

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED**

Martin County Administration Building  
4<sup>th</sup> Floor Workshop Room  
2401 SE Monterey Road  
Stuart, FL 34996  
(772) 419-4081

[www.martinmpo.com](http://www.martinmpo.com)

**Monday, August 29, 2011 @ 4:30 P.M.  
MINUTES**

1. **CALL TO ORDER** – Michael Mortell called the meeting to order at **4:30 P.M.**

2. **ROLL CALL**

Michael Mortell, Chairman  
Werner Bols  
Suzanne Desposati  
John Haddox, Vice Chairman  
Cindy Barnes  
Krista McGovern  
Dalia Dillon  
Phyl Weaver  
Angela Van Etten  
Jayne Pietrowski, FDOT

**EXCUSED**

Jody Ianuzzi

**ABSENT**

Donna Mihok

**STAFF IN ATTENDANCE**

Beth Beltran, MPO Administrator  
Gavin Jones, Senior Planner  
Claudette Mahan, Associate Planner  
Margaret H. Brassard, Administrative Assistant II

**OTHERS IN ATTENDANCE**

Lisa Sanders, Medical Transportation Management (MTM)  
Michael Audino, CUTR

A quorum was present for this meeting.

3. **APPROVE AGENDA**

Ms. Beltran requested that the Actual Expenditure Report Form for Martin County be added to the Agenda between Agenda Items C & D. There were no objections or comments to this addition to the agenda.

**A motion to approve the agenda with the addition of the Actual Expenditure Report Form for Martin County was made by Ms. Phyl Weaver. The motion was seconded by Ms. Cindy Barnes. There was no further discussions and the motion passed unanimously.**

#### **4. APPROVE MINUTES**

**A motion to approve the minutes from the June 6, 2011, meeting was made by Ms. Angela Van Etten. The motion was seconded by Ms. Phyl Weaver. Mr. Warner advised that there is a new Vice-Chair, Mr. John Haddox. The motion passed unanimously**

#### **5. AGENDA ITEMS**

##### **A. PRESENTATION BY THE CENTER OF URBAN TRANSPORTATION RESEARCH (CUTR) - ALTERNATIVE TRANSPORTATION (MILEAGE REIMBURSEMENT)**

**MEMO:** temp12LCBTDa01.01

Ms. Beth Beltran stated that Ms. Jayne Pietrowski, from the District IV, Florida Department of Transportation (FDOT) Office, mentioned that the District Office was going to be under contract with the Center for Urban Transportation Research (CUTR) to discuss alternative transportation possibilities for Transportation Disadvantaged (TD) individuals. The Contract was approved and Mr. Michael Audino, from CUTR, is here to advise the LCB of the strategies which have been discussed in the TD Working Group.

Mr. Audino stated that Lisa Sanders will be covering the mileage reimbursement portion of the presentation. He wanted to provide the committee with an overview of the work which he will be engaged in for the next year or so. FDOT has contracted with CUTR to collaborate with the LCB-TD in concert with the CTC and FDOT to identify options for expanding choices for those with challenges in mobility in Martin County. Mr. Audino stated that he will be interviewing some of the LCB members in order to get a perspective on some of the challenges Martin is faced with and to ascertain what comprises the future vision for transportation in Martin County. Mr. Audino stated that in time, he will present to the committee some specific ideas and options, i.e. mileage reimbursement, volunteers, vouchers, fuel cards and various other choices for the TD public. Mr. Bols asked if cost is always the underlying criteria for the alternative choices. Mr. Audino stated that he didn't believe that to be the case. He stated that addressing the needs and desires of the customer is first then you seek to align those needs with the appropriate alternative. If the preferred option is more costly than the second option there may be times when cost will drive the ultimate decision, but it at least exposes the options so the Board and the consumer has a choice. If choice "A" costs too much, a policy decision may need to be made by the Board or the consumer needs to make a decision. Mr. Bols asked what would be an example where cost would not be the primary criteria. Mr. Audino gave an example assuming that he is a Martin resident with financial resources. His options are taking a bus, but there is limited service, or he could take a taxi, with funds, he has options. Within the current program, the CTC, there aren't that many options. He stated that if a person has the means, that person should pay for the service, but if there are no options, what choice does the person have? Mr. Bols stated that this committee is dealing with people who do not have the resources for transportation. Ms. Sanders clarified that the program is primarily for TD and Medicaid but it will be open to anyone in the community. Mr. Bols stated if the person has money why are they TD? Mr. Audino stated that his perspective was broader than the issue at hand which is TD and Medicaid Segments. With this more specific segment, cost will probably always be the primary determinant, so we will need to research more cost effective options to help meet the mobility needs. Mileage reimbursement may be a more cost effective mode as opposed to one of the vehicles which is currently in use. Ms. Beltran clarified that the scope that the District has with CUTR is for the whole district, not just Martin. Ms. Pietrowski stated that the first stage is to work with Martin, and then carry over what was learned to the other sections of the district. Mr. Audino advised that they are establishing a steering committee that will work with Ms. Sanders, Ms. Pietrowski, and himself and will extend an invitation to eight or

