CCAM Update – AASHTO Winter Meeting

November 19, 2019

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U.S. Department of Transportation
Federal Transit Administration
CCAM Mission and Organization

Mission

The CCAM issues policy recommendations and implements activities that improve the availability, accessibility, and efficiency of transportation for the following targeted populations:

- Individuals with Disabilities
- Older Adults
- Individuals of Low Income

History

The CCAM is an interagency partnership established in 2004 by Executive Order 13330 to coordinate the efforts of the Federal agencies that fund transportation for targeted populations.

Organization

Coordinating Council on Access and Mobility
CCAM agencies identified 130 programs that may fund human services transportation. With the exception of Department of Transportation programs, transportation is a secondary or tertiary consideration and is eligible in order to increase access to other agency services.

Although SSA reported that no programs may fund human services transportation, coordination opportunities were explored. NCD does not fund grant programs.
In 2018 and 2019, CCAM agency representatives determined which programs to include via internal agency program validation efforts and the CCAM Program Analysis Working Sessions.

**CCAM Program Inventory** includes:
- Program Name
- Responsible Agency
- Responsible Sub-Agency
- Program Objective
- CFDA Number
- Statutory Reference
- FY 2018 Authorization/Expenditures (Total)
- Primary Direct Recipients
- Primary Target Population
- Definition of Disability
- Definition of Older Adult
- Require Planning Exercise?
- Is Mobility Management Eligible?
- Are One Call/One Click Centers Eligible?
- Are Transit Fares/Vouchers Eligible?
- Is Vehicle Purchase Eligible?

**CCAM Program Inventory Summary** contains limited program details and is formatted for easy printing

# CCAM Program Inventory

The table below identifies federal programs that provide funding for human services transportation for people with disabilities, older adults, and/or individuals of low income, according to the GAO, the FTA Charter Rule, and/or CCAM agency representatives. The criteria for inclusion in this inventory is that transportation service for one or more CCAM target populations is an eligible program expense, but inclusion does not necessarily imply grantees are using funds for such purpose.

