Ohio
Developmental
Disabilities Council

Community Living Committee
Gotomeeting

Agenda
Thursday, October 22, 2020
11:00 a.m.

<u>Vision Statement</u>
People with developmental disabilities can become independent, productive, people, fully integrated and included in their communities and in the fabric of our society.

People with developmental disabilities have the programs, services and supports needed to:
• Be seen as people first
• Achieve their full potential

<u>Mission Statement</u>
To identify & promote strategies approaches and resources that support adults with developmental disabilities as they choose where and with whom they wish to live and children with developmental disabilities in safe and nurturing family settings.

1. Call meeting to order

2. Ask for introductions

3. Count members for a quorum

4. Approve [minutes](#) of August 18, 2020

5. Follow agenda items (**PLANNING SESSION**)

   a. *Review DSP WHITE PAPER IN ACTION Language*
   b. *Motion to approve if we quorum, if not need informal approval.*
   c. *Volunteers to serve on Grant Review Panels in August 2021.*

6. Old / New Business
    Once White Paper is available, Community Living will reconvene to review and discuss the paper.

    Chair/Staff Announcements

7. [Adjourn](#)

Next meeting: To Be Determined

Contact: Fatica Ayers

Committee:	*Community Living*	Date:	*8/18/2020*

Member	xPresent
DENLINGER, Michael	√
HALL-ROLLINS, Rochelle	√
HARRISON, Matt	☐
JACKSON, Emilia	☐
JAZI, Ellie	√
JENKINS, Vicki	√
O'LEARY, Blaine	☐
PLASENCIA, James	☐
SPARGO, Jo	√
STRAUGHTER, Marci	√
WALBURN, Dara	☐
RADLER, Jill (Chair)	☐
TOTAL	

Others: Kim, Fatica, Christine, Gary, Carolyn, Renee

Ohio Developmental Disabilities Council
Community Living Committee
Meeting Minutes

11:00 a.m.

Vision Statement	Mission Statement
People with developmental disabilities can become independent, productive, people, fully integrated and included in their communities and in the fabric of our society. People with developmental disabilities have the programs, services and supports needed to: • Be people first • Achieve their full potential	To identify & promote strategies approaches and resources that support adults with developmental disabilities as they choose where and with whom they wish to live… and children with developmental disabilities in safe and nurturing family settings.

LOCATION:
GoToMeeting

DATE:
July 9, 2020

Members	Present	
Michael Denlinger	X	
Matt Harrison	X	
Emilia Jackson	X	
Rochelle Hall Rollins		X
Ellie Jazi		
Vicki Jenkins, DODD, Vice Chair		X
James Plasencia		
Jill Radler, Chairperson		
Joanna Spargo		X
Marcella Straughter		X

Dara Walburn	

Policy Analyst

Fatica Diana Ayers	X
Rebecca Bates	X
Ken Latham	
Leslie Connelly	X
Paul Jarvis	X
Carla Cox	

Fiscal Staff

Gary Groom	X
Robin Shipp	

Executive Director

Carolyn Knight	X

GUEST(s):
Christine Brown, Nisonger Center
Eric Raftburn

Call to order

- The meeting was called to Order at 11:05 a.m. by Vicki Jenkins, Vice Chair of the Community Living Committee.

- The Vice Chair conducted roll call to determine who was present at the meeting.

Approval of June 3, 2020 Minutes

Vicki asked for a motion to approve the minutes.
- **Michael Denlinger made a motion to approve the minutes as written.**
- **Rochelle Hall - Rollins seconded the motion.**
- **Motion was carried without objections.**

Approval of 2021 State Plan Amendment for the Transportation Coalition

Vicki asked Leslie to display the 2021 State Plan Amendment for the continuation of the Transportation Coalition activities and Fatica went over it.

Vicki asked for a motion to approve the 2021 State Plan Amendment:

Rochelle Hall- Rollins made a motion to approve the 2021 State Plan Amendment and Michael Denlinger seconded the motion. The Roll Call was unanimous . The motion was approved.

What should we fund in the next 5 years? (Open Discussion)

Vicki turned the meeting over to Fatica. Fatica went over the Planning timelines and shared the following:

1. All language should be completed by November 16, 2020.
2. All new projects from all committees will be shared at the December 2020 full Council meeting
3. January 2021 Council's new 5 Year Plan will be disseminated in order to obtain public comment.

Vicki began the open discussion by going over the following:
- Council priorities based on the Strategic Plan.
- Goals created at the December Strategic Plan meeting.
- Issues that surfaced for the Community Committee to fund based on the results of the survey that was conducted.
- She stated in the last meeting the emerging topics were housing, DSPs/Caregiving, Transportation.

Vicki started the discussion by focusing in on Transportation. She shared the following "Wish List" from the current grantee:

- More full-time staff. We were able to hire two additional full-time AODT staff with our merger with Athens Public Transit at the start of 2020.
Currently, AODT operates with 1 full-time manager, 1 full-time dispatcher, 1 full-time driver, and 8 part-time drivers. More full-time staff would potentially allow us to provide more service. It addition it would provide a more stable, meaningful jobs for our region.
- Additional accessible vans. Additional vehicles would allow us to provide more service.

- Better outreach so the DD community knows what's was available to them. I would ideally like this to include information beyond our transportation services.
- Continued expansion of hour especially on the weekends and the evenings. Starting in 2020 we have been able to add (or rather bring back) Saturday service and increase our evening hours until 7:30pm. We would like to provide service on Sunday and longer hours in the evening.
- Out of county trips. Currently, AODT operates only within Athens County. We would like to be able to provide trips outside of the county.
- The ability to coordinate with other agencies to plan and provide transportation to the DD community to events.
- Additional vehicles with the ability to transport more than one mobility devices at a time.

Vicki Jenkins and Leslie Paull shared a suggestion from the Employment Committee and it centered around transportation as it relates to employment.

- **The idea was to research transportation models to determine what is the best model.**

- **Consider** Transportation Post COVID… what will it look like? Look at different ways to get people out into the community.

- Social distancing is an issue when it comes to transportation. How are companies handling that?

- Council may want to advocate for Self- Directed Transportation, so people with disabilities can go other places other than to their job or day program. Director Davis is pushing for that and it is being discussed in the Waiver Workgroup as a future effort.