ten individuals representing other CTC's, planning organizations, and Palm Tran Transit. It is hoped to have the initial meeting prior to the end of September. Ms. Van Etten inquired as to CUTR's contract with FDOT. She questioned as to what time frame Mr. Audino envisioned making a recommendation to this Board. Mr. Audino stated that Ms. Sanders will be discussing the mileage reimbursement later in this meeting, that is already a recommendation, and the final date of the FDOT-CUTR contract is June 30, 2012.

Ms. Pietrowski clarified that the scope developed between the CTC, FDOT, and CUTR is based more toward action not just recommendations. FDOT should make a copy of the scope available to this committee so the members can see that the emphasis is on implementation not just another research project.

Mr. Audino advised the committee of his credentials, and experience with other transportation organizations throughout the country, and advised that his bias is toward action and implementation, to help save money and maximize mobility for the population which the Board is designing to serve.

Ms. Sanders stated that the TD Working Group came up with strategies; mileage reimbursement, volunteer transportation, the voucher programs, etc. and as Ms. Pietrowski stated, Mr. Audino will be here to help implement these strategies, and assist the Board in the understanding of the programs as they move forward. Ms. Sanders directed the committee to the program overview on page two of the Agenda. (See the Agenda) This addresses the concept and control issues. The first group of riders addressed were the dialysis community as this is a known factor as to where they are traveling. The average mile of the dialysis trips is between 16 and 20 miles round trip. If a mileage reimbursement were implemented and individuals were allowed to use their own vehicles, or their neighbor's vehicle, the County could save approximately \$22 per trip. The amount for a one way trip today is \$14. If this were to be implemented, the trip cost would be \$6. Ms. Sanders stated that the rider would contact MTM and advise that they are interested in the mileage reimbursement program. MTM would send a form to the rider for completion which would require providing MTM with the driver's license and insurance card. Once this information is obtained that person whose information was provided, would be eligible to transport the qualified person to their appointment. The applicant will complete the form (See handout) by logging in, filling out the requested information, and having the physician sign stating that the trip was actually made, return the form to MTM and they will issue a check to the approved driver. It was mentioned that there is a volunteer group that provides Meals on Wheels, but they are not necessarily "friends" of the people being served. Ms. Sanders stated that as long as the TD rider agrees that "this person will provide me with this trip" that's all that is required. Mr. Mortell inquired, if there is a family member that owns a car and can drive the TD rider to and from appointments, where's the need? Ms. Sanders stated that the family member may not reside with the TD rider, or have gas money, or lose pay from work. Mr. Mortell stated that the family member would lose \$10 an hour for two hours to be reimbursed \$6? Ms. Sanders stated that the program is very successful other places. Mr. Mortell stated that the reason for the program's success is that people are being reimbursed for what they would do anyway. Ms. Van Etten made note that there are a number of people with disabilities who have dysfunctional families. Some maintain records of every dime owed them for what they have done for their family member. She stated that it really causes conflicts in relationships, and perhaps this compensation could ease some of that stress. Mr. Haddox agrees with Mr. Mortell as his 90 year old mother has a neighbor who takes her to and from appointments, and when this program is implemented, they will then become a part of this program which will increase the costs. Mr. Haddox stated that it is good to look into this; however, it is unknown how many people are already performing these tasks and are not in the system, but will get into the system once it becomes available. Ms. Sanders clarified that

