievance Committee member identified as having a conflict shall recuse themselves from hearing the grievance. No member of the Grievance Committee shall appear before the Grievance Committee as an agent or attorney for any person.

- (6) **Proxy Voting.** Proxy voting is not permitted.
- (7) **Parliamentary Procedures.** The Grievance Committee will conduct business using parliamentary procedures according to Robert's Rules of Order, except when in conflict with these Grievance Procedures.

H. Administration

- (1) **Staff Support.** The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area shall provide the Grievance Committee with sufficient staff support and resources to enable the Grievance Committee to fulfill their responsibilities.
- (2) **Minutes.** The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area is responsible for maintaining an official set of minutes for each Grievance Committee meeting.

I. Duties

The Grievance Committee shall make recommendations to the Board, the Community Transportation Coordinator, and/or to the Florida Commission for the Transportation Disadvantaged for improvement of service.

J. Procedures

- (1) The grievance procedures shall be open to addressing concerns by any person or agency including but not limited to: purchasing agencies, users, potential users, private-for-profit operators, private-nonprofit operators, Community Transportation Coordinators, Designated Official Planning Agencies, elected officials, and drivers. The grievant, in their formal complaint, should demonstrate or establish their concerns as clearly as possible.

- (2) The Board must make a written copy of the grievance procedures available to anyone, upon request. All documents pertaining to the grievance process will be made available, upon request, in accessible format. The following procedures are established to provide regular opportunities for grievances to be brought before the Grievance Committee.
- (3) Should an interested party wish to file a grievance with the Board, that grievance must be filed in writing within ninety (90) days after the occurrence of the event giving rise to the grievance. The grievance shall be sent to:

Alachua County Transportation Disadvantaged Coordinating Board
Grievance Committee
2009 N.W. 67th Place
Gainesville, FL 32653-1603
- (4) If requested, the Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff will provide assistance individuals to prepare written grievances.
- (5) The grievance should try to demonstrate or establish a clear violation of a specific law, regulation, or contractual arrangement. Copies of pertinent laws and regulations may be obtained from Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff.
- (6) The grievance shall include:
 - a. the name, address and telephone number of the Complainant;
 - b. a statement of the grounds for the grievance and be supplemented by supporting documentation, made in a clear and concise manner; and
 - c. an explanation by the Complainant of the improvements needed to address the complaint.
- (7) If the Board receives a grievance pertaining to the operation of services by the Community Transportation Coordinator, that grievance shall be forwarded to the Community Transportation Coordinator for a written response. The Community Transportation Coordinator's written response shall be provided to the Grievance Committee at least one week prior to the Grievance Committee meeting to hear such grievance.
- (8) If the Complainant does not want to be contacted by the Community Transportation Coordinator concerning the grievance before the grievance is heard, the Community Transportation Coordinator is prohibited from contacting the Complainant.
- (9) Within fifteen (15) working days following the date of receipt of the formal grievance, Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff shall advise the Grievance Committee of the grievance to schedule a hearing on the grievance and inform the Complainant of the hearing date.
- (10) The Grievance Committee shall meet to hear the grievance within forty-five (45) calendar days from the date of receipt of the grievance.
- (11) Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area staff shall send notice of the Grievance Committee's scheduled hearing in writing to the local newspaper of greatest circulation, the Complainant and other interested parties.

- (12) All involved parties have a right to present their views to the Grievance Committee, either orally or in writing. In addition, all parties may present evidence.
- (13) A written report and any recommendations of the Grievance Committee shall be provided to the Board. A copy of this report shall be provided to the concerned parties within ten (10) working days after the hearing on the grievance and no more than sixty (60) calendar days from the date of receipt of the formal grievance. The Grievance Committee's recommendation will stand unless the recommendation is changed by the Board.
- (14) A written report shall also be provided to the Community Transportation Coordinator's Governing Board.

K. Appeals

- (1) Appeals of recommendations by the Grievance Committee to the Board shall be made within twenty (20) working days from the date when the Grievance Committee makes a recommendation regarding a grievance. The appeal shall be mailed to:

Alachua County Transportation Disadvantaged Coordinating Board
2009 N.W. 67th Place
Gainesville, FL 32653-1603

- (2) The Complainant will be notified in writing of the date, time and place of the Board meeting where the appeal will be heard. This written notice will be mailed at least ten (10) calendar days in advance of the meeting.
- (3) The Board will meet to hear the appeal and render its recommendation within thirty (30) calendar days of the date the appeal was filed. A written copy of the recommendation will be mailed to all parties involved within ten (10) calendar days of the date of the recommendation.
- (4) Should a Complainant remain dissatisfied with the Board's decision, he or she may contact the Florida Commission for the Transportation Disadvantaged at the following address:

Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450

- (5) The Florida Commission for the Transportation Disadvantaged also has an Ombudsman Program to assist individuals with complaints. The toll-free Ombudsman Hotline is 1-800-983-2435. Chapter 427, Florida Statutes does not expressly confer the power or authority for the Florida Commission for the Transportation Disadvantaged to "hear and determine" a grievance between two (2) third parties. The Florida Commission for the Transportation Disadvantaged may choose to listen to grievances and it can investigate them from a fact-finding perspective. It cannot be the "judge" or "arbiter" of the grievance in the sense of determining that one party's version of the facts is right and the other is wrong, and order the wrong party to somehow compensate the right party. On the other hand, the grievance may bring to light a problem within "the system."
- (6) If the grievance showed that one (1) of the parties with whom the Florida Commission for the Transportation Disadvantaged contracts was acting so aberrantly as to not be in compliance with its contract, the Florida Commission for the Transportation Disadvantaged could exercise whatever contractual rights it has to correct the problem.

- (7) The Florida Commission for the Transportation Disadvantaged may take part in the grievance process, if it wants to, for purposes of listening to the grieving parties and gathering the facts of the matter. It may not decide the grievance, where doing so would amount to an exercise of adjudicative powers.

L. Medicaid Non-Emergency Transportation Program Grievance System

- (1) The Florida Commission for the Transportation Disadvantaged and Medicaid Subcontracted Transportation Provider shall have a Grievance System in place that includes complaint and grievance processes. The Medicaid Subcontracted Transportation Provider must also have an appeal process and access to the Medicaid Fair Hearing System.
- (2) The Florida Commission for the Transportation Disadvantaged Medicaid Grievance System is attached as Appendix A.

M. Suspension Reconsideration

- (1) If a rider has been issued a notice of suspension by the Community Transportation Coordinator, they have ten (10) calendar days from the date of issuance of suspension notice to request a reconsideration hearing on the suspension. If a reconsideration hearing is requested, the hearing will be held by the Grievance Committee if the suspension involves transportation provided under Florida's Transportation Disadvantaged Program.
- (2) The written request must include the name, address and telephone number of the person who is requesting the hearing and a statement as to why his or her riding privileges should not be suspended. If the request is not received within ten (10) calendar days from the issue date of the suspension, then the suspension becomes effective ten (10) calendar days from the date of issue.
- (3) Upon receipt of letter requesting the reconsideration hearing, a hearing shall be held within ten (10) working days. The Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area will advise the person requesting the reconsideration hearing by return correspondence of the date, time and location of the hearing.
- (4) The person will be given the opportunity to present the reasons why they believe the suspension should not take place. The Grievance Committee will make a recommendation whether or not to uphold the suspension. A written statement of the recommendation shall be forwarded to the person requesting the hearing within two (2) working days after the hearing by the Grievance Committee. A written statement of the decision whether or not to uphold the suspension shall be forwarded by certified mail within two (2) working days by the Community Transportation Coordinator to the person requesting the hearing.

N. Prohibition Against Retaliation

No individual shall be unlawfully denied Transportation Disadvantaged Program services because such individual has filed a grievance related to Florida's Transportation Disadvantaged Program or has testified or is about to testify in any such proceeding or investigation related to Florida's Transportation Disadvantaged Program.

O. Alternative Recourse

Apart from these grievance processes, aggrieved parties with proper standing, may also have recourse through Chapter 120, Florida Statutes, administrative hearings process or the judicial court system.

Appendix B: Cost/Revenue Allocation and Rate Structure Justification

COMMUNITY TRANSPORTATION COORDINATOR: MV Transportation, Inc.

COUNTY: Alachua

CONTRACT PERIOD: July 1, 2013 - June 30, 2014

PURCHASING AGENCY: Florida Commission for the Transportation Disadvantaged

PROGRAM/SERVICE TYPE	COST PER UNIT (Passenger Mile or Passenger Trip)
Transportation Disadvantaged Program Ambulatory	\$27.47/passenger trip
Transportation Disadvantaged Program Wheelchair	\$47.10/passenger trip
Transportation Disadvantaged Program Stretcher	\$98.12/passenger trip
Transportation Disadvantaged Program Bus Pass	\$20.50/bus pass
Medicaid Program Ambulatory	\$27.85/passenger trip
Medicaid Program Wheelchair	\$47.74/passenger trip
Medicaid Program Stretcher	\$99.46/passenger trip

Preliminary Information Worksheet Version 1.4

CTC Name: MV Transportation, Inc.	
County (Service Area): Alachua County	▲
Contact Person: Ed Griffin	
Phone #: (407) 455-2632	

Throughout this version you will find triangles that include explicit comments for your review. Hover your cursor over the triangles to see the comment.

Check Applicable Characteristic:

ORGANIZATIONAL TYPE:	NETWORK TYPE:
<input type="radio"/> Governmental	<input type="radio"/> Fully Brokered
<input type="radio"/> Private Non-Profit	<input checked="" type="radio"/> Partially Brokered
<input checked="" type="radio"/> Private For Profit	<input type="radio"/> Sole Source

Once completed, proceed to the Worksheet entitled "Comprehensive Budget"

Worksheet for Multiple Service Rates
 CTC: 80% Transportation Disadvantaged
 County: Alachua County

1. Where the question for proposing the CTC is not asking a question / the answer is
 2. From the CTC's perspective, are you providing any of these services to transportation disadvantaged passengers in the upcoming budget year? ...

SECTION I: Services Provided

1. Will the CTC be providing any of these services to transportation disadvantaged passengers in the upcoming budget year? ...

Volunteer Do you provide a volunteer service for Accessibility Services?	Yes <input type="radio"/> No <input type="radio"/>	Drop Do you provide a drop service for Accessibility Services?	Yes <input type="radio"/> No <input type="radio"/>
Paratransit Do you provide a paratransit service for Accessibility Services?	Yes <input type="radio"/> No <input type="radio"/>	Drop Do you provide a drop service for Accessibility Services?	Yes <input type="radio"/> No <input type="radio"/>
Other Do you provide any other service for Accessibility Services?	Yes <input type="radio"/> No <input type="radio"/>	Drop Do you provide a drop service for Accessibility Services?	Yes <input type="radio"/> No <input type="radio"/>

SECTION II: Contracted Services

1. Will the CTC be contracting out any of these services TOTALLY in the upcoming budget year? ...

Volunteer Do you provide a volunteer service for Contracted Services?	Yes <input type="radio"/> No <input type="radio"/>	Drop Do you provide a drop service for Contracted Services?	Yes <input type="radio"/> No <input type="radio"/>
Paratransit Do you provide a paratransit service for Contracted Services?	Yes <input type="radio"/> No <input type="radio"/>	Drop Do you provide a drop service for Contracted Services?	Yes <input type="radio"/> No <input type="radio"/>
Other Do you provide any other service for Contracted Services?	Yes <input type="radio"/> No <input type="radio"/>	Drop Do you provide a drop service for Contracted Services?	Yes <input type="radio"/> No <input type="radio"/>

2. If you answered YES to any above, do you want to arrive at the billing rate by simply dividing the proposed contract amount by the projected Passenger Miles / passenger trip? ...

3. If you answered YES to #1 & #2 above, how much is the proposed contract amount for the service? (How many of the total projected Passenger Miles relate to the contracted service? How many of the total projected passenger trips relate to the contracted service?)

Effective Rate for Contracted Services:
 per Passenger Mile / per Passenger Trip

4. If you answered #3 & used a Contracted Rate per Trip (Rate per Mile) or more services, WHAT is the Contract per Trip (Rate per Mile) for the service? (What is the Contract per Trip (Rate per Mile) for the service?)

Rate per Passenger Mile for Balance

Worksheet for Multiple Service Rates

1. Address the questions by completing each cell (all cells starting in column 1 of all services)
 2. Provide the total projected revenue for all services in column 2 of each service and (where applicable) projected per passenger revenue

SECTION III: Escort Services

1. Do you want to charge all fares at the? Yes No

2. If you answered "Yes to #1, do you want to charge the bus per passenger trip OR per passenger mile? Trip Mile

3. If you answered "Yes to #1 and completed #2, for the majority of the projected Passenger Trip / Passenger Miles will a passenger be accompanied by an escort? Yes No

4. How much will you charge each escort? Loading Rate is 1.00

SECTION IV: Group Services Loading

1. If the average "You Must Complete This Section" appears in the right, what is the projected total number of Group Service Passenger Miles? (otherwise leave blank)

..... And what is the projected total number of Group Vehicle Revenue Miles?

SECTION V: Rate Calculations for Multiple Services:

1. Input Projected Revenue for each service in the GREEN cells and the Rates for each Service will be calculated automatically. The projected revenue for each service must be in the cell for all services listed on the "Program-wide Rates" Worksheet, MINUS the fare and tips for contracted services if the rates were submitted in the Section II above

* Do not leave the service BLANK! If you answered NO in Section I or YES to question #2 in Section II

Projected Passenger Miles (including totally contracted services addressed in Section II) = 1,521,385
 Rate per Passenger Mile = 795,200 ÷ 1,521,385 = 0.523

Projected Passenger Trip (including totally contracted services addressed in Section II) = 101,385
 Rate per Passenger Trip = 68,800 ÷ 101,385 = 0.678

2. If you answered #1 above and want a COMBINED Rate per Trip PLUS a per mile addition for 1 or more services,...

...INPUT the Desired Rate per Trip (Rate must be 1.00 Rate per Trip rate above) =

Rate per Passenger Miles for Subcontract = 1.521,385
 Rate per Passenger Trip = 1.00

Service	Vehicle Charge	Structure	2017	2018	Group
Armed	795,200	308,100	+	20,695	0
Armed	12,800	64,270	+	68,341	32,000
Armed	68,800	31,240	+	1,175	83,200
Armed	627,407	647,19	+	886,527	83,200
Armed	12,800	64,270	+	68,341	32,000
Armed	68,800	31,240	+	1,175	83,200
Armed	627,407	647,19	+	886,527	83,200
Armed	12,800	64,270	+	68,341	32,000
Armed	68,800	31,240	+	1,175	83,200
Armed	627,407	647,19	+	886,527	83,200

Summary of Rates

Service	Vehicle Charge	Structure	Rate per Passenger Mile	Rate per Passenger Trip
Armed	12,800	64,270	0.523	0.678
Armed	68,800	31,240	0.523	0.678
Armed	627,407	647,19	0.523	0.678

Budgeted Rate Base Worksheet Version 1.4 CTC: MV Transportation, Inc.
County: Alachua County

1 Complete applicable GREEN cells in column 3; YELLOW and BLUE cells are automatically completed in column 3
2 Complete applicable GOLD cells in column and 5

	Upcoming Years BUDGETED Revenues	What amount of the Budgeted Revenue in col. 2 will be generated at the rate per mile determined by this spreadsheet. (Do not use as local match for these type revenues?)	Budgeted Rate Subsidy Revenues Excluded from the Rate Base	What amount of the Budgeted Revenue in col. 4 will come from Funds to purchase equipment. (Do not use as match for the purchase of equipment?)
	from July 1st of 2013 to June 30th of 2014	3	4	5
REVENUES (CTC/Operators ONLY)				
Local Non-Gov				
Farebox	\$ 64,000	\$ 47,970	\$ 30,024	
Medicaid Co Pay Received	\$ -	\$ -	\$ -	
Donations/ Contributions	\$ -	\$ -	\$ -	
In-Rent, Contributed Services	\$ 11,329	\$ -	\$ 11,329	
Other	\$ 2,456	\$ -	\$ 2,456	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
Local Government				
District School Board	\$ -	\$ -	\$ -	
County ADA Services	\$ 188,300	\$ 188,300	\$ -	
County Cash	\$ -	\$ -	\$ -	
County In-Rent, Contributed Services	\$ 1,314,280	\$ 1,314,280	\$ -	
City Cash	\$ -	\$ -	\$ -	
City In-Rent, Contributed Services	\$ -	\$ -	\$ -	
Other Cash	\$ -	\$ -	\$ -	
Other In-Rent, Contributed Services	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
CTD				
Non-Sports Trip Program	\$ 499,671	\$ 499,671	\$ -	
Non-Sports Capital Equipment	\$ -	\$ -	\$ -	
Rural Capital Equipment	\$ -	\$ -	\$ -	
Other TD	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ 11,588	\$ -	\$ 11,588	
USDOT & FDOT				
49 USC 4307	\$ -	\$ -	\$ -	
49 USC 5312	\$ -	\$ -	\$ -	
49 USC 5311 (Operating)	\$ 64,200	\$ 64,200	\$ -	
49 USC 5311(Capital)	\$ -	\$ -	\$ -	
Block Grant	\$ -	\$ -	\$ -	
Service Development	\$ -	\$ -	\$ -	
Commuter Assistance	\$ 90,000	\$ 90,000	\$ -	
Other DOT	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
AHCA				
Medicaid	\$ 1,228,730	\$ 1,228,730	\$ -	
Other AHCA	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
DCF				
Alcohol, Drug & Mental Health	\$ -	\$ -	\$ -	
Family Safety & Preservation	\$ -	\$ -	\$ -	
Comm. Care Dis. Aging & Adult Serv.	\$ -	\$ -	\$ -	
Other DCF	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
DOH				
Children Medical Services	\$ -	\$ -	\$ -	
County Public Health	\$ -	\$ -	\$ -	
Other DOH	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
DOE (state)				
Carl Perkins	\$ -	\$ -	\$ -	
Dir of Blind Services	\$ -	\$ -	\$ -	
Vocational Rehabilitation	\$ -	\$ -	\$ -	
City Care Programs	\$ 40,500	\$ 40,500	\$ -	
Other DOE	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
AWI				
WAGES/Workforce Board	\$ -	\$ -	\$ -	
AWI	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
DOEA				
Caregivers/Adults	\$ -	\$ -	\$ -	
Community Care for Elderly	\$ -	\$ -	\$ -	
Other DOEA	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	
DCA				
Community Services	\$ -	\$ -	\$ -	
Other DCA	\$ -	\$ -	\$ -	
Bus Pass Program Revenue	\$ -	\$ -	\$ -	

local match req: \$ 55,516

YELLOW cells
are NEVER Generated by Applying Authorized Rates

BLUE cells
Should be funds generated by rates in this spreadsheet

GREEN cells
MAY BE Revenue Generated by Applying
Authorized Rate per Mile/Trip Charges

Fill in that portion of budgeted revenue in Column 2 that will be GENERATED through the application of authorized per mile, per trip, or combination per trip plus per mile rates. Also, include the amount of funds that are Earmarked as local match for Transportation Services and NOT Capital Equipment purchases.

If the Farebox Revenues are used as a source of Local Match Dollars, then identify the appropriate amount of Farebox Revenue that represents the portion of Local Match required on any state or federal grants. This does not mean that Farebox is the only source for Local Match.

Please review all Grant Applications and Agreements containing State and/or Federal funds for the proper Match Requirement levels and allowed sources.

GOLD cells

Fill in that portion of Budgeted Rate Subsidy Revenue in Column 4 that will come from Funds Earmarked by the Funding Source for Purchasing Capital Equipment. Also include the portion of Local Funds earmarked as Match related to the Purchase of Capital Equipment if a match amount is required by the Funding Source.

Budgeted Rate Base Worksheet Version 1.4 CTC: MV Transportation, Inc. County: Alachua County

1. Complete applicable GREEN cells in column 3, YELLOW and BLUE cells are automatically completed in column 3
2. Complete applicable GOLD cells in column 6

	Upcoming Year's BUDGETED Revenue		What amount of the Budgeted Revenue in col 2 will be generated at the rate per unit determined by this spreadsheet, OR used as local match for these type revenues?	Budgeted Rate Subsidy Revenue Excluded from the Rate Base	What amount of the Subsidy Revenue in col 4 will come from funds to purchase equipment, OR will be used as match for the purchase of equipment?
	from July 1st of 2013 to June 30th of 2014				
APD					
Office of Disability Determination	\$		\$	\$	
Developmental Services	\$		\$	\$	
Other APD	\$		\$	\$	
Bus Pass Program Revenue	\$		\$	\$	
DJJ					
DJJ	\$		\$	\$	
Bus Pass Program Revenue	\$		\$	\$	
Other Fed or State					
xxx	\$		\$	\$	
xxx	\$		\$	\$	
xxx	\$		\$	\$	
Bus Pass Program Revenue	\$		\$	\$	
Other Revenues					
Interest Earnings	\$		\$	\$	
xxxx	\$		\$	\$	
xxxx	\$		\$	\$	
Bus Pass Program Revenue	\$		\$	\$	
Balancing Revenue to Prevent Deficit	\$		\$	\$	
Actual or Planned Use of Cash Receipts	\$		\$	\$	
Total Revenues =	\$	3,685,288	\$	3,483,682	\$
					\$ 61,603

Amount of Budgeted Operating Rate Subsidy Revenue

EXPENDITURES (CTC/Operators ONLY)	
Operating Expenditures	
Labor	\$ 1,457,780
Fringe Benefits	\$ 125,194
Services	\$ 40,813
Materials and Supplies	\$ 848,434
Utilities	\$ 46,455
Casualty and Liability	\$ 276,828
Taxes	\$ 3,618
Purchased Transportation	
Purchased Bus Pass Expenses	\$ 14,044
Estimated Bus Utilization Expenses	\$ -
Contracted Transportation Services	\$ 42,660
Other	\$ -
Miscellaneous	\$ 24,068
Operating Debt Service - Principal & Interest	\$ 10,943
Leases and Rentals	\$ 102,141
Concess to Capital Equip. Replacement Fund	\$ -
In-House Contributed Services	\$ -
Allocated Interest	\$ 380,772
Capital Expenditures	
Equip. Purchases with Grant Funds	\$ -
Equip. Purchases with Local Revenue	\$ -
Equip. Purchases with Rate Generated Rev	\$ -
Capital Debt Service - Principal & Interest	\$ -
PROFIT	\$ 551,566
Total Expenditures =	\$ 3,845,288
minus EXCLUDED Subsidy Revenue =	\$ 61,603
Budgeted Total Expenditures INCLUDED in Rate Base =	\$ 3,483,682
Rate Base Adjustment ¹	
Adjusted Expenditures Included in Rate Base =	\$ 3,483,682

¹ Rate Base Adjustment Cell

If necessary and justified, this cell is where you could optionally adjust proposed service rates up or down to adjust for program revenue (or unapproved profit), or losses from the Actual period shown at the bottom of the Comprehensive Budget Sheet. This is not the only acceptable location or method of reconciling for excess gains or losses. If allowed by the respective funding sources, excess gains may also be adjusted by providing system subsidy revenue or by the purchase of additional trips in a period following the Actual period. If such an adjustment has been made, provide notation in the respective explanation area of the Comprehensive Budget Tab.

