

COMMISSION FOR THE TRANSPORTATION DISADVANTAGED

Commission Business Meeting

Florida Commission for the



Transportation
Disadvantaged

Agenda May 14, 2014

Duval J Conference Room
Holiday Inn & Suites
521 S. Gulfview Boulevard
Clearwater Beach, Florida 33767
9:00 am

David Darm, Chairman
Mike Willingham, Vice-Chairman
Dane Grey, Commissioner
Marion Hart, Commissioner
Mike Horan, Commissioner
Charlotte Temple, Commissioner
Bryan Vaughan, Commissioner

Conference Call Number: 888-670-3525

Conference Code: 7993168355

Item #	Agenda Item	Speaker(s)
I	Call to Order	Chairman Darm
II	Pledge of Allegiance	Chairman Darm
III	Welcome from the Chair	Chairman Darm
IV	Introduction of Commissioners/Advisors/Public	Commissioners/Advisors/Others
V	Welcome from Pinellas Suncoast Transit Authority	Brad Miller, Executive Director
VI	Commissioner/Advisor Reports	Commissioners/Advisors
	Action Items	
VII	Approval of Minutes <ul style="list-style-type: none">March 13, 2014	Chairman Darm
VIII	Community Transportation Coordinator Designations <ul style="list-style-type: none">Bay CountyEscambia CountySanta Rosa County Flagler County	Howard Vanselow, West Florida Regional Planning Council Ed Lehman, Northeast Florida Regional Planning Council

- Levy County

Lauren Yeatter, Withlacoochee
Regional Planning

- Monroe County

Cristina Tuero, Health Council of
South Florida

Informational Items

- | | | |
|----|------------------------------------------------------------------------------------------------------------|------------------------|
| IX | Correspondence from Florida CTC's and STP's regarding MMA Program | Steve Holmes |
| X | Executive Director's Report <ul style="list-style-type: none"> • Legislative Session Update | Steve Holmes |
| XI | Commissioner/Advisor Comments | Commissioners/Advisors |
| | Adjournment | Chairman Darm |

Next Meeting: July 28, 2014 – Orlando

When operating under Florida's Government in the Sunshine Law, the Florida Supreme Court recognizes the importance of public participation in open meetings. The Commission provides that right of access at each public meeting and adheres to Chapter 286.011, Florida Statutes. A comment card for each speaker is required, and this limits public comment to five (5) minutes per speaker.

In accordance with the Americans with Disabilities Act (ADA), and Chapter 286.26, Florida Statutes, persons in need of special accommodation to participate in the meeting (including an agenda) shall contact our office, at least 48 hours before the meeting by email at vicki.scheffer@dot.state.fl.us or by the following listed below:

Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450
(850) 410-5703 or (800) 983-2435
(850) 410-5708 (TDD/TTY).

This meeting is subject to change upon the chairman's request.

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

VII. Approval of Minutes

BACKGROUND INFORMATION:

The Commission met on March 13, 2014 in Tallahassee.

ATTACHMENTS:

Minutes of the March 13, 2014 Commission Meeting

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Recommend Commission approval of the March 13, 2014 minutes.



Steve Holmes

Executive Director

Date: May 14, 2014

ACTION TAKEN AT MEETING:

MEETING SUMMARY

Commission for the Transportation Disadvantaged **Commission Business Meeting**

Florida Department of Transportation Auditorium
605 Suwannee Street
Tallahassee, Florida 32399

March 13, 2014
3:30 PM

<i>Commissioners Present</i>	<i>Commissioners Absent</i>
Chairman David Darm	Mike Horan
Vice-Chairman Willingham via phone	Bryan Vaughan
Marion Hart	
Charlotte Temple	
Dane Grey via phone	

<i>Advisors Present</i>	<i>Advisors Absent</i>
Shevaun Harris for Beth Kidder	Buddy Cloud
Kent Carroll	
Ed Coven	
Diane Harris	
Al Harrison for Dennis Latta	

Others Present

Steve Holmes, Doug Dolan, Karen Somerset, Cecile Del Moral, Natasha Serra, Vicki Scheffer, Keith Brown, Tess Crowder, Dean Allen, Becki Forsell, Floyd Webb, Howard Vanselow, Sarah Glenz, Robert Miller, Drew DeCandis, Ken Harley, Gwendolyn Pra, Erica Floyd Thomas, Gaby Serrado, Tomas Boiton,

Call to Order

Chairman Darm called the meeting to order.

Steve Holmes called the roll. A quorum was present.

Pledge of Allegiance

Chairman Darm led the Pledge of Allegiance.

Chairman Darm welcomed everyone to the meeting. He stated an excellent TD Day was held at the Capitol despite the cold and windy weather. He thanked the CTD staff and others who coordinated the event.

Introduction of Commissioners, Advisors and the Public

Commissioners and Advisors introduced themselves.

Commissioner/Advisor Reports

Shevaun Harris, AHCA, reported that:

- On March 1, 2014, AHCA completed the implementation of the Long Term Care program.
- On May 1, 2014, AHCA will begin implementation of the Managed Medical Assistance (MMA) program.
- Recipients in Medicaid Regions 2, 3 and 4 received their welcome packets in February and have started to choose a MMA plan.
- AHCA staff have been meeting with Steve Holmes and Karen Somerset to negotiate and discuss the requirements under the new contract that will become effective after the rollout of the MMA program.

Kent Carroll, APD, reported that:

- It was stated at the last CTD business meeting that APD had proposed funds in their legislative budget request for transportation. Mr. Carroll has verified this is not correct.
- The Governor is earmarking an additional \$20 million this year for people on the APD waiting list. Last year he earmarked \$36 million and the agency initially thought they could serve 700 or 750 people, but was able to help approximately 1300 people. They are hoping to stretch the dollars again this year.
- The earmarked funds include transportation for waiver services and bus passes.

Ed Coven, DOT, reported that:

- The commuter rail project in Central Florida, SunRail, extending from Debarry in Volusia County to Sand Lake Road in Orange County, will have its grand opening on May 1st.
- The service will operate for free two weeks in advance of the grand opening.

Chairman Darm stated that the procedure on action items had changed to allow public comment after each item. He stated he would like to switch Item VI on the agenda, Public Comments Limited to the Current Agenda Items, with Item VII, Medicaid – Managed Medical Assistance Implementation. This way the public could comment after the presentation on the MMA Implementation.

Chairman Darm asked if there was a motion to switch agenda items VI and VII.

ACTION TAKEN: Commissioner Hart moved and Commissioner Temple seconded to switch Item VI on the agenda with Item VII. The motion carried unanimously.

Medicaid – Managed Medical Assistance Implementation

Mr. Holmes stated that:

- CTD staff have been working with AHCA, DOT and DFS to amend the contracts with counties in AHCA's Regions 2, 3 and 4 so they can review and determine whether they want to enter into the contract with the CTD for non-emergency transportation beginning May 1.
- These counties include Bay, Washington and Holmes in the West, to Nassau in the Northeast, down to Flagler, and across the state to Hernando. About 37 counties.
- Next, CTD staff will start rolling out the contracts for June, July and August.
- The CTD is in a fixed price (fixed fee) contract with AHCA until September 1, 2014, but is distributing the funds now at a per-member per-month rate because the MMA transition is occurring.