 Vicki shared that the Ohio Department of Transportation (ODOT) is already doing a report involving multi agencies to coordinate access to transportation. It should demonstrate the various models available across the state.

After much deliberation the committee decided on the following:

- *Fatica will contact ODOT and find out what they are working on and report back.*

- *Fatica will draft language for a non-funded initiative to direct Council to advocate for the Self – Directed Transportation Waiver.*

- *Fatica will draft language that will direct HAPCAP to work on more out of county trips. And provide outside of the county. They should continue to*

coordinate with other agencies to plan and provide transportation to the DD community to events.

Direct Support Professionals

Vicki opened this next discussion by sharing the "Wish List" that the current DSP grantee provided which is the following:

1. Prior to pandemic the grantee was working on a "White Paper" to outline data and recommend a statewide tiered system for DSPs that established step increases for the various levels and also built in a path to transition from a DSP to other roles within our field.

- The grantee put the final edits on hold during the pandemic knowing we would no doubt learn a great deal more about the resilience of DSPs and what their needs are post-pandemic.

- The project has collected data from surveys and studies conducted amid the crisis, and plan to edit the paper with this new information. It won't change the overall recommendation, however they believe it will solidify the stance that DSPs are *professionals* and deserve to be *recognized* as such with the ability to earn a living wage and increases commensurate with their experience and training.

- The overall tone of the paper will give credit to Ohio for being the ONLY state in the country that has a competency based add-on, but will outline the challenges of the current structure and recommend a "retooling" of the concept that encompasses all DSPs.

2. Project would like to potentially secure money for a 2 year project to work with the National Alliance of Direct Support Professionals to give all DSPs access to their new E-badge academy as a means to establish levels and promote the growth of DSPs.

- The NADSP e-badge academy allows DSPs to utilize training such as theirs and then they apply their knowledge through submitting examples of their work.

- In the early conversations, it was suggested that perhaps the National DDC would be interested in directing extra money to Ohio for us to be the first state to adopt the NADSP e-badge academy.

3. They would like to ask for support to develop marketing materials and strategy for growing the high school program. There is huge potential for this program to bring a lot of new DSPs into the field.

Vicki opened the floor for discussion and the following comments were made:

- E- Badge is good but need other types of free on-line training for DSPs.
- DSPs will need to learn remotely.
- Need to change mentality of DSPs to treat the person they support as family.
- Council can promote the add on for Competency Based training.
- Council should have DSPs tell to us about what they need. (**Answer: Fatica stated we can ask Paul to provide information from the survey that shares exactly what DSPs said they needed.**)

Paul Jarvis reminded the committee that The Data and Policy Research Grant is conducting research on Employer Resource Networks and their ability to recruit and retain DSPs. Given the last 3 budgets included pay increases, Council wanted to examine other ways that DSPs could be supported. Council also provided funding and support for the creation of the Ohio DSP campaign and website.

Fatica reminded the committee another topic that emerged was the issue of Caregiving period. She stated she asked Emilia Jackson from the Ohio Department of Aging (ODA) what aspect of the "Aging Caregiving Project" would the Ohio Department of Aging like to continue and she said the "Cross walking" activity.

After deliberations the committee agreed on the following as it relates to the issues of DSPs/Caregiving:

- **Review results of the survey pertaining to comments that DSPs made.**

Housing

Vicki opened the meeting to discuss the issue of Housing. Fatica commented by stating the current housing grantee stated we should continue pushing collaborating between DODD, OHFA and the other stakeholders. Council should also push for the Ohio Association of County Board Association create a housing position.

All in all Council has already done a lot with housing.

After minimal discussion on housing the committee decided to wait and see what happens during the next five years and possibly fund something as the need is brought to our attention.

RECAP OF THE MEETING:

The next meeting that will be held Tuesday, August 18, 2020 at 3:00 p.m. the agenda will cover the following:

Transportation:

- *Fatica will contact ODOT and find out what they are working on and report back.*

- *Fatica will draft language for a non-funded initiative to direct Council to advocate for the Self – Directed Transportation Waiver.*

- *Fatica will draft language that will direct HAPCAP*

  1. *To provide trips outside of the county.*
  2. *They should continue to coordinate with other agencies to plan and provide transportation to the DD community to events.*
  3. *Provide technical assistance and training to counties that maybe able to replicate what has been done in Athens.*

DSPs/Caregiving:
- **Review results of the survey pertaining to comments that DSPs made.**

Old/New Business

Vicki assisted the committee on determining when the next meeting will take place. The next meeting will take place on Tuesday, August 18, 2020 at 3:00 p.m

Adjournment

Vicki asked for a motion to adjourn the meeting.
- **Michael Denlinger made a motion to adjourn.**
- **Rochelle Hall Rollins seconded the motion.**
- **The meeting was adjourned at 12:27 p.m.**

Committee:		Community Living	Date:	8/18/2020
Motion:	Approve Minutes			
Member	Present	Yes	No	Abstain
DENLINGER, Michael	☐	☐	☐	☐
HALL-ROLLINS, Rochelle	☐	☐	☐	☐
HARRISON, Matt	☐	☐	☐	☐
JACKSON, Emilia	☐	☐	☐	☐
JAZZI, Ellie	☐	☐	☐	☐
JENKINS, Vicki	☐	☐	☐	☐
O'LEARY, Blaine	☐	☐	☐	☐
PLASENCIA, James	☐	☐	☐	☐
SPARGO, Jo	☐	☐	☐	☐
STRAUGHTER, Marci	☐	☐	☐	☐
WALBURN, Dara	☐	☐	☐	☐
RADLER, Jill (Chair)	☐	☐	☐	☐
TOTAL				

The above stated motion WAS APPROVED ☐

The above stated motion WAS NOT APPROVED ☐

EXECUTIVE SUMMARY

'Mobility Transformation' is a rebirth of the way in which human services and public transportation dollars are managed within Ohio by redefining the relationships between human services, public transit, non-emergency medical transportation (NEMT), and the current and future modes of mobility for all Ohioans. The Ohio Department of Transportation (ODOT) has investigated and documented the merits of developing a regional structure for human services transportation coordination (HSTC) that optimizes service provision.