<table>
<thead>
<tr>
<th>Program</th>
<th>Responsible Agency</th>
<th>Responsible Sub-Agency</th>
<th>Program Objective</th>
<th>CFDA Number</th>
<th>Statutory Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indian Employment Assistance</td>
<td>DOI</td>
<td>Bureau of Indian Affairs</td>
<td>To provide vocational training and employment opportunities to eligible American Indians and Alaska Natives to reduce federal dependence</td>
<td>15.108</td>
<td>25 U.S.C. Chapter 14, subchapter II</td>
</tr>
<tr>
<td>Indian Child and Family Education</td>
<td>DOI</td>
<td>Bureau of Indian Education</td>
<td>To serve families with children from prenatal to age 5 in home and center-based settings. Families may receive services in one or both settings.</td>
<td>15.045</td>
<td>25 U.S.C. 2001 et seq.</td>
</tr>
<tr>
<td>Indian Education Assistance to Schools</td>
<td>DOI</td>
<td>Bureau of Indian Education</td>
<td>To fund programs that meet the unique and specialized needs of eligible Indian students.</td>
<td>15.130</td>
<td>25 U.S.C. Chapter 14, subchapter II</td>
</tr>
<tr>
<td>Indian Schools - Student Transportation</td>
<td>DOI</td>
<td>Bureau of Indian Education</td>
<td>To provide funds to each Bureau of Indian Education (BIE) funded school for the round trip transportation of students between home and the school site.</td>
<td>15.044</td>
<td>25 U.S.C. 2001 et seq.</td>
</tr>
<tr>
<td>Adult Drug Court Discretionary Grant Program</td>
<td>DOI</td>
<td>Bureau of Justice Assistance</td>
<td>To provide financial and technical assistance to States, local courts, units of local government, and federally recognized Indian Tribal governments to plan, develop, and implement comprehensive efforts to identify, respond to, treat, and support those impacted by the opioid epidemic.</td>
<td>16.585</td>
<td>34 U.S.C. 10611 et seq.</td>
</tr>
<tr>
<td>Comprehensive Opioid Abuse Program</td>
<td>DOI</td>
<td>Bureau of Justice Assistance</td>
<td>To provide financial and technical assistance to States, units of local government, and Indian Tribal governments to plan, develop, and implement comprehensive efforts to identify, respond to, treat, and support those impacted by the opioid epidemic.</td>
<td>16.828</td>
<td>34 U.S.C. 10701 et seq.</td>
</tr>
<tr>
<td>Justice and Mental Health Collaboration Program</td>
<td>DOI</td>
<td>Bureau of Justice Assistance</td>
<td>To increase public safety by facilitating collaboration among the criminal justice, mental health, and substance abuse treatment systems to increase access to mental health and other treatment services for individuals with mental illnesses (MI), or co-occurring mental illness and substance abuse (CMISA).</td>
<td>16.745</td>
<td>34 U.S.C. 10651</td>
</tr>
<tr>
<td>Residential Substance Abuse Treatment Program</td>
<td>DOI</td>
<td>Bureau of Justice Assistance</td>
<td>To enhance the capabilities of States and units of local and Tribal governments to provide residential substance abuse treatment for incarcerated inmates, prepare individuals for reintegration into communities and assist individuals and communities through the reentry process by delivering community-based treatment and other evidence-based aftercare services.</td>
<td>16.585</td>
<td>34 U.S.C. 10421 et seq.</td>
</tr>
<tr>
<td>Second Chance Act</td>
<td>DOI</td>
<td>Bureau of Justice Assistance</td>
<td>To provide comprehensive responses to the significant number of incarcerated individuals who are returning to communities from prison, jail, and juvenile residential facilities; to promote public safety by ensuring that the transition individuals make from prison.</td>
<td>16.812</td>
<td>34 U.S.C. 60551</td>
</tr>
<tr>
<td>Veterans Treatment Court Program</td>
<td>DOI</td>
<td>Bureau of Justice Assistance</td>
<td>To provide financial and technical assistance to States, local courts, units of local government, and federally recognized Indian Tribal governments to develop and implement drug courts and Veterans treatment courts.</td>
<td>16.585</td>
<td>34 U.S.C. 10611 et seq.</td>
</tr>
<tr>
<td>Family Drug Court Program</td>
<td>DOI</td>
<td>Office of Juvenile Justice and Delinquency</td>
<td>To build the capacity of States, local courts, units of local government, and federally recognized Tribal governments to enhance pre-existing drug courts or implement new drug courts for individuals with substance abuse problems or co-occurring mental health disorders, including histories of trauma.</td>
<td>16.585</td>
<td>34 U.S.C. 10611 et seq.</td>
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HHS Funding as Local Match to FTA Programs

Sixty-six Programs from the U.S. Department of Health and Human Services (HHS) are now eligible as match to our FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program, Rural Formula Grants and Tribal Transit Formula Grants. View the HHS announcement at the at the USDOT Access and Mobility for All Summit on October 29, 2019 webcast at the 1:03–1:19 mark: https://www.transportation.gov/accessibility
CCAM Strategic Plan: Mobility for All

CCAM agency representatives prepared a draft CCAM Strategic Plan with goals and objectives designed to realize the benefits of transportation coordination, it was officially adopted by the CCAM on October 29, 2019.

**Goal 1: Improve Access to Community through Transportation**

**Objective 1:** Reduce Federal policy barriers to coordinated transportation

**Objective 2:** Encourage State and local transportation coordination

**Objective 3:** Promote public awareness of available transportation options

**Goal 2: Enhance Cost-Effectiveness of Coordinated Transportation**

**Objective 1:** Enable and promote equitable cost sharing

**Objective 2:** Develop framework for transportation cost reporting

**Objective 3:** Advance awareness of Federal fund braiding opportunities

**Goal 3: Strengthen Interagency Partnerships And Collaboration with State, Local, and Industry Groups**

**Objective 1:** Refresh the CCAM operating model

**Objective 2:** Promote coordinated transportation initiatives

**Objective 3:** Expand opportunities for external input

**Goal 4: Demonstrate Innovative Coordinated Transportation**

**Objective 1:** Implement and evaluate CCAM pilot programs

**Objective 2:** Incorporate the use of innovative technologies in coordinated transportation
On October 29, 2019, during the USDOT Access and Mobility for All Summit, Transportation Secretary Elaine L. Chao announced a Notice of Funding Opportunity for the Access and Mobility for All Grant Program, which seeks to improve mobility options through strategies to enhance mobility and access to community services for older adults, individuals with disabilities, and people with low incomes. The $3.5-million program will fund projects that enable transportation connections to jobs, education and health services.