Mr. Holmes discussed the Transitioning Non-Emergency Medicaid Transportation Services in the Managed Medical Assistance Program information sheet included in the meeting packet:

- The four categories of transportation-eligible Medicaid recipients who are excluded from participating in, authorized to voluntarily opt out of, or have not yet enrolled in managed care that would be using our services are:
 1. **EXCLUDED: Prescribed Pediatric Extended Care (PPEC) Children –**
 - Transportation will be provided not only to the PPEC facility, but also to doctor appointments.
 2. **EXCLUDED: Non PPEC –**
 - The major population of this group are women who are eligible only for family planning services (those women who are presumptively pregnant).
 - Women who are eligible only for breast and cervical cancer services.

The Legislature excluded the above two categories from managed care. They cannot enroll in managed care whether they want to or not.

3. **VOLUNTARY:**
 - Medicaid recipients who have other creditable health care coverage, which includes Medicare.
 - People who are developmentally disabled, who are enrolled in a waiver, but the CTD provides transportation to the doctor (not to the waiver services).
4. **MANDATORY:**
 - Individuals who have not yet enrolled in a managed care plan. The new Medicaid eligible individuals have 60 days to enroll in a plan and begin receiving services. Until that time, the CTD will provide transportation services to them.

Mr. Holmes stated that the PPEC group would require the most transportation. It's reflected in the rates that AHCA gave the CTD through their actuaries.

Mr. Holmes explained the new rate of payment; per-member per-month (PMPM).

- AHCA will determine the rate each year for each of their 11 regions based on utilization and cost information in the Encounter Data system.
- AHCA will provide the CTD a rate for each of the four categories of transportation-eligible Medicaid recipients.
- The CTD will access a five and one-half percent fee from each category to pay for administrative costs which include the administration of Medicaid within the CTD, and to establish a pool to pay for out-of-state and other significant travel requirements that a CTC may encounter.
- The rate will be distributed to the CTC's each month by the number of eligible people in the four categories.

A discussion took place regarding the variation of rates in the AHCA regions.

Mr. Holmes stated that an emergency procurement would have to be entered into with the counties where a service provider would not enter into a contract with the CTD to provide non-emergency transportation for those not enrolled in a managed care plan. The contracts need to be in place by April 1 because AHCA has a 30-day timeframe in which to notify recipients. However, there are no recipients to notify at this time. AHCA's representative, Shevaun Harris, stated the 30-day timeframe was a Federal requirement. Her leadership team knows there are some hardships that go along with a change of this magnitude and AHCA will work with the CTD to the best of their ability.

Commissioner Hart questioned if all parties would still have an emphasis on transportation coordination where possible; eliminating duplication.

Mr. Holmes responded that the transportation brokers who have contracts with the managed care organizations, have specific requirements, and windows of time for picking up and dropping off beneficiaries. He feels the liquidated damages associated with not meeting the requirements are liable to drive the system towards more of a one-on-one type system in the rural areas. There are more transportation options in the urban areas.

At this time a discussion was held regarding rural and urban coordination of transportation. Mr. Holmes told the CTC's to make sure their local legislators, mayors, and county commissioners knew what was going on in their local areas.

A discussion was held regarding appropriated funding to the CTD. Ms. Harris explained that, if necessary, AHCA would be able to request additional funding from the Legislature through the quarterly social services estimating conference. She will find out from her budget office how the CTD can become involved in the estimating conference.

Public Comments

Dean Allen, Bluebird Transportation, from Collier County, stated his county was about the size of Delaware. He has received the rates for the four different categories of transportation-eligible Medicaid recipients. He has three PPEC children and will get \$400 a month per child to provide transportation service. The average trip one way is 52 miles and he has to provide the service six days a week. The \$400 a month won't cover the cost. He questions how the actuaries came up with the rates when some counties are getting \$1000 and others are getting \$180 per PPEC child per month. He stated he was in for the long haul, but was questioning how a county his size fell at the low end of the rates.

Mr. Holmes responded that the rates were developed by AHCA regions, not counties. The CTD would prefer that the rates be by county and maybe that could be worked on for the future. There are variances in the counties and Collier County is one of them. Also Alachua and Suwannee counties have two completely different systems and transportation costs, but receive the same rates.

Mr. Allen stated that the rate for the voluntary and non-voluntary categories was \$1.02 per member per month. If he has somebody that lives in Immokalee and has to go to the doctor in Naples, the rate wouldn't cover the cost to pick them up. He questioned if there was anything that could be done to make some adjustments.

David Darm told Mr. Allen and the other CTC's that were in for the long haul that he knew this was a tough situation and appreciated their commitment.

Ms. Harris responded that in the PMPM model, everyone who is eligible for transportation will not require transportation services. It is not a model based on utilization, but you get reimbursed for every person eligible in your county who falls under the four categories of transportation. Ms. Harris said she would try to have rate setting staff at the next meeting with Mr. Holmes and Mrs. Somerset to provide clarity.

Mr. Allen requested that an actuary attend the next CTD business meeting, which is being held in Clearwater Beach, so they could explain how the rates were established. He stated he didn't think the CTC's questions were getting answered.

Ms. Harris replied that she would be at the Clearwater Beach meeting and she would see if her counterpart who is over the rate setting could attend in person or by conference call. If not, a separate call would be scheduled.

Andrew DeCandis, Clay County Council on Aging and Clay County Transit, stated they have been the CTC for Clay County since the late 1980's. They're not only a transportation provider, but also a social service provider. They're getting a double whammy with a hit on their in-home and adult day care; and also on their CTC transportation. They have three contracts with three different transportation brokers who all have different rates and different ways to bill. There are three levels of administrative costs being taken out before the service provision: 1) The managed care

agencies, 2) the brokers, and 3) the transportation providers. The managed care agencies can't contract directly with the transportation provider because AHCA won't allow it. He feels that having multiple brokers in single counties and not allowing the managed care agencies to contract directly with the CTC's is an example of healthcare planning without really understanding transportation. Mr. DeCandis feels that if the CTD is only going to push out non-sponsored transportation, they may as well give it to FDOT and have them push it out with 5310 or 5311 money.

Chairman Darm thanked both speakers and stated they were speaking on behalf of a lot of people in the state who are dealing with the same concerns.

Approval of Minutes

Chairman Darm asked if there was a motion to approve the December 10, 2013 minutes.

ACTION TAKEN: Commissioner Temple moved and Commissioner Hart seconded to approve the December 10, 2013 minutes.

Chairman Darm asked if there were any questions or discussion on the motion. Hearing none he asked if there was public comment or debate on the motion. Hearing none, he asked the commissioners all in favor of the motion to signify by saying aye.

The motion carried unanimously.

Chairman Darm asked if there was a motion to approve the December 31, 2013 minutes.

ACTION TAKEN: Commissioner Willingham moved and Commissioner Temple seconded to approve the December 31, 2013 minutes.

Chairman Darm asked if there were any questions or discussion on the motion.

Diane Harris, Dept. of Children and Families, requested the minutes be revised to reflect that she was not present for the meeting.

Chairman Darm asked Commissioners Willingham and Temple if they were comfortable with the revision. They both responded they would accept the motion with the revision.

Chairman Darm asked if there was any more discussion or revisions. Hearing none, he asked if there was public comment or debate. Hearing none, he asked the commissioners all in favor of the motion with the revision to signify by saying aye.

The motion carried unanimously.

Executive Director's Report

Mr. Holmes discussed the legislative budget request for Fiscal Year 14/15:

- The major item is the decrease in Medicaid grants: \$65 million in FY 12/13, \$61 million in FY 13/14, and \$13.5 million in FY 14/15.
- Commissioner Hart questioned the lease category in the amount of \$3,830. Karen Somerset responded that it was for the copy machine.
- The decrease in the OPS category is due to the termination of the United We Guide Grant.