The mobility transformation vision is a structure that aligns the elements of policies, funding, planning, and technology into an enhanced mobility platform. This new platform has a foundation grounded in extensive research that has uncovered new opportunities for productive inter-agency relationships and created a mechanism for limitless transportation options for the residents of Ohio.

There are many state agencies that fund human service transportation. Each agency is responsible for ensuring services to fulfill each client's unique needs; transportation services are often required for the client to be successful. Historically, agencies have developed solutions to meet the needs of their clients using the agency-specific funding sources available to them. The ODOT Office of Transit has long known that the significant amount of resources applied at the local level could not solve larger scale challenges of mobility within the available budget for human service agency and public transportation. And, while some human service and planning resources in Ohio were being applied at a regional level, regional boundaries were divided based on the missions of individual departments and offices. Boundaries were not necessarily established based on common travel patterns or trip generators— employers, medical facilities, social service agencies, shopping areas, senior and low-income housing, etc.—again, resulting in both duplications and gaps in the use of transportation resources available to serve Ohioans.

This project is designed, in part, to support the health care transformation initiative. Experience has shown that health care outcomes are directly impacted by the individual's access to health services. However, the impact of transportation does not stop there. In fact, research indicates that access to human service agency programs, employment, and community resources also improves individual health and well-being. Lack of access to transportation is a common thread connecting several shortfalls in services.

Creating a clear road forward to improve access to desirable resources for all Ohioans requires collaboration from the many state agencies that fund human services transportation and are responsible for the best outcomes for their client. The Mobility Transformation project incorporates data and statistics from human service agencies, public transportation, aging programs, and local or regional governments. This study recommends regionalization of Ohio's HSTC programs in a manner that facilitates a more cost-effective use of available funding and takes advantage of regional deployment of enhanced technologies for all of Ohio's human services programs that utilize agencysponsored and public transportation resources. The recommended structure also provides direction for aligning

transportation policies and standards through 12 state agencies to promote enhanced access to vital services for Ohioans.

TRACKING THE MOBILITY TRANSFORMATION PROCESS

Governance Structure of the Ohio Mobility Transformation Project

To effectively manage the restructure development, two groups became the governance body responsible for the project decisions and work products.

The policy group consisted of the following member organizations:
- Ohio Office of Health Transformation
- Ohio Department of Medicaid
- Ohio Department of Job and Family Services
- Ohio Department of Transportation
- Ohio Department of Veterans Services
- Ohio Governor's Office

The working group was designated by the policy group members. This group is responsible for managing the project.
- Ohio Department of Transportation
- Ohio Office of Health Transformation
- Ohio Department of Medicaid

In addition to the agencies listed above, each state agency that will be affected by the changes in the administration of Human Services Transportation (HST) was required to participate throughout the project to assist with clarifying the existing transportation services, needs, and gaps; and providing input toward the future of a coordinated administrative structure. The level of participation varied between each agency depending upon the impact to that agency.

Situation Analysis - _Clarifying Ohio's Mobility Landscape_

Today, transportation services in one form or another are provided in all 88 Ohio counties through county human service departments using the services of hundreds of nonprofit and for-profit organizations throughout the state. Furthermore, 61 of those 88 counties have some form of public transit provided by county and/or city public transit systems; nonprofit agencies; and/or for-profit providers. And, in addition, coordinated public transit and human services transportation is provided in 40 counties at a local, county-based level. There are also a few regional or multi-county arrangements. Coordinated human services transportation at the local level is led through Mobility Managers facilitated through ODOT's Ohio Mobility Management Program. Currently, Ohio has a total of 23 Mobility Managers covering 40 counties. In the remaining 48 counties, local transit and human service agencies are responsible for coordinating human services and public transportation.

After significant study and consideration of goals established by the working group, ODOT created boundaries for Human Services Transportation Coordination (HSTC) based on a combination of the following:
- County-to-county travel movement in Ohio,

- Demographic conditions, ☐ Employment-related travel, and ☐ Economic conditions in each county.

To diminish disruptions in current service provision and proactively approach service consistency, ODOT also compared existing agency boundaries for:

- ☐ Area Agency on Aging (AAA) regions,
- ☐ Managed Care Organization (MCO) regions,
- ☐ Metropolitan Planning Organization (MPO) boundaries, and ☐ Rural Transportation Planning Organization (RTPO) boundaries.

Based on the analysis of all factors, it was determined that 10 HSTC regions would most completely meet the goals for the project. Analysis of travel flow within and between the established regional
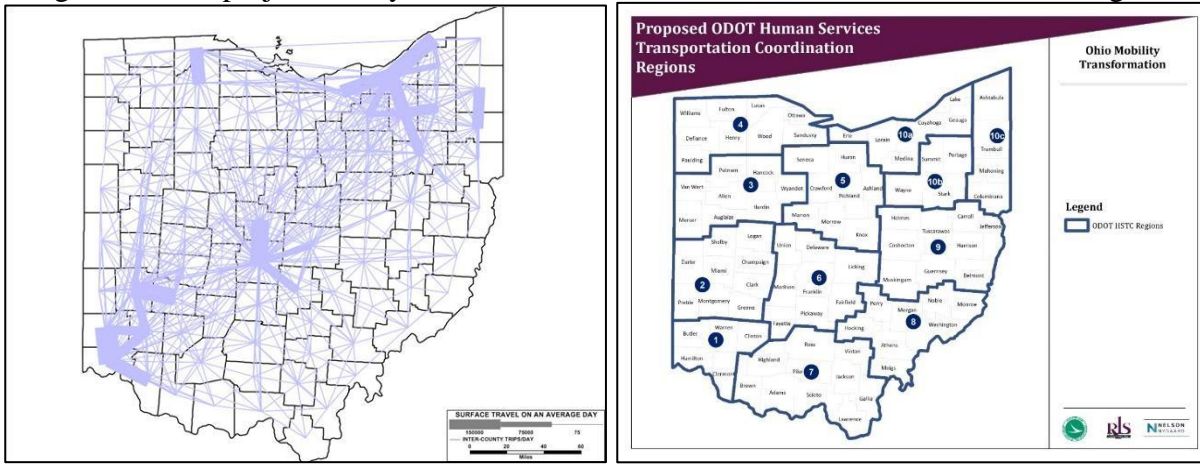
boundaries was applied to verify that the 10 HSTC regional boundaries would meet the established goals.