¹ The Difference between Expenses and Revenue for Fiscal Year: 2011 - 2012

Once Completed, Proceed to the Worksheet entitled "Program-wide Rates"

Worksheet for Program-wide Rates CTC: MV Transportation Version 1.4
 County: Alachua County

1. Complete Total Projected Passenger Miles and ONE-WAY Passenger Trips (GREEN cells) below

Do **NOT** include trips or miles related to Coordination Contractors!
 Do **NOT** include School Board trips or miles UNLESS.....
INCLUDE all ONE-WAY passenger trips and passenger miles related to services you purchased from your transportation operators!
 Do **NOT** include trips or miles for services provided to the general public/private pay UNLESS.
 Do **NOT** include escort activity as passenger trips or passenger miles unless charged the full rate for service!
 Do **NOT** include fixed route bus program trips or passenger miles!

PROGRAM-WIDE RATES		Fiscal Year
Total Projected Passenger Miles =	1,121,395	2013 - 2014
Rate Per Passenger Mile = \$	3.11	
Total Projected Passenger Trips =	101,395	
Rate Per Passenger Trip = \$	34.36	Avg. Passenger Trip Length = 11.1 Miles

Rates If No Revenue Funds Were Identified As Subsidy Funds	
Rate Per Passenger Mile = \$	3.15
Rate Per Passenger Trip = \$	34.83

Once Completed, Proceed to the Worksheet entitled "Multiple Service Rates"

Vehicle Miles
 The miles that a vehicle is scheduled to or actually travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service

Vehicle Revenue Miles (VRM)
 The miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles exclude:

- Deadhead
- Operator training, and
- Vehicle maintenance testing, as well as
- School bus and charter services.

Passenger Miles (PM)
 The cumulative sum of the distances ridden by each passenger.

Worksheet for Multiple Service Rates

1. Review the numbers by attaching the correct rate to the correct service. If you are unsure, refer to the Service Rate Chart on page 10 of the Transportation Disadvantaged Service Plan.

2. If you are unsure of the correct rate, refer to the Service Rate Chart on page 10 of the Transportation Disadvantaged Service Plan.

SECTION I: Services Provided

1. Will the CTD be providing any of these services to transportation disadvantaged passengers in the upcoming budget year?

Paratransit	Microtransit	Senior	Other
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Do all services meet ADA requirements for paratransit?	Do all services meet ADA requirements for microtransit?	Do all services meet ADA requirements for senior?	Do all services meet ADA requirements for other?

SECTION II: Contracted Services

1. Will the CTD be contracting out any of these services TOTALLY in the upcoming budget year?

Paratransit	Microtransit	Senior	Other
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
Do all services meet ADA requirements for paratransit?	Do all services meet ADA requirements for microtransit?	Do all services meet ADA requirements for senior?	Do all services meet ADA requirements for other?

2. If you answered YES to #1 above, do you want to give up the billing rights by simply allowing the proposed contracted amount to be proposed? Passenger Rate / Passenger Trip?

3. If you answered YES to #1 & #2 above, how much is the proposed contracted amount for the service? How many of the total proposed passenger miles relate to this contracted service? (How many of the total proposed passenger trips relate to this contracted service?)

Contracted Rates for Contracted Services:

Paratransit	Microtransit	Senior	Other
\$ _____ per Passenger Mile \$ _____ per Passenger Trip	\$ _____ per Passenger Mile \$ _____ per Passenger Trip	\$ _____ per Passenger Mile \$ _____ per Passenger Trip	\$ _____ per Passenger Mile \$ _____ per Passenger Trip

4. If you answered #3 & 4, what is Contracted Rate per 100 Miles a pay mile system for 1 or more services, (NOTE: The Contracted Rate per 100 Miles must be 100% of the rate for 100 miles in #3 above)

Paratransit	Microtransit	Senior	Other
\$ _____ per 100 Miles	\$ _____ per 100 Miles	\$ _____ per 100 Miles	\$ _____ per 100 Miles

Worksheet for Multiple Service Rates

1. Review the worksheet, including the DSDOT and program information, for all services.
 2. Provide the DSDOT program, including the title of the service, the number of vehicles, and the number of passengers per vehicle.

SECTION II: Escort Service

1. Do you want to charge all escorts a fee?
 No
 Yes
 Add \$1,400 per month for all escorts to the monthly fee.
 Do you want to charge all escorts a fee?
 No
 Yes
 Add \$1,400 per month for all escorts to the monthly fee.

2. If you answered Yes to #1, do you need to charge the fee per passenger trip or per passenger mile?
 Per Trip
 Per Mile
 Add \$1,400 per month for all escorts to the monthly fee.

3. If you answered Yes to #1 and completed #2, for how many of the escorted Passenger Trips / Passenger Miles will a passenger be accompanied by an escort?
 _____ per Passenger Trip / _____ per Passenger Mile

4. How much will you charge each escort?
 _____ per Passenger Trip / _____ per Passenger Mile

SECTION III: Group Service Loading

1. If the average "Total Cost" exceeds the "Total Revenue" to the right, what is the proposed total number of Group Service Passenger Miles? (Please explain any assumptions.)

 And what is the projected total number of Group Vehicle Revenue Miles?

SECTION IV: Rate Calculations for Multiple Services:

1. Input Proposed Passenger Miles and Passenger Trips for each Driver in the DSDOT table and the Rates for each Service will be calculated automatically.
 * Miles and Trips you input must sum to the total for all Services entered on the "Program-wide Rates" Worksheet, MINUS miles and trips for contracted services if the rates were calculated in the Section II above.
 * Do not leave the service "BLANK" if you answered NO in Section I or YES to question #2 in Section II.

Service	Year	Driver	Vehicle	Group
Adult	2018	2019	2020	2021
Wheel Chair	365,100	365,100	365,100	365,100
Standard	32,500	34,275	35,940	37,605
Group	0	0	0	0
Rate per Passenger Mile	1,171.245	1,171.245	1,171.245	1,171.245
Rate per Passenger Trip	101,329	101,329	101,329	101,329
Rate per Passenger Mile	1,171.245	1,171.245	1,171.245	1,171.245
Rate per Passenger Trip	101,329	101,329	101,329	101,329

2. If you answered #1 above and want a COMBINED Rate per Trip (that must be less than per trip rate above) *
 *NOTE: The Combined Rate per Trip (that must be less than per trip rate above) *
 Rate per Passenger Mile for Balance *

Service	Year	Driver	Vehicle	Group
Adult	2018	2019	2020	2021
Wheel Chair	365,100	365,100	365,100	365,100
Standard	32,500	34,275	35,940	37,605
Group	0	0	0	0
Rate per Passenger Mile	1,171.245	1,171.245	1,171.245	1,171.245
Rate per Passenger Trip	101,329	101,329	101,329	101,329

SECTION V: Summary of Rates (including all services)

Service	Year	Driver	Vehicle	Group
Adult	2018	2019	2020	2021
Wheel Chair	365,100	365,100	365,100	365,100
Standard	32,500	34,275	35,940	37,605
Group	0	0	0	0
Rate per Passenger Mile	1,171.245	1,171.245	1,171.245	1,171.245
Rate per Passenger Trip	101,329	101,329	101,329	101,329

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2011/3626	Chevy/Champion/21' /Crusader	1GBJG31G3A1160922	Lift	8+2	37,416	145,382	2016	MDT	FTA
2011/3671	Chevy/Goshen/21' /Crusader	1GB3G2BG1B1143510	Lift	8+2	44,364	104,600	2016	MDT	FTA
2011/3672	Chevy/Goshen/21' /Crusader	1GB3G2BG8B114855	Lift	8+2	55,201	122,620	2016	MDT	FTA
2011/3673	Chevy/Goshen/21' /Crusader	1GB3G2BG5B1146863	Lift	8+2	48,516	106,642	2016	MDT	FTA
2011/3674	Chevy/Goshen/21' /Crusader	1GB3G2BG8B1143021	Lift	8+2	52,800	121,998	2016	MDT	FTA
2011/3675	Chevy/Goshen/21' /Crusader	1GB3G2BG8B1144718	Lift	8+2	53,136	99,089	2016	MDT	FTA
MV VEHICLES									
2003/53	Ford Cutaway	1FDXE45S33HA62298	Lift	8+2	27,600	343,952	2013	MDT	MV
2003/201	Ford Van	1FTSS34L83HB72940	Lift	8+2	1,500	265,697	2013	MDT	MV
2003/203	Ford Van	1FBSS31L63HA74353	Lift	8+2	24,492	269,768	2013	MDT	MV
2003/204	Ford Van	1FBSS31L93HA77506	Lift	8+2	300	248204	2013	MDT	MV
2003/209	Ford Van	1FBSS31L23HA77511	Lift	8+2	2,112	246,703	2013	MDT	MV
2003/214	Ford Van	1FTSS34L53HA67675	Lift	8+2	9,601	275,503	2013	MDT	MV
2003/300	Ford Van Stretcher	1FTSS34L13HB72939	Lift	8+2	6,228	245,206	2013	MDT	MV
2003/302	Ford Van Stretcher	1FTSS34LX3HB72941	Lift	8+2	24,420	266,984	2013	MDT	MV
2005/2905	Champion/ E450/22' Cutaway	1FDWE35L45HA19414	Lift	8+2	31,500	324,536	2013	MDT	MV
2005/2906	Champion/ E450/22' Cutaway	1FDWE35L65HA19415	Lift	8+2	18,384	278,378	2013	MDT	MV
2006/3162	Champion/ E350/21' Cutaway	1FDWE35L56DB13732	Lift	8+2	6,900	166,236	2013	MDT	MV
2006/3164	Champion/ 3500/21' Cutaway	10G0BJG31U47113413 4	Lift	8+2	25,056	237,379	2013	MDT	MV
2010/3214	Chevy/RICON/21' Cutaway	1GBJG31K491173520	Lift	8+2	46,140	152,269	2015	MDT	ARRA
2010/3215	Chevy/RICON/21' Cutaway	1GBJG31K491171525	Lift	8+2	32,701	160,796	2015	MDT	ARRA

2010/3216	Chevy/RICON/21' Cutaway	1GBJG31K591173722	Lift	8+2	46,740	157,630	2015	MDT	ARRA
2010/3217	Chevy/RICON/21' Cutaway	1GBJG31K091174115	Lift	8+2	46,068	176,966	2015	MDT	ARRA
2010/3218	Chevy/RICON/21' Cutaway	1GBJG31KX91174171	Lift	8+2	49,980	174,227	2015	MDT	ARRA
2010/3219	Chevy/RICON/21' Cutaway	1GBJG31K091173174	Lift	8+2	39,672	149,177	2015	MDT	ARRA
2012/3715	Goshen/E450/21/ Coach	1FDFE4FSBCDA02714	Lift	12+2	38,052	80,295	2017	MDT	FTA
2012/3716	Goshen/E450/21/ Coach	1FDFE4FS5CDA02721	Lift	12+2	54,000	96,957	2017	MDT	FTA
2012/3720	Champion/ E450/21' Cutaway	1FDFE4FS6CDB04660	Lift	12+2	35,100	52,429	2017	MDT	FDOT
2013/3721	Champion/E450/21'	1FDFE4FS9DDA92974	Lift	12+2	35,100	17,726	2018	MDT	FDOT
2014/3894	Champion/BRAUN/21'	IGB3G2BG2E1120192	Lift	8+2	38,101	2,933	2019	MDT	FTA

) Applicants must use this form.

) Identify vehicles to be replaced with this or other grant by placing an asterisk (*) next to the model year. In Exhibit B of the application, provide the name of the lessee or contractor, if applicable.

) For example, Ford 22' bus; Dodge converted van.

) Show FDOT control number if bought with grant through FDOT; otherwise, show last 5 or 6 digits of Vehicle Identification Number (VIN).

) Include computer hardware and software, copiers, printers, mobile radios, communication systems, etc.

) Identify the grant or other funding source used for purchasing the vehicle/equipment.

OTE: Those requesting replacement vehicle(s), please identify the year the vehicle(s) were purchased. Explain need for sedans and station wagons.

ote 1: The vehicle to be replaced if this grant is awarded.

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Appendix D: Safety Compliance Self Certification



Florida Department of Transportation

RICK SCOTT
GOVERNOR

2198 Edison Avenue MS2806
Jacksonville, FL 32204-2730

ANANTH PRASAD, P.E.
SECRETARY

Date: July 17, 2013

To: **Kelly Gonzalez, General Manager**
MV Transportation
3713 SW 42nd Avenue,
Gainesville, Florida 32608

RE: **Letter of Compliance with Rule Chapter 14-90, Florida Administrative Code**

Dear Mr. Gonzalez,

I'm pleased to notify you that the Department has completed the MV Transportation Bus Transit System Safety and Security Compliance Audit, June 2013 and we find your agency to be in compliance with the provisions of Rule Chapter 14-90, Florida Administrative Code (F.A.C.). Thank you for addressing the "Deficiency" and "Area of Concern" identified by the Department during the subject audit and subsequently communicating the completion of the corrective actions. As you remedied the deficiency and area of concern and provided us with the necessary documentation prior to the issuance of the Final Report, you will not be required to generate a corrective action plan (CAP).

We appreciate the level of support and cooperation received from the agency's staff during the conduct of the compliance audit and also noted your efforts in addressing safety system compliance with the subject Rule. Per the Department's Bus Transit System Safety Program Procedure 725-030-009-j, we will be returning to your agency no later than 2016 for our next compliance audit. If you have any questions or would like to discuss any concerns in the meantime please contact me at (904) 360-5650. We look forward to continuing working with your agency in your efforts to serve the safe transportation needs of your constituents.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Worth".

Phil Worth
District Public Transportation Manager
FDOT District Two Modal Development Office
2198 Edison Avenue, MS 2813
Jacksonville, FL 32204
Phone: 904-360-5650
Email: phil.worth@dot.state.fl.us

Cc: Victor Wiley (FDOT); Sandra Collins (FDOT); Janell Damato (FDOT); Santanu Roy (HDR); Micah Gilliom (HDR)

www.dot.state.fl.us

Metropolitan Transportation Planning Organization for the Gainesville Urbanized Area

Transportation Disadvantaged Service Plan Team

Scott R. Koons, AICP, Executive Director

- * Marlie Sanderson, AICP, Director of Transportation Planning
- * Lynn Franson-Godfrey, AICP, Senior Planner

* Primary Responsibility
** Secondary Responsibility



Use the QR Reader App
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**Alachua County
Transportation Disadvantaged Coordinating Board**

2009 NW 67th Place, Gainesville, FL 32653-1603

www.ncfrpc.org/td

**Application for U.S.C. Section 5310 Formula Grants for the Enhanced
Mobility of Seniors and Individuals with Disabilities
Operating Assistance for
Alachua County, Florida**

Submitted by

Regional Transit System

January 10th, 2014

APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

2. DATE SUBMITTED January 10, 2014	Applicant Identifier
3. DATE RECEIVED BY STATE	State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

1. TYPE OF SUBMISSION: Application	Pre-application
<input type="checkbox"/> Construction	<input type="checkbox"/> Construction
<input checked="" type="checkbox"/> Non-Construction	<input type="checkbox"/> Non-Construction

5. APPLICANT INFORMATION

Legal Name: Regional Transit System	Organizational Unit: Department: Public Works
Organizational DUNS: 010-522159	Division: Regional Transit System
Address: Street: 100 SE 10th Ave	Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Mr. First Name: Jesus
City: Gainesville	Middle Name M.
County: Alachua	Last Name Gomez
State: FL Zip Code 32601	Suffix:
Country: USA	Email: gomezjm@ci.gainesville.fl.us

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6000325	Phone Number (give area code) 352-393-7860	Fax Number (give area code) 352-334-2607
---	---	---

8. TYPE OF APPLICATION:

New Continuation Revision

If Revision, enter appropriate letter(s) in box(es)
(See back of form for description of letters.)

Other (specify)

7. TYPE OF APPLICANT: (See back of form for Application Types)

N.

Other (specify)
City Transit System

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:
20-513

TITLE (Name of Program):
Enhanced Mobility of Seniors and Individuals with Disabilities

9. NAME OF FEDERAL AGENCY:
Federal Transit Administration

12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):
City of Gainesville and Alachua County

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
To purchase ADA paratransit trips for seniors and the disabled residents in the rural areas surrounding the City of Gainesville, FL. These trips will provide access to the urban areas for some of Alachua counties neediest residents.

13. PROPOSED PROJECT

Start Date: 10/01/13	Ending Date: 09/30/14
-------------------------	--------------------------

14. CONGRESSIONAL DISTRICTS OF:

a. Applicant District 6	b. Project District 6
----------------------------	--------------------------

15. ESTIMATED FUNDING:

a. Federal	\$	25,000 ⁰⁰
b. Applicant	\$	25,000 ⁰⁰
c. State	\$	⁰⁰
d. Local	\$	⁰⁰
e. Other	\$	⁰⁰
f. Program Income	\$	⁰⁰
g. TOTAL	\$	50,000 ⁰⁰

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?

a. Yes. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON
DATE: January 10, 2014

b. No. PROGRAM IS NOT COVERED BY E. O. 12372
 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix Mr.	First Name Russ	Middle Name D.
Last Name Blackburn		Suffix
b. Title City Manager		c. Telephone Number (give area code) (352) 334-5000 ext 5679
d. Signature of Authorized Representative		e. Date Signed 10 January 2014

Exhibit B

Proposed Project Description

1. If awarded, the 5310 money will be used to enhance the existing level of service because the grant criteria expands the types the eligibility available to residents. RTS will purchase transportation for senior citizens, the disabled and disadvantaged individuals who reside in Gainesville and Alachua County and are in need of transportation. This grant allowed the City of Gainesville to expand the ADA service area in FY2010 under the USC 5317 grant. Under USC 5310 the population served will be expanded because of the change in the service area and the eligible population. Currently Transportation Disadvantaged (TD) and county funds purchase this transportation. Both TD and county funds are finite. The demand for trips funded by TD funds is large and growing, due to the change in Medicaid funding. The Community Transportation Coordinator (CTC) has had to prioritize trips, mainly providing only medical trips. This grant will continue to allow the city to purchase transportation for current riders and to include citizens from areas surrounding Gainesville thus stretching the existing funding received by the CTC from the county and the Transportation Disadvantaged trust fund. This will maintain the expanded service area and continue to maintain a better quality of life for the many people that otherwise would not have access to medical care, shopping and entertainment.
2. The 5317 funds were an integral part of providing transportation service to the disabled and disadvantaged populations in unincorporated Gainesville. RTS hopes to continue to serve this population and the elderly with the 5310 grant. RTS contracts with the local community transportation coordinator (CTC), MV Transportation, to provide paratransit and demand response service to those who reside in Gainesville and in the rural areas around Gainesville. As the CTC, MV Transportation has been designated to provide all the paratransit and demand response transportation in Alachua County. The 5310 grant will allow for the reinstatement of the service RTS had to discontinue when 5317 funds were expended. These funds will provide trips to current users living in rural Gainesville and Alachua County and to extend service on Sunday to clients living outside the city limits. The changes to Medicaid under the Affordable Care Act will disenfranchise even more clients. RTS already has to fund a majority of the dialysis patient's trips in Gainesville because they no longer qualify for Medicaid trips. Dialysis and Chemotherapy patients still need to get to their medical appointments, so now the trips are paid for by ADA and/or Transportation Disadvantaged (TD). TD funds are able to purchase roughly 55 trips per day, 44 of which are taken to provide trips for dialysis clients. This severely restricts other clients, living in rural Gainesville and Alachua County, access to transportation. RTS can help to alleviate or lessen these limitations by providing trips to the seniors and clients that live outside the ADA service area and would otherwise only have access to transportation using TD funds. The TD trust fund

provides a limited amount of trips and those riders mostly come in from the outlying small cities. The 5310 grant will allow the CTC the flexibility to provide the needed trips to rural, or clients living in the urban area surrounding Gainesville, that otherwise would be deemed as a TD client.