this will be based on medical trips, it will still follow the rules of the TDSP and it will not be for daily trips to the beauty shop, grocery store etc... there can only be three appointments made at one given time, and MTM would have the right to refuse the trip if there were sufficient reason to do so. Ms. Van Etten asked what qualifying criteria will receive a refusal. Ms. Sanders stated that if the trip mileage submitted is calculated at a rate higher than what MTM can have a provider make, they would be refused. The mileage also begins at the time the rider is in the vehicle (loaded mileage) and to the drop off point/doctor's appointment, not the mileage getting the driver to the rider and back home. Mr. Mortell clarified that for a person not living near the rider, the cost of mileage from their location to the home of the TD rider is not compensated. Ms. Sander affirmed. Mr. Mortell then stated that MTM receives payment from the point of leaving the MTM facility, to which Ms. Sanders affirmed. Mr. Audino stated that this program is designed to empower the individual who needs transportation and saves the administrative entity/governing body, money in the process. Mr. Mortell asked why MTM gets payment for the entire trip not just the "loaded miles?" It was noted because of the overhead. Ms. Van Etten noted that the individual is receiving some remuneration. Mr. Mortell asked how this program is going to motivate people not residing in the house with the TD rider, as the payment doesn't compensate enough, even MTM would not do it. Ms. Pietrowski stated that this is just the beginning of the volunteer program, for some it will work, for others it may not. It's step one, and may possibly lead to people volunteering. Ms. Sanders stated that this program can be worked however this group wants to work it. If the Board wants to pay the volunteers mileage, that is something that we can discuss. Mr. Mortell noted that the TD riders can only plan three trips at one time. And the dialysis people schedule a month at one time. Ms. Sanders stated that it is because they are on a reoccurring transportation, which has been stopped. Mr. Mortell clarified that if he's driving his relative to dialysis, he would have to call every week to reschedule even though it's recurring. Ms. Sanders stated yes, because the 50% medical trips has already been reached that the Board has allowed. Mr. Mortell inquired as to why those who qualify for trips get to schedule their trips and those who don't qualify have to call every three trips (round trips). Mr. Mortell stated that the TD rider would have to call every Friday to set up for the following week. Ms. Desposati stated that this program could benefit some of the dialysis patients. Maybe they could find two other people that live in the area, and instead of taking one person, they could take two or three. Mr. Mortell stated that he assumes those that qualify for dialysis, call on the first of the month, get their name in and get the entire 30 days locked out. Ms. Sanders stated that they are already in the system, their trips are already there so they do not have to call MTM. The people that are off of the system, that were removed as of July 1, 2011, those individuals will have to call each time, because this Board said that they wanted MTM to reduce the medical trips to 50%. Mr. Mortell stated that he was of the opinion that everyone was off of the system and every month, everyone had a shot at being reinstated. Ms. Sanders explained that the process which was used to determine who would be removed was based upon their recertification date, which is the date that they recertify with MTM. Those coming up for a July 1, 2011 deadline were the ones who were told that they had to come off. When their certification date comes up, they move to the end of the list and the other people move up, so it's a rotation. It was asked if those who had been removed from the list have been able to find rides to the dialysis center. Ms. Mahan stated that she has no reports of anyone who was removed from the list becoming deceased, so they must have found a ride to the center. Ms. Sanders stated that there were nine people removed from the list in July. It was asked if a volunteer's car is involved in an accident, whose responsibility will it be? Ms. Sanders stated that the insurance of the driver who is providing the ride would be responsible. Ms. Sanders stated that the TD rider is the one who chooses with whom they will be riding. It will be just like a neighbor taking you to the grocery store, but they are being paid. Mr. Mortell stated that the liability issue is a topic for another meeting, but there are successful volunteer programs all over the nation. Mr. Mortell stated that liability is an issue, the challenge is how you manage that liability and depending on how you design the program, that too will dictate the level of liability. Mr. Mortell