The HSTC regions capture 90 to 99 percent of the intra-regional traffic flow. Similarly, the majority of journey to work travel flow between counties occurs within the proposed HSTC regional boundaries.

In addition to travel flow comparisons, the regional boundaries are also largely consistent with Area Agency on Aging (AAA) and Managed Care Organization (MCO) regional boundaries which will support service consistency for many human service agency and public transportation system clients. The designation of common regional boundaries with the AAAs and MCOs should reflect an easy merge of information and resources.

Finally, there is at least one MPO and/or RTPO within each HSTC region. Regional intergovernmental relationships are often established and fostered through the MPO and/or RTPO. This structure will help to facilitate communication and resource sharing among organizations within each region.

Industry Analysis

A Workforce and Agency Impact Study was conducted to help determine the current state of operator/driver workforce conditions and the implications that may result from implementing statewide uniform operator/driver standards. The surveys were conducted in one urban region and one rural region. Surveys were distributed to 957 transportation providers serving the two regions. Following an analysis of current practices and discussion of best practices from the transportation industry, consensus

was reached within the Policy Group on key areas for alignment to allow for better coordination, reduce regulatory red tape, and increase access to mobility.

Defining the Professional Driver

To enable human service agencies and public transit to effectively coordinate transportation services, Ohio is establishing a uniform definition of a professional driver for health and human services transportation. Recognizing that transportation service for some populations may require drivers to meet additional standards or have specialized training in order to meet the needs of customers, the Policy Group agreed on a three-tiered system of professional drivers. The tiered system will allow for varying degrees of training and standards for each driver tier. Each of the three tiers will allow providers to promote coordination while matching qualified drivers with customer service and passenger assistance requirements, allowing providers to more efficiently serve passengers who receive services from multiple state agencies.

Defining Vehicle Categories

To enable human service agencies and public transit to effectively provide the most appropriate service to meet passenger needs, Ohio is establishing a uniform definition of vehicle types for health and human services transportation. Ohio will create standards around four vehicle types: standard passenger vehicles, enhanced passenger vehicles, accessible vehicles, and commercial driver's license (CDL) vehicles.

Recommending Uniform Statewide Regulatory Standards

Each standard may vary based on driver tier or vehicle type, and, depending on the agency, may require changes to internal policies or procedures—Ohio Administrative Code or Ohio Revised Code—for implementation. Standard recommendations consider existing Ohio regulations, best practices from industry standards and other states, consideration of state agency impact and consideration of workforce impact.

TRANSFORMATION STRATEGY

The vision and strategy for transformation of HSTC is based on eight (8) clearly defined objectives:

Re-imagine Regionalization – Use the redefined geographic boundaries for a regional mobility structure that is based on traffic flow, inter-agency and inter-governmental relationships.

Focus the Investment - The Regional Coordinated Public Transit-Human Services Transportation Plan (HSTP) will be prepared within each region to identify mobility challenges focus Ohio's investment in transportation. Plans are developed in partnership with all public and private organizations that operate, use, fund, and need transportation – including the passenger. The HSTP is not new, but its utility will be expanded through mobility transformation. In 2017 as part of Mobility Transformation, ODOT created a standardized template for the HSTP.

Align Policies – Re-think service policies and standards with the purpose of providing a transportation service that offers interchangeable pieces that can construct the right transportation solutions while eliminating the barriers of multiple differing regulations.

Invest in Technology – The logistics of transportation can be resolved through smart technology. New technology including a single database in which all drivers can be registered and monitored will create

consistency across agencies, eliminate the burden of multiple applications or registrations for professional drivers, and alleviate a technical administrative burden for participating agencies.

Invest in Mobility Management – Beyond the logistics and at the core of the structure lies the relational aspect of mobility. The mobility management structure is a centralized location for aligning policies, focusing the investment, applying technology, and empowering the transportation providers and riders.

Maintain Accountability and Enforcement – The cognizant agency will maintain responsibility for accountability and enforcement of the new mobility platform.

Standardize Purchase of Service Methodology - Service pricing guidance is based on the Transportation Network Company (TNC) business model and is designed to be fair to the service provider, enforceable, auditable, minimize fraud potential, appropriately share risk, reduce crosssubsidization, and ensure all agencies are responsible stewards of public funds and trust.

Increased Administrative Efficiency and Cost Savings – Building on a model developed by the Ohio Department of Education, Mobility Transformation will allow for the development of a statewide driver, vehicle and provider database along with a statewide consortium for drug and alcohol testing, physicals, and insurance will create administrative efficiencies and eliminate costly duplication background checks and training. While actual cost savings for delivery of service is unknown, it is the elimination of duplication resulting in increased availability of health and human service transportation that will eliminate unnecessary and costly ambulance trips to the emergency room.

Improved Quality of Service - Implementation of policy alignment standards will improve the overall quality and safety of the service through regulation of driver and vehicle qualifications, driver screenings, training, vehicle safety inspections, maintenance plans, and required safety equipment.

Implementation of this model will necessitate legislative action to enact the authority for any state agency to oversee the model.

VALIDATION AND SYNTHESIS

Validation and synthesis of the Mobility Transformation concept was conducted via a state agency survey, workforce impact study, study and establishment of defined regions, and recognition of the need for policy alignment across all participating state agencies.

State Agency Survey
A State Agency Survey was deployed. This survey was conducted to determine the impact of the administrative burden regulatory alignment efforts would cause oversight agencies. The survey's goal was to gain a better understanding of the rule changes needed to bring all agencies to the same level of policy compliance and alignment. The survey was also used as a method to identify the strategy state agencies preferred for implementation of policy alignment.

Input revealed that most state agency partners agree with policy alignment and that transportation policy alignment is best implemented through a single-agency approach: one agency primarily responsible for enacting all standards through a uniform set of Ohio Administrative Code rules that apply to all participating agencies.

Workforce Impact Study

The workforce impact study was conducted to help determine the state of operator/driver workforce conditions and the implications that may result from implementing statewide uniform operator/driver standards. The study was to determine existing conditions and potential implications by analyzing regulation, employment, demographic, as well as other available workforce data and surveying human service, public, and private transportation providers. The study process incorporated surveys in addition to public forums in each of the proposed regions to solicit insights on the research results. Participants in public forums included the following transportation providers: urban and rural public transit, health and human service, private for profit, non-profit, volunteer, sole proprietorship, Uber/Lyft, and NEMT.