3. RTS is applying for operating funds. But the need for those operating funds is critical to maintaining the balance in the demand response and paratransit system. The grant will be used to purchase more trips to allow the CTC to increase the current level of service for those who utilize demand response services. As stewards for the transportation needs of the Gainesville and Alachua County citizens it is our responsibility to forecast the requirements for the provision of the service and look for ways to fund the service; especially when the need increases but the funding availability is dwindling and limited by restrictions on what trips can be provided. This will provide money for work trips and trips which are work related.
4. N/A
5. N/A
6. N/A
7. N/A
8. RTS is part of the City of Gainesville under Public Works. Since Gainesville has a fixed route system, RTS is required to provide ADA Paratransit service to the disabled within the ADA service area. ADA clients living off the fixed route have the choice of using either the fixed route or paratransit. Alachua County citizen's living outside the ADA service area can apply for TD or Medicaid transportation. The intent is, RTS will receive the 5310 Grant funds and thus enable us to extend the service area to the rural areas outside the ADA service area to provide needed trips into the urban area. MV transportation clientele are primarily minorities, economically disadvantaged, and the disabled. RTS is a city owned entity and is not minority owned and MV Transportation is a private for profit company.

**Application for U.S.C. Section 5310 Formula Grants for the Enhanced
Mobility of Seniors and Individuals with Disabilities
Capital Assistance for
Alachua County, Florida**

Submitted by

Regional Transit System

January 10th, 2014

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction		2. DATE SUBMITTED January 10, 2014	Applicant Identifier
		3. DATE RECEIVED BY STATE	State Application Identifier
		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION	
Legal Name: Regional Transit System	Organizational Unit: Department: Public Works
Organizational DUNS: 010-522159	Division: Regional Transit System
Address:	
Street: 100 SE 10th Ave	Name and telephone number of person to be contacted on matters involving this application (give area code)
City: Gainesville	Prefix: Mr. First Name: Jesus
County: Alachua	Middle Name M.
State: FL Zip Code 32601	Last Name Gomez
Country: USA	Suffix:
6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6000325	
8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify)	
7. TYPE OF APPLICANT: (See back of form for Application Types) N. Other (specify) City Transit System	
9. NAME OF FEDERAL AGENCY: Federal Transit Administration	
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: TITLE (Name of Program): Enhanced Mobility of Seniors and Individuals with Disabilities 20-513	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: To purchase a replacement paratransit vehicle to provide transportation for Seniors and Individuals with disabilities in Alachua County and the City of Gainesville, FL. Purchase a Mobile Data Terminal (MDT) to ensure complete service monitoring and maintain the spare ratio
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): City of Gainesville and Alachua County	
13. PROPOSED PROJECT	
Start Date: 10/01/13	Ending Date: 09/30/14
14. CONGRESSIONAL DISTRICTS OF:	
a. Applicant District 6	b. Project District 6
15. ESTIMATED FUNDING:	
a. Federal	\$ 53,460.00
b. Applicant	\$ 13,364.00
c. State	\$.00
d. Local	\$.00
e. Other	\$.00
f. Program Income	\$.00
g. TOTAL	\$ 66,824.00
16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?	
a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: January 10, 2014 b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW	
17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?	
<input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	
18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.	
a. Authorized Representative	
Prefix Mr.	First Name Russ
Middle Name D.	
Last Name Blackburn	
Suffix	
b. Title City Manager	
c. Telephone Number (give area code) (352) 334-5000 ext 5679	
d. Signature of Authorized Representative 	
e. Date Signed 10 January 2014	

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c) <u>www.tripsflorida.org</u>	Estimated Cost
11.____	R	1	Body on Chassis Small Cutaway Type 21' with lift 8 amb seat, 2 w/c	\$62,324.00
11.____				
11.____				
11.____				
11.____				
Sub-total				\$62,324.00

EQUIPMENT REQUEST (c)

11.____		1	Mobile Data Terminal	\$4,500.00
11.____				
11.____				
Sub-total				\$4,500.00

(a) Replacement (R) or Expansion (E).

(b) Provide a brief description including the length and type vehicle, type of fuel, lift or ramp, number of seats and wheelchair positions. Do not show the Make. For example, 22' gasoline bus with lift, 12 amb. seats, 2 w/c positions (due to the higher cost of diesel vehicles the applicant shall be required to pay the difference in cost over that of a gasoline vehicle).

(c) Show mobile radios and identify the type of radio (i.e. two way radio or stereo radio), computer hardware/software, etc. under "Equipment Request."

VEHICLE SUBTOTAL \$ 62,324 + EQUIPMENT SUBTOTALS \$ 4,500 = \$ 66,824 (x).

(x) X 80% = \$ 53,459.20 [Show this amount on Form 424 in block 15(a)]

Exhibit B

Proposed Project Description

1. The vehicle will be used to continue the existing level of service. The grant will be used to purchase a replacement vehicle will allow the CTC to continue to provide paratransit and demand response service to the seniors and disabled citizens in the City of Gainesville and Alachua County. The vehicle will be used by MV Transportation to provide service in the urban and rural areas. By replacing the vehicle, RTS and MV will be able to continue the level of service which is currently offered while reducing fleet age. RTS also plans to purchase a Mobile Data Terminal (MDT) with this vehicle ensures there will always be a working MDT on our paratransit vehicles.
2. The Section 5310 capital funds are an integral part of maintaining the services described in Exhibit A-1. If awarded, the 5310 money will be used to replace one of the 20 vehicles currently provided by the City of Gainesville RTS to the contracted local transportation coordinator, MV Transportation, to enhance the mobility of our senior citizens and the disabled in the City of Gainesville and Alachua County. As the Community Transportation Coordinator (CTC), MV Transportation has been designated to provide all the paratransit and demand response transportation in Alachua County.
3. As one of a fleet of several vehicles that have exceeded both the age and mileage at which FDOT recommends paratransit vehicles be replaced, a replacement vehicle would reduce fleet age and enable RTS and MV Transportation to continue to offer reliable service to its existing service area. While the rest of the vehicles the city has provided to MV are relatively new, the majority of the vehicles that MV owns are 2003 models and are past both the mileage and age recommended for replacement. The Alachua County MTPO voted in 2008 to divert FY09 STP funds earmarked to buy paratransit vans in order to fund roadwork projects. This will continue to affect Gainesville's ability to replace the vehicles now and in the future, starting with the 6 (six) vehicles that under the Useful Life Standard reached the end of their cycle in 2012, with no replacements forecasted.
4. The grant will be used to purchase a new van and MDT to allow the CTC to maintain the current level of service for those who utilize demand response services. This van will replace existing equipment that has extended beyond its recommended cycle of service. As stewards for the transportation needs of the Gainesville and Alachua County citizens it is our responsibility to forecast the requirements for the provision of the service and keep vehicles current per the FDOT Useful Life Standard. RTS and MV collaborated to purchase Mobile Data Terminals for the entire fleet. This has improved efficiency and continues to provide real time reporting data.
5. The 2007 21' Champion Cutaway van (vehicle #3211) that would be replaced has accrued more than 250,000 miles and has reached the mileage at which FDOT Useful Life Standard recommends that paratransit vehicles be replaced. RTS would also purchase an MDT to ensure the spare ratio for the vehicles remains solid; to ensure all paratransit and demand

response vehicles have connectivity with base and the dispatcher. The van is needed to continue to provide the existing level of service.

6. MV Transportation is responsible for the vehicle maintenance. The RTS maintenance manager works closely with the MV maintenance manager to ensure the vehicle PMIs are performed at the required intervals. The maintenance program has been very effective and through outstanding care and diligence on the part of the MV maintenance team has allowed the vehicles to remain on the road and in service past their useful life. Every effort has been made to ensure schedule maintenance has been performed as required with minimal disruption to service. While the MV maintenance team has worked wonders with the vehicles to ensure they stay in service as long as possible, there is only so much that can be done and some of the vehicles especially the 2007 vehicles are reaching the point where breakdowns are occurring more frequently and are rapidly becoming uncost effective to maintain.
7. This vehicle will be used by MV Transportation who has been designated by the State of Florida as the CTC. As the primary operator MV does not have subcontracts with other lessees or operators. As the primary operator they have all of the vehicles retained by RTS to provide service. RTS provides after hours ADA service, by request, using supervisor vehicles.
 - 7a. Is not applicable as MV Transportation is the only operator.
8. RTS is part of the City of Gainesville under the Public Works department and is a local government agency. Since Gainesville has a fixed route system, RTS is required to provide ADA Paratransit service to the disabled within the ADA service area. ADA clients living off the fixed route have the choice of using either the fixed route or paratransit. Alachua County citizens living outside the ADA service area can apply for TD or Medicaid transportation. The intent is that RTS will receive the 5310 Grant funds to purchase a paratransit van to continue to provide service to the senior citizens and disabled residing in Gainesville and Alachua County. MV transportation clientele are primarily minorities, economically disadvantaged, and the disabled. RTS is a city owned entity and is not minority owned and MV Transportation is a private for profit company.

Application for Section 5311
Operating, Capital, Job Access, and Reverse Commute Assistance
for the City of Gainesville
and Alachua County, Florida

Submitted by
Regional Transit System

January 10, 2014

**APPLICATION FOR
FEDERAL ASSISTANCE**

Version 7/03

2. DATE SUBMITTED January 10, 2014	Applicant Identifier
3. DATE RECEIVED BY STATE	State Application Identifier
4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

1. TYPE OF SUBMISSION: Application	Pre-application
<input type="checkbox"/> Construction	<input type="checkbox"/> Construction
<input checked="" type="checkbox"/> Non-Construction	<input type="checkbox"/> Non-Construction

5. APPLICANT INFORMATION	
Legal Name: Regional Transit System	Organizational Unit: Department: Public Works
Organizational DUNS: 010-522159	Division: Regional Transit System
Address: Street: 100 SE 10th Ave	Name and telephone number of person to be contacted on matters involving this application (give area code)
City: Gainesville	Prefix: Mr.
County: Alachua	First Name: Jesus
State: FL	Middle Name M.
Zip Code 32601	Last Name Gomez
Country: USA	Suffix:
	Email: gomezjm@ci.gainesville.fl.us

6. EMPLOYER IDENTIFICATION NUMBER (EIN): 59-6000325	Phone Number (give area code) 352-393-7852	Fax Number (give area code) 352-334-2607
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8. TYPE OF APPLICATION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) Other (specify) <input type="checkbox"/> <input type="checkbox"/>	7. TYPE OF APPLICANT: (See back of form for Application Types) N. Other (specify) City Transit System
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10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 20-509	11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT: To maintain the fixed route between the Oaks Mall and Santa Fe College in the unincorporated area of Gainesville. This route provides 45,000 additional trips and runs Monday thru Friday during peak hours starting at 7 AM to 10 PM. FY13 RTS purchased over 3200 trips in the rural area. Plan to provide demand response trips in the rural area in FY14
12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.): City of Gainesville and Alachua County	

13. PROPOSED PROJECT Start Date: 10/01/13 Ending Date: 09/30/14	14. CONGRESSIONAL DISTRICTS OF: a. Applicant District 6 b. Project District 6
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15. ESTIMATED FUNDING:	16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?
a. Federal \$ 321,398.00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: January 10, 2014
b. Applicant \$ 241,255.00	b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372
c. State \$.00	<input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
d. Local \$.00	17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
e. Other \$.00	<input type="checkbox"/> Yes if "Yes" attach an explanation. <input checked="" type="checkbox"/> No
f. Program Income \$ 80,143.00	
g. TOTAL \$ 642,796.00	

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative		
Prefix Mr.	First Name Russell	Middle Name D.
Last Name Blackburn		Suffix
b. Title City Manager		c. Telephone Number (give area code) (352) 334-5000 ext 5679
d. Signature of Authorized Representative		e. Date Signed 10 January 2014

**Application for U.S.C. Section 5339
Capital Non-Urbanized Area for
Alachua County, Florida**

**Submitted by
Regional Transit System**

January 10th, 2014

APPLICATION FOR FEDERAL ASSISTANCE

1. TYPE OF SUBMISSION: Application		2. DATE SUBMITTED January 10, 2014	Applicant Identifier
<input type="checkbox"/> Construction	<input type="checkbox"/> Pre-application	3. DATE RECEIVED BY STATE	State Application Identifier
<input checked="" type="checkbox"/> Non-Construction	<input type="checkbox"/> Construction	4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier
<input type="checkbox"/> Non-Construction	<input type="checkbox"/> Pre-application		

5. APPLICANT INFORMATION

Legal Name: Regional Transit System	Organizational Unit: Department: Public Works
Organizational DUNS: 010-522159	Division: Regional Transit System

Address: Street: 100 SE 10th Ave	Name and telephone number of person to be contacted on matters involving this application (give area code) Prefix: Mr.	First Name: Jesus
City: Gainesville	Middle Name M.	
County: Alachua	Last Name Gomez	
State: FL	Zip Code 32601	Suffix:
Country: USA	Email: gomezjm@ci.gainesville.fl.us	

6. EMPLOYER IDENTIFICATION NUMBER (EIN):
59-6000325

Phone Number (give area code) 352-393-7860	Fax Number (give area code) 352-334-2607
---	---

8. TYPE OF APPLICATION:
 New Continuation Revision
 If Revision, enter appropriate letter(s) in box(es)
 (See back of form for description of letters.)
 Other (specify) _____

7. TYPE OF APPLICANT: (See back of form for Application Types)
 N.
 Other (specify)
 City Transit System

9. NAME OF FEDERAL AGENCY:
Federal Transit Administration

10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:
20-526

11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:
To purchase four ADA paratransit vans for seniors and the disabled residents in the rural areas surrounding the City of Gainesville, FL. These vans will provide access to the urban areas for some of Alachua counties neediest residents and bring the fleet age in to compliance with Federal requirements.

12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):
City of Gainesville and Alachua County

13. PROPOSED PROJECT
Start Date: 10/01/13 Ending Date: 09/30/14

14. CONGRESSIONAL DISTRICTS OF:
a. Applicant District 6 b. Project District 6

15. ESTIMATED FUNDING:

a. Federal	\$	213,840 ⁰⁰
b. Applicant	\$	53,460 ⁰⁰
c. State	\$	⁰⁰
d. Local	\$	⁰⁰
e. Other	\$	⁰⁰
f. Program Income	\$	⁰⁰
g. TOTAL	\$	267,300 ⁰⁰

16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?
 a. Yes. THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON
 DATE: January 10, 2014
 b. No. PROGRAM IS NOT COVERED BY E. O. 12372
 OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW

17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?
 Yes If "Yes" attach an explanation. No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix Mr.	First Name Russ	Middle Name D.
Last Name Blackburn	Suffix	
b. Title City Manager	c. Telephone Number (give area code) (352) 334-5000 ext 5679	
d. Signature of Authorized Representative	e. Date Signed 10 January 2014	

CAPITAL REQUEST FORM

VEHICLE REQUEST

GMIS Code (This column for FDOT use ONLY)	R or E (a)	Number requested	Description (b) (c) <u>www.tripsflorida.org</u>	Estimated Cost
11. . .	R	4	Body on Chassis Small Cutaway Type 21' with lift 8 amb seat, 2 w/c	\$249,296.00
11. . .				
11. . .				
11. . .				
11. . .				
Sub-total				\$249,296.00

EQUIPMENT REQUEST (c)

11. . .		4	Mobile Data Terminal	\$18,000.00
11. . .				
11. . .				
Sub-total				\$18,000.00

(a) Replacement (R) or Expansion (E).

(b) Provide a brief description including the length and type vehicle, type of fuel, lift or ramp, number of seats and wheelchair positions. Do not show the Make. For example, 22' gasoline bus with lift, 12 amb. seats, 2 w/c positions (due to the higher cost of diesel vehicles the applicant shall be required to pay the difference in cost over that of a gasoline vehicle).

(c) Show mobile radios and identify the type of radio (i.e. two way radio or stereo radio), computer hardware/software, etc. under "Equipment Request."

VEHICLE SUBTOTAL \$ 249,296.00 + EQUIPMENT SUBTOTALS \$ 18,000 = \$ 267,296.00 (x).

(x) X 80% = \$ 213,840.00 [Show this amount on Form 424 in block 15(a)]

Exhibit B

Proposed Project Description

1. The vehicle will be used to continue the existing level of service. The grant will be used to purchase four replacement vehicles, which will allow the CTC to continue to provide paratransit and demand response service to the citizens in the City of Gainesville and Alachua County. The vehicles will be used by MV Transportation to provide service in the urban and rural areas. By replacing the vehicle, RTS and MV will be able to continue the level of service which is currently offered while reducing fleet age. RTS also plans to purchase four Mobile Data Terminal (MDT) with this vehicle ensures there will always be a working MDT on our paratransit vehicles.
2. The Section 5339 capital funds are an integral part of maintaining the services described in Exhibit A-1. If awarded, the 5339 money will be used to replace four of the 20 vehicles currently provided by the City of Gainesville RTS to the contracted local transportation coordinator, MV Transportation, to enhance the mobility of our citizens and the disabled in the City of Gainesville and Alachua County. As the Community Transportation Coordinator (CTC), MV Transportation has been designated to provide all the paratransit and demand response transportation in Alachua County.
3. Several of the vehicles in our fleet have exceeded both the age and mileage at which FDOT recommends paratransit vehicles be replaced, the four replacement vehicles would reduce fleet age and enable RTS and MV Transportation to continue to offer reliable service to its existing service area. While the rest of the vehicles the city has provided to MV are still within the age, several are outside the mileage criteria. The majority of the vehicles that MV owns are 2003 models and are past both the mileage and age recommended for replacement. The Alachua County MTPO voted in 2008 to divert FY09 STP funds earmarked to buy paratransit vans in order to fund roadwork projects. This funding has not been reinstated. This will continue to affect Gainesville's ability to replace the vehicles now and in the future, starting with the 6 (six) vehicles that under the Useful Life Standard reached the end of their cycle in 2012, with no replacements forecasted. If RTS is granted the 5339 funds we can purchase the vehicles needed to go in the right direction to bring the fleet back into compliance with the Useful Life Standards.
4. The grant will be used to purchase four new vans and four MDTs to allow the CTC to maintain the current level of service for those who utilize paratransit and demand response services. These four vans will replace existing equipment that has been extended beyond their recommended cycle of service. As stewards for the transportation needs of the Gainesville and Alachua County citizens it is our responsibility to forecast the requirements for the provision of the service and keep vehicles current per the FDOT Useful Life Standard. RTS and MV collaborated to purchase Mobile Data Terminals for the entire fleet. This has improved efficiency and continues to provide real time reporting data as needed to ensure service is directed to needed areas.

5. Vehicles #3162, 3147, 3210, and 3212 will be replaced; all but 3162 have accrued more than 250,000 miles and have surpassed the age at which FDOT Useful Life Standard recommends that paratransit vehicles be replaced. RTS would also purchase four MDTs to ensure the spare ratio for the vehicles remains solid; to ensure all paratransit and demand response vehicles have connectivity with base and the dispatcher. The vans are needed to continue to provide the existing level of service.
6. MV Transportation is responsible for the vehicle maintenance. The RTS maintenance manager works closely with the MV maintenance manager to ensure the vehicle PMIs are performed at the required intervals. The maintenance program has been very effective and through outstanding care and diligence on the part of the MV maintenance team has allowed the vehicles to remain on the road and in service past their useful life. Every effort has been made to ensure schedule maintenance has been performed as required with minimal disruption to service. While the MV maintenance team has worked wonders with the vehicles to ensure they stay in service as long as possible, there is only so much that can be done and some of the vehicles especially the 2007 vehicles are reaching the point where breakdowns are occurring more frequently and are rapidly becoming not cost effective to maintain.
7. These vehicles will be used by MV Transportation who has been designated by the State of Florida as the CTC. As the primary operator MV does not have subcontracts with other lessees or operators. As the primary operator they have all of the vehicles retained by RTS to provide service. RTS provides after hours ADA service, by request, using supervisor vehicles.
 - 7a. Is not applicable as MV Transportation is the only operator.
8. RTS is part of the City of Gainesville under the Public Works department and is a local government agency. Since Gainesville has a fixed route system, RTS is required to provide ADA Paratransit service to the disabled within the ADA service area. ADA clients living off the fixed route have the choice of using either the fixed route or paratransit. Alachua County citizens living outside the ADA service area can apply for TD or Medicaid transportation. The intent is that RTS will receive the 5310 Grant funds to purchase a paratransit van to continue to provide service to the senior citizens and disabled residing in Gainesville and Alachua County. MV transportation clientele are primarily minorities, economically disadvantaged, and the disabled. RTS's fixed route drivers are represented by ATU LU #1579. MV Transportation drivers do not belong to a union.
9. a. Service hours, planning service, routes and trip types: RTS operates 33 fixed city routes, 9 campus routes and five Later Gator routes. Later Gator A runs every weekday and the other Later Gator routes run on Thursday, Friday and/or Saturday until 3 a.m. Sunday service runs ten city routes from 10 a.m. to 6 p.m. RTS has developed a twenty year plan to expand service to all of Alachua County and is currently exploring bus rapid transit options, a street car system in the downtown area and Compressed Natural Gas (CNG) buses. MV as the Alachua County CTC operates 47 routes, which provide paratransit and demand response trips to the City of Gainesville and Alachua County. MV Transportation operates from 3:45 AM to 9:00 p.m., Monday through Saturday. Due to the number of

dialysis trips MV is tasked to provide the 3:45 AM start time is required to get the dialysis patients to the treatment facilities by 5 AM from the outlying rural areas of Alachua County. MV Transportation operates within the Gainesville City limits on Sunday from 10 a.m. to 6 p.m. to provide complimentary paratransit service.