stated that this Board needs to design a program that manages and mitigates the rest the best it can. Ms. Van Etten agrees and stated if people worried about that, they wouldn't volunteer in the first place. Ms. Barnes stated that Medicaid has a "private provider" who gets paid \$0.20 a mile to transport a specific person, i.e. a neighbor, but not just any person. They would have to advise that they are going to provide a ride to the appointment and they would be reimbursed by the Agency for Health Care Administration (AHCA). Ms. Barnes noted that this would be a current program if the CTC used it, there is an organization called "Private Provider" in the non-emergency transportation ambulance. Mr. Audino said that the State of Iowa implemented a state-wide brokerage program for their Non-Emergency Medicaid Transportation. They retained a firm out of Clearwater to implement that program. Currently about 70% of the non-emergency Medicaid trips taken in Iowa are mileage reimbursement trips. Mr. Mortell added that it lends itself to the fact that Iowa is an extremely rural location, and there is no public transportation. Mr. Audino stated that there is public transportation in the larger cities and they do have a small amount of connectivity in some of the more rural areas. Mr. Mortell stated that six months ago, Martin County had a problem with providing transportation for all of the dialysis patients, three months ago the Board said that it was only going to pay for 50% of the rides, we freed up 50% of the funds and 100% are getting transportation. The Iowa example given by Mr. Audino is that it works because there is no alternative. Mr. Mortell stated that there is nothing wrong with it, Martin just needs to figure out the way to create "this is your only alternative, find a volunteer and we will reimburse them", and the volunteer program will work. It sounds harsh, but that's basically where it is. Ms. McGovern asked what is the mileage limit? Can someone drive to Miami and be reimbursed? Ms. Sanders stated that MTM would calculate the miles to see if it is cost effective or if they can get a provider to do it for less money. Ms. McGovern stated that if they come into the volunteer program, they know up front, what they are getting into and that the \$0.30 a mile doesn't fully fund the trip. "Volunteer" means that you are not being paid, but in this program, at least you are being reimbursed a certain amount. Mr. Audino stated that the Mileage Reimbursement Program is distinguished from a Volunteer Program because as it states, you will be reimbursed for your mileage, so it's not exactly a Volunteer Program. Ms. Desposati stated that is an incentive though to get people to volunteer. Ms. Van Etten clarified that the people would be volunteering their time, even though they would receive a small amount for their mileage.

**Ms. Van Etten made a motion to approve MTM to begin implementing and managing the mileage reimbursement program beginning in September, 2011. This motion was seconded by Mr. Haddox. There was no opposition to the motion. The motion passed unanimously.**

## **B. SHIRLEY CONROY GRANT APPLICATION – RURAL AREA CAPITAL ASSISTANCE SUPPORT GRANT**

**MEMO:** temp12LCBTDa01.02

Ms. Beltran stated that this is a grant for which MTM is applying and it was requested of Ms. Sanders to clarify any modifications which may have taken place since the information was distributed in the agenda package. Ms. Beltran stated that it was her understanding that MTM was applying for two vehicles which have three wheelchair tie downs, she is unaware if the vehicles currently in use have tie downs or not. Ms. Sanders stated that currently they have two Shirley Conroy Vehicles, which were acquired from Community Coach when they were the Community Transportation Coordinator (CTC). Each vehicle has reached its life expectancy. One vehicle which will be disposed of, is a 2005 with 141,000 miles, which has two wheelchair tie downs. MTM is looking to expand their fleet by adding one vehicle which will allow for an additional three wheelchair tie downs. MTM receives requests from riders in Indiantown requiring three wheelchair tie downs and at the present they cannot accommodate those requests. Ms. Sanders is seeking the Board's support and to write a letter of support which MTM may include with their proposal. This Grant was identified in the Transportation Disadvantaged Service Plan (TDSP) that