Survey results and forum comments indicated uniform standards would not be a hardship to the majority of providers and the availability of statewide databases and training opportunities would be beneficial. Additionally, results indicated one Ohio Administrative Code (OAC)/Ohio Revised Code (ORC guidance is preferred by 73% of the study participants.

ODOT Coordination Regions

In order to reduce duplication and fill in gaps in service, ODOT sought to organize the provision of transportation services into regions. After significant study and consideration of goals established by the working group and the policy group, ODOT created boundaries to establish ten (10) Human Services Transportation Coordination (HSTC) regions.

Policy Alignment Consensus

Over a period of 18 months, the Working Group successfully developed recommendations for uniform HSTC operating standards in ten (10) areas:

- Driver Standards
- Vehicle Standards
- Background Check Standards
- Drug and Alcohol Testing Standards
- Physical and Medical Standards
- Training Standards
- Insurance Standards
- Service Delivery Standards

The Working Group's recommendations were presented to the State Agency Policy Group for comment and approval. Upon concurrence and agreement of the Policy Group, the ten standards were approved by the Policy Group and incorporated into the Ohio Mobility Transformation Policy Alignment Document. The policy alignment document describes the process and research conducted to develop each standard as well as clearly details each standard and the requirements of the standard.

In addition to the development of the standards, the Working Group also developed Cost Principle Guidance. The Cost Principle Guidance is based on four (4) principles;

- A pricing structure that mitigates provider risk;
- A fair cost and pricing structure; Auditable data and invoices; and
- Enforcement and compliance.

NEXT STEPS

With the foundation and structure firmly in place, the Policy Group and Working Group are tasked with proceeding with the following steps, which will be more fully defined by the assigned task leader(s):

Create Implementation Team
- ☐ Identify agency staff (operational vs policy) that will be assigned to this role with dedicated time
- ☐ Implementation team must be state agency staff with decision making authority
- ☐ Implementation team should be connected to a state agency that is highly impacted by HSTS ○ Dept of Public Safety ○ Office of Medicaid ○ Job and Family Services

  ○ Department of Aging ○ ODOT

Develop ORC Language
- ☐ Outline ORC requirements and process
- ☐ Develop language consistent with approved Mobility Transformation Standards
- ☐ Obtain Working Group input into draft language
- ☐ Draft initial draft language and work with ODOT/ODM attorneys to assist in the development of final language and initiation of submission and adoption process
- ☐ Participate in meetings/hearings as required for public outreach and assist as needed to develop consensus and support of ORC
- ☐ Point of reference and assistance for state office attorney review of ORC ☐ Facilitate ORC state approval process

Develop OAC Language
- ☐ Outline OAC requirements and process
- ☐ Develop ODOT OAC language consistent with approved Mobility Transformation Standards
- ☐ Obtain Working Group input into draft language
- ☐ Draft initial draft language and work with ODOT/ODM attorneys to assist in the development of final language and initiation of submission and adoption process
- ☐ Publish proposed OAC in the Federal Register for 30-day comment period
- ☐ Participate in meetings/hearings as deemed needed for public outreach and assist as needed to develop consensus and support of OAC
- ☐ Point of reference and assistance for state office attorney review of OAC ☐ Publish final OAC

Statewide Program Responsibility
- ☐ Develop Administrative Structure for Mobility Transformation ○ ODOT Organizational structure and staffing ○ Assist with establishing regional mobility managers/centers
  - ✦ Provide training for mobility managers
  - ✦ Lead coordination mobility transformation development and tools
- ☐ Coordination of Services ○ Track achievement of Mobility Transformation Goals

✦ Technical assistance to achieve goals ○ Monitor agency participation in mobility transformation efforts

☐ Develop guidelines and assist with establishing regional one call centers for trip coordination

☐ Continue with efforts to further deployment of schedule/dispatch optimization software

Conduct Cost Benefit Analysis

☐ Conduct a cost benefit analysis of the recommended Mobility Transformation structure to the currently existing multiple state agency structure.

Develop Phase-In Process and Timeline

☐ Formulate phase-In process by geographic region ○ Greatest chance of success

☐ Outline options for phase-in within a region ○ Driver type ○ Geographic ○ Agency service

☐ Develop agency priority for implementation

Develop Cognizant Agency Oversight Options

☐ Define roles and responsibilities of cognizant agencies and how agency will be determined

☐ Define procedures for consistent oversight among cognizant agencies ○ Develop program manual including procedures, templates, checklists and forms ○ Identify internal and external options for conduct of oversight activities (all or select components)

Develop RFP Specifications and Conduct Solicitation and Selection Process for Technology Requirements and Database Management Systems:

☐ Identify necessary components, information flow, interface needs, reporting requirements, IT/hosting needs and overall functionality.

☐ Identify current product availability, attributes, platform, requirements, etc. and customization needs

☐ Develop scoping documents and cost estimates for RFP process

☐ Statewide driver/vehicle database

☐ Statewide training database

☐ Statewide provider database

☐ Provider access to online state and national criminal background reports ☐ Provider access to online state and national abuse registry reports

Develop Driver/Vendor Onboarding Procedures

☐ Application for enrollment including credential upload capabilities and hyperlinks

☐ Real-time qualification status monitoring

☐ Develop reporting requirements and privacy standards

Development of Contractor Inclusion Procedures ☐

Develop contractor standards/requirements ☐ Develop contractor oversight:

- Requirements
- Tools

Driver Training Requirements
- Develop/Approve Required Training Courses that Meet Minimum Standards and Identify Training Resources/Capacity within State
- Identify existing training facilities and capacity that already exists in the state and perform a gap analysis
- Identify and Address Need for Additional Training Capacity, As Necessary
- Establish method and standard process for tracking training o Defensive Driving o Passenger Assistance o Mobility Device Securement o Emergency Evacuation o Sensitivity/Diversity o First Aid/CPR o Bloodborne Pathogens o Substance Abuse Awareness o HIPAA/Consumer Rights o Vehicle inspection o Other