Public Comment

Becki Forsell stated that she recently attended her Local Transportation Disadvantaged Coordinating Board (LCB) meeting and learned they were going to lose their JARC (Job Access and Reverse Commute) program money. They have been using the money to make sure that people with disabilities who are employed and live outside the urban area are able to get to work or volunteer. She is under the impression that the money will all go to Hart (Hillsborough Area Regional Transit) starting in September. Ms. Forsell has been talking to her legislators and asking them to allow extra money for JARC. She would like the CTD to speak to the legislators as well.

Chairman Darm asked Ed Coven to give some background on the JARC program.

Mr. Coven stated:

- The JARC program was created in SAFETEA-LU as a separate allocation to provide specific services to work or reverse commute.
- These are Federal grants that were made directly from the Federal Transit Administration to the local agencies or to the DOT's for rural areas.
- Map 21 eliminated JARC as a stand-alone program so there are no more JARC grants.
- The Federal government expanded the eligibility of the existing 5307 urbanized area formula funds and they expanded the eligibility of 5311 non-urbanized rural funds to include those types of activities that were previously funded by JARC.
- Any money that was going into JARC should now be included in the 5307 fund allocation for Hillsborough County and HART is the designated recipient.
- It's a local decision whether they want to use the dollars to fund any JARC type of activities.
- In the areas outside of the urbanized area of Hillsborough County, JARC would be an eligible type of service under the 5311 grant. It would be that recipient's decision what types of activities to fund that may have previously been funded by JARC.

Ms. Forsell stated that she felt everything could be worked out in Hillsborough County because of the relationship they had with HART. However, she has talked to people in Broward County, Gainesville and Jacksonville that are worried about the JARC money being gone. They don't have the same relationship with their local 5307 and 5311 grant recipients as Hillsborough County does. She would like to see a little help on their side.

Commissioner/Advisor Comments

Chairman Darm recognized Commissioner Temple. She's going to step down from the Commission when the Governor appoints someone to fill her place. Chairman Darm thanked her for her service.

Commissioner Temple said it had been a pleasure to serve on the Commission. She said to keep fighting for Medicaid to distribute the rates by county instead of region.

Adjournment

Chairman Darm asked if there was a motion to adjourn the meeting.

ACTION TAKEN: Commissioner Hart moved and Commissioner Temple seconded to adjourn the meeting. The motion carried unanimously.

NEXT MEETING: May 14, 2014 in Clearwater Beach

Minutes compiled by Vicki Scheffer.

Note: This meeting has been summarized to reduce paperwork in accordance with policies of State government. If an accessible format or more information than is provided herein is needed, please contact the Commission for Transportation Disadvantaged at (850) 410-5700 or 1-800-983-2435 for assistance. A copying or printing fee may be charged to the requesting party.

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

VIII. Community Transportation Coordinator Designation – Bay County

BACKGROUND INFORMATION:

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC) for a designated service area.

The Bay County Transportation Planning Organization (TPO) is the DOPA for Bay County. The Bay County Board of County Commissioners (BOCC) is currently the CTC for Bay County and is currently providing both non-sponsored transportation and Medicaid non-emergency transportation (NET) services to the citizens of Bay County.

Bay County BOCC became the CTC under an emergency procurement January 1, 2014 until June 30, 2014.

Pursuant to Chapter 287, Florida Statutes, Bay County BOCC, as a governmental entity, is able and willing to continue to provide transportation services. The Bay County TPO approved resolution number Bay 14-07 on April 23, 2014, recommending the Bay County BOCC to remain the CTC for a five year contract beginning July 1, 2014. In addition, the Local Coordinating Board (LCB) approved this recommendation at its March 7, 2014 meeting.

In order to be timely with the designation of the CTC, the Planning Agency requests the CTD approve for the Bay County BOCC to continue as the CTC, contingent on the Board of County Commissioner's approval at its May 20, 2014 meeting.

ATTACHMENTS:

- Recommendation letter from DOPA
- Resolution Bay 14-07
- Bay County Board of County Commissioners Draft Resolution

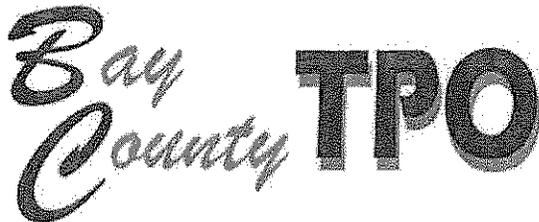
EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Approve the Bay County Transportation Planning Organization's recommendation, and designate Bay County BOCC, as the Community Transportation Coordinator for Bay County for the period beginning July 1, 2014 to June 30, 2019.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING:



Rodney Friend
Chair

Mike Nichols
Vice Chair

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May 1, 2014

Mr. Steven Holmes
Executive Director
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450

Dear Mr. Holmes:

At the April 23, 2014 meeting, the Bay County Transportation Planning Organization voted to recommend to the Commission for the Transportation Disadvantaged that Bay County Board of County Commissioners (BOCC) remains the single designated Community Transportation Coordinator (CTC) for Bay County.

The items that document the process are enclosed:

- **Resolution BAY 14-07** recommending the Bay County BOCC as the CTC for Bay County
- Draft Bay County Resolution
- Transportation Disadvantage Board Letter to County Administrator

Bay County BOCC became the CTC under an emergency basis for Bay County from January 1, 2014 to June 30, 2014. The Bay County BOCC is scheduled to vote on May 20, 2014 on remaining the CTC for Bay County and request designation by the Florida Commission for the Transportation Disadvantaged (CTD) for a five year contract beginning July 1, 2014.

The Council respectfully requests that this item be placed on the May 14, 2014 CTD Business Meeting agenda, recommending Bay County BOCC become the single designated CTC for Bay County pending Bay County BOCC May 20, 2014 action.

If you have any questions or need any additional information, please do not hesitate to contact Howard Vanselow, Transportation Planner at 1-850-332-7976, extension 231 or by email at Howard.Vanselow@wfrpc.org.

Sincerely,

A handwritten signature in cursive script, appearing to read "Terry Joseph".

Terry Joseph, Executive Director
West Florida Regional Planning Council



"...planning for the future transportation needs of Bay County and its municipalities..."

RESOLUTION BAY 14-07

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION RECOMMENDING THE BAY COUNTY BOARD OF COUNTY COMMISSIONERS AS THE DESIGNATED COMMUNITY TRANSPORTATION COORDINATOR FOR BAY COUNTY

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, the Bay County TPO is the designated official planning agency for the Bay County Transportation Disadvantaged service area; and

WHEREAS, the Bay County Board of County Commissioners (BOCC) voted to request designation by the Florida Commission for the Transportation Disadvantaged as the Community Transportation Coordinator (CTC) for Bay County; and

WHEREAS, according to Chapter 427.015 (2) F. S., the Metropolitan Planning Organization is the organization that "shall recommend to the commission a single community transportation coordinator."

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

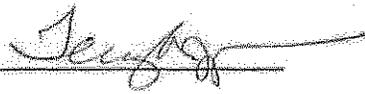
The Bay County BOCC continue to serve as the single designated Community Transportation Coordinator (CTC) for Bay County effective July 1, 2014.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 23rd day of April 2014.