### Goal 4: Demonstrate Innovative Coordinated Transportation

**Objective 1:** Implement and evaluate CCAM pilot programs

**Objective 2:** Incorporate the use of innovative technologies in coordinated transportation
Progress on Statutory Requirements: CCAM in Action

In order to continue to make progress on statutory requirements, the CCAM conducted the following activities:

<table>
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<tr>
<th>Year</th>
<th>Activity</th>
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<tr>
<td>2017</td>
<td>Strategic Plan Development</td>
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<tr>
<td>2017</td>
<td>Federal Work Groups</td>
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<tr>
<td>2018</td>
<td>State and Local Stakeholder Focus Groups</td>
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<tr>
<td>2018</td>
<td>NCMM Survey</td>
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<tr>
<td>2018-2019</td>
<td>Federal Working Sessions</td>
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**Strategic Plan Development**

CCAM agency representatives prepared a draft CCAM Strategic Plan with goals and objectives designed to realize the benefits of transportation coordination.

**Federal Work Groups**

CCAM agencies participate in Federal work groups to develop recommendations to improve cost allocation, vehicle-sharing policies, and interagency collaboration.

**State and Local Stakeholder Focus Groups**

The CCAM conducted stakeholder focus groups, engaging more than 200 stakeholders from 22 states on perceived barriers to coordination.

**NCMM Survey**

The National Center for Mobility Management (NCMM) conducted a survey of transportation and human service providers on coordination practices and barriers.

**Federal Working Sessions**

Several CCAM sub-agencies joined working sessions to identify programs that may fund transportation and to document Federal fund practices.
Top Perceived Barriers to Transportation Coordination

**Limited Awareness**
Lack of knowledge of the Federal funding sources available as well as the policies that enable coordination

**Unengaged Stakeholders**
Challenge to establish and maintain organizational and community partnerships

**Program Restrictions**
Reporting issues, eligibility criteria, trip restrictions, and other program rules

**Insufficient Incentives**
Lack of financial motivation to pursue coordination initiatives

**Limited Guidance**
Lack of Federal guidance that States and communities need to coordinate in compliance with Federal law
Report to Congress and the President and Recommendations

The CCAM must promote resource sharing and collaboration by determining equitable cost-sharing arrangements for Federal programs that support human services transportation.

Understanding Cost Sharing

Cost sharing may occur when:

• An individual qualifies for multiple types of transportation services through multiple programs; and
• Passengers whose trips are funded by different programs share the same vehicle

“Without this coordinated approach to cost sharing, Federal agencies perpetuate separate, uncoordinated systems for the delivery of important transportation services.”

—CCAM 2005 Report to the President

Agency Commitment: Develop Cost-Sharing Policy

Agency POCs will participate in working sessions to develop a set of recommended strategies built on accepted cost-sharing principles that will encourage local agencies to promote resource sharing and collaboration.
Post-CCAM Meeting Actions (2019–2022)

- **Nov 2019**
  - Agencies implement the Strategic Plan and participate in future CCAM initiatives

- **Nov 14, 2019**
  - Agency Points of Contact attend first meeting to begin post-CCAM Meeting work

- **Nov–Dec 2019**
  - Agencies may submit recommendations for inclusion in the Report to Congress and the President

- **Nov 2019–Feb 2020**
  - Agencies coordinate to develop a CCAM Cost-Sharing Policy

- **Mar–May 2020**
  - Agencies receive and review the draft Report to Congress and the President and provide comments

- **Jun–Sep 2020**
  - Agency comments integrated and the draft Report to Congress and the President is approved through DOT concurrence

- **Sep 2020**
  - The CCAM submits the Report to Congress and the President

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**DUE:** Report to Congress and the President and Cost-Sharing Policy

- **Sep 2020–Dec 2022**
  - Agencies continue transportation coordination activities