MTM would acquire a larger Shirley Conroy Grant to expand the fleet. By having a letter of support from the LCB-TD Board, which is not a requirement, but it shows a harmonious union between the two entities working toward the same goal. Mr. Haddox asked if a match was involved. Ms. Sanders responded that there is a 10% match which will be provided by MTM. It was asked of Ms. Sanders the number of vehicles MTM has in their fleet. Ms. Sanders stated that MTM has two buses and Ride Right has four. Ms. Sanders clarified that MTM has two vehicles which were acquired from Community Coach at the time when they became the CTC, but they lease the vehicles to Ride Right. The new vehicles will be MTM's and MTM will sub-lease them to Ride Right. Mr. Bols asked if MTM will sub-lease the vehicles to Ride Rite and Ride Rite will give a competitive price to use them. He then stated that when trips were being provided that they were to be offered on a competitive basis. Ms. Sanders requested clarification of the question. He asked how many companies provide transportation. Ms. Sanders stated three. Ms. Bols asked if they are all paid the same cost per mile. Ms. Sanders stated no, that their prices are negotiated with MTM. Mr. Bols then stated that MTM also negotiates prices with Ride Right. Ms. Sanders affirmed. Mr. Bols then acknowledged that MTM leases the vehicles to Ride Right, and Ms. Sanders again affirmed. Ms. Beltran asked if there was anything else in the application? Ms. Sanders stated that they are also looking for some type of scheduling software to assist us with being able to schedule more effectively and also to create reports needed by the County. This software would actually talk to the County's software and would be able to provide the reports that the MPO needs. Ms. Beltran inquired as to the type of software. Ms. Sanders stated Strategen. Mr. Bols asked Ms. Sanders if the other two providers have the option to sublease these vehicles also. Ms Sanders responded no. Ms. Pietrowski stated that the vehicles would be used for the Indiantown Route which is provided exclusively by Ride Right. Mr. Mortell stated that the County has nothing to lose as they are not paying the match and if MTM is playing a shell game with the two corporations it's not going to matter whether MTM got the grant or not, MTM could still do it. Mr. Mortell stated that he's not suggesting that MTM is doing anything with Ride Rite, but the inference that there are two companies and the bus is being leased out one way or the other, does it really matter? It doesn't cost the County anything one way or the other and it does provide the County with another vehicle, if MTM acquires the grant.

**A motion was made by Ms. Cindy Barnes to provide a letter of support to MTM so that they may include it with their Shirley Conroy Grant Application-Rural Area, to the Commission of the Transportation Disadvantaged. This motion was seconded by Ms. Phyl Weaver. There was no opposition, the motion carried unanimously.**

### **C. COMMUNITY TRANSPORTATION COORDINATOR (CTC) QUARTERLY PERFORMANCE REPORT**

**MEMO:** temp12LCBTDa01.03

Ms. Sanders gave an overall report on what MTM has been doing to enhance their productivity. (See handout) Ms. Sanders stated that this quarter is from May to July, 2011. MTM Staff participated in St. Lucie's update of their TDSP, served on the their grant application review team, participated in the Workforce Solutions Employment Workshop, attended the Agency for Healthcare Medicaid Workshop Hearing, held a provider meeting, participated in the CTD's annual TD Conference and worked with several social service agencies on transportation issues. There were a total of TD trips of 3,506, of the TD and Medicaid telephone calls received 3,343 were answered, there was an abandonment rate of 4.92%, which is under MTM's 5% goal. There were 19,043 trip legs completed for TD services, for Medicaid services, there were 2,453 trip legs completed. The public transit completed 324 trips and that is the Indiantown Saturday service. MTM also worked with Community Coach to transfer some of their subscription riders to TD services. Ms. Sanders has been working with the Braille International, ARC of Martin County, Helping People Succeed, Harper Network, and the Treasure Coast Kidney Center. There were

eight stretcher trips this quarter, which is a large number for MTM. There were a total of two TD complaints, and four Medicaid complaints. There were 625 completed TD trip legs of which 334 were dialysis, other medical or life sustaining trips. In June, there were 642 completed TD trips of which 363 were dialysis, other medical or life sustaining trips. In July, eight dialysis members were removed from TD services, resulting in 676 completed trip legs for TD of which 286 were dialysis, other medical or life sustaining. Currently, there are 13 members on the TD wait list, and as others come up for renewal the removed members will be reinstated, providing for a rotation of services. Ms. Sanders advised that MTM's reports were submitted to the CTD Staff by the 10<sup>th</sup> of each month. There was a surprise on-site visit for Mercy Non-Medical, one random drug screening performed this period, two on-street observations conducted, seven vehicles inspected including Mercy, Community Coach & ARC of Martin County, two drivers were re-credentialed and one was a new entry to the database. Ms. Sanders also listed the upcoming meetings which MTM would be a part. Ms. Van Etten inquired who would be attending the September 9<sup>th</sup> meeting, Disability Etiquette Training, to which Ms. Sanders advised that she would attend this training. The training will be provided by the National Transit Institute (NTI) in Jacksonville. There is a chart containing the breakdown of all information previously provided, the breakdown by providers, and the number of trips per providers on the following pages, which she clarified each column to the committee. (See handout.) Ms. Barnes requested further clarification as to the difference between Ride Rite (1), (2) and (3). Ms. Sanders stated that Ride Right (1) is in County, Stuart or Palm City to Stuart, Ride Right (2) is Indiantown, and Ride Right (3) is out of County. The numbers (1), (2), and (3) apply the same under the other providers.