**BAY COUNTY TRANSPORTATION
PLANNING ORGANIZATION**

BY: 

Rodney Friend, Chairman

ATTEST: 

RESOLUTION NO.: _____

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF BAY COUNTY FLORIDA TO BE RE-DESIGNATED AS THE COMMUNITY TRANSPORTATION CORR DINATOR FOR BAY COUNTY AND REQUEST AS SUCH TO THE FLORIDA COMMISSION FOR TRANSPORTATION DISADVANTGED.

WHEREAS, Chapter 427 of the Florida Statues requires that the Bay County Transportation Planning Organization (TPO), serving as the designated planning agency for the Transportation Disadvantaged program recommend, every 5 years a qualified Community Transportation Coordinator (CTC) to the Florida Commission for the Transportation Disadvantaged (CTD); and

WHEREAS, the Community Transportation Coordinator (CTC) is responsible for ensuring that the coordinated transportation services are provided to the transportation-disadvantaged population in the designated service area (Bay County) and the Community Transportation Coordinator arranges for the provision of the transportation services in the manner that is cost-effective, efficient and reduces fragmentation and duplication of services; and

WHEREAS, on November 5, 2013 Bay County Board of County Commissioners was designated and currently serving as the Community Transportation Coordinator (CTC) on an Emergency basis to end on June 30, 2014; and

WHEREAS, on April 23, 2014 the Transportation Planning Organization (TPO) voted to recommend designation of Bay County Board of County Commissioners as the Community Transportation Coordinator (CTC) for the next five (5) years; and

WHEREAS, the Bay County Board of County Commissioners deems it appropriate and in the best interest of the public health, safety, and welfare to continue in its designated role as the Community Transportation Coordinator (CTC). The Board of County Commissioners requests to continue to serve as the single designated Community Transportation Coordinator (CTC) for Bay County effective July 1, 2014 through June 30, 2019.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Bay County, Florida, that:

1. The Board of County Commissioners requests re-designation as the Community Transportation Coordinator (CTC) for Bay County.
2. Section 2. This resolution shall become effective upon adoption.

Exhibit 1

DONE AND ADOPTED by the Board of County Commissioners of Bay County, Florida this the 20th day of May, 2014.

**BOARD OF COUNTY COMMISSIONERS OF
BAY COUNTY, FLORIDA**

Guy M. Tunnell, Chairman

ATTEST:

APPROVED AS TO FORM:

Bill Kinsaul, Clerk

Office of the County Attorney

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

VIII. Community Transportation Coordinator Designation – Escambia County

BACKGROUND INFORMATION:

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC). The Florida-Alabama Transportation Planning Organization (FL-ALTPO) is the DOPA for Escambia County. Pensacola Bay Transportation is the CTC for Escambia County and is currently providing both non-sponsored transportation and Medicaid non-emergency transportation (NET) services to the citizens of Escambia County. This designation expires on June 30, 2014.

Pursuant to Chapter 287, Florida Statutes, Escambia County Board of Commissioners, as a governmental entity, is able and willing to provide transportation services. On June 10, 2013 Escambia County Board of County Commissioners expressed their interest on becoming the CTC.

The Florida-Alabama Transportation Planning Organization submitted its recommendation letter on May 1, 2014 along with the executed Resolution FL-AL 14-08 (April 9, 2014) recommending Escambia County BOCC as the CTC for Escambia County. This designation shall be effective July 1, 2014 through June 30, 2019.

ATTACHMENTS:

- Recommendation letter from DOPA
- Resolution FL-AL 14-08

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

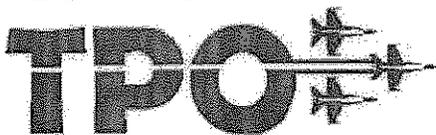
Approve the Designated Official Planning Agency's recommendation and designate Escambia County BOCC as the CTC for Escambia County, for the period beginning July 1, 2014 to June 30, 2019.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING:

Florida-Alabama



Transportation Planning Organization

Gene Valentino
Chairman

Beverly Zimmern
Vice Chairman

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May 1, 2014

Mr. Steven Holmes
Executive Director
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450

Dear Mr. Holmes:

At the April 9, 2014 meeting, the Florida-Alabama Transportation Planning Organization (FL-AL TPO) voted to recommend to the Commission for the Transportation Disadvantaged that Escambia County Board of County Commissioner (BOCC) become the single designated Community Transportation Coordinator (CTC) for Escambia County.

The items that document the process are enclosed:

- **Resolution FL-AL 14-08** recommending the Escambia County BOCC as the CTC for Escambia County
- Excerpt of September 16, 2013 Escambia County Board of County Commissioners meeting minutes (page 10 of 52)
- Escambia County Letter of Interest
- Transportation Disadvantage Board Letter to County Administrator

The Council respectfully requests that this item be placed on the May 14, 2014 CTD Business Meeting agenda, recommending Escambia County BOCC become the single designated CTC for Escambia County.

If you have any questions or need any additional information, please do not hesitate to contact Howard Vanselow, Transportation Planner at 1-850-332-7976, extension 231 or by email at Howard.Vanselow@wfrpc.org.

Sincerely,

Terry Joseph, Executive Director
West Florida Regional Planning Council



“...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area...”

RESOLUTION FL-AL 14-08

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION RECOMMENDING THE ESCAMBIA COUNTY BOARD OF COUNTY COMMISSIONERS AS THE SINGLE DESIGNATED COMMUNITY TRANSPORTATION COORDINATOR FOR ESCAMBIA COUNTY

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Florida-Alabama TPO is the designated official planning agency for the Escambia County Transportation Disadvantaged service area; and

WHEREAS, the Escambia County Board of County Commissioners (BOCC) voted unanimously to request designation by the Florida Commission for the Transportation Disadvantaged as the Community Transportation Coordinator (CTC) for Escambia County; and

WHEREAS, the Escambia County Transportation Disadvantaged Coordinating Board is the advisory board that is composed of representatives who provide assistance to the Community Transportation Coordinator (CTC) relative to the coordination of transportation disadvantaged services; and

WHEREAS, the Escambia County Transportation Disadvantaged Coordinating Board unanimously approved the recommendation for Escambia County BOCC to become the designated CTC for Escambia County; and

WHEREAS, according to Chapter 427.015 (2) F. S., the Metropolitan Planning Organization is the organization that "shall recommend to the commission a single community transportation coordinator."

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION RECOMMENDS THAT:

The Escambia County BOCC become the single designated Community Transportation Coordinator (CTC) for Escambia County effective July 1, 2014.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 9th day of April 2014.



FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY:

Gene Valentino
Gene Valentino, Chairman

ATTEST:

Mary Bob Robinson

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

VIII. Community Transportation Coordinator Designation – Santa Rosa County

BACKGROUND INFORMATION:

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC). The Florida-Alabama Transportation Planning Organization (FL-AL TPO) is the DOPA for Santa Rosa County. Pensacola Bay Transportation is the CTC for Santa Rosa County and is currently providing both non-sponsored transportation and Medicaid non-emergency transportation (NET) services to the citizens of Santa Rosa County.

A request for proposals (RFP) was issued March 5, 2014. Pensacola Bay Transportation was the only company to submit a proposal. The proposal was reviewed and scored by the Technical Review Committee. Pensacola Bay made the presentation to the committee and answered questions to their satisfaction. As the current CTC with consistent rider satisfaction, and good evaluations by the local board, the TPO recommend Pensacola Bay Transportation as the CTC for Santa Rosa County.

At the April 9, 2014 meeting, the FL-AL TPO board approved the recommendation that Pensacola Bay, be designated as the CTC for Santa Rosa County. This designation shall be effective July 1, 2014 through June 30, 2019.