Develop Procedures for Statewide Services
- Develop RFP for Statewide Drug and Alcohol Testing Third Party Administrator
- Develop Process, Instructions and Forms for Driver Physical Exams and Medical Qualifications

Trip Cost/Billing Rate
- Develops standard cost allocation and pricing model
- Associate rate structure associated with tiers o Establish billing structure o Consider unduplicated trips/miles
- Develop provider billing manual
- Billing rates including cost sharing considerations
- Shared ride service
- Dedicated ride service
- Trip sharing - coordination
- Fully allocated cost

Data Capture and Reporting
- Common data reporting year
- Standardize definitions
- Standardize reporting (trips, miles, hours, service mode, etc.) ☐ Annual reports to Office of Mobility Transformation

Develop Implementation Tools and Program How-to Manuals:
- Develop implementation technology requirements
- Develop how-to manuals for statewide databases
- Develop provider how-to manual and corresponding training for onboarding procedures, database use, OAC requirements, oversight procedures, compliance assessments, consequences and due process

Statewide Program Compliance
- Develop Oversight and Compliance Program o Desk reviews, on-site reviews, component reviews, comprehensive review

- ✦ Staffing, budget
- ✦ Timelines-annual, triennial o Required reporting and reporting tool development o Compliance audit process and audit tools o Technical assistance manual development
- ⬜ Develop compliance monitoring, investigation and enforcement program

CONCLUSION

'Mobility Transformation' is a rebirth of the way in which human services and public transportation dollars are managed within Ohio and forms the structure that will align the elements of policies, funding, planning, and technology into an enhanced mobility platform across the Ohio state agencies that fund human service transportation. Developed from a systematic compilation of data and statistics from across the various state agencies and their programs and constituents and grounded in research that uncovered new opportunities for productive inter-agency relationships, this new platform creates a lasting mechanism for limitless transportation options for the residents of Ohio for HSTC in Ohio.

With ten HSTC regions established, and policy alignment standards and cost principle guidance developed, the next step is implementation.

REPLICATE AND EXPAND TRANSPORTATION PROJECT

> **PUBLIC LAW 106–402—OCT. 30, 2000**
> (11) individuals with developmental disabilities need to have access to and use of public transportation, in order to be independent and directly contribute to and participate in all facets of community life;

GOAL:

People with disabilities and their families will have increased access to services and technology that promote leadership, accessibility, safety, independence, outreach, equality, inclusion, health, work opportunities, and community.

Objective and Impact of Project
By the end of the second year of the project , at least two new counties will be added to the Athens County route and volunteer counties will receive technical assistance and training on how to develop a transportation system that leverages dollars, collaborates and finds ways to sustain itself.

Background, Rationale and Scope of Project (This information should mirror what you write for the CRA and should include the disparity that you found along with data to support it.)

The Ohio Developmental Disabilities conducted a study on transportation which reported that obtaining safe, affordable, and appropriate transportation options can be very difficult for Ohioans with disabilities. Existing transportation options do not always operate at the times or in the locations they are needed. Transportation options often do not, or cannot, serve the diversity of disabilities present in the community. There are major scheduling challenges which result in long wait times for rides. Riders did not believe they could make spontaneous or flexible travel decisions, limiting or preventing their participation in a variety of activities and inhibiting integration in their community. For their part, transportation providers indicated they struggled to balance meeting the needs of their clients with budget constraints and regulatory and documentation requirements. Different stakeholders – Ohioans with disabilities, transportation providers, and other professionals – were often in agreement when identifying issues, if not in full agreement on the best solutions.

Ohio's population is growing more slowly than many other states. In places where Ohio is adding people, the growth is largely attributable to foreign born populations. Most of these individuals are moving to urban areas. ▪▪ Foreign born populations tend to be experienced public transportation riders. Many expect and want public transportation services if they are going to make Ohio their permanent home. Ohioans are getting older and poorer, especially in rural areas. ▪▪Seniors and low income individuals will rely more on public transportation, putting more pressure on transit systems to meet this growing demand. Health and human services are increasingly focused on serving people in their communities and encouraging people to stay in their homes.

▪▪Implementing these programs requires a corresponding investment in transportation; this can be coordinated with public transportation services to reduce duplication of service and effort. (2014 Ohio Statewide Transit Needs Study)

The pilot program, Athens On Demand Transit, was implemented in November 2012. The service at that time at three wheelchair accessible, ADA compliant minivans. The service is demand response, and riders must provide 24 hours' notice for trip requests. Personal care attendants ride free. Travel training is provided to help riders understand how the service works. AODT uses scheduling and dispatching software from a vendor called PCTrans. HAPCAP had already purchased the PCTrans product for Logan Public Transit, and it was relatively inexpensive to add licenses for AODT's use. (2013 External Evaluation Report by Ohio Department of Transportation)

AODT provides each rider with a courtesy card at the drop-off point. The card shows the name and cell number of the driver that will be picking up the rider, as well as the scheduled pickup time. Riders are asked to wear an Athens On Demand Transit lanyard, with the courtesy card in the lanyard's pocket. (2013 External Evaluation Report by Ohio Department of Transportation)

Athens On Demand Transit is running along quite nicely and the ridership continues to increase. A lot of this is from improved scheduling and planning. Their DD clients reoccurring rides account for 75-80% of the time slots, many of these involve work related activities.

Council would like to invest in two aspects of a transportation project with AODT:

1. Conduct a pilot that allows AODT to provide rides outside of Athens county and target people with disabilities first to receive these rides. **Incorporate technology when needed.**

2. Work with interested counties to replicate their project success and focus on ways to leverages dollars, collaborate and find ways to sustain themselves.

Key Activities:

- Develop a system for out of county transportation for individuals with disabilities (ie. Scheduling, driver and vehicle needs, cost, etc.)

- **Seek technologies to assist in the scheduling and dispatch of out of county trips**.

- Determine major trip generators for individuals with disabilities traveling out of county to assist in data collection, needs of the community, and future planning.

- Determine cost of trip generators for individuals with disabilities traveling out of county to assist in data collection, future planning, and need.

- The Athens Hocking Mobility Management Program will conduct outreach to counties interested in replicating the AODT Program.

- The AHMM program will conduct trainings and program overviews for counties interested in replicating the AODT program.