- b. Staffing: The Regional Transit System (RTS) is a division of the City of Gainesville's Public Works Department and currently employs 190 drivers to operate a fleet of 115 Bio-diesel buses and five hybrid buses for a total of 120. RTS provides the City of Gainesville fixed route service Monday through Sunday. RTS contracts with MV Transportation to provide the ADA paratransit service to complement the fixed route as required by federal ADA law. MV Transportation is the Community Transportation Coordinator for Alachua County. MV has a total of 64 employees, 45 drivers, 4 maintenance personnel and 15 administrative personnel. RTS and MV have dedicated trainers that provide all the required training for the equipment needed to perform transportation, i.e. wheel chair securement, safety and drug and alcohol safety requirements. RTS & MV Transportation complete in depth background checks on all employees.
- c. Records maintenance: Is maintained in house by both RTS and MV Transportation. FDOT inspects the records of both organizations on a yearly basis.
- d. RTS provides the necessary maintenance to maintain our fixed route fleet of 120 buses. Our maintenance facility is inadequate by FTA standards to handle that number but RTS is in the process of building a new maintenance facility that will be completed in December of 2014. MV Transportation provides the maintenance for the paratransit fleet of 43 cutaway vans. Once the new RTS administrative and maintenance facilities are completed MV will move into the existing RTS facility so they can provide better security for the paratransit fleet and have access to fueling facilities to help bring down fuel costs.
- e. CDL Requirements: All of RTS's 210 operations personnel hold a CDL; as it is required to drive a fixed route bus. The RTS driver trainer is certified to training drivers for their CDL certification. MV Transportation employees drive small 21' cut-a-way paratransit van to provide ADA paratransit service for RTS and the demand response transportation for Alachua County. The paratransit vehicles do not require a CDL license, but 6 of MVs drivers have their CDLs.
- f. System Safety plan: RTS and MV Transportation have current system safety plans that have been approved by FDOT.
- g. Drug free work place: RTS and MV Transportation participate in and comply with drug free work place requirement and the plans and programs have been inspected and approved by FDOT.



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January 29, 2014

TO: Alachua County Transportation Disadvantaged Coordinating Board
FROM: Lynn Godfrey, AICP, Senior Planner
SUBJECT: Florida Medicaid Managed Medical Assistance Program

RECOMMENDATION

For information only. No action is required.

BACKGROUND

Attached information concerning Florida's Medicaid Managed Medical Assistance Program.

Please do not hesitate to contact me if you have any questions.

Attachment

t:\lynn\td2014\alachua\memos\medicaidmanagedcare.docx

A Snapshot of the Florida Medicaid Managed Medical Assistance Program

Statewide Medicaid Managed Care (SMMC) Managed Medical Assistance Program (MMA)

- ❖ The Florida Medicaid program is implementing a new system through which Medicaid enrollees will receive services. This program is called the Statewide Medicaid Managed Care Managed Medical Assistance program.
- ❖ The Managed Medical Assistance program is comprised of several types of managed care plans
 - Health Maintenance Organizations
 - Provider Service Networks
 - Children's Medical Services Network
- ❖ Most Medicaid recipients must enroll in the MMA program.

Who is NOT required to participate?

- ❖ The following individuals are NOT required to enroll, although they may enroll if they choose to:
 - Medicaid recipients who have other creditable health care coverage, excluding Medicare
 - Persons eligible for refugee assistance
 - Medicaid recipients who are residents of a developmental disability center
 - Medicaid recipients enrolled in the developmental disabilities home and community based services waiver or Medicaid recipients waiting for waiver services

Who is NOT eligible to participate?

- ❖ The following individuals are NOT eligible to enroll:
 - Women who are eligible only for family planning services
 - Women who are eligible through the breast and cervical cancer services program
 - Persons who are eligible for emergency Medicaid for aliens
 - Children receiving services in a prescribed pediatric extended care center

When will the Managed Medical Assistance program begin?

- ❖ The Managed Medical Assistance Program is expected to begin in May 2014.
- ❖ The rollout schedule is as follows:

Rollout Schedule	
Regions	Enrollment Date
2, 3 and 4	May 1, 2014
5, 6 and 8	June 1, 2014
10 and 11	July 1, 2014
1, 7 and 9	August 1, 2014

What region am I in?

Region	Counties
1	Escambia, Okaloosa, Santa Rosa, and Walton
2	Bay, Calhoun, Franklin, Gadsden, Gulf, Holmes, Jackson, Jefferson, Leon, Liberty, Madison, Taylor, Wakulla, and Washington
3	Alachua, Bradford, Citrus, Columbia, Dixie, Gilchrist, Hamilton, Hernando, Lafayette, Lake, Levy, Marion, Putnam, Sumter, Suwannee, and Union
4	Baker, Clay, Duval, Flagler, Nassau, St. Johns, and Volusia
5	Pasco and Pinellas
6	Hardee, Highlands, Hillsborough, Manatee, and Polk
7	Brevard, Orange, Osceola, and Seminole
8	Charlotte, Collier, DeSoto, Glades, Hendry, Lee, and Sarasota
9	Indian River, Martin, Okeechobee, Palm Beach, and St. Lucie
10	Broward
11	Miami-Dade and Monroe

When will I be notified and be required to enroll?

- ❖ Approximately 60 days prior to each region's start date, eligible Medicaid recipients will receive a letter with information about the managed care plans in the region and information on how to enroll.
- ❖ Eligible recipients who must enroll will have a minimum of 30 days from the date they receive their welcome letter to choose from the plans available in their region.
- ❖ Enrollees will have 90 days after enrollment to change to a different plan if they so choose.

What MMA Standard (Non-Specialty) plans are available in my region?

	1	2	3	4	5	6	7	8	9	10	11
Amerigroup					X	X	X				X
Better Health	X					X				X	
Coventry											X
First Coast Advantage				X							
Humana	X					X			X	X	X
Integral						X		X			
Molina							X		X		X
Preferred Medical											X
Prestige		X	X		X	X	X	X	X		X
SFCCN										X	
Simply											X
Sunshine			X	X	X	X	X	X	X	X	X
United Health			X	X			X				X
Staywell		X	X	X	X	X	X	X			X

Note: Formal protest pending in Region 11 for MMA Standard plans.

What are MMA Specialty plans?

- ❖ Five companies were selected to provide specialty plans that will serve populations with a distinct diagnosis or chronic condition. These plans are tailored to meet the specific needs of the specialty population.
- ❖ Information on each specialty plan will be available in the choice counseling information provided in each region that the specialty plans are available.

What do I have to do to choose a Managed Medical Assistance plan?

- ❖ Choice counselors are available to assist recipients in selecting a plan that best meets their needs. This assistance will be provided by phone. In-person visits are also available by request for recipients with special needs.
- ❖ Recipients can also enroll online at: www.flmedicaidmanagedcare.com.

 Youtube.com/AHCAFlorida

 Facebook.com/AHCAFlorida

 Twitter.com/AHCA_FL



A Snapshot of the Florida Medicaid Managed Medical Assistance Program

Can I change my MMA plan once I make a selection?

- ❖ Recipients are encouraged to work with a choice counselor to choose the managed care plan that best meets their needs.
- ❖ After joining a plan, the recipient has 90 days to change to another plan offered within their region.
- ❖ After the 90-day deadline, recipients may only change plans for good cause reasons.
- ❖ After the initial 12-month period, recipients may change plans during an open enrollment period.

What Medicaid covered services are provided under the Managed Medical Assistance program?

Minimum Covered Services	
Advanced registered nurse practitioner services	Medical supply, equipment, prostheses and orthoses
Ambulatory surgical treatment center services	Mental health services
Birthing center services	Nursing care
Chiropractic services	Optical services and supplies
Dental services	Optometrist services
Early periodic screening diagnosis and treatment services for recipients under age 21	Physical, occupational, respiratory, and speech therapy
Emergency services	Podiatric services
Family planning services and supplies (some exception)	Physician services, including physician assistant services
Healthy Start Services (some exceptions)	Prescription drugs
Hearing services	Renal dialysis services
Home health agency services	Respiratory equipment and supplies
Hospice services	Rural health clinic services
Hospital inpatient services	Substance abuse treatment services
Hospital outpatient services	Transportation to access covered services
Laboratory and imaging services	

What benefits not otherwise covered by Medicaid are available from MMA plans?

List of Expanded Benefits	Amerigroup	Better	Coventry	First Coast	Humana	Integral	Molina	Preferred	Prestige	SFCNN	Simply	Staywell	Sunshine	United
Adult dental services	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Adult hearing services	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Adult vision services	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Art therapy	Y				Y	Y							Y	Y
Equine therapy													Y	
Home health care for non-pregnant adults	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Influenza vaccine	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Medically related lodging & food		Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Newborn circumcisions	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Nutritional counseling	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Outpatient hospital services	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Over the counter medication and supplies	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Pet therapy					Y	Y							Y	
Physician home visits	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Pneumonia vaccine	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Post-discharge meals	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Prenatal/Perinatal visits	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Primary care visits for non-pregnant adults	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Shingles vaccine	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Waived co-payments	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

NOTE: Details regarding scope of covered benefit may vary by managed care plan.

Will my MMA plan continue the services I am receiving now?

- ❖ The new plan is required to continue existing services for up to 60 days, OR until the enrollee's primary care practitioner or behavioral health provider reviews the enrollee's treatment plan.

What providers will be included in the Managed Medical Assistance plans?

- ❖ Managed Medical Assistance plans may limit the providers in their networks based on credentials, quality indicators, and price but they must include the following statewide essential providers:

Statewide MMA Program Required Essential Network Providers	
Faculty Plans of Florida Medical Schools	Regional Perinatal Intensive Care Centers (RPICCS)
Specialty Children's Hospitals	Health Care Providers serving Medically Complex Children, as determined by the State

- ❖ Plans must have a sufficient provider network to serve the needs of their plan enrollees, as determined by the State.

Additional Qualified Providers Under the MMA Program Include:	
Anesthesiologists	Cardiologists
Cardiovascular Surgeons	Chiropractors
Dermatologists	Endocrinologists
Gastroenterologists	General Dentists
General Surgeons	Infectious Diseases
Midwives	Nephrologists
Neurologists	Neurosurgeons
Obstetrics/Gynecologists	Oncologists
Ophthalmologists	Optometrists
Oral Surgeons	Orthodontists
Orthopedic Surgeons	Otolaryngologists
Pathologists	Pediatric Primary Care Providers and Specialists
Podiatrists	Pedodontists
Pulmonologists	Rheumatologists
Therapists	Urologists
Pharmacies	Board Certified or Board Eligible Psychiatrists
Licensed Practitioners of the Healing Arts	Inpatient Substance Abuse Detoxification Units
Fully Accredited Psychiatric Community Hospitals or Crisis Stabilization Units (CSU)/ Freestanding Psychiatric Specialty Hospitals	

Where can I find more information?

- ❖ Visit our SMMC website at: <http://ahca.myflorida.com/SMMC>
- ❖ Email questions about the program to: FLMedicaidManagedCare@ahca.myflorida.com
- ❖ Keep up to date by signing up to receive program updates at <http://ahca.myflorida.com/SMMC>. Click the red "Sign Up for Program Updates" box on the right hand side of the page.

Statewide Medicaid Managed Care Managed Medical Assistance Program Update

Beth Kidder

Assistant Deputy Secretary for Medicaid Operations

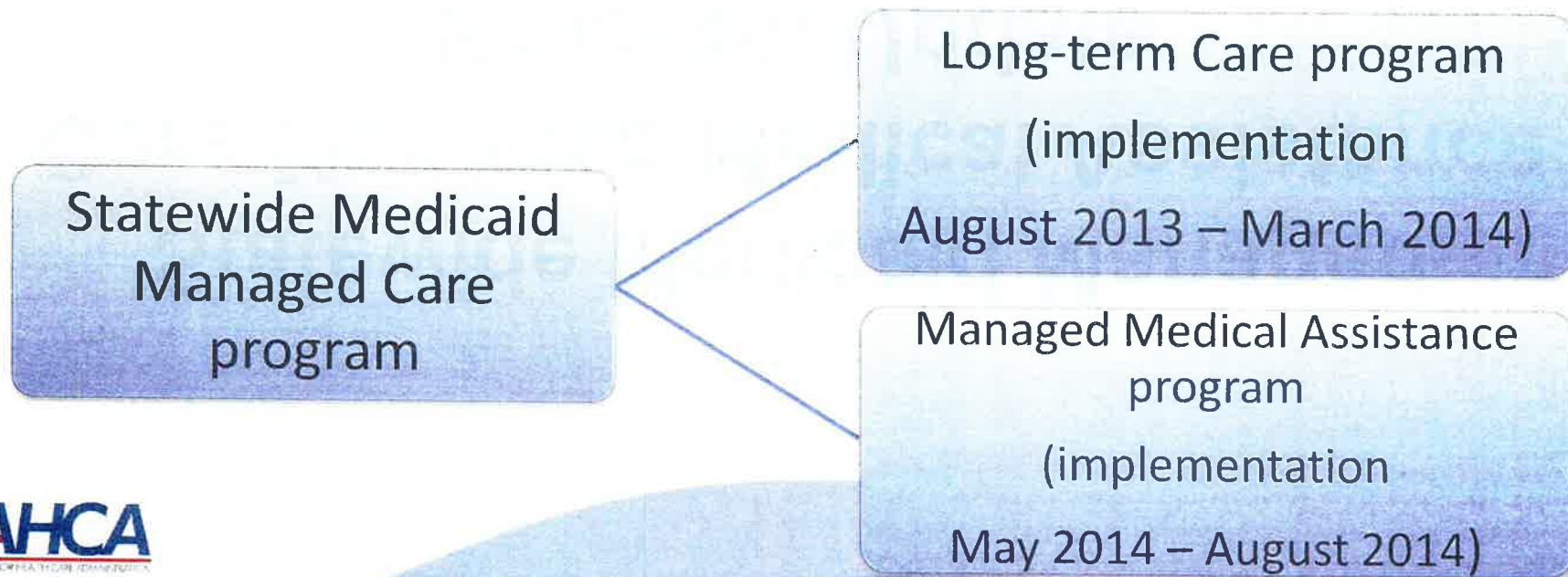
Agency for Health Care Administration

Presented to the KidCare Coordinating Council

December 6, 2013

Why are changes being made to Florida's Medicaid program?

- Because of the Statewide Medicaid Managed Care program, the Agency is changing how a majority of individuals receive most health care services from Florida Medicaid.



The MMA program does not/is not:

- The program does not limit medically necessary services.
- The program is not linked to changes in the Medicare program and does not change Medicare benefits or choices.
- The program is not linked to National Health Care Reform, or the Affordable Care Act passed by the U.S. Congress.
 - It does not contain mandates for individuals to purchase insurance.
 - It does not contain mandates for employers to purchase insurance.
 - It does not expand Medicaid coverage or cost the state or federal government any additional money.

Who WILL NOT participate?

- The following groups are excluded from the MMA program:
 - Individuals eligible for emergency services only due to immigration status;
 - Family planning waiver eligibles;
 - Women eligible due to having breast or cervical cancer; and
 - Children receiving services in a prescribed pediatric extended care facility (PPEC)

Who WILL NOT participate?

Prescribed Pediatric Extended Care (PPEC)

- Children receiving PPEC services will be disenrolled from their plan as regional roll out occurs beginning on May 1, 2014.
- Children receiving PPEC services enrolled in Children's Medical Services (CMS) will be disenrolled from CMS statewide on August 1, 2014.

Who MAY participate?

- The following individuals may choose to enroll:
 - Individuals who have other creditable health care coverage, excluding Medicare;
 - Individuals age 65 and over residing in a mental health treatment facility meeting the Medicare conditions of participation for a hospital or nursing facility;
 - Individuals in an intermediate care facility for individuals with intellectual disabilities; and
 - Individuals with developmental disabilities enrolled in the home and community based waiver pursuant to state law, and Medicaid recipients with a DD diagnosis on the DD waiting list.

Children's Health Insurance Program (CHIP) Transition

- The Affordable Care Act increased the minimum eligibility level for participation in the Medicaid program for children from ages 6 through 18 from 100% to 133% of the Federal poverty level.

States must:

- Enroll all new applicants, including both insured and uninsured children, within this age and income group into Medicaid state plan coverage; and
- Transition uninsured children within this age and income group currently enrolled in a separate CHIP into Medicaid state plan coverage.

Children's Health Insurance Program (CHIP) Transition

- The Centers for Medicare and Medicaid Services has approved these children to transition to Medicaid on August 1, 2014
 - This is after the roll-out of the SMMC program.
- These children must enroll in a Managed Medical Assistance plan.

Managed Medical Assistance Services

Minimum Required Covered Services: Managed Medical Assistance Plans	
Advanced registered nurse practitioner services	Medical supplies, equipment, prostheses and orthoses
Ambulatory surgical treatment center services	Mental health services
Birth center services	Nursing care
Chiropractic services	Optical services and supplies
Dental services	Optometrist services
Early periodic screening diagnosis and treatment services for recipients under age 21	Physical, occupational, respiratory, and speech therapy
Emergency services	Physician services, including physician assistant services
Family planning services and supplies (some exception)	Podiatric services
Healthy Start Services (some exception)	Prescription drugs
Hearing services	Renal dialysis services
Home health agency services	Respiratory equipment and supplies
Hospice services	Rural health clinic services
Hospital inpatient services	Substance abuse treatment services
Hospital outpatient services	Transportation to access covered services
Laboratory and imaging services	

Expanded Benefits

List of Expanded Benefits	Amerigroup	Better	Coventry	First Coast	Humana	Integral	Molina	Preferred	Prestige	SFCCN	Simply	Staywell	Sunshine	United
Adult dental services (Expanded)	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Adult hearing services (Expanded)	Y	Y			Y		Y	Y	Y		Y	Y	Y	Y
Adult vision services (Expanded)	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Art therapy	Y				Y		Y					Y	Y	
Equine therapy												Y		
Home health care for non-pregnant adults (Expanded)	Y	Y	Y	Y	Y		Y		Y	Y	Y	Y	Y	Y
Influenza vaccine	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y
Medically related lodging & food		Y			Y		Y		Y		Y	Y	Y	
Newborn circumcisions	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	Y
Nutritional counseling	Y	Y			Y	Y		Y	Y		Y	Y	Y	
Outpatient hospital services (Expanded)	Y	Y			Y		Y	Y	Y		Y	Y	Y	Y
Over the counter medication and supplies	Y	Y	Y		Y	Y	Y	Y	Y		Y	Y	Y	Y
Pet therapy					Y		Y					Y		
Physician home visits	Y	Y			Y		Y		Y		Y	Y	Y	Y
Pneumonia vaccine	Y	Y	Y		Y	Y	Y	Y	Y		Y	Y	Y	Y
Post-discharge meals	Y	Y			Y	Y	Y	Y			Y	Y	Y	Y
Prenatal/Perinatal visits (Expanded)	Y	Y			Y	Y	Y	Y	Y		Y	Y	Y	Y
Primary care visits for non-pregnant adults (Expanded)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Shingles vaccine	Y	Y	Y	Y	Y		Y		Y		Y	Y	Y	Y
Waived co-payments	Y	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

NOTE: Details regarding scope of covered benefit may vary by managed care plan.

Where will recipients receive services?

- Several types of health plans will offer services through the MMA program:
 - Standard Health Plan
 - Health Maintenance Organizations
 - Provider Service Networks
 - Specialty Plans
 - Comprehensive Plans
 - Children’s Medical Services Network
- MMA plans were selected through a competitive bid for each of 11 regions of the state.

Managed Medical Assistance Program Implementation

- The Agency selected 14 companies to serve as general, non-specialty MMA plans.
- Five companies were selected to provide specialty plans that will serve populations with a distinct diagnosis or chronic condition.
 - Tailored to meet the specific needs of the specialty population.
- The MMA plans are contracted with the Agency to provide services for 5 years.

Plans Selected for Managed Medical Assistance Program Participation (Standard Plans)

Note: Formal protest pending in Region 11 for MMA Standard Plans

Region	MMA Plans													
	Amerigroup	Better Health	Coventry	First Coast Advantage	Humana	Integral	Molina	Preferred	Prestige	SFCCN	Simply	Sunshine State	United Healthcare	Staywell
1		X			X									
2									X					X
3									X			X	X	X
4				X								X	X	X
5	X								X			X		X
6	X	X			X	X			X			X		X
7	X						X		X			X	X	X
8						X			X			X		X
9					X		X		X			X		
10		X			X					X		X		
11	X		X		X		X	X	X		X	X	X	X



Specialty Plans

- A specialty plan is a managed care plan that serves Medicaid recipients who meet specified criteria based on age, medical condition, or diagnosis.
- When a specialty plan is available to accommodate a specific condition or diagnosis of a recipient, the Agency will assign the recipient to that plan.

Plans Selected for Managed Medical Assistance Program Participation (Specialty Plans)

Region	MMA Plans							
	Positive Healthcare Florida	Magellan Complete Care	Freedom Health, Inc.	Freedom Health, Inc.	Freedom Health, Inc.	Freedom Health, Inc.	Clear Health Alliance	Sunshine State Health Plan, Inc.
	HIV/AIDS	Serious Mental Illness	Cardiovascular Disease	Chronic Obstructive Pulmonary Disease	Congestive Heart Failure	Diabetes	HIV/AIDS	Child Welfare
1							X	X
2		X					X	X
3			X	X	X	X	X	X
4		X						X
5		X	X	X	X	X	X	X
6		X	X	X	X	X	X	X
7		X	X	X	X	X	X	X
8			X	X	X	X	X	X
9		X	X	X	X	X	X	X
10	X	X	X	X	X	X	X	X
11	X	X	X	X	X	X	X	X

Child Welfare Specialty Plan

- Children enrolled in this plan will receive their care through an integrated delivery system, with close coordination between physical and behavioral health care providers.
- Eligible children will be enrolled in the child welfare specialty plan when their region goes live (see slide 21).
- Sunshine State Health Plan will operate the child welfare specialty plan.

Comprehensive Plan

- Comprehensive plans are managed care plans that offer both Long-term Care and Acute Care services.

Children's Medical Services Network

- Children's Medical Services is the statewide managed care plan for children with special healthcare needs.
- Enrollment into the Children's Medical Services plan will occur statewide on August 1, 2014.
- Children currently enrolled in Title XXI CMS will transition to Title XIX CMS statewide plan on August 1, 2014, if family income is under 133% of the federal poverty level (see slide 7).