ATTACHMENTS:

- Recommendation letter from DOPA
- Resolution FL-AL 14-09

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

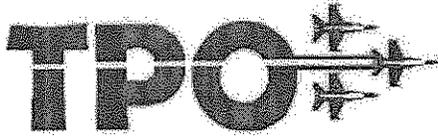
Approve the Designated Official Planning Agency's recommendation and designate Pensacola Bay Transportation as the CTC for Santa Rosa County, for the period beginning July 1, 2014 to June 30, 2019.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING:

Florida-Alabama



Transportation Planning Organization

Gene Valentino
Chairman

Beverly Zimmern
Vice Chairman

P.O. Box 11399 • 32524-1399 Pensacola, FL • Street Address: 4081 E. Olive Road-Suite A • 32514
P: 850.332.7976 • 1.800.226.8914 • F: 850.637.1923 • www.wfrpc.org

May 1, 2014

Mr. Steven Holmes
Executive Director
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450

Dear Mr. Holmes:

At the April 9, 2014 meeting, the Florida-Alabama Transportation Planning Organization (FL-AL TPO) voted to recommend to the Commission for the Transportation Disadvantaged that Pensacola Bay Transportation become the single designated Community Transportation Coordinator (CTC) for Santa Rosa County.

The items that document the process are enclosed:

- **Resolution FL-AL 14-09** recommending Pensacola Bay Transportation as the CTC for Santa Rosa County
- Santa Rosa County Letter
- Transportation Disadvantage Board Letter to County Administrator

A Request For Proposal (RFP) was issued and Pensacola Bay Transportation was the only company to submit a proposal. The proposal was reviewed and scored by the Technical Review Committee. Pensacola Bay Transportation made a presentation to the Committee and answered all questions satisfactorily. Pensacola Bay has been the CTC for Santa Rosa County since December 2003 and they have had consistent rider satisfaction and good evaluations by the local board. For these reasons TPO staff and the TPO recommend Pensacola Bay Transportation as the CTC for Santa Rosa County.

The Council respectfully request that this item be placed on the May 14, 2014 CTD Business Meeting agenda, recommending Pensacola Bay Transportation become the single designated CTC for Santa Rosa County.

If you have any questions or need any additional information, please do not hesitate to contact Howard Vanselow, Transportation Planner at 1-850-332-7976, extension 231 or by email at Howard.Vanselow@wfrpc.org.

Sincerely,



Terry Joseph, Executive Director
West Florida Regional Planning Council



Staff to TPO

"...planning for the future transportation needs of the Pensacola FL-AL Urbanized Area..."

RESOLUTION FL-AL 14-09

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION RECOMMENDING PENSACOLA BAY TRANSPORTATION AS THE SINGLE DESIGNATED COMMUNITY TRANSPORTATION COORDINATOR FOR SANTA ROSA COUNTY

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, the Florida-Alabama TPO is the designated official planning agency for the Santa Rosa County Transportation Disadvantaged service area; and

WHEREAS, Pensacola Bay Transportation, LLC has been designated by the Florida Commission for the Transportation Disadvantaged (CTD) as the Community Transportation Coordinator (CTC) for Santa Rosa County since December 2003, with the current contract ending June 30, 2014;

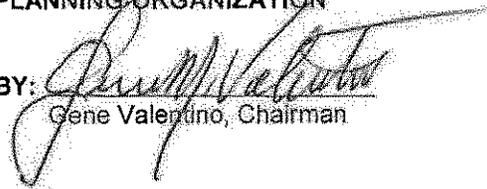
WHEREAS, according to Chapter 427.015 (2) F. S., the Metropolitan Planning Organization is the organization that "shall recommend to the commission a single community transportation coordinator";

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

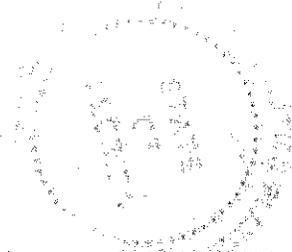
Pensacola Bay Transportation, LLC be recommended to continue to serve as the single designated Community Transportation Coordinator (CTC) for Santa Rosa County for five years beginning July 1, 2014.

Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 9th day of April 2014.

FLORIDA-ALABAMA TRANSPORTATION
PLANNING ORGANIZATION

BY: 

Gene Valentino, Chairman

ATTEST: 



State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

VIII. Community Transportation Coordinator Designation – Flagler County

BACKGROUND INFORMATION:

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC) for a designated service area. The Northeast Florida Regional Council is the DOPA for Flagler County. The Flagler County Board of County Commissioners is currently the CTC for Flagler County and is currently providing both non-sponsored transportation and Medicaid non-emergency transportation (NET) services to the citizens of Flagler County. However, due to the implementation of the managed medical assistance program for Medicaid, Flagler County BOCC will discontinue providing Medicaid NET services June 30, 2014.

Pursuant to Chapter 287, Florida Statutes, Flagler County BOCC, as a governmental entity, is able and willing to continue to provide transportation services. Flagler County BOCC has submitted Resolution 2014-09 highlighting its ability to provide transportation.

The Northeast Florida Regional Council submitted its recommendation letter on April 16, 2014, and executed Resolution Number 2014-05 recommending the Flagler County BOCC to remain the CTC for Flagler County. In addition, the Local Coordinating Board (LCB) unanimously approved this recommendation at its March 11, 2014, meeting.

ATTACHMENTS:

- April 16, 2014, recommendation letter from the Northeast Florida Regional Council and Resolution #2014-05
- Flagler County BOCC's Resolution #2014-09

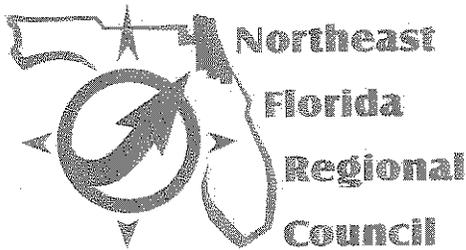
EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Approve the Northeast Florida Regional Council's recommendation, and designate Flagler County BOCC, as the Community Transportation Coordinator for Flagler County for the period beginning July 1, 2014 to June 30, 2019.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING:



Bringing Communities Together

Baker • Clay • Duval • Flagler • Nassau • Putnam • St. Johns

April 16, 2014

Mr. Steve Holmes
Executive Director
Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, FL 32399-0450

RE: Flagler County Transportation Coordinator Recommendation

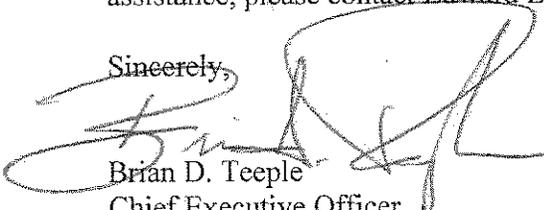
Dear Mr. Holmes:

Attached please find Resolution 2014-05, which was adopted by unanimous approval of the NEFRC Board on April 3, 2014. This resolution was made in response to a request by the Flagler County Board of County Commissioners for the re-designation as the Community Transportation Coordinator for Flagler County. A copy of Flagler County Resolution requesting that re-designation, which was adopted on February 3, 2014, is also attached.

Flagler County Board of County Commissioners, acting as Flagler County Transit, has been the CTC since 2004. Flagler County Transit has continuously improved service for County residents, including extending hours and weekend service. The citizens of the County are best served through this continuation of service. In support of that, the Local Coordinating Board voted unanimously at its March 11 meeting to recommend the Flagler County Board of County Commissioners continue in its role as the CTC.