- The AHMM program will provide support for applications for counties applying for the replication of the AODT program.

- The AHMM program will work with AODT to host interested counties and discuss funding and operation of the program.

Outputs

IFA 3.1   **The percent of people with developmental disabilities satisfied with a project activity.**

IFA 3.2   **The percent of family members satisfied with a project activity.**

SC 1.1   **The number of policy and/or procedures created or changed.   3**

SC1.4   **The number of people trained or educated through Council systemic initiatives. 150**

SHORT TERM OUTCOMES: (*Initial changes in participants' knowledge, attitudes and skills. These are necessary steps toward the ultimate outcome*.)

- Strategic efforts will be made to ensure that people with disabilities in the Athens areas will be able to travel outside of Athens County.

LONG TERM OUTCOMES: (*Desired changes or improvements in targeted behaviors and/or system performance*)

Identified counties in the rural area of the state interested in receiving technical assistance in replicating a coordinated transportation which includes technical assistance in how to leverage dollars, collaborate and find ways to sustain themselves will be made available.

Resources to be Invested:
Federal Funds: $80,000.00
Match funds: $26,666.66
                    $106,666,66

Funding Method
  Competitive

Grantee:
To Be Determined

Committee:		*Community Living*	Date:	*8/18/2020*
Motion:	Approve Plan Language Michael D, Rochelle			

Member	Present	Yes	No	Abstain
DENLINGER, Michael	☐	√	☐	☐
HALL-ROLLINS, Rochelle	☐	√	☐	☐
HARRISON, Matt	☐	☐	☐	☐
JACKSON, Emilia	☐	☐	☐	☐
JAZZI, Ellie	☐	√	☐	☐
JENKINS, Vicki	☐	√	☐	☐
	☐	☐	☐	☐
PLASENCIA, James	☐	☐	☐	☐
SPARGO, Jo	☐	√	☐	☐
STRAUGHTER, Marci	☐	√	☐	☐
WALBURN, Dara	☐	☐	☐	☐
RADLER, Jill (Chair)	☐	☐	☐	☐
TOTAL				

The above stated motion WAS APPROVED ☒

The above stated motion WAS NOT APPROVED ☐

Q93 In your role as a DD professional or stakeholder, what do you feel could help you and others in this role? (Check no more than three (3))
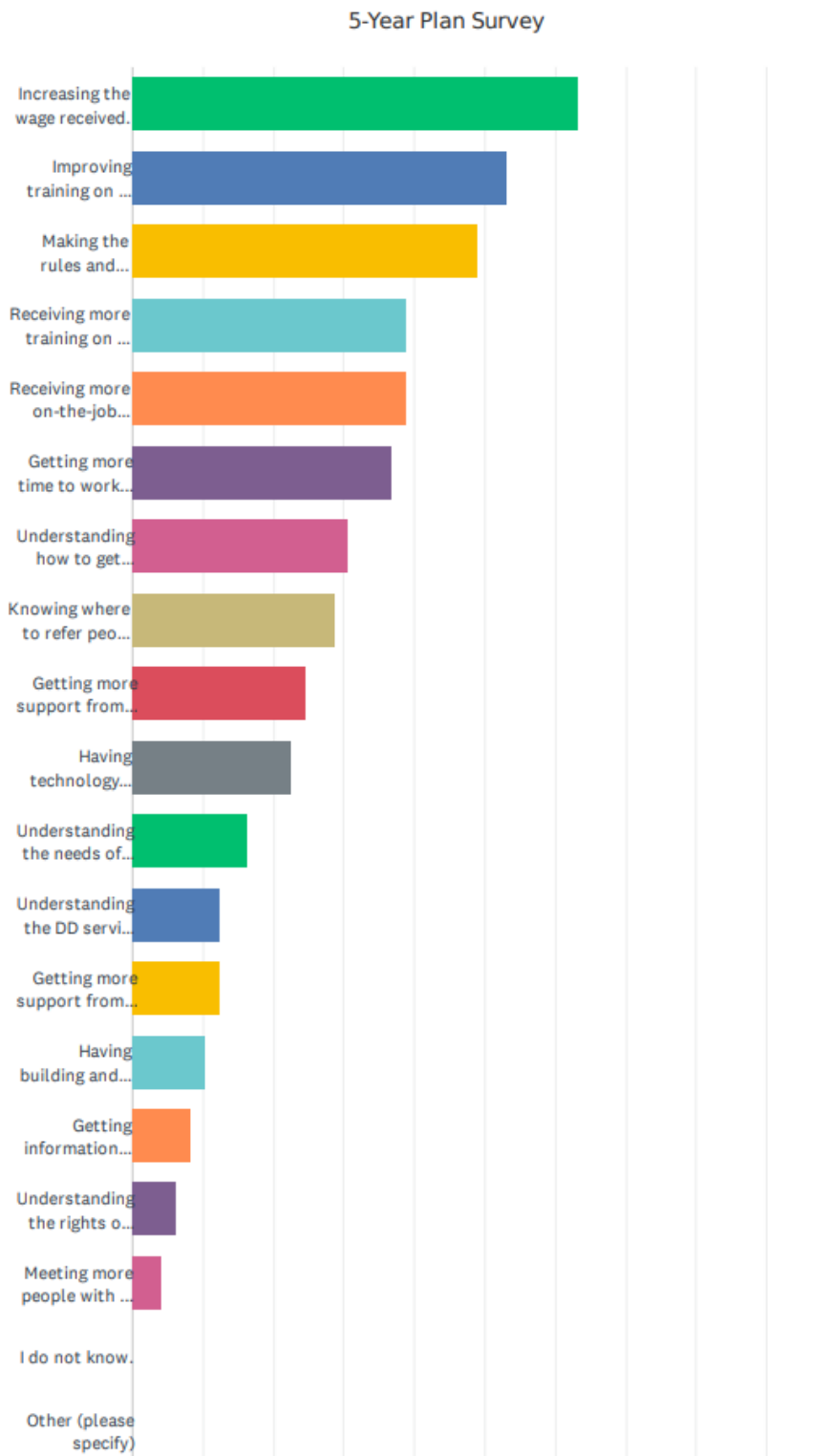
5-Year Plan Survey