Ms. Sanders was asked if she had received a call from Palm Beach Medical requesting information on becoming a provider in Martin County. Ms. Sanders stated that she had not heard from them. Ms. Sanders requested a contact number for them and was advised to contact Mary Ella. Mr. Haddox asked if there are any statistics on trip denials. Ms. Sanders stated that MTM does have that information however, she doesn't have it with her presently, she will bring it to the next meeting. Ms. Barnes inquired if any of the Medicaid riders have been transferred to bus routes. Ms. Sanders stated that most of the bus stops are not where the Medicaid patients want to go. Ms. Sanders contacted Community Coach regarding the Indiantown Medicaid riders who are going locally, so they have been able to ride the local bus. Mr. Mortell stated that the MPO Board may want to be informed if MTM was rejecting people because there wasn't a bus stop where the people wanted to go. It could be as simple as adjusting the locations of the stops. Ms. Sanders stated that she will add that for the next quarter.

Ms. Beltran stated that the U. S. Highway One/Treasure Coast Connector (TCC) and Stuart Routes have been modified. The U. S. Highway One route stays on U. S. Highway One and the stops are on the hour. It's not season, or even the end of the month and Ms. Mahan stated that there were 1,271 riders on this route since the modification was made in July, 2011. The TCC connects to the Community Transit so a person can go from Ft. Pierce down to Martin Memorial South or Indian River State College on Salerno Road. A Medicaid patient could cost effectively be taken to the bus stop and go to the hospital instead of utilizing the door to door service. Ms. Weaver asked where the schedules could be obtained. Ms. Beltran stated that the new routes and schedules could be found on the buses as well as on line at [www.martinmpo.com](http://www.martinmpo.com). Ms. Mahan stated that she is currently working with South Florida Community Services to obtain posters and brochures. Mr. Bols inquired as to what company currently is operating the bus system, and he was advised that it is Community Coach. Ms. Van Etten remarked that using the connector to go to the Social Security Office in St. Lucie County is an ordeal, especially if you have a disability. For someone needing to make a medical appointment, it can be very difficult, as it is physically demanding and time consuming. Ms. Mahan stated that she has received a lot of positive responses regarding the connections. She spoke with two people using it to get to SSI. Those with whom Ms. Mahan has

spoken like the schedule, use it often and she's received no negative feedback from the regular riders. Ms. Van Etten stated that she has had negative feedback, but that she deals with the people who have disabilities who are going to SSI, that could make a major difference. Ms. Mahan stated that people need to keep in mind that this service is for the public, which is all people, not just for those with disabilities. They are trying to accommodate everyone, but no particular group can take precedence. Ms. Van Etten stated that she appreciates the efforts being made and just having some transit is great. Mr. Bols inquired as to the signage on the buses. Ms. Mahan explained that the two larger and newer buses are marked with Martin County Public Transit and they go up and down on U. S. Highway One. Coach is currently the provider, but the buses do not belong to them.

**Mr. Haddox made a motion to approve the Quarterly Performance Report of the Community Transportation Coordinator (CTC). A second was provided by Ms. Weaver. There was no additional discussion. The motion passed unanimously.**