Should you have any questions regarding this recommendation or if you need further assistance, please contact Edward Lehman at (904) 279-0880.

Sincerely,



Brian D. Teeple
Chief Executive Officer

cc: Mr. Dan Zeruto (via e-mail)
Ms. Heidi Petito

Resolution

Northeast Florida Regional Council

2014-05

Recommending

Flagler County Board of County Commissioners as the Community Transportation Coordinator for Flagler County

WHEREAS, the Northeast Florida Regional Council is the Designated Official Planning Agency for the Transportation Disadvantaged Program in Flagler County, and as part of its statutory duty must recommend the Community Transportation Coordinator (CTC) for Flagler County; and

WHEREAS, the Flagler County Board of County Commissioners (BOCC) has been the CTC for Flagler County since 2004; and

WHEREAS, the existing memorandum of agreement between the Florida Commission for the Transportation Disadvantaged and the Flagler County BOCC expires on June 30, 2014; and

WHEREAS, the Flagler County BOCC adopted Resolution 2014-09 requesting re-designation as the CTC for Flagler County; and

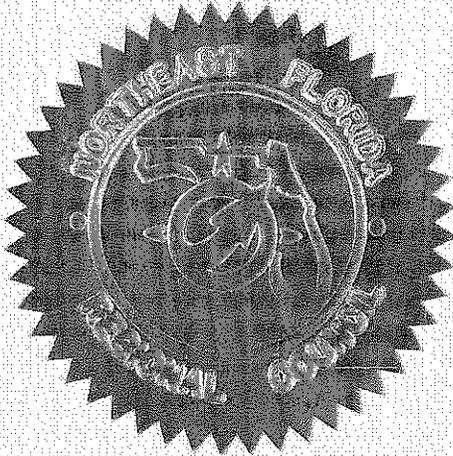
WHEREAS, the Flagler County Local Coordinating Board, by unanimous vote at its March 11 quarterly meeting recommended the Flagler County BOCC continue to serve as the CTC; and

WHEREAS, the Flagler County BOCC is a governmental agency, and therefore, the NEFRC is not required to comply with the competitive procurement procedures outlined in Chapter 287, Florida Statutes, in selecting the Flagler County BOCC to serve as the CTC; and

WHEREAS, the safety and well-being of transportation disadvantaged citizens in Flagler County are best served through the continuation of service provided by Flagler County BOCC in its designated role as the CTC.

NOW, THEREFORE, BE IT RESOLVED that the Northeast Florida Regional Council recommends to the Florida Commission for the Transportation Disadvantaged that the Flagler County Board of County Commissioners be re-designated as the Community Transportation Coordinator for Flagler County for a five-year period effective July 1, 2014.

Unanimously adopted by the Northeast Florida Regional Council in a regular meeting assembled in the City of Jacksonville, the third day of April 2014.



A handwritten signature in cursive script, reading "Wendell Davis", written over a horizontal line.

Wendell Davis

President

A handwritten signature in cursive script, reading "Brian D. Teeple", written over a horizontal line.

Brian D. Teeple

CEO

RESOLUTION 2014 - 09

A RESOLUTION OF THE FLAGLER COUNTY BOARD OF COUNTY COMMISSIONERS AUTHORIZING THE BOARD'S RE-DESIGNATION AS COMMUNITY TRANSPORTATION COORDINATOR FOR FLAGLER COUNTY.

WHEREAS, the Community Transportation Coordinator is responsible for insuring that coordinated transportation services are provided to the transportation disadvantaged population in the designated service area (Flagler County) and the Community Transportation Coordinator arranges for the provision of transportation services in a manner that is cost-effective, efficient and reduces fragmentation and duplication of services; and,

WHEREAS, the Flagler County Board of County Commissioners was first designated as Community Transportation Coordinator for Flagler County in 2004 and continues to serve as the Community Transportation Coordinator for Flagler County; and,

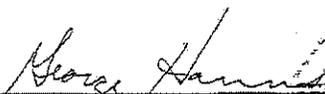
WHEREAS, The Flagler County Board of County Commissioners deems it appropriate and in the best interest of the public health, safety and welfare to continue in its designated role as the Community Transportation Coordinator for Flagler County.

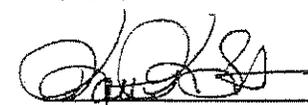
NOW THEREFORE, BE IT RESOLVED BY THE FLAGLER COUNTY BOARD OF COUNTY COMMISSIONERS, FLORIDA;

1. The Board of County Commissioners requests re-designation as Community Transportation Coordinator for Flagler County by the State of Florida Commission for the Transportation Disadvantaged.

DULY PASSED AND ADOPTED in open session of the Flagler County Board of County Commissioners, Florida, on this 3rd day of February 2014.

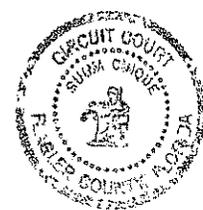
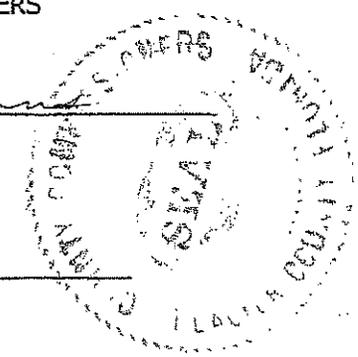
FLAGLER COUNTY BOARD OF
COUNTY COMMISSIONERS

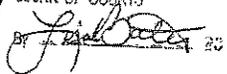

George Hanns
Chairman


Al Hadeed
County Attorney

Attest:

Gail Wadsworth
Clerk of the Circuit Court
and Comptroller



I HEREBY CERTIFY this to be true
And correct copy of the original
GAIL WADSWORTH
CLERK OF COURTS


State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

VIII. Community Transportation Coordinator Designation – Levy County

BACKGROUND INFORMATION:

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC). Withlacoochee Regional Planning Council is the DOPA for Levy County. Levy County Board of County Commissioners (Levy County Transit) is currently the CTC currently providing TD and Medicaid NET services to the citizens of Levy County.

Pursuant to Chapter 287, Florida Statutes, Levy County Transit, as a governmental entity, is able and willing to continue to provide transportation services. The Levy County Board of County Commissioners will meet on May 20, 2014. In order to be timely with the designation of the CTC, the Planning Agency requests the CTC approve Levy County Transit, contingent on the Board of County Commissioner's approval at its May 20, 2014 meeting.

ATTACHMENTS:

Recommendation letter from Withlacoochee Regional Planning Council

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Approve Withlacoochee Regional Planning Council's recommendation and designate Levy County Transit as the CTC for Levy County, for the period beginning July 1, 2014 to June 30, 2019, contingent upon the BOCC approval on May 20, 2014.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING:

MICHAEL R. MOEHLMAN
EXECUTIVE DIRECTOR

1241 S.W. 10TH Street
OCALA, FLORIDA 34471-0323

Telephone 352-732-1315
FAX 352-732-1319
email: mailbox@wrpc.cc
Http://www.wrpc.cc



OFFICERS

DENNIS DAMATO
CHAIR

JOSEPH JOHNSTON, III
VICE-CHAIR

MARTHA HANSON
SECRETARY

April 23, 2014

Robert Craig, Area 4 Project Manager
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS49
Tallahassee, Florida 32399-0450

Dear Mr. Craig:

Please be advised that at the regularly scheduled Board meeting at the Withlacoochee Regional Planning Council held on Thursday, April 17, 2014, at 7:00 p.m., the following motion was made:

A motion was made by Mr. Johnston and seconded by Mr. Selph to recommend that the Levy County Board of County Commissioners continue as the Community Transportation Coordinator for Levy County. The motion carried unanimously.