5-Year Plan Survey

ANSWER CHOICES	RESPONSES	
Increasing the wage received.	63.27%	31
Improving training on how to work with people with DD.	53.06%	26
Making the rules and regulations less complicated or in an easy to understand format.	48.98%	24
Receiving more training on how to work with people with DD.	38.78%	19
Receiving more on-the-job support.	38.78%	19
Getting more time to work with people with DD rather than completing paperwork.	36.73%	18
Understanding how to get services for people with DD.	30.61%	15
Knowing where to refer people to get help.	28.57%	14
Getting more support from management.	24.49%	12
Having technology available.	22.45%	11
Understanding the needs of people with DD and their families.	16.33%	8
Understanding the DD service delivery system.	12.24%	6
Getting more support from families.	12.24%	6
Having building and materials accessible.	10.20%	5
Getting information about my agency to help people with DD and families.	8.16%	4
Understanding the rights of people with DD.	6.12%	3
Meeting more people with DD or families.	4.08%	2
I do not know.	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 49		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

DSPS TOLD THE OHIO ALLIANCE OF DIRECT SUPPORT PROFESSIONALS WHAT THEY WANTED…..

2020

❖ A sense of belonging

❖ A meaningful way to connect with other DSPs

❖ Opportunities to learn and grow in their position

❖ Advancement opportunities

❖ Opportunities to share their experience and help/mentor other DSPs

❖ Training that they can control (when, where and how they receive it) as well as being able to select topics that interest them/will help them do their job better.

<div align="center">2020 State Plan Amendment</div>

Plan Year Being Amended: 2020

Title: Strengthening the Voices of Direct Support Professionals
Page (s): 45-47
Approved by Committee:
Approved by Full Council :
Effective Date: Immediately

Rationale:
The Ohio Alliance of Direct Support Professionals (OADSP) has been researching various ways to inform, engage, inspire, and educate Direct Support Professionals (DSPs) and Frontline Supervisors (FLSs) in the very quickly changing landscape of service provision.

The following proposal is an "out of the box" approach to address and strengthen many aspects of the workforce.

The goal of this project is to build a customized platform for the I/DD workforce in Ohio that is integrated with OADSP's website. **The platform is a multimedia hosting, distribution, and conversation platform that makes it easy for users to find, consume, and act on content, and would be branded with a name like "OADSP TV", "DSP TV".** The platform would host a myriad of content that is organized and easy to access, including content from events for learning long after they end. OADSP would have the ability to select which areas of the platform to monetize and which areas to allow open access to. This gives them the ability to generate revenue **to promote sustainability**, while working toward allowing open access to all content as we gain sponsors and virtual vendors. The platform allows sponsors and vendors to host a page within the platform, and also advertise with banners and sponsor specific content, all of which provides a cost effective way for them to reach their target audience and provides much more exposure than vending at a typical conference/event.

Another goal of creating this integrated platform is to support peer to peer learning. OADSP has seen the benefits of bringing together groups of DSPs and FLSs in the context of our councils, and would like to create opportunities for peer to peer learning on a grander scale. This platform will support video learning series' that feature Ohio DSPs and FLSs, and allow viewer interaction and feedback.

Another benefit is that OADSP would have the option to utilize this platform to host our curriculum through the built in learning management system (LMS). **This option would allow OADSP to partner with DODD to provide access to training at no cost to agencies or DSPs. OADSP would also be able to partner with other entities that have training to strengthen the skills of DSPs and FLSs**. For example: OADSP could host training videos from the Ohio Self Determination Association with the goal of allowing DSPs and FLSs to have the ability to learn from people with disabilities.

OADSP projects that this project will cost $20,000 to build and get off the ground, most of which would go to staff hours to work with the platform creators (Association TV). OADSP is interested in getting to work on this project immediately so that the platform can be launched in January, 2021.

Modification:

This Amendment would increase the 2020 allocation by $20,000 to build a customized platform for the I/DD workforce in Ohio that is integrated with OADSP's website. The platform is a multimedia hosting, distribution, and conversation platform that makes it easy for users to find, consume, and act on content, and would be branded with a name like "OADSP TV", "DSP TV". This option would allow OADSP to partner with DODD to provide access to training at no cost to agencies or DSPs. OADSP would also be able to partner with other entities that have training to strengthen the skills of DSPs and FLSs.

Federal funds: $20,000.00
Match funds: 6,666.66
                          $26,666.66

Committee:		*Community Living*		Date:	*8/18/2020*

Motion:	Plan Amendment Approval- Rochelle, Michael D

Member	Present	Yes	No	Abstain
DENLINGER, Michael	☐	√	☐	☐
HALL-ROLLINS, Rochelle	☐	√	☐	☐
HARRISON, Matt	☐	☐	☐	☐
JACKSON, Emilia	☐	☐	☐	☐
JAZI, Ellie	☐	√	☐	☐
JENKINS, Vicki	☐	√	☐	☐
	☐	☐	☐	☐
PLASENCIA, James	☐	☐	☐	☐
SPARGO, Jo	☐	√	☐	☐
STRAUGHTER, Marci	☐	√	☐	☐
WALBURN, Dara	☐	☐	☐	☐
RADLER, Jill (Chair)	☐	☐	☐	☐
TOTAL				

The above stated motion WAS APPROVED ☒

The above stated motion WAS NOT APPROVED ☐

Committee:		Community Living	Date:	8/18/2020
Motion:	Motion to Adjourn Michael D, Marci			
Member	Present	Yes	No	Abstain
DENLINGER, Michael	☐	☐	☐	☐
HALL-ROLLINS, Rochelle	☐	☐	☐	☐
HARRISON, Matt	☐	☐	☐	☐
JACKSON, Emilia	☐	☐	☐	☐
JAZZI, Ellie	☐	☐	☐	☐
JENKINS, Vicki	☐	☐	☐	☐
O'LEARY, Blaine	☐	☐	☐	☐
PLASENCIA, James	☐	☐	☐	☐
SPARGO, Jo	☐	☐	☐	☐
STRAUGHTER, Marci	☐	☐	☐	☐
WALBURN, Dara	☐	☐	☐	☐
RADLER, Jill (Chair)	☐	☐	☐	☐
TOTAL				

The above stated motion WAS APPROVED ☒

The above stated motion WAS NOT APPROVED ☐