**Annual Expenditure Report (AER) (Agenda item add on)**

Ms. Beltran stated that she received this report today from the TD Commission. (See handout) Martin submits this report annually and the Commission has requested that the report be back to them by September 15, 2011, so turn-around-time is very short. Historically, MPO staff has brought this to the LCB for approval. The TD Commission wants to know the Local Funding Expenditures (County Match to the TD Grant), which is 10% of the grant, and the number of one way trips for the year. Ms. Beltran stated that she is seeking approval of this so it may be returned to the TD Commission Staff by the September 15, 2011 deadline. She noted that in the past, the actual expenditures were combined with the budget estimation report for the following year, but it was changed this year, seeking only the actual expenditures, match and number of trips provided this past year. Mr. Van Etten asked if any information needed to be included regarding the public transportation in the location marked "other". Ms. Beltran stated that it was not known as to what "other" may relate. No information was or has been in the past, solicited regarding public transportation only the coordinated transportation. Ms. Beltran stated that larger counties with larger programs may have other funding sources and may need to complete the transportation alternative portion, however, Martin is not in that position to date. Ms. Mahan confirmed that the portion in question has not been completed on past forms. Ms. Van Etten stated that the County's Public Transit funding is between \$500-\$600 thousand and it may look good if the County reported it. Mr. Mortell stated that this report is due to the TD Commission on September 15, 2011, and if this Board does not approve this report, another meeting will need to be held between now and September 15, 2011, in order to approve an Expenditure Report to submit to the TD Commission.

**Mr. Bols made a motion to approve submitting this form prior to the September 15, 2011 due date. Ms. Weaver provided a second to the motion.**

Ms. Van Etten wanted the minutes to reflect that it would be beneficial to the LCB/TD Board to understand what comes under "other" and that it would be good for the CTD to understand that Martin County contributes whatever the amount is, to the public transit, which is in the vicinity of half of a million dollars.

**Mr. Mortell advised the Board that there is a motion and a second on the Floor, with no additional discussion, the vote was called. The matter passed unanimously.**

**D. CTC RATE MODEL UPDATE**

**MEMO:** temp12LCBTDa01.04

Ms. Beltran turned the floor over to Ms. Sanders, who was notified that the rate model which was approved by this Board, has been revised by the TD Commission. (See handout from Ms. Sanders

of new rates for FY 2012) Ms. Sanders stated that she and her staff from MTM presented their rates to this Board in April, 2011. The rates approved were ambulatory-\$16.82 and wheelchair-\$28.84. However, when this was presented to the Board, MTM didn't catch the miles and the trips that had to be reduced due to loss of funding. MTM no longer receives Section 5311 funding (\$200,000) and the New Freedom Grant (\$99,000). Ms. Sanders explained the breakdown on the handout to the committee. Ms. Sanders stated that the new rates will be \$24.45 for ambulatory and \$40.04 for the wheelchair trips. The trips were reduced from 24,210 to 16,200 due to the loss of \$300,000 revenue. Ms. McGovern asked why the New Freedom changed. Ms. Sanders stated that Community Coach was the recipient of the New Freedom and the Section 5311 Grants. The only changes to the model were the projected passenger miles, and the trips. MTM projects to provide approximately 2,000 more trips this year than last year, despite the loss in revenue. Mr. Bols noted that after seeing \$23.00 per passenger trip, the mileage reimbursement program of \$6.00 a trip seems pretty inexpensive. Ms. Barnes stated that since the per trip cost was increased does that mean the provider's per trip rate will be increased? Ms. Sanders stated no, unless they request an increase, at which time MTM will negotiate with the provider. Ms. Sanders indicated that she is looking for an approval, and the TD Commission has approved the rates. Mr. Mortell inquired if the Board has any ability to negotiate the rate. Ms. Beltran stated that she recently attended the TD conference and she asked different CTCs, different providers, and different Counties, and no one really seems to totally understand the rate model except for a few people in Tallahassee. It is her understanding that a big supporter of the rate model was the former Executive Director, Mr. Bobby Jernigan. Mr. Mortell clarified that if the Board accepts the report, the Board is not necessarily agreeing to the model, they are merely stating that they have been informed of the report and we are aware of the substance in the rate model. If the Board approves the report it may reflect that the Board is actually approving and endorsing the rate model, and Mr. Mortell stated that he is not positive that is what the Board wants to do. Ms. Sanders reviewed the email she had received from the TD Commission and stated that it states that the LCB should approve this rate model. Mr. Mortell asked if the rate model were to be rejected, would they be able to get a lower rate. Ms. Sanders stated that she wouldn't think that the LCB would get a lower rate. Furthermore, she stated that MTM does not control the rate model. They just put in the information and it is automatically calculated. Mr. Mortell stated that the reason he mentioned this, was because everything else which the Board has accepted or approved, the Board actually had input on. If MTM is asking the Board to accept it, that means that the Board has some influence on it, and we can negotiate it. Ms. Mahan inquired of Ms. Sanders, if the Board didn't accept it, would it default to the old year's rates, and what rates are being used now? Ms. Sanders advised that they are currently using the old rates, the \$16.82. It was advised that what the Board is approving are the corrections from the mistakes that were made when this was presented in April. Mr. Mortell states that the next agenda item our staff could indicate that we probably shouldn't accept these rates and we should do a study to determine these rates, so he doesn't want to create a situation that the Board has accepted these rates and if the Board asks that a study be made to determine the rates, it will be too late as the rates would have already been accepted. Ms. Van Etten stated that her interpretation of this is that MTM is getting the money but there are fewer trips because each trip is reimbursed at a higher rate. There will be an impact as to how far the TD funds will stretch. It is a mathematical correction. Ms. Beltran inquired if the Board could accept the rates with the stipulation that a more transparent way of figuring out the rate model is put into place for next year when this comes before the LCB again. Mr. Mortell clarified, that a motion to accept and within the motion, there is a request that the Board review and determine a more transparent model.

**Ms. Phyl Weaver made a motion to accept the rate and to request a more transparent model be developed to be presented to the Board. Ms. Krista McGovern provided a second. There was no additional discussion. The matter passed unanimously.**

**E. ANNUAL TD CONFERENCE UPDATE**

**MEMO:** temp12LCBTDa01.05

Ms. Beltran advised the Board that she and two other Board members recently attended the annual TD conference. Ms. Beltran attended several sessions and has included in the agenda a power point presentation which she obtained at the TD Eligibility session and MTM's current Beneficiary Intake Form, and the Level of Need Assessment Form. She noted that this Board was trying to find ways to work better with the CTC and make the Beneficiary Intake Form and the TD Eligibility more efficient, so the persons in the most need would receive the trips. She requested the Board to review the information to offer input on the process at the next meeting as it will be an Agenda item.

Mr. Haddox shared highlights of his trip to the TD Conference with the Board. He noted that every County is doing the same thing as Martin, seeking ways to improve transportation for the transportation disadvantaged. Counties which have more funds have implemented trainers to educate people in moving from paratransit to riding the connector buses. For each person they educate and train, it creates a savings of approximately \$22.00. Martin would need to rely on volunteers to provide this training due to the lack of funding. Establishing this type of program would be very beneficial to Martin. Some Counties are charging higher fares, but it wasn't advised if the fares were based on the individual's finances. There could be more trips if fare rates were raised. Eligibility is also critical, and educating riders to use the transit system could help a lot. Ms. Pietrowski is still working on the Voucher Program. If we can get vouchers here and become a trial County for that program that would be fantastic.

**6. NOTED ITEMS**

None.

**7. COMMENTS FROM BOARD MEMBERS**

None.

**8. COMMENTS FROM FDOT**

None.

**9. COMMENTS FROM THE PUBLIC**

None.

**10. NEXT MEETING**

The next meeting will be in the 4<sup>th</sup> Floor Workshop Room of the Administration Center, 2401 S. E. Monterey Road, Stuart, FL 34996.

**11. ADJOURN**

The meeting was adjourned.

Recorded and Prepared by:

**10. NEXT MEETING**

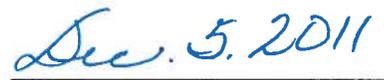
The next meeting will be in the 4<sup>th</sup> Floor Workshop Room of the Administration Center, 2401 S. E. Monterey Road, Stuart, FL 34996.

**11. ADJOURN**

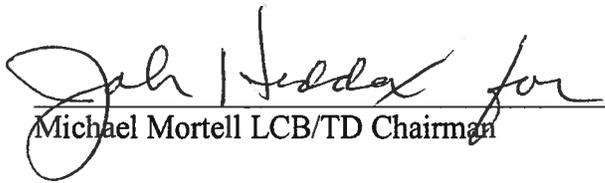
The meeting was adjourned.

Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Specialist II

  
Date

Approved by:

  
Michael Mortell LCB/TD Chairman

  
Date