Thank you for your assistance with this matter.

Sincerely,

Michael R. Moehlman
Executive Director

MRM: ly

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

VIII. Community Transportation Coordinator Designation – Monroe County

BACKGROUND INFORMATION:

Chapter 427, Florida Statutes, tasks the Designated Official Planning Agency (DOPA) with recommending to the Commission a single Community Transportation Coordinator (CTC) for a designated service area. The Health Council of South Florida (HCSF) is the DOPA for Monroe County. Guidance Care Clinic, Inc. is currently the CTC for Monroe County and is currently providing both non-sponsored transportation and Medicaid non-emergency transportation (NET) services to the citizens of Monroe County.

Pursuant to Chapter 287, Florida Statutes, the HCSF advertised a Request for Proposals during March/April, 2014. Guidance Care Clinic, Inc. submitted the only proposal.

HCSF approved and adopted a Resolution on May 1, 2014 recommending Guidance Care Clinic, Inc., be re-appointed as the CTC for Monroe County.

ATTACHMENTS:

- May 6, 2014, recommendation letter from Health Council of South Florida, Inc.
- Resolution dated May 1, 2014

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

Approve Health Council of South Florida's recommendation and designate Guidance Care Clinic, Inc., as the Community Transportation Coordinator for Monroe County for the period beginning July 1, 2014 to June 30, 2019.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING:



May 6, 2014

Steven Holmes
Executive Director
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS-49
Tallahassee, Florida 32399

Officers:

Nelson Lazo, MBA
Chair
Arianna Nesbitt, MPSA
Vice Chair
Rick Freeburg, MBA
Treasurer
Eneida O. Roldan, MD, MPH, MBA
Secretary

Jose Perdomo, MHSA, JD
Immediate Past Chair

Board Members:

Robert C. Arnold, Esq.
Albert Collazo
Rev. Ted Greer, Jr., PhD

President & CEO

Marisel Losa, MHSA

An Equal
Opportunity
Employer

RE: Monroe County Community Transportation Coordinator (CTC) Selection

Dear Mr. Holmes,

The Health Council of South Florida, as the Designated Official Planning Agency for Monroe County is recommending that the Guidance Care Clinic, Inc. be designated as the Community Transportation Coordinator for Monroe County.

HCSF implemented a Request for Proposals during March-April 2014. Three agencies expressed interest at the mandatory pre-proposal conference call, the incumbent Guidance Care Center, Veolia Transportation, and Transportation America. Only one proposal, from the Guidance Care Center, was received by the April 9, 2014 deadline.

The proposal was individually evaluated and scored by a four-member Review Committee consisting of members of the Monroe County Local Coordinating Board for the Transportation Disadvantaged. The Guidance Care Center received excellent scores and comments based on the scoring process.

At a publicly noticed meeting held on April 25, 2014, the Review Committee discussed their findings and unanimously approved the selection of Guidance Care Center. HCSF staff review of the proposals is in agreement with the results of the LCB evaluation. In addition the Guidance Care Center has had excellent evaluations since it began serving as the CTC in 1997. Lastly, the Board of Directors of the Health Council of South Florida approved this recommendation. The resolution in support of this decision is attached.

If you have any questions, please feel free to contact Cristina Tuero, Manager, Advocacy & External Affairs via email: ctuero@healthcouncil.org or at 305-592-1452 ext.100.

Regards,

Marisel Losa
President and CEO

8095 NW 12th Street, Suite 300 - Doral, FL 33126

Phone 305-592-1452 - Fax 305-592-0589 - Web www.healthcouncil.org - Email healthcouncil@healthcouncil.org

Our Mission is to be the source of unbiased health and quality of life data and analysis; the preferred partner for quality program planning, management, evaluation, and community services; the facilitator of collaboration and partnerships in Miami-Dade and Monroe counties; and the trusted champion for ethical and targeted healthcare policy at the local, state, and national levels.

RESOLUTION

A RESOLUTION OF THE HEALTH COUNCIL OF SOUTH FLORIDA RECOMMENDING THE GUIDANCE CARE CENTER AS THE COMMUNITY TRANSPORTATION COORDINATOR FOR MONROE COUNTY

WHEREAS, the Health Council of South Florida (HCSF) is the Designated Official Planning Agency (DOPA) for Monroe County under appointment from the Florida Commission for the Transportation Disadvantaged (CTD); and

WHEREAS, the DOPA is required to conduct a competitive procurement process for the selection of a Community Transport Coordinator for Monroe County every five years; and the current contract between the CTC and the CTD expires on June 15, 2014; and

WHEREAS, HCSF conducted a Request for Proposals and one proposal was submitted; and

WHEREAS, a Review Committee consisting of four members of the Monroe County Local Coordinating Board for the Transportation Disadvantaged (LCB) evaluated and scored the proposal submitted; and

WHEREAS, the Review Committee rated the proposal fairly and appropriately, giving high remarks to the Guidance Care Center and unanimously selecting the Guidance Clinic of the Middle Keys as their recommended CTC; and

WHEREAS, the Review Committee presented their findings to the LCB and the LCB recommended the Guidance Care Center, to the HCSF as CTC for Monroe County; and

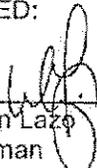
WHEREAS, Guidance Care Center has been the Community Transportation Coordinator for Monroe County since 1997 and has received excellent evaluations; and

WHEREAS, the HCSF finds that Guidance Care Center, has demonstrated the ability to perform the required coordination tasks of the Florida Commission for the Transportation Disadvantaged;

NOW, THEREFORE IT BE RESOLVED that the Health Council of South Florida recommends that the Guidance Care Center be designated as the Community Transportation Coordinator in Monroe County, Florida for five years beginning July 1, 2014.

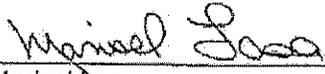
DULY PASSED THIS 1st DAY OF MAY, 2014

SIGNED:



Nelson Lazo
Chairman

ATTEST:



Marisel Losa
President and CEO

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

IX. Correspondence from Florida CTC's and STP's regarding Managed Medical Assistance (MMA) Program.

BACKGROUND INFORMATION:

The Commission received a letter from CTC's and STP's requesting information regarding the transition to MMA. They requested these issues be addressed at the business meeting in Clearwater Beach.

ATTACHMENTS:

Letter received from CTC's and STP's

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

For information purposes only.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING:

To: John Irvine
Project Manager
Florida Commission for the Transportation Disadvantaged
605 Suwannee Street, MS 49
Tallahassee, Fl. 32399-0450

Fm: Florida CTC's and STP's

Re: MMA Program

Dear Sir,

Recently, a telephone conference call was held for the CTC's and STP's to discuss the new MMA Program and its effects on the transportation providers. The call raised several questions and concerns, which we would like to have addressed at the next Board meeting in Clearwater. Some of these questions may have already been responded to, but we would like to place them on the record. Please share these questions and concerns with Steve Holmes and the board, so that we can hopefully obtain some of these answers by the Clearwater meeting date, instead of having to wait until the next meeting.

As you are aware, the transportation providers are having a difficult time with some of the new procedures under this new program. Several transportation providers have expressed concerns in being able to continue their service due to the changes necessitated through the new MMA Program.