Managed Medical Assistance Program Roll Out Schedule

Proposed Implementation Schedule	
Regions	Proposed Enrollment Date
2, 3 and 4	May 1, 2014
5, 6 and 8	June 1, 2014
10 and 11	July 1, 2014
1, 7 and 9	August 1, 2014

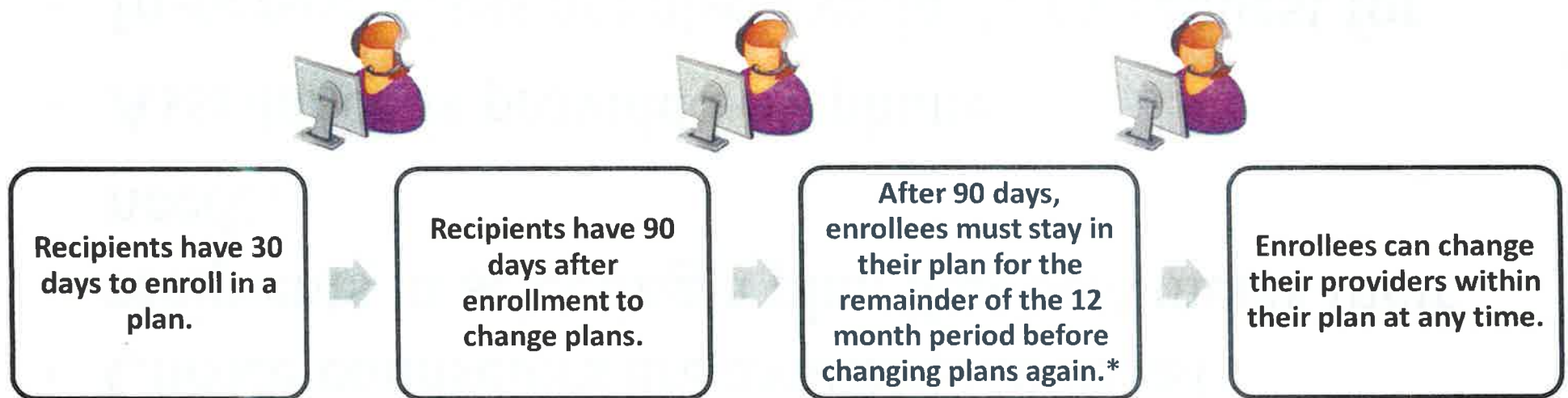
NOTE: This schedule is subject to Federal approval.

When will recipients be notified and be required to enroll?

- Approximately 60 days prior to each region's start date, eligible Medicaid recipients will receive a letter with enrollment information, including information on how to enroll.
- Eligible recipients who must enroll will have a minimum of 30 days from the date they receive their welcome letter to choose from the plans available in their region.

What is the process for enrolling in an MMA plan?

- Recipients are encouraged to work with a choice counselor to choose the plan that best meets their needs.



***Recipients may change plans again before the remainder of the 12 month period, but only if they meet certain criteria.**

What do recipients have to do to choose an MMA plan?

- Choice counselors are available to assist recipients in selecting a plan that best meets their needs.
- Assistance is provided by phone.
- In-person visits are also available by request for recipients with special needs.
- Recipients can also enroll online at: www.flmedicaidmanagedcare.com.

Will a recipient's health plan continue the services recipients are currently receiving?

- The new MMA plan is required to authorize and pay for existing services for up to 60 days
OR
until the enrollee's primary care practitioner or behavioral health provider reviews the enrollee's treatment plan.

Other Components of MMA: Physician Pay Increase

- MMA plans are expected to coordinate care, manage chronic disease, and prevent the need for more costly services.
- This efficiency allows plans to redirect resources to increase compensation for physicians.
- Plans must increase physician payment until rates equal or exceed Medicare rates for similar services.
 - The Agency may impose fines or other sanctions including liquidated damages on a plan that fails to meet this performance standard after 2 years of continuous operation. (Section 409.967(2)(a), F.S.)

Other Components of MMA: Achieved Savings Rebate

- Allows for income sharing between the MMA plan and the state, and is calculated by applying the following income sharing ratios:
 - 100% of income up to 5% of revenue is retained by the plan.
 - 50% of income 6% - 10% of revenue is retained by the plan, and the other 50% refunded to the state.
 - 100% of income above 10% of revenue shall be refunded to the state.
- Plans that exceed Agency-defined quality measures during a reporting period may retain an additional 1% of revenue.

For More Information

- Updates about the Statewide Medicaid Managed Care program are posted at:
<http://ahca.myflorida.com/SMMC>
 - Upcoming events and FAQs can be found on the “News and Events” tab
 - Sign up to receive program updates by clicking the red “Sign Up for Program Updates” box
- Questions about the program can be emailed to:
FLMedicaidManagedCare@ahca.myflorida.com



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January 29, 2014

TO: Alachua County Transportation Disadvantaged Coordinating Board

FROM: Lynn Godfrey, AICP, Senior Planner

SUBJECT: Report: Improving Transportation Access to Safety Net Health Clinics in Alachua County, Florida

RECOMMENDATION

For information only. No action required.

BACKGROUND

Please find enclosed a report prepared by Mr. Luke Tia regarding transportation access to Safety Net Health Clinics in Alachua County. If you have any questions concerning this Plan, please do not hesitate to contact me at extension 110.

Attachment

t:\lynn\td2014\alachua\memos\tiareport.docx

Improving Transportation Access to Safety Net Health Clinics in Alachua County, Florida

Luke Tia

University of Florida

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25 REFERENCES

Abstract

Transportation access has been identified as a problem for two safety net clinics and one laboratory in Alachua County, Florida. Specifically, these clinics do not have nearby transit access. This paper explored three options for improving transportation access to the clinics and lab: extending bus routes, creating a volunteer driver program, and using a demand response service. For each option, relevant information was gathered and then accessed to properly evaluate the option in the local specified context. The paper concluded that extending bus routes was only feasible for one specific route in the future, that a volunteer driver program was feasible only if the clinics were willing to commit the necessary resources and time, and that demand response services could be used to provide transportation for some of the patients. Further information on patient transportation access should also be gathered.

Introduction

According to the U.S. Census Bureau's 2012 estimate, 43,420 Alachua County residents did not have medical health insurance in 2012 (U.S. Census Bureau, 2013). To help meet the pressing need reflected in this figure, free primary healthcare clinics in the county provide services to the uninsured and underserved. In the course of their work, the clinics, working together in a group known as the Safety Net Clinic Collaborative, have observed that patients often have difficulty reaching the clinics (Buchanan, 2013). This presents an acute problem because transportation access to health care has a significant impact on health outcomes for the safety net population (Taylor, 2013).

Lack of public transportation access has been identified for two safety net clinics, RAHMA Mercy Clinic, located at 5220 SW 13th St. Gainesville, FL 32608; and Westside Samaritans Clinic, located at 10000 W. Newberry Road, Gainesville, FL 32606. In addition, public transportation access has also been identified as an issue for Solstas Lab Partners, the laboratory where most safety net clinics send their patients (Buchanan, 2013), located at 6717 NW 11th Place, Suite B, Gainesville, FL 32605. All three locations are outside of city limits (Regional Transit System, 2013).

RAHMA Mercy Clinic is housed in the Hoda Academy and is open on Saturdays from 9 AM to 1 PM (Regional Transit System, 2013). The clinic is located 1,238 feet (Regional Transit System, 2012b) from the nearest bus stop, as shown in Figure 1. There is no sidewalk between the bus stop and the clinic.

Westside Samaritans Clinic is housed in Westside Baptist Church (Westside Samaritans Clinic, 2013) and open Thursday nights from 5:00 – 8:30 PM (Regional Transit System, 2013). As shown in Figure 2, the nearest bus stop is 5,120 feet away (Regional Transit System, 2012b).

There is a sidewalk between the bus stop and the clinic.

As shown in Figure 3, Solstas Lab Partners is approximately 1888, 1931, and 2299 feet from the nearest bus stops. The lab is open 7:30 AM – 5 PM, Mondays through Fridays (Regional Transit System, 2013). To reach the lab, patients traveling by bus would need to walk up two possible routes, both of which do not have sidewalks, aside for minimal lengths along West Newberry Road.

This paper will evaluate the three specific different options for improving transportation access to the two clinics and one laboratory: extending bus routes, creating a volunteer driver program, and using a demand response service. The paper will also make recommendations for further courses of actions regarding each option.

Background and Literature Review

Many communities have used a variety innovative public transportation service models to improve transportation accessibility for their citizens. In addition to the common fixed-route bus lines, models included demand response services, route deviation services, volunteer driver programs, and service routes (Sterns, Antenucci, Nelson & Glasgow, 2003), each described below. Demand response services, also known as “dial-a-ride” or “door-to-door” services, include the Americans with Disabilities Act Complementary Paratransit. The services allow users to request a ride from one location to another at a requested time (Sterns, Antenucci, Nelson & Glasgow, 2003). Route deviation services allow for otherwise fixed routes to deviate their paths for extra stops on demand. In a volunteer driver program, “a private individual operates a private vehicle for the benefit of individuals in need of transportation” (Sterns, Antenucci, Nelson & Glasgow, 2003, p. 21). Finally, service routes, also known as neighborhood

circulators, have been used to assist the elderly and disabled by using smaller vehicles to pick up passengers in residential areas and transport them to activity destinations (Sterns, Antenucci, Nelson & Glasgow, 2003, p. 21).

Safety net clinics in the United States have used a variety of transportation service models to assist their patients, many of whom are transportation disadvantaged. For example, suburban Miami health centers run a van service between their facilities and the Jackson Health System (Felland, Lauer, & Cunningham, 2009). In Framingham, Massachusetts, the MetroWest Medical Center worked with the local bus line to improve access from and to the hospital (Felland, Lauer, & Cunningham, 2009). Providers may also give bus passes and provide funding for taxis (Taylor, 2013). Another method for overcoming transportation challenges has been to bring services directly to the patients through mobile services, like the mobile vans used by the King County Health Department in Washington State or school-based clinics, as used in Miami-Dade County (Felland, Lauer, & Cunningham, 2009). Similarly, different health services can be co-located to allow a "one-stop shop approach" (Quan, Joseph, Keller, & Taylor, 2011, p. 4) to healthcare, which also decreases transportation difficulties by allowing different services to be obtained at once.

Methodology

In order to evaluate the three options for improving transportation access (extending bus routes, creating a volunteer driver program, and using demand response services), each option was researched individually, using internet searches and direct correspondences with safety net clinic advocates and planning professionals. Because each option presented different questions and issues, the primary method of evaluation differed accordingly. For example, to evaluate

extending bus routes, the primary resource was a Regional Transit System assessment on the costs and feasibility of extending the current bus routes to the clinics and lab. To evaluate creating a volunteer driver program, example programs and essential elements for creating a program were researched. To evaluate local demand response services, demand response service guidelines for Alachua County were researched.

Based on the findings for each option, they were evaluated from the perspective of the safety net clinics and laboratory. Unique features of the clinics were taken into account, such as their geographic location, financial and human resources, and patient population. Using all of this gathered information, recommendations were made for the best next courses of action.

Findings

Extending Bus Routes

After meeting with Safety Net Clinic Collaborative representatives, Regional Transit System of Gainesville performed an assessment on the costs of extending bus routes to reach all three sites. For all three, the recommendation was to explore providing transportation through MV Transportation, Gainesville's demand response service provider (Regional Transit System, 2013; 2012a). The report's assessments are summarized below.

To RAHMA Mercy Clinic

Extending RAHMA Mercy Clinic's nearest route, Route 13, on Saturdays would increase the frequency of the route to more than the current 60 minutes. Because one bus shares both Route 13 and Route 16 on Saturdays, the deviation would affect both since there is not much extra time between the two routes. Adding a stop at the clinic would also require a land pad,

which would cost from \$1,500-\$3,500 (Regional Transit System, 2013), and either a bus bay or for the bus to pull into the Hoda Center and then turn around. Because the service would only run on Saturdays, Regional Transit System decided that a bus bay would be cost prohibitive and “confusing to the general population” (Regional Transit System, 2013).

To Westside Samaritans Clinic

The nearest route to Westside Samaritans Clinic is Route 23 and would need to be extended about 1 mile to Northwest 98th Street to be closer to the clinic. If the route deviated from its current path on Fort Clarke Boulevard to Northwest 98th Street, students on route to Santa Fe College would travel “further out of their way.” In addition, some portion of the transit riders who currently use any of the ten stops along Fort Clarke Boulevard may not be served because of the deviation to Northwest 98th Street. Furthermore, land use along Northwest 98th Street is low density residential, “not conducive to transit use.” The limited once a week service to the clinic “would be confusing to the general population.” If a second bus were added on Route 23 during Westside Samaritans Clinic’s operating hours, the operating cost would be \$283.23. In addition, the landing pad for the bus stop would cost from \$1,500-\$3,500 (Regional Transit System, 2013).

However, there are also plans for Route 26 to be extended to provide service to Town of Tioga, west of the clinic on West Newberry road. According to the City of Gainesville Regional Transit System Transit Development Plan 2013 Annual Update, this route is scheduled to begin service in 2019 (Regional Transit System, 2013). Thus, it may be possible to advocate during the next planning phase to include a stop at Westside Samaritan Clinic, which would also be a stop for Westside Baptist Church (M. Levy, personal communication, January 11, 2013).

To Solstas Lab Partners

Solstas Labs Partners is near three routes, Route 23, Route 62, and Route 75, as shown in Figure 3. The lab is off of West Newberry Road and NW 69th Terrace. Routes 23 and 75 travel on this part of West Newberry road. Although these routes could travel a path to reach the laboratory, this would introduce a deviation or approximately 1 mile, adding “unnecessary travel time for the large number of users who rely on these routes to travel to the route endpoints.” Extending the end of Route 62 from its current stop at the Oaks Mall to Solstas Labs Partners may be a better option. Thus, other riders would not have extra travel time added to their rides. Changing any of the routes would require purchasing another bus in order to not have any reductions in service. The standard cost of a bus is \$400,000 and its weekly operating cost would be \$2,989.65. A landing pad would also be needed for the stop, costing between \$1,500-\$3,500. Extending the route may also lead to requests for more stops on NW 39th Terrace (Regional Transit System, 2013).

In addition to the assessments above, Doug Robinson, then Chief Transit Planner at Regional Transit System, explained at a February Recreation, Cultural Affairs and Public Works Committee that “a quarter mile is the industry standard for the distance between bus stops in this area of Alachua County” (City of Gainesville, 2013b). Also, if Regional Transit System routes are extended outside of city limits, the Americans with Disabilities Act service area would also need to be expanded (Buchanan, 2013). The American with Disabilities Act service area is “within the Gainesville city limits or within three quarters of a miles from fixed-route service outside the city limits” (Regional Transit System, 2012a, p. 4) and is shown in Figure 4. Expanding the service area may require more funding for Americans with Disabilities Act service (Buchanan, 2013).

Creating a Volunteer Driver Program

A volunteer driver program would be an option for providing transportation access to the clinics without relying on public transportation vehicles. Instead, private individuals would drive patients in either their own vehicles (Sterns, Antenucci, Nelson, & Glasgow, 2003) or a host organization's vehicle. A program can be run on either a formal or an informal basis (Sterns, Antenucci, Nelson, & Glasgow, 2003).

Examples of existing volunteer driver programs include the American Cancer Society's "Road to Recovery," program, in which volunteers, mostly "cancer survivors themselves" (Fisher, 2013), drive patients to cancer treatment appointments (American Cancer Society, 2012). In addition, FISH (Friends in Service Helping or Friends in Service Here) chapters in Massachusetts organize volunteer drivers, especially for medical appointments (Fisher, 2013). No volunteer driver programs specifically for safety net medical care were found.

According to a brief by the Massachusetts' MassMobility Project, "[t]he essential elements of running a volunteer driver program are scheduling, recruitment, volunteer screening, addressing liability concerns, and mileage reimbursement (if the program includes it)" (Fisher, 2013). Several important points concerning some of these essential elements are highlighted below.

Concerning recruitment, volunteers could be recruited through different methods, such as websites like VolunteerMatch.org, radio public service announcements, word-of-mouth (Fisher, 2013), and bulletin board flyers. Mileage reimbursement may also be a way to help recruit and retain volunteers (Fisher, 2013) but would require additional funding; the reimbursement rate in Massachusetts range from \$0.22 per mile to \$0.55 per mile (Fisher, 2013). It should be noted that

for many programs, recruitment of volunteers is a persistent difficulty and ride requests cannot always be fulfilled (Fisher, 2013).

Considering liability, “one of the biggest perceived concerns when creating a volunteer driver program” (Fisher, 2013, p. 3), MassMobility Project gives the following guidelines. If drivers use their own cars, they will be covered by their personal car insurance policy first (Fisher, 2013). Because their residents are required to own insurance, in Massachusetts “many volunteer driver programs do not find it necessary to purchase additional insurance, relying on the volunteer driver’s personal insurance policy to cover any incidents” (Fisher, 2013).

A volunteer drive program also requires a host organization. However, coordination and administration of the program be conducted could either solely by a host organization or shared by a host organization and partner organizations (Fisher, 2013). The host organization can be an existing organization or a stand-alone organization. Regardless, hosting may require administrative work such as performing criminal background and driver record tests or administering mileage reimbursements (Fisher, 2013). Like the program itself, hosting would require a commitment of both human and financial resources.

Using a Demand Response Service

In addition to using fixed-route buses, safety net clinic patients may potentially access the clinics through local demand response services. MV Transportation, a privately contracted company, demand response service in Alachua County (Regional Transit System, 2012a). The two primary programs are the Americans with Disabilities Act program and the Transportation Disadvantaged program, both described below.

The Americans with Disabilities Act program provides paratransit service for riders who

have a disability that precludes them from using fixed-route buses for at least some of their trips (Regional Transit System, 2012a, p. 3). ADA paratransit service “is available to Gainesville citizens who live within the city limit or within three quarters of a mile from a fixed route,” and “is only provided within the City of Gainesville city limits and RTS service area” (Regional Transit System, 2012a, p. 3). There is also \$3 fare per ADA trip (Regional Transit System, 2012a).

The second program is Florida’s Transportation Disadvantaged Program, whose purpose is "to provide transportation services to persons who are unable to transport themselves because of income, age or disability" (North Central Florida Regional Planning Council, 2013). In order to be eligible for Transportation Disadvantaged Program services, individuals must meet the eligibility criteria of being either “unable to transport themselves,” “unable to purchase transportation,” or “unable to obtain transportation” (Regional Transit System, 2012a, p. 17). To qualify as being unable to purchase transportation, applicant’s income must be at most 150% of the Federal Poverty Guidelines (Regional Transit System, 2012a, p. 17). The Transportation Disadvantaged trips are not run on Saturdays except for dialysis appointments (Regional Transit System, 2012a). As with the ADA program, there is a \$3 fare for Transportation Disadvantaged Program rides (Regional Transit System, 2012a). If patients qualify for both the Americans with Disabilities program and the Transportation Disadvantaged Program, their rides would be covered under the Americans with Disabilities Program if both are available (L. Godfrey, personal communication, November 25, 2013).

Dr. Maurice Levy, an Alachua County Safety Net Clinic Collaborative physician, applied for and received a \$2400 voucher to cover the \$3 co-pays for either the Americans with

Disabilities Act or Transportation Disadvantaged program. (M. Levy, personal communication, August 25, 2013). This voucher has not yet been distributed to any of the clinics and would require for the patients to have already been deemed eligible for the programs. The patients would need to apply for the Americans with Disabilities Act program through the Center for Independent Living and for the Transportation Disadvantaged Program through MV Transportation (Florida Senior Safety Resource Center, 2013).

In addition to the Americans with Disabilities Act and Transportation Disadvantaged Program funds, Regional Transit System has two grant funds for specific other kinds of trips. The grants are U.S.C. Sec. 5311: Non urbanized Area Formula and U.S.C 5317: New Freedom Grant (Regional Transit System, 2012b). The former provides trips for any one living in Alachua County but trips must begin outside of the Americans with Disabilities Act Service area (Regional Transit System, 2012b). The New Freedom Grant funds trips for Americans with Disabilities Acts program eligible riders who live outside of the Americans with Disabilities Act service area but have Gainesville addresses (Regional Transit System, 2012b). These trips must begin or end in the unincorporated areas with Gainesville addresses but outside of the Americans with Disabilities Act program service area (Regional Transit System, 2012b).

Discussion

Extending Bus Routes

The Regional Transit System assessment on the costs and feasibility of extending bus routes to reach the clinics and lab presented several major difficulties to this option, effectively eliminating this possibility, at least for the near future. Operation and capital costs were estimated to be high, up to \$400,000 for an additional bus for extending the route to Solstas Lab

Partners. In addition, any adjustment would add “unnecessary travel time” (Regional Transit System, 2013) to routes. While the latter judgment may be disputed, such objections from the Regional Transit System would still need to be overcome.

The only potential reasonable bus option is to continue to monitor the progress on the plan to extend Route 26. If this plan continues, safety net clinic advocates can both report a need for a bus line extending on West Newberry Road and ask for a bus stop to be placed near the church. Advocates could argue that the line would be for both the clinic on Thursday nights and other church activities throughout the week.

Creating a Volunteer Driver Program

A volunteer driver program would have many advantages. Given that “[t]ransportation services that use paid drivers report that the salaries generally constitute 50 percent or more of the budgets” and “[v]ehicle ownership is another major expenditure” (Kerschner & Harris, 2007) volunteer driver programs can be a cost-effective way for the safety net clinics to help their patients access transportation (Fisher, 2013). In addition, volunteer driver programs have the added benefit because they “can also provide social time and personal connection with a volunteer” (Fisher, 2013, p. 1).

The Safety Clinic Collaborative would be able to implement the essential elements for a volunteer driver program in a context specific manner. For example, clinics may wish to create either a single volunteer driver program or programs specific to each clinic. The program could be hosted by one of the clinics or a stand-alone organization. Driver recruitment may be easier for RAHMA Mercy Clinic and Westside Samaritans Clinic as both are works of faith communities, volunteers could be sought from these groups. Also, though program publicity is important to

many volunteer driver programs, little extra publicity would be necessary for the safety net clinics because the safety net clinic patients already would already be identified. Materials advertising for the clinics such as flyers or websites could include a contact number if transportation is an issue. Likewise, if patients make appointments, the clinic could ask if they have transportation and refer them to the volunteer driver program. Finally, liability would be a minimal issue since car owners are required by law to own minimum insurance in Florida, volunteer drivers and passenger should all be covered if an accident happened (Fisher, 2013) (though it is recommended to verify the volunteer's insurance status).

The greatest obstacle with creating a volunteer driver program is the need for additional human and potentially financial resources. Scheduling and administering the program would require addition staff time for clinics which that may already have limited available financial and human resources. If a paid coordinated or mileage reimbursement were used, then even more financial resources would be necessary. Some clinics may currently have more patients then they can serve, then they may not be as interested in contributing resources to the program. There also may be reluctant to commit to a new program that may require a significant commitment of resources and present new challenges such as recruiting and maintaining volunteers.

Using a Demand Response Service

As described in the two paragraphs below, the two demand response service programs in Alachua County together consistent a patchwork transportation system in which only certain residents would qualify for certain programs. In addition, each program functions in different geographic limits and have slightly different operating time. Thus, the system provides transportation options for certain eligible clinic patients, but requires using the specific

appropriate program or funding source for each individual case.

The Americans with Disabilities Act program presents several issues concerning eligibility and service area. Only some patients will be eligible under this program; they would need to qualify under disability and live within the Americans with Disabilities Act service area. Thus, many patients outside the city would not qualify, even if they have a disability. In addition, as seen in Figure 4, though RAHMA Mercy Clinic and Solstas Lab Partners are within the Americans with Disabilities Act Service Area, Westside Samaritans Clinic is just outside of it, and thus cannot be reached with the program funds. However, patients who live outside of the service area may be able to find funding for their trips through the special Non urbanized Area Formula or New Freedom Grant funds, which are specifically for people and locations areas outside of the Americans with Disabilities Act service area. The later program would only be available for those who were Americans with Disabilities Act program eligible while the former would be available for all residents in Alachua County.

As stated in the findings, the Transportation Disadvantaged program includes several possible eligibility criteria, one of which is that one's income is at most 150% of the Federal Poverty Guidelines. Since patients at both the RAHMA Mercy Clinic and the Westside Samaritans Clinic must below 200% of the Federal Poverty Limit (R. Klossner, personal communication, August 27, 2013; RAHMA Mercy Clinic, 2013), many would qualify under this program. In addition, since the service area for the Transportation Disadvantaged program is the entire county, both clinics and the lab could be served (L. Godfrey, personal communication, November 25, 2013). However, the Transportation Disadvantaged trips are not run on Saturdays expect for dialysis appointments (Regional Transit System, 2012a), thus making the program unavailable for patients wishing to visit RAHMA Mercy Clinic during its operating hours.

The \$3 co-pay per ride required for both the Americans with Disabilities Act and Transportation Disadvantaged Program may present a financial barrier for clinic patients. This potential barrier was the reason that Dr. Levy obtained the \$2400 co-pay voucher grant from the City of Gainesville. The voucher could be distributed to each clinic according to their number of eligible patients. Since the demand response services would be available to patients at other safety net clinics in addition to those focused on in this report, they could also be given the opportunity to distribute these vouchers to their patients. Also, many of the patients may not be aware of either program so the clinics could inform patients of the programs and direct them on how to apply.

Recommendations

Follow Progress on Extension of Bus Route 26

As mentioned in the discussion, safety net clinic representatives, especially from Westside Samaritans clinic, should continue to follow the planned extension of Route 26, which is scheduled to begin service in 2019 and could eliminate the 5120 feet distance from Westside Samaritans Clinic and its current nearest stop. Representative should attend Regional Transit System public meetings and meet with Regional Transit System staff to advocate both for the route extension and a bus stop near Westside Baptist Church.

Suggest Creating a Volunteer Driver Program

Since the main obstacle that would stop the creation of a volunteer driver program is commitment from the clinics themselves, the first step in exploring the practicality of this option would be to suggest the possibility to the Safety Net Clinic Collaborative at their next meeting. The clinic representatives should each determine their clinics interest and ability to create such a

program. If there is enough interest, the Collaborative could then continue to make further decisions such as deciding on a host organization, program structure, and how to deal with issues such as liability and mileage reimbursement.

Inform Clinics and Patients about Demand Response Services

RAHMA Mercy Clinic and Westside Samaritans Clinic should be informed on the availability, criteria, and limitations of both the Americans with Disabilities Act and Transportation Disadvantaged program's demand response services through MV Transportation. Next, clinic personnel should tell patients with transportation difficulties about the programs and how they may apply for each.

Distribute Demand Response Service Co-Pay Vouchers

The \$2400 for demand response service co-pay vouchers should be distributed to the clinics to give to eligible patients. Priority may be given to RAHMA Mercy Clinic and Westside Samaritans Clinic because of their poor transit service, but other safety net clinic patients may also be considered.

Collect More Information on Patient Transportation Access

More specific information should be gathered to determine current and potential safety net clinic patients' level of transportation access. At this point, the issue of transportation access to safety net clinic has been observed only from an anecdotal perspective, with no systematic study of the patients' transportation access. The researchers could survey patients during their clinic visits and interview clinic personnel. Researchers should determine obstacles to transportation access, patient home locations, and patient preferences for transportation mode. This data would be helpful for future advocacy work because it would provide hard data on the

extent of the problem and how many people would benefit from any of the proposed solutions.

Conclusion

Transportation access is essential part of creating a strong healthcare safety net. However, improving transportation access to RAHMA Mercy Clinic, Westside Samaritans Clinic, and Solstas Lab Partner for safety net clinic patients present many complex challenges. Each option evaluated in this paper could potentially provide transportation access but all require either human or financial resources and several are limited by transportation guidelines and policies. However, to begin to improve the situation, the Safety Net Clinic Collaborative should implement the recommendations of this paper, and thus pursue all possible solutions. Other options not explored in this paper that warrant further research include giving patients gas cards to reimburse rides they found on their own, contracting MV Transportation to provide a shuttle from an easily accessible site to the clinics or lab, or locating clinics at more accessible sites.

Appendix

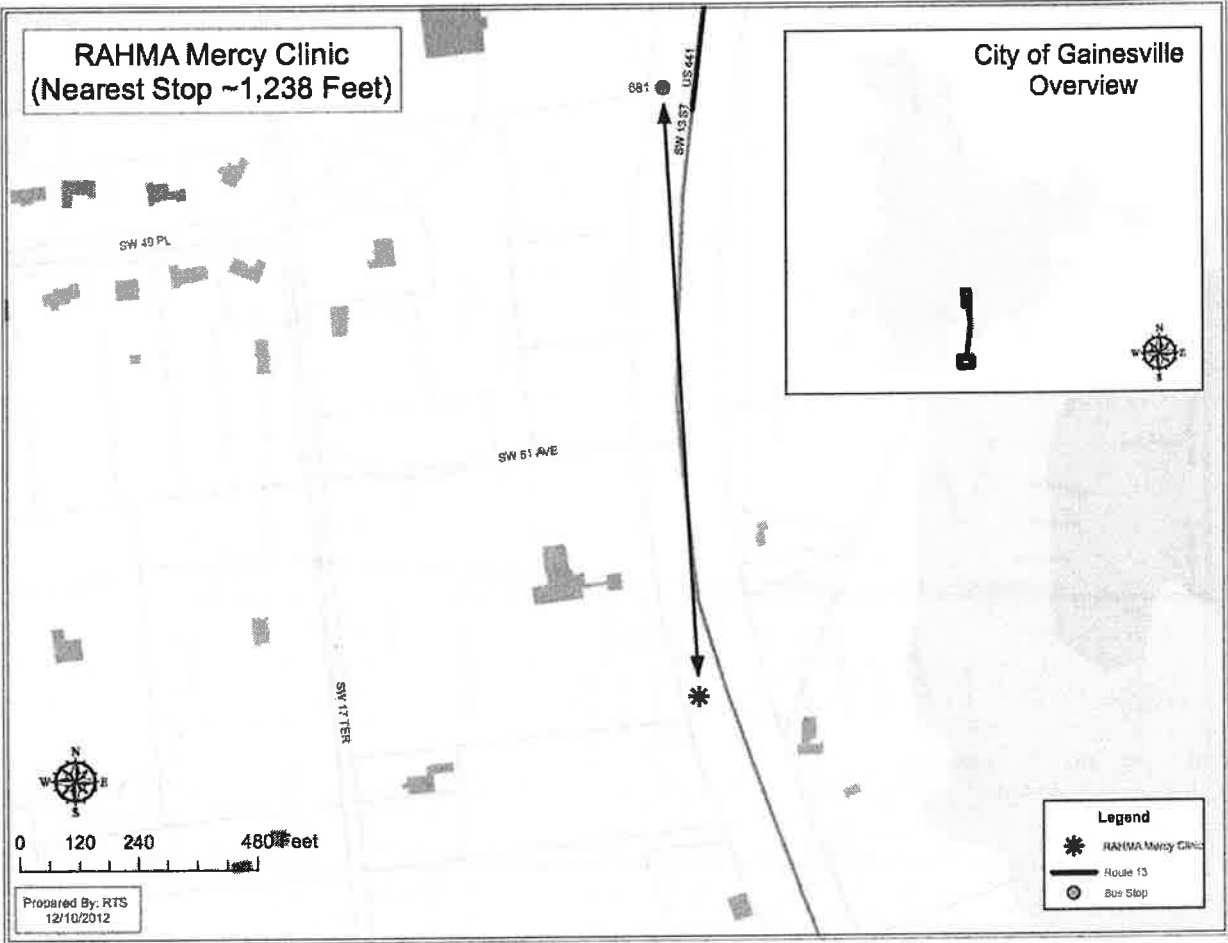


Figure 1. RAHMA Mercy Clinic’s Distance from the Nearest Bus Stop (Source: Regional Transit System).

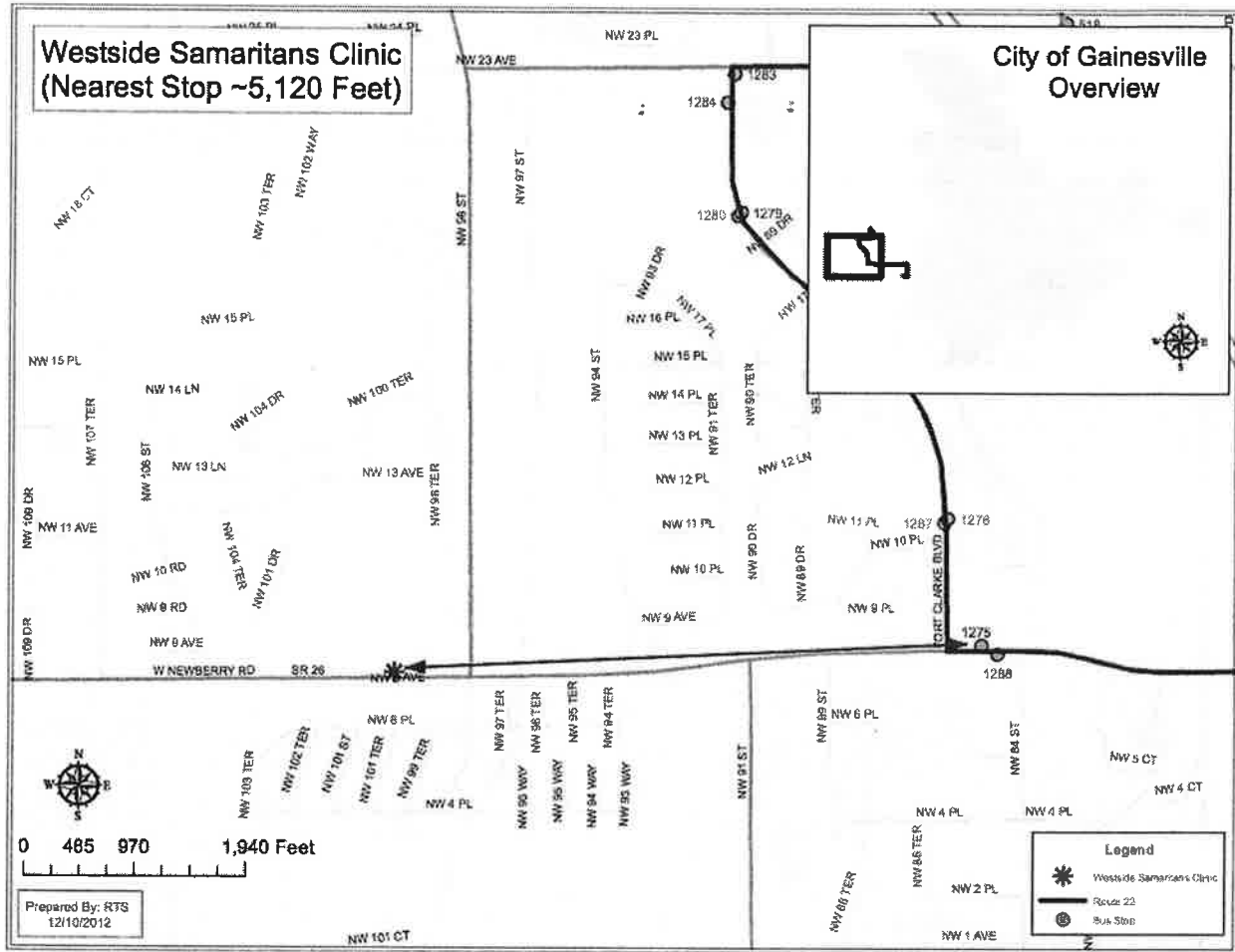


Figure 2. Westside Samaritans Clinic’s Distance from the Nearest Bus Stop (Source: Regional Transit System).

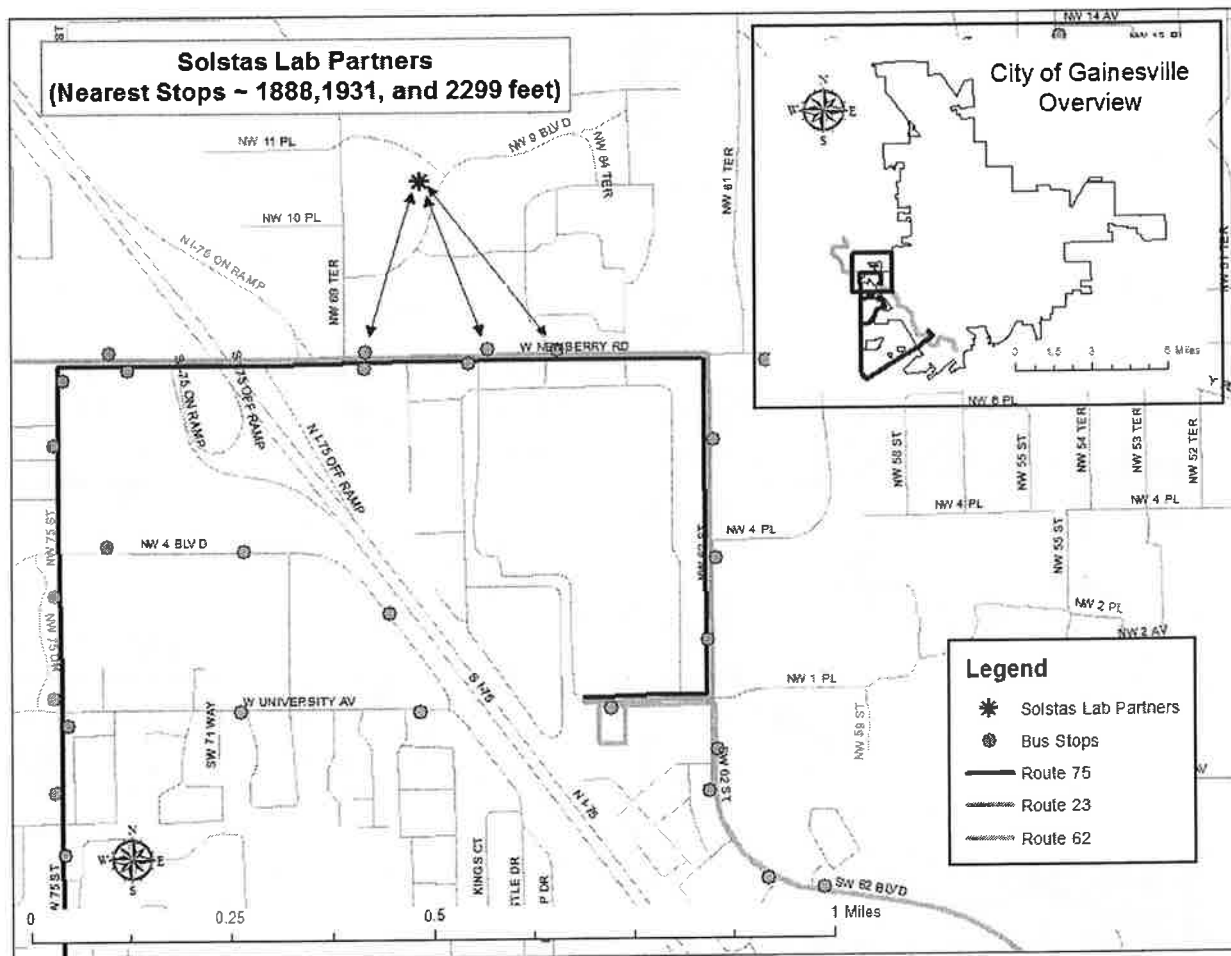


Figure 3. Solstas Lab Partner’s Distance from the Nearest Bus Stops.

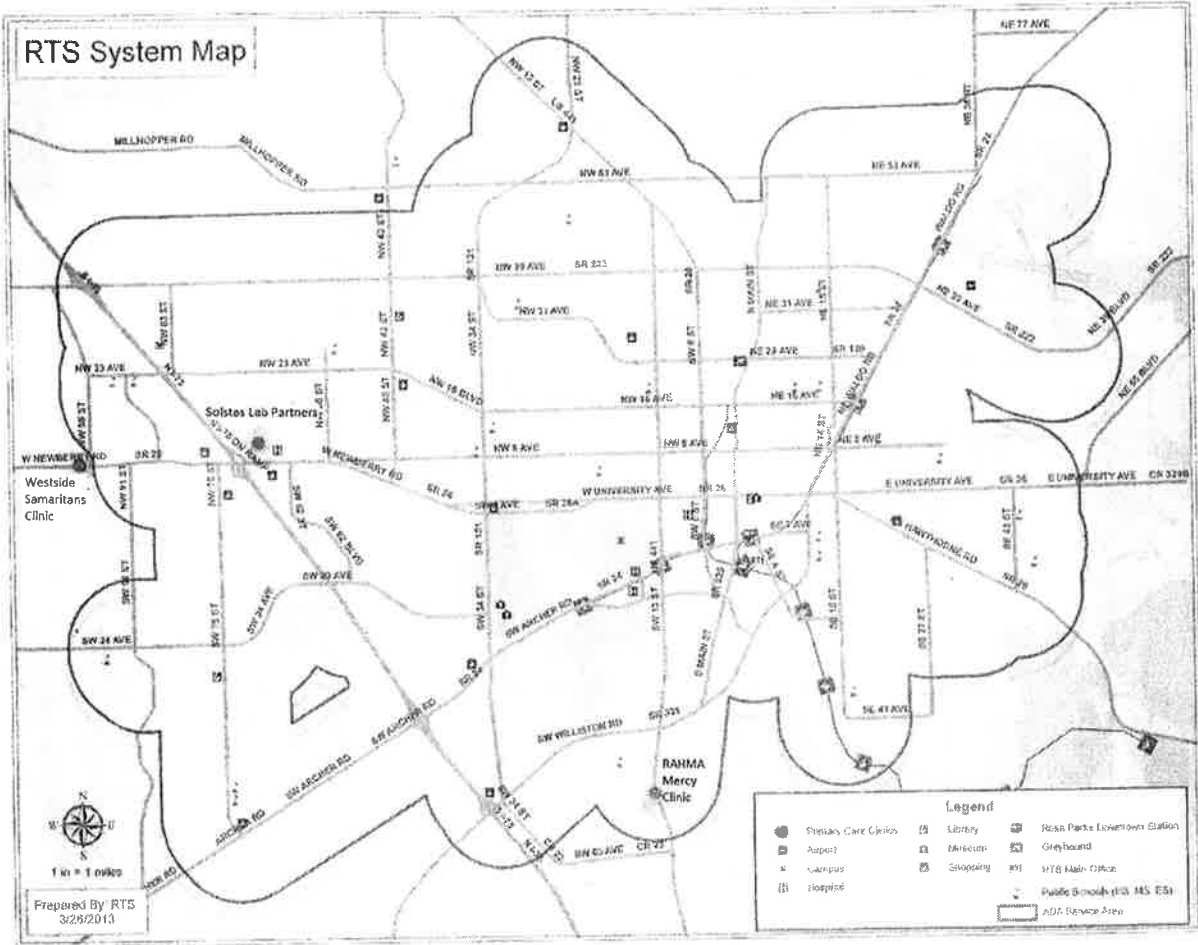


Figure 4. Regional Transit System’s Americans with Disabilities Act Service Area (Source: Regional Transit System).

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January 29, 2014

TO: Alachua County Transportation Disadvantaged Board
FROM: Lynn Godfrey, AICP, Senior Planner
SUBJECT: Operations Reports

RECOMMENDATION

No action required. This agenda item is for information only.

BACKGROUND

Attached are the following reports for the Board's review:

1. Standards Report;
2. MV Transportation Operations Report;
3. Transportation Disadvantaged Program Status Report; and
4. Medicaid Non-Emergency Transportation Program Encounter Data Reports.

If you have any questions regarding the attached reports, please contact me.

Attachments

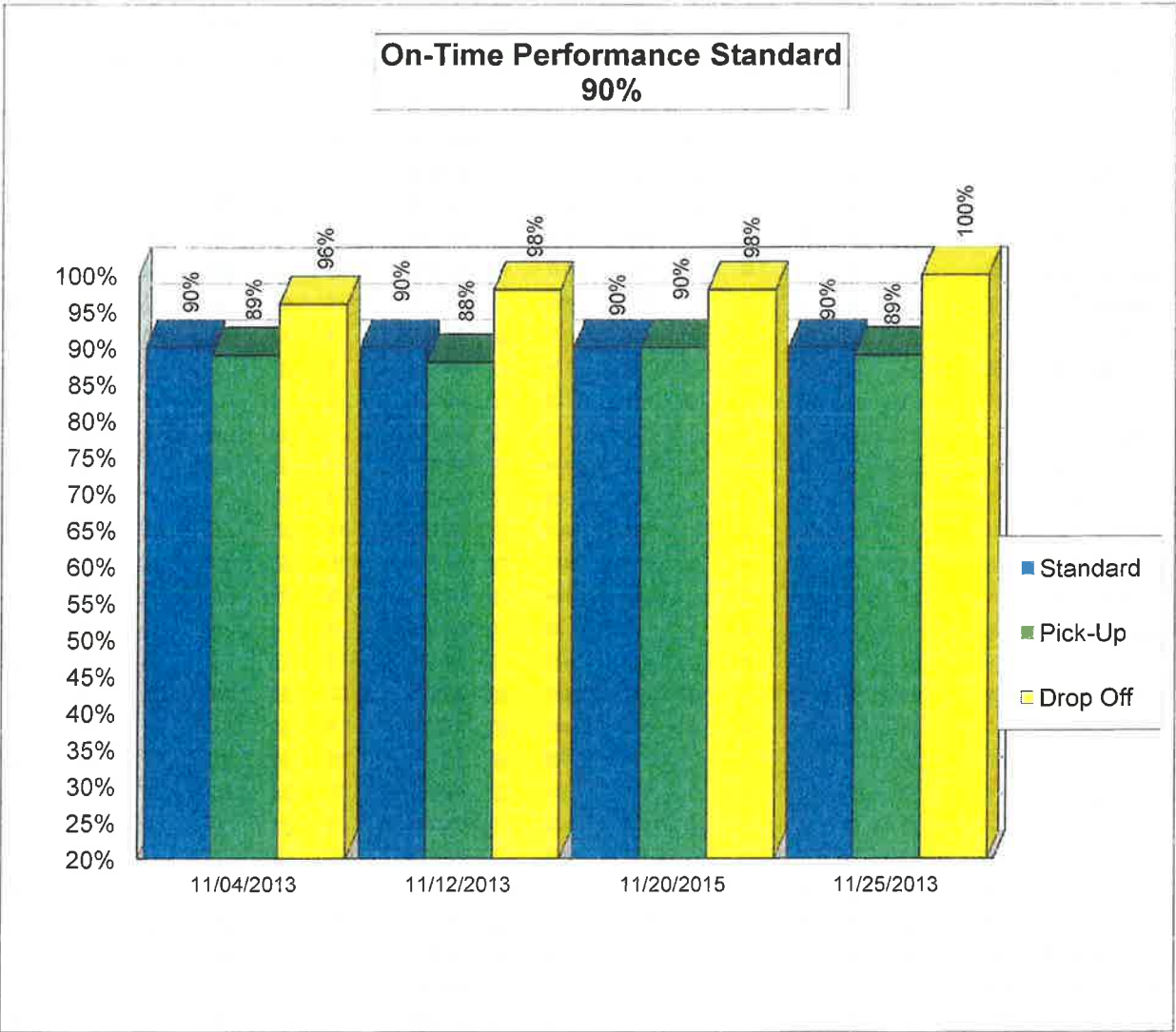
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Early/Late Report - Monthly
 MV-Div: 0065 (Gainesville, FL)

Statistics by iWeb (c) 2006 MV Transportation, Inc. - Last Queried: 01/21/14 02:54:19 PAC

November 2013 (Early WIn: 31 Late WIn: 31)																		
Date	DoW	Trips	Stop Types				Miss	Stops	OnTime	Late	OTP%	Late31+	Early	Sub Categories				
			NoShow	CAD	NS (Lt)	NS (Dw)								0to15	16to30	31to60	61to90	91+
11/01/13	Fri	417	37	0	0	0	0	454	453	1	99.78%	0	57	1	0	0	0	0
11/02/13	Sat	200	17	0	0	0	0	217	217	0	100.00%	0	27	0	0	0	0	0
11/03/13	Sun	27	3	0	0	0	0	30	30	0	100.00%	0	2	0	0	0	0	0
11/04/13	Mon	437	38	0	0	0	0	475	378	97	79.58%	14	48	56	27	8	5	1
11/05/13	Tue	467	30	0	0	0	0	497	426	71	85.71%	10	47	45	16	8	0	2
11/06/13	Wed	489	38	0	0	0	0	527	437	90	82.92%	24	76	44	22	19	2	3
11/07/13	Thu	457	43	0	0	0	0	500	494	6	98.80%	1	68	4	1	0	0	1
11/08/13	Fri	414	40	0	0	0	0	454	376	78	82.82%	8	43	43	27	6	0	2
11/09/13	Sat	158	17	0	0	0	0	175	174	1	99.43%	0	21	1	0	0	0	0
11/10/13	Sun	27	1	0	0	0	0	28	28	0	100.00%	0	0	0	0	0	0	0
11/11/13	Mon	114	11	0	0	0	0	125	125	0	100.00%	0	28	0	0	0	0	0
11/12/13	Tue	481	40	0	0	0	0	521	444	77	85.22%	9	57	50	18	7	0	2
11/13/13	Wed	476	33	0	0	0	0	509	504	5	99.02%	0	68	4	1	0	0	0
11/14/13	Thu	434	44	0	0	0	0	478	407	71	85.15%	11	53	55	5	11	0	0
11/15/13	Fri	483	26	0	0	0	0	509	430	79	84.48%	16	60	42	21	9	7	0
11/16/13	Sat	191	13	0	0	0	0	204	204	0	100.00%	0	29	0	0	0	0	0
11/17/13	Sun	26	0	0	0	0	0	26	26	0	100.00%	0	4	0	0	0	0	0
11/18/13	Mon	463	32	0	0	0	0	495	490	5	98.99%	3	78	2	0	1	0	2
11/19/13	Tue	479	38	0	0	0	0	517	432	85	83.56%	12	55	58	15	7	2	3
11/20/13	Wed	530	32	0	0	0	0	562	467	95	83.10%	8	49	63	24	8	0	0
11/21/13	Thu	446	28	0	0	0	0	474	405	69	85.44%	16	53	41	12	12	2	2
11/22/13	Fri	416	39	0	0	0	0	455	384	71	84.40%	13	56	46	12	8	2	3
11/23/13	Sat	162	20	0	0	0	0	182	182	0	100.00%	0	41	0	0	0	0	0
11/24/13	Sun	100	17	0	0	0	0	117	116	1	99.15%	0	8	0	1	0	0	0
11/25/13	Mon	370	46	0	0	0	0	416	414	2	99.52%	0	38	1	1	0	0	0
11/26/13	Tue	396	36	0	0	0	0	432	384	48	88.89%	10	65	25	13	9	1	0
11/27/13	Wed	371	36	0	0	0	0	407	360	47	88.45%	5	62	35	7	5	0	0
11/29/13	Fri	184	30	0	0	0	0	214	213	1	99.53%	0	26	1	0	0	0	0
11/30/13	Sat	159	16	0	0	0	0	175	175	0	100.00%	0	37	0	0	0	0	0
Total:		9,374	801	0	0	0	0	10,175	9,175	1,000	90.17%	160	1,256	617	223	118	21	21

TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, NOVEMBER 2013

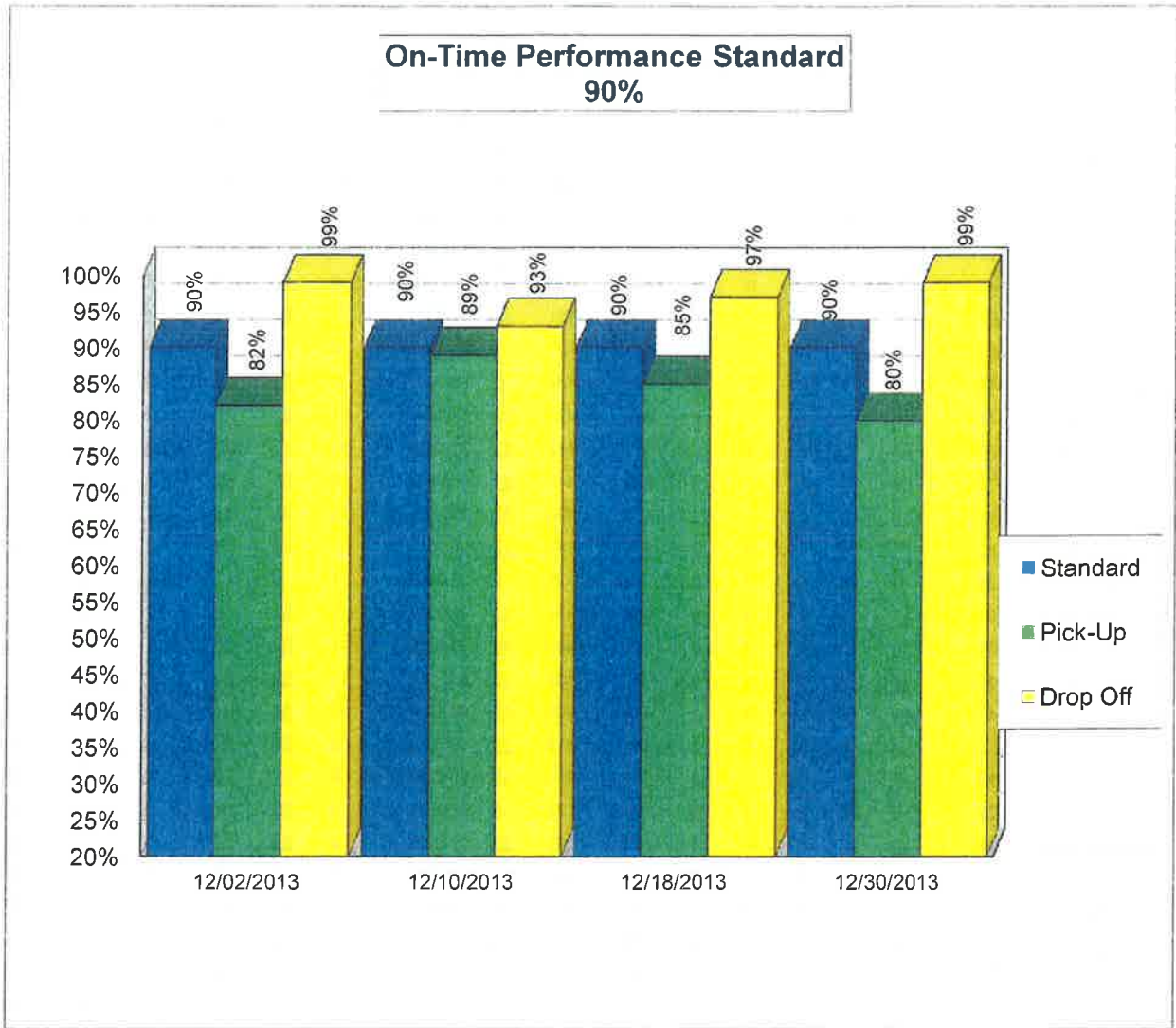


Early/Late Report - Monthly
 MV-Div: 0065 (Gainesville, FL)

Statistics by IWeb (c) 2006 MV Transportation, Inc. - Last Queried: 01/22/14 02:51:19 PAC

December 2013 (Early Win: 31 Late Win: 31)																		
Date	DoW	Trips	Stop Types					Total				Sub Categories						
			NoShow	CAD	NS (Lt)	NS (Dw)	Miss	Stops	OnTime	Late	OTP%	Late31+	Early	0to15	16to30	31to60	61to90	91+
12/01/13	Sun	24	0	0	0	0	0	24	20	4	83.33%	1	1	3	0	1	0	0
12/02/13	Mon	408	25	0	0	0	0	433	397	36	91.69%	3	70	27	6	3	0	0
12/03/13	Tue	465	36	0	0	0	0	501	442	59	88.22%	10	68	41	8	7	3	0
12/04/13	Wed	486	49	0	0	0	0	535	491	44	91.78%	3	61	27	14	3	0	0
12/05/13	Thu	515	33	0	0	0	0	548	458	90	83.58%	11	61	48	31	11	0	0
12/06/13	Fri	444	28	0	0	0	0	472	416	56	88.14%	9	46	33	14	8	1	0
12/07/13	Sat	198	10	0	0	0	0	208	181	17	91.83%	0	26	13	4	0	0	0
12/08/13	Sun	28	0	0	0	0	0	28	27	1	96.43%	0	1	1	0	0	0	0
12/09/13	Mon	411	29	0	0	0	0	440	434	6	98.64%	0	67	6	0	0	0	0
12/10/13	Tue	477	39	0	0	0	0	516	423	93	81.98%	31	51	46	16	23	5	3
12/11/13	Wed	470	39	0	0	0	0	509	442	67	86.84%	10	75	38	19	5	2	3
12/12/13	Thu	500	26	0	0	0	0	526	445	81	84.60%	9	62	45	27	9	0	0
12/13/13	Fri	442	31	0	0	0	0	473	390	83	82.45%	12	52	43	28	11	1	0
12/14/13	Sat	160	14	0	0	0	0	174	157	17	90.23%	1	25	14	2	1	0	0
12/15/13	Sun	23	0	0	0	0	0	23	21	2	91.30%	1	6	1	0	1	0	0
12/16/13	Mon	434	22	0	0	0	0	456	439	17	96.27%	1	50	16	0	0	0	1
12/17/13	Tue	457	34	0	0	0	0	491	445	46	90.63%	11	59	28	7	11	0	0
12/18/13	Wed	488	33	0	0	0	0	521	466	55	89.44%	11	65	32	12	10	1	0
12/19/13	Thu	447	46	0	0	0	0	493	428	65	86.82%	10	58	38	17	8	2	0
12/20/13	Fri	419	26	0	0	0	0	445	418	27	93.93%	0	69	27	0	0	0	0
12/21/13	Sat	173	17	0	0	0	0	190	174	16	91.58%	5	32	6	5	5	0	0
12/22/13	Sun	129	9	0	0	0	0	138	132	6	95.65%	0	20	2	4	0	0	0
12/23/13	Mon	347	36	0	0	0	0	383	347	36	90.60%	5	65	21	10	3	1	1
12/24/13	Tue	198	23	0	0	0	0	221	220	1	99.55%	1	43	0	0	0	0	1
12/25/13	Thu	245	29	0	0	0	0	274	252	22	91.97%	3	43	11	8	2	1	0
12/27/13	Fri	271	22	0	0	0	0	293	293	0	100.00%	0	58	0	0	0	0	0
12/28/13	Sat	163	21	0	0	0	0	184	170	14	92.39%	2	31	10	2	2	0	0
12/29/13	Sun	105	8	0	0	0	0	113	109	4	96.46%	0	30	4	0	0	0	0
12/30/13	Mon	305	34	0	0	0	0	339	322	17	94.99%	3	75	11	3	3	0	0
12/31/13	Tue	232	22	0	0	0	0	254	240	14	94.49%	1	67	11	2	1	0	0
Total:		9,464	741	0	0	0	0	10,205	9,209	996	90.24%	154	1,437	603	239	128	17	9

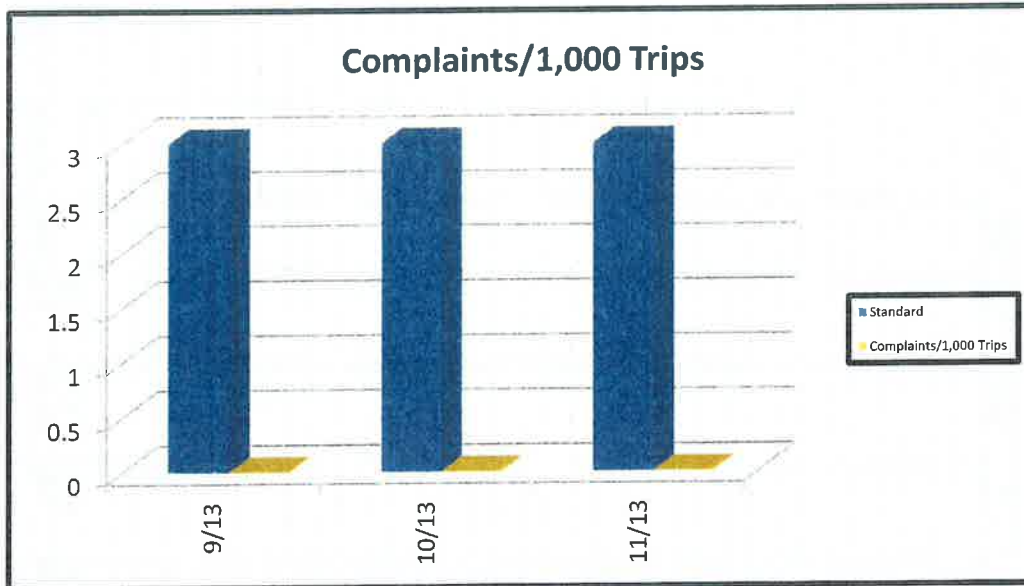
TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, DECEMBER 2013



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS**

ALACHUA COUNTY, SEPTEMBER - NOVEMBER 2013

MONTH	STANDARD	COMPLAINTS/1,000 TRIPS
9/13	3	0
10/13	3	0
11/13	3	0

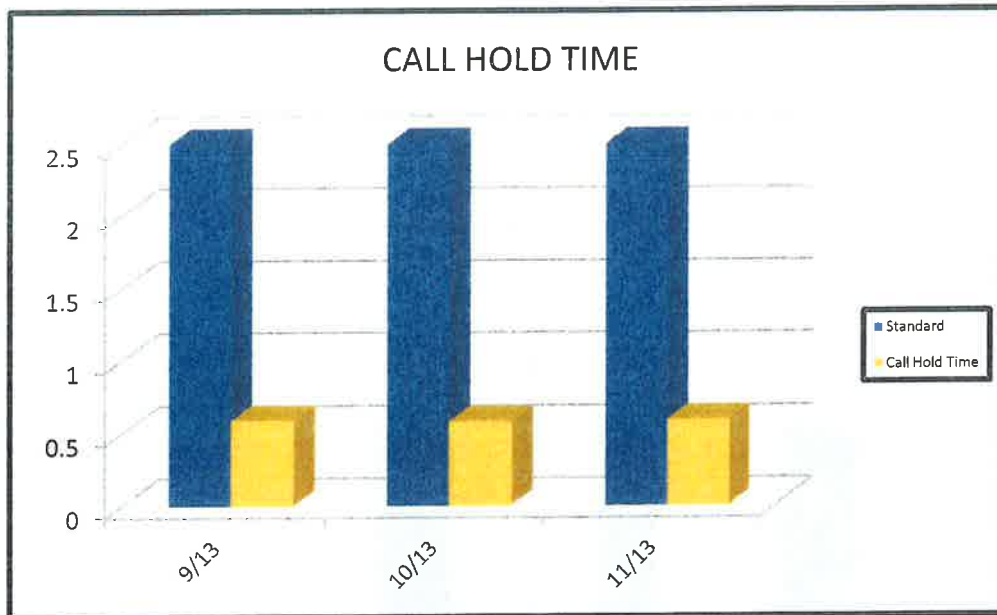


**MV TRANSPORTATION
SUMMARY OF SERVICE ISSUES
JULY 1, 2013 - JUNE 30, 2014**

TYPE OF COMPLAINT	7/13	8/13	9/13	10/13	11/13	12/13	1/14	2/14	3/14	4/14	5/14	6/14
Late Drop-Off	0	0	0	0	0	0						
Pick-Up before Window Opens	0	0	0	0	0	0						
Late Return Pick-Up	0	0	0	0	0	0						
Ride Time Exceeded Standards	0	0	0	0	0	0						
Can't Get Through by Telephone	0	0	0	0	0	0						
On Hold for Excessive Periods of Time	0	0	0	0	0	0						
Phone System Problems	0	0	0	0	0	0						
Sunday Reservations	0	0	0	0	0	0						
Trip Denial	0	0	0	0	0	0						
Driver Training	0	0	0	0	0	0						
Driver Behavior	0	0	0	0	0	0						
No Passenger Assistance Provided	0	0	0	0	0	0						
No Driver ID	0	0	0	0	0	0						
Dispatcher Behavior	0	0	0	0	0	0						
Reservationist Behavior	0	0	0	0	0	0						
Unsafe Driving	0	0	0	0	0	0						
No Show by Driver	0	0	0	0	0	0						
Reservations/Scheduling	0	0	0	0	0	0						
Reservations	0	0	0	0	0	0						
Air Conditioning not Working	0	0	0	0	0	0						
Wheelchair/Scoter Securement	0	0	0	0	0	0						
Passenger Behavior	0	0	0	0	0	0						
No Show by Passenger	0	0	0	0	0	0						
Customer Service	0	0	0	0	0	0						
Safety	0	0	0	0	0	0						
Trip Cancelled, Ride Came Anyway	0	0	0	0	0	0						
Wheelchair Lift Not Working Properly	0	0	0	0	0	0						
Charged Wrong Passenger Fare	0	0	0	0	0	0						
Vehicle Condition	0	0	0	0	0	0						
MV Staff Availability	0	0	0	0	0	0						
Dropped Off at Wrong Location	0	0	0	0	0	0						
Improper Passenger Assistance	0	0	0	0	0	0						
Did Not Process TD Eligibility Application	0	0	0	0	0	0						
Other	0	0	0	0	0	0						
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
TRIPS	9,648	10,083	9,513	9,758	8,608							
COMPLAINTS/1,000 TRIPS	0.00	0.00	0.00	#DIV/0!	0.00	####	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of Individuals Submitting Complaints	0	0	0	0	0	0						
RTS	0	0	0	0	0	0						
CIL	0	0	0	0	0	0						
Foster Grandparents	0	0	0	0	0	0						
NCFRPC	0	0	0	0	0	0						
COMMENDATIONS	0	0	4	2	0	2						

**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, SEPTEMBER - NOVEMBER 2013**

MONTH	STANDARD	CALL HOLD TIME
9/13	2.5	0.59
10/13	2.5	0.58
11/13	2.5	0.59

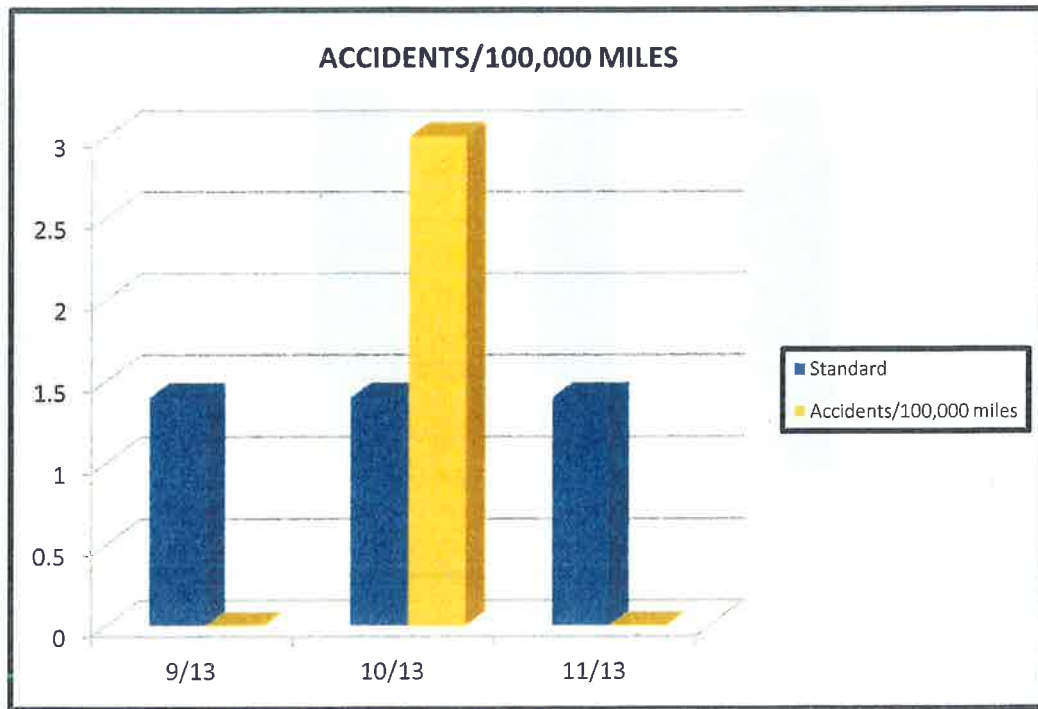


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**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS**

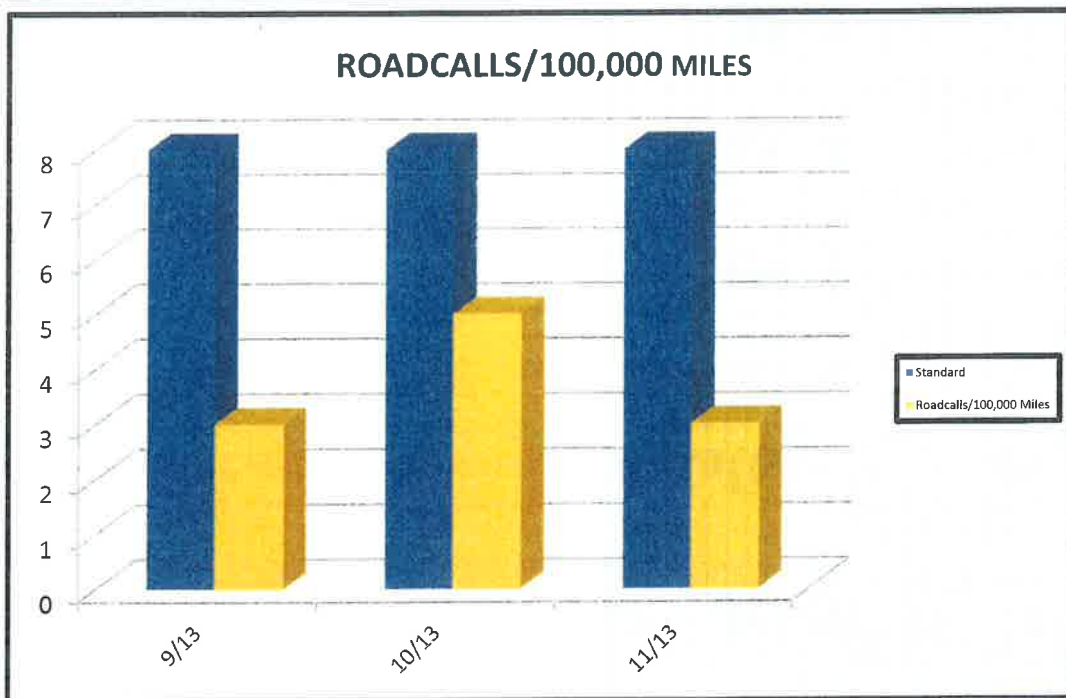
ALACHUA COUNTY SEPTEMBER - NOVEMBER 2013

MONTH	STANDARD	ACCIDENTS/100,000 MILES
9/13	1.4	0
10/13	1.4	3
11/13	1.4	0



**TRANSPORTATION DISADVANTAGED
SERVICE PLAN (TDSP) STANDARDS
ALACHUA COUNTY, SEPTEMBER - NOVEMBER 2013**

MONTH	STANDARD	ROADCALLS/100,000 MILES
9/13	8	3
10/13	8	5
11/13	8	3



2013-2014 OPERATING DATA	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Total No Trips Invoiced	9,648	10,083	9,513	9,758	8,608	0	0	0	0	0	0	0
Medicaid Alachua	2,717	3,103	2,898	3,026	2,533							
TD Trust Fund Alachua	1,635	1,657	1,685	1,695	1,700							
ADA	4,502	4,458	4,315	4,675	3,876							
NFG - 5317	138	18	0	0	0							
CICO - 5311	206	191	99	0	0							
County of Alachua, FGPA, RSVP	418	637	494	330	472							
Elder Care	32	19	22	32	27							
Bus Passes TD	0	0	0	0	0							
Bus Passes Medicaid	0	0	0	0	0							
Purchased Transportation												
Medicaid Alachua	\$90,704.00	\$90,704.00	\$90,704.00	\$90,704.00	\$90,704.00							
TD Trust Fund Alachua	\$ 57,260.72	\$ 56,942.45	\$ 56,946.04	\$ 56,945.92	\$ 56,965.49							
ADA	\$ 120,559.75	\$ 119,100.91	\$ 115,715.73	\$ 125,122.88	\$ 103,688.84							
NFG - 5317	\$ 3,652.34	\$ 475.99	\$ -	\$ -	\$ -							
CICO - 5311	\$ 5,169.26	\$ 5,202.74	\$ 2,629.23	\$ -	\$ -							
County of Alachua, FGPA, RSVP	\$ 12,839.94	\$ 19,376.44	\$ 14,910.44	\$ 10,320.36	\$ 15,032.85							
Elder Care	\$ 1,054.40	\$ 626.05	\$ 724.00	\$ 1,054.40	\$ 889.65							
Bus Passes Total MED and TD	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Dollars Invoiced	\$ 291,240.41	\$ 292,428.58	\$ 281,630.34	\$ 284,147.56	\$ 267,280.83							
Total Expenses	\$ 280,850.00	\$ 269,797.00	\$ 237,186.00	\$ 249,227.00	\$ 232,567.00							
Average Cost Per Trip	\$ 29.11	\$ 26.76	\$ 24.93	\$ 25.54	\$ 27.02	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Total Vehicle Miles	119,437	122,976	114,428.00	129,556	117,945							
Total Vehicle Hours	7,102	7,404	6,817	7,521	6,379							
Avg Miles per Trip	12	12	12	13	14	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Mile	\$2.35	\$2.19	\$2.07	\$1.92	\$1.97	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Avg Cost Per Hour	\$39.55	\$36.44	\$34.79	\$33.14	\$36.46	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Number of No Shows	579	479	476	443	399							
Number Trips Denied	0	0	0	0	0							
No Accidents	0	1	0	3	0							
No RoadCalls	3	5	3	5	3							
Telephone Calls Rec'd	14,034	14,308	12,282	15,255	13,583							
Avg. Telephone On-Hold Time	0.58	0.59	0.59	0.58	0.59							

**ALACHUA COUNTY
UNMET TRANSPORTATION NEEDS
OCTOBER_2013**

REASON FOR TRIP DENIAL	NUMBER OF TRIP DENIALS
Lack of Funding	0
Trip Purpose	0
Out of Service Area Trip	1
Medicaid benefits don't cover transportation program	6
Client doesn't have Medicaid Benefits	7
Weekend Trip Request	0
Other	0
TOTALS	14

**ALACHUA COUNTY
UNMET TRANSPORTATION NEEDS
NOVEMBER_2013**

REASON FOR TRIP DENIAL	NUMBER OF TRIP DENIALS
Lack of Funding	0
Trip Purpose	0
Out of Service Area Trip	0
Medicaid benefits don't cover transportation program	4
Client doesn't have Medicaid Benefits	5
Weekend Trip Request	0
Other	0
TOTALS	9

**ALACHUA COUNTY
UNMET TRANSPORTATION NEEDS
DECEMBER_2013**

REASON FOR TRIP DENIAL	NUMBER OF TRIP DENIALS
Lack of Funding	0
Trip Purpose	0
Out of Service Area Trip	0
Client has access to a vehicle	2
Client doesn't have Medicaid Benefits	4
Weekend Trip Request	0
Other	0
TOTALS	6

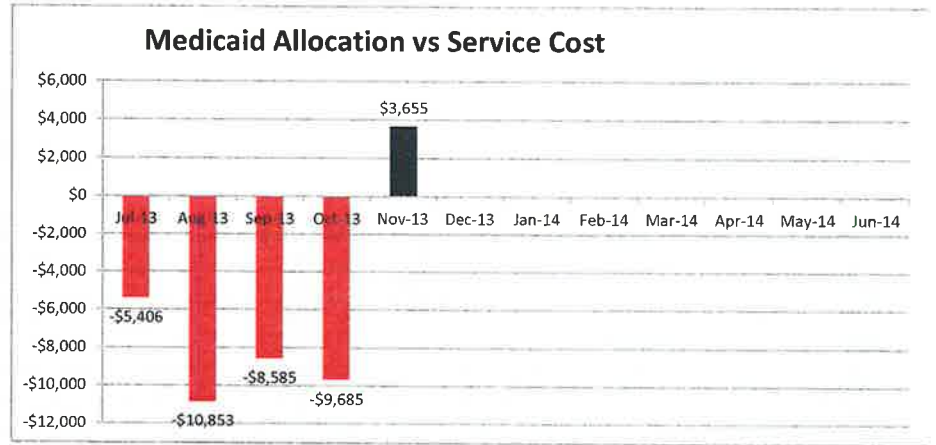
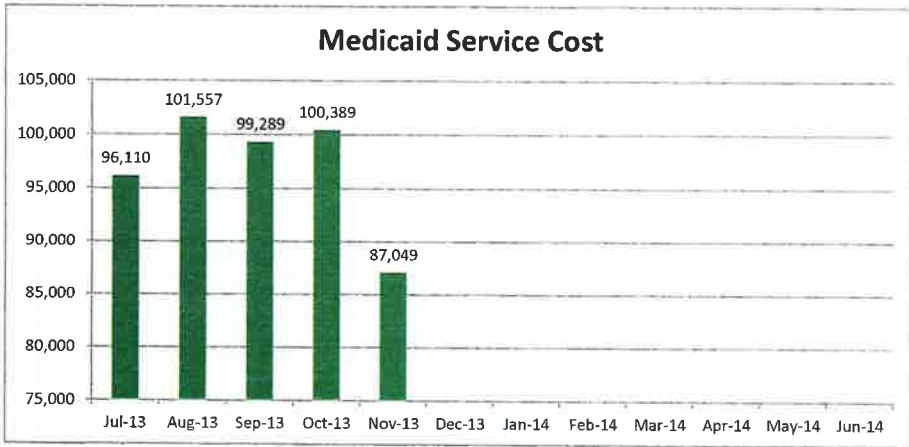
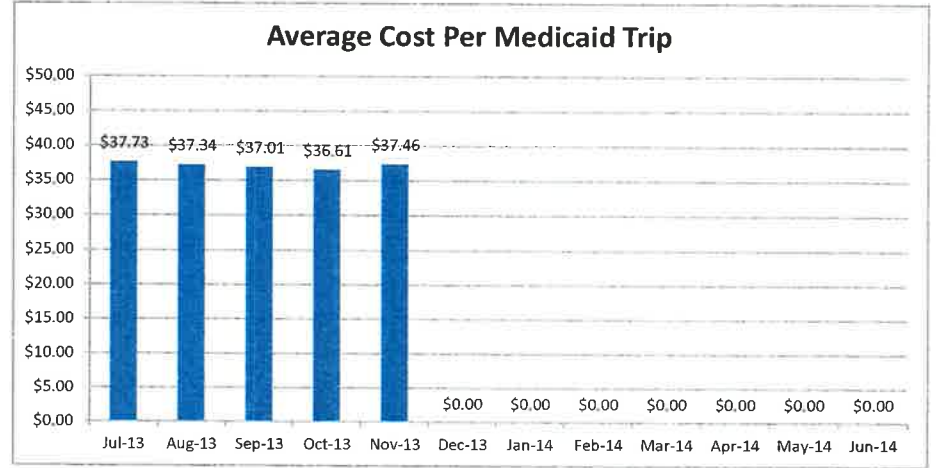
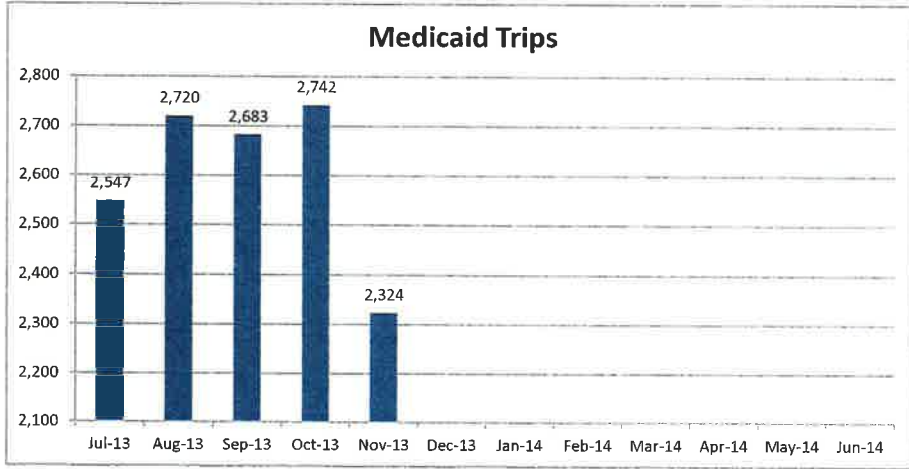
CTC: MV Transportation
 Rates Charged for TD Service:
 \$27.47 one-way ambulatory trip
 \$47.10 one-way wheelchair trip
 \$98.12 one-way stretcher trip
 \$20.50 bus pass

**2013-2014 TRANSPORTATION DISADVANTAGED TRUST FUND SUMMARY
 ALACHUA COUNTY**

MONTH/YEAR	STATE FUNDS	MONTHLY STATE ALLOCATION	STATE DOLLARS INVOICED	DIFFERENCE	STATE FUNDS REMAINING	TOTAL DOLLARS SPENT	NUMBER OF TRIPS	AVERAGE COST PER TRIP
Jul-13	\$615,421.00	\$51,539.00	\$51,534.65	\$4.35	\$563,886.35	\$57,260.72	1,635	\$ 35.02
Aug-13	-	\$51,262.00	\$51,248.00	\$14.00	\$512,638.35	\$56,942.45	1,657	\$ 34.36
Sep-13	-	\$51,262.00	\$51,251.44	\$10.56	\$461,386.91	\$56,946.04	1,685	\$ 33.80
Oct-13	-	\$51,262.00	\$51,251.33	\$10.67	\$410,135.58	\$56,945.92	1,695	\$ 33.60
Nov-13	-	\$51,262.00	\$51,268.94	-\$6.94	\$358,866.64	\$56,965.49	1,700	\$ 33.51
Dec-13	-	\$51,262.00		\$51,262.00	\$358,866.64			#DIV/0!
Jan-14	-	\$51,262.00		\$51,262.00	\$358,866.64			#DIV/0!
Feb-14	-	\$51,262.00		\$51,262.00	\$358,866.64			#DIV/0!
Mar-14	-	\$51,262.00		\$51,262.00	\$358,866.64			#DIV/0!
Apr-14	-	\$51,262.00		\$51,262.00	\$358,866.64			#DIV/0!
May-14	-	\$51,262.00		\$51,262.00	\$358,866.64			#DIV/0!
Jun-14	-	\$51,262.00		\$51,262.00	\$358,866.64			#DIV/0!
TOTAL	-	\$615,421.00	\$256,554.36	\$358,866.64	\$358,866.64	\$285,060.62	8,372	\$ 34.05

TRANSPORTATION DISADVANTAGED PROGRAM STATUS REPORT	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13
Transportation Disadvantaged Program Eligibility Applications Approved	21	21	26	33	24	24
Transportation Disadvantaged Program Eligibility Applications Denied	1	0	0	0	1	0
Transportation Disadvantaged Program Bus Pass Applications Received	0	0	0	0	0	0
Number of Bus Passes sponsored by the Transportation Disadvantaged Program	0	0	0	0	0	0
Applicants at or Below 100% of the Federal Poverty Level	N/A	N/A	N/A	N/A	N/A	N/A
Daily Transportation Disadvantaged Program Sponsored Trip Limit	54	54	54	54	54	54
Average Number of Transportation Disadvantaged Program Sponsored Trips Provided Daily	56	57	56	61	56	50
Transportation Disadvantaged Program Trip Priorities Used (Yes or No)	No	No	No	No	No	No
Number of Dialysis Trips Sponsored by the Transportation Disadvantaged Program Provided on Saturday	83	85	74	45	75	61
Number of Non-Dialysis Transportation Disadvantaged Sponsored Trips Provided on Saturday	32	53	38	44	71	33
Number of Transportation Disadvantaged Program Sponsored Non-Emergency Stretcher Trips Provided	0	0	0	0	0	0

Florida Commission for the Transportation Disadvantaged Medicaid Encounter Data Reports Alachua County



ATTENDANCE RECORD

**ALACHUA COUNTY
TRANSPORTATION DISADVANTAGED
COORDINATING BOARD**

MEMBER/ORGANIZATION	NAME	3/13/2013	5/8/2013	8/21/2013	12/4/2013
Chair	Commissioner Todd Chase	-	-	P	P
Florida Department of Transportation	Janell Damato	A	P	P	A
Alternate Member	Sandra Collins	A	A	A	P
Florida Department of Children and Families	Peggy Henderson	P	P	P	P
Alternate Member	Louella Teague	A	A	A	A
Agency for Health Care Administration	Alana McKay	P	P	P	A
Alternate Member	Andrew Singer	A	A	A	A
Florida Department of Education	Lydia Bush	A	A	A	A
Alternate Member	Jeff Aboumrad	P	A	P	A
Public Education	Dr. Harrell Harrison	A	A	A	A
Alternate Member	David Deas	A	A	A	A
Citizen Advocate	(Vacant)				
Alternate Member	(Vacant)				
Citizen Advocate-User	Earther Wright	P	P	A	P
Alternate Member	(Vacant)				
Elderly	Dr. Maurice Levy			P	A
Alternate Member	(Vacant)				
Veterans	Kyle Morrison	A	A	A	A
Alternate Member	(Vacant)				
Persons with Disabilities	Christine Eason Louton	P	P	P	P
Alternate Member	Tassie Fuller	P	A	A	P
Florida Association for Community Action	Monique Harrison	A	A	P	A
Alternate Member	Charles J. Harris				
Florida Department of Elder Affairs	Jeff Lee	P	A	A	P
Alternate Member	(Vacant)				
Children at Risk	Elliene Chisholm	A	A	A	P
Alternate Member	(Vacant)				
Mass Transit	Jesus Gomez	A	A	A	A
Alternate Member	Mildred Crawford	P	P	P	P
Regional Workforce Board	Linda Tatum	A	A	P	A
Alternate Member	(Vacant)				

LEGEND KEY: P-Present A-Absent - Not Applicable (newly appointed member)

ATTENDANCE POLICY: According to Article III, Section 5 of the Coordinating Board bylaws: "The Metropolitan Transportation Planning Organization shall review and consider rescinding the appointment of any voting member of the Board who fails to attend three consecutive meetings."