We are very concerned as to how the PMPM rates were established for each region. There is a huge discrepancy in rates, and the rural area transportation providers will be the most adversely affected. At the last meeting in Tallahassee, it was asked that an actuary be in attendance at the Clearwater meeting, in order to explain the rate process to us. We would like to know if this person will be in attendance, or at least someone that can explain everything that went into the calculation of these rates.

It appears the underlying issue in using the PMPM methodology in establishing regional NET rates is that PMPM is a regional average of the factors that went into the calculation. Due to the large differences in urban and rural NET trip lengths, and therefore costs, this averaging process will necessarily underpay rural operators and overpay urban operators because the rural trips cost significantly more than the urban trips. PMPM works for medical facilities and services because the variation between urban and rural facility costs result from the cost of living index, which varies on a regional basis, much less than does transportation costs.

When the eligibility check states "HMO" in red print, the beneficiary needs to contact the HMO service to schedule their transportation. Has a clearing house number been established for the beneficiaries to call, and have the beneficiaries been provided this number. Will this number be provided to the CTC's and STP's?

When the eligibility check states "HMO", how do we inform the beneficiary of which HMO to contact? Medifax.com provides this information, but there is a charge for each verification. Will the state reimburse these costs or will this information be obtainable from the CTDFL website?

Who do beneficiaries call between today and the start date of the MMA program in their region to obtain their transportation provider information? Who do they call if they want to schedule appointments for dates that fall after the MMA start date? Some nursing homes and dialysis centers are instructing beneficiaries to contact their current transportation provider for future trips, when they need to be contacting the HMO's. Have these facilities been advised of the changes in the transportation program?

There seems to be a problem with the letters that were sent to the beneficiaries regarding the change in services. Have the corrected letters been mailed, and how many of these beneficiaries do you project may fall into the so-called "churn" group?

Are there any changes to the AOR reporting, and if so, what are these changes?

The newly established PPEC rates do not appear to be sufficient to provide service for the entire month in some regions. Parents have been allowed to select a care facility that is out of the area. Is this procedure going to be allowed to continue, or will they have to select a facility that is in the local area?

Why can't Medicaid funds flow directly to the CTC's and STP's through the TD Commission? Since the medical care itself is managed through the Managed Care Organizations (MCO's), transportation, if requested by the client directly to the CTC/STP would not result in any unnecessary transportation being provided. The CTC/STP would manage the transportation in a similar manner as the managed care organizations manage their health care. It would remove an extra layer of administration between the MCO's and the CTC's/STP's, and would reduce the cost of transportation, and allow it to be coordinated at the local level as it has been in the past. CTC's/STP's could be paid based on an allocation, capitated rate, or based on approved rates as has been done under the current TD Commission's Medicaid program. The brokers only serve to add costs, reduce coordination, and disrupt the funding base for CTC's/STP's throughout Florida.

All transportation providers are being asked to provide credentials and vehicle inspections to all the brokers. As most transportation providers operate 6-7 days a week, the inspections will have to be completed over the weekends in most cases, when the vehicles are not in service. This will necessitate overtime costs for most providers, plus this information needs to be completed for each broker separately. The providers have already been certified through the State. Can the certifications accepted by the State be used for this initial start so that our costs are reduced in this matter?

It is important that we attempt to retain in the rural areas, the advances that Coordination under Chapter 427 brought to rural public transportation. Due to the longer rural trip lengths, the physical Coordination of trips, via multiloading, has historically occurred at a much higher level in the rural areas than in the urban areas. The physical Coordination of the rural trips has offered the opportunity to increase services to the NonSponsored by multiloading those trips with other agency trips, particularly Medicaid. Loss of the ability to multiloading in the rural areas will result in an increase in rural unmet needs at a time when the CTD is just beginning to recognize the disproportionate levels of rural unmet need.

The HMO NET brokerage contracts and scheduling algorithms reflect urban demand response trip parameters which, if applied to rural areas, will significantly decrease the level of rural multiloading achievable, and drive up rural unmet need. One broker made the statement that we need to obtain smaller vehicles in order to service their clients. This is the wrong direction for rural public

transportation. In our discussions with individual brokerages, it is apparent that a broker has difficulty in unilaterally adapting their trip parameters to rural areas due to the fact that travel time then becomes a competitive advantage between HMO's. The CTD could play a very beneficial role in helping coordinate the trip parameters of all three brokers to fit rural areas, and thereby retain the advances in rural public transportation achieved under 427.

Rural coordination becomes vulnerable under the brokerage call center format in that the call centers are not yet keyed into the coordination of rural medical appointments with rural transportation schedules. In certain counties, dialysis centers schedule all their clients from the south end of the county on one shift, and everyone from the north end of the county on another shift. This coordination was arrived at and maintained through interaction between the dialysis staff and the CTC/STP call center staff. Coordination of individual doctor's appointments to fit the transportation schedule also occurs frequently via the CTC/STP call center staff. Again, this allows for multiloading of the long rural trips. Unless the brokers work with the CTC/STP to reschedule doctor's appointments, this primary mechanism of coordination of rural trips will be lost. This too, has the potential to become an element of competition between the HMO's and therefore could benefit through CTD involvement at the State level to standardize this process.

Another area of rural transit vulnerability is financial. Rural CTC's/STP's have lost approximately 90% of the Medicaid NET revenue, which is typically 20% - 40% of their operating budget. The CTC's/STP's operating budget is the rural public transit budget for the county. It is an open question as to how much of that NET revenue will return via the brokers. There has been much discussion amongst CTC's/STP's as to the rates that the brokers pay, but rate negotiations typically have only a 10% range, at most. The larger question is how many of the NET trips will flow back through the rural CTC/STP? Since the rural CTC/STP has been the developer of rural public transportation via the multiloading of trips, a reduction in NET trips will again increase rural unmet need. Once rates are agreed upon, the CTC/STP, under 427, should have the right of first refusal of all broker NET trips. This is a policy that could be facilitated by the CTD.

Financial vulnerability of the rural coordinated effort also resides in the liquidated damages that are a standard component of the brokerage contracts. Enforcement of liquidated damages by the brokerages upon the rural CTC/STP, who experience lower margins than urban operators, poses an issue. On time performance in the rural counties NET delivery system typically ranges from 93% - 95%. Considering the gauntlet of influences that a trip encounters (intake, dispatch, driver, vehicle, weather, road and traffic conditions), a one percent error rate of those influences results in a built-in 5% threshold of trips that fall outside of the on-time performance parameters. If the CTC/STP is to have to pay liquidated damages on 5% of their trips, then the overall objective of flowing all the NET trips through the rural CTC/STP is undercut. This is an area of policy discussion that could be facilitated by the CTD.

The majority of the current CTC's and STP's wish to continue providing safe, timely, and courteous transportation to the beneficiaries, but many are being placed under severe financial restraints due to the new MMA program. It is our fear that unless changes are made to the new MMA Program, many of the beneficiaries, needing and relying on our services, will be forced into seeking different means of transportation, which will not be as safe, timely and courteous as the service they are currently receiving.

State of Florida
Commission for the Transportation Disadvantaged
Commission Business Meeting

MEETING DATE: May 14, 2014

AGENDA ITEM:

X. Executive Director's Report

Steve Holmes will provide the following report to the Commission.

- Legislative Session Update

BACKGROUND INFORMATION:

ATTACHMENTS:

EXECUTIVE DIRECTOR RECOMMENDATION/MOTION:

For information purposes only.



Steve Holmes
Executive Director
Date: May 14, 2014

ACTION TAKEN AT MEETING: