

# Mobility Ohio

## What is Mobility Ohio?

Transportation services in Ohio are operated by hundreds of public and human services agencies. Some services are open to the general public, while others serve only seniors, persons with disabilities or other specific groups. All of these services are necessary to meet the diverse transportation needs of Ohioans.

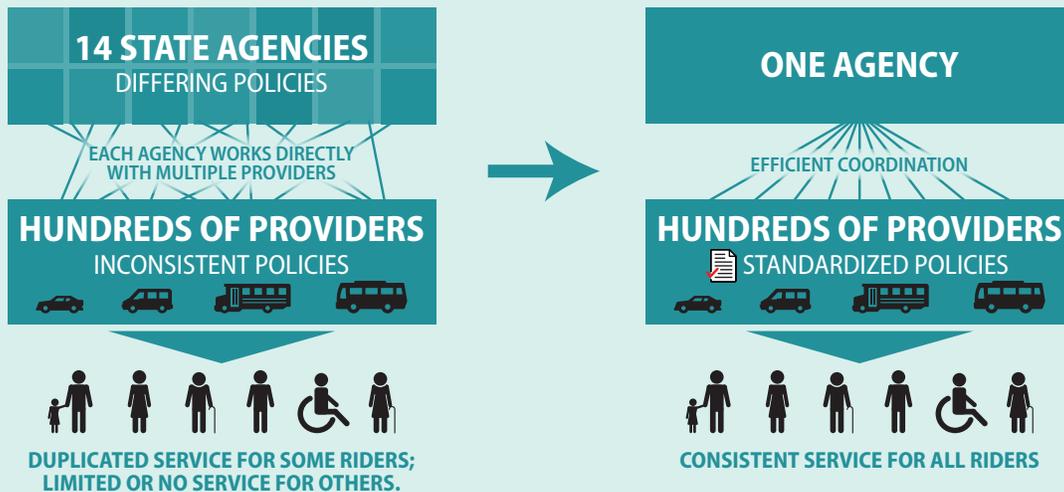
Fourteen Ohio state agencies invest over \$500 million annually into providing transportation for consumers. Each agency has its own programs and policies. Lack of coordination among the agencies has led to inefficient use of resources, where there are duplicated transportation services for some riders, and no, or limited, service for others.

Mobility Ohio is a multi-agency effort to improve the safety, access, and quality of Ohio's health and human service transportation network while mitigating fraud by establishing a consistent and effective oversight structure and increasing inter-agency coordination.

**MOBILITY OHIO GOAL:**  
INCREASE MOBILITY FOR  
PERSONS WITH DISABILITIES,  
PERSONS OF LOW INCOME,  
CHILDREN, OLDER ADULTS  
AND THE GENERAL PUBLIC.



The Mobility Ohio vision is to address unmet transportation needs identified by stakeholders in the Ohio Statewide Transit Needs Study, Transportation Challenges for Ohioans with Disabilities Study, and the Ohio Mobility Transformation Study. The vision establishes administration of all health and human service transportation through a single agency across ODOT's Human Service Transportation Coordination (HSTC) Regions.



### Administration responsibilities could include:

Transportation provider oversight | Program reporting | Agency specific billing, scheduling and dispatching |  
Purchase of service contracts | Adoption of consistent cost and pricing standards by all participating agencies

It has been asked if Mobility Ohio is a brokerage for Medicaid non-emergency medical transportation (NEMT)? Absolutely not. Mobility Ohio is a multi-agency initiative to coordinate all health and human service transportation. The typical for-profit statewide brokerage model for NEMT effectively siloes NEMT from all other transportation services, while the goal of Mobility Ohio is to create regional mobility management centers that would coordinate and broker all human services transportation within each ODOT HSTC region.



### For more information

#### About Mobility Ohio and Pilot Project

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#### About the Rate-setting Tool

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## Initiative One: Mobility Ohio Pilot Rate-setting

Often, state and local agencies restrict their transportation services to clients of a specific state or federal program, and do not permit these vehicles or services to be used by other programs or riders. This leads to inefficient use of resources and unused capacity, even when there are transportation needs that are not met.

These restrictions are often attributed to Federal requirements. However, this is a misperception of Federal intent. Federally funded vehicles and transportation resources can be shared with other Federal and community agencies that have a transportation role, as long as costs can be allocated appropriately.

The barrier standing in the way of effective sharing of transportation resources is often accurate cost allocation. Hence, establishing a consistent method for setting transportation rates is the first task of Mobility Ohio.

The rate-setting method will provide the basis for allocating costs and establishing rates when clients of different programs use a single transportation service. Standardized rate-setting also provides a foundation for Federal Funds Braiding, whereby federal funding from one program can be used as local match for other federal funds; and it mitigates provider fraud by establishing one rate-setting method for all providers.

### Rate-setting Pilot

As a first step in implementing the Mobility Ohio vision, ODOT is leading a pilot project in the OMEGA HSTC region which includes the Counties of Belmont, Carroll, Coshocton, Guernsey, Harrison, Holmes, Jefferson, Muskingum and Tuscarawas.

A rate-setting methodology based on the fully allocated costs of providing transportation will be implemented in this region. The goal is to allow costs to be billed or allocated appropriately to the transportation user and will facilitate the more efficient use of transportation resources.



### Rate-setting Tool

Mobility Ohio is providing a rate-setting tool to assist transportation providers in pricing service based on their fully allocated costs. The fully allocated cost includes direct and allocable indirect costs.

The rate-setting tool incorporates an Excel spreadsheet program that allows transportation providers to enter expense data and easily perform calculations to generate pricing by unit of service (service hour, service mile, one-way passenger trip, or passenger-mile). ODOT has contracted with RLS & Associates to develop the tool and train providers on its use. As part of the rate-setting pilot, four local providers in the OMEGA HSTC region have already begun to use the tool.

At the Federal level, RLS is also working with the US DOT's Council on Access and Mobility (CCAM) to create a rate-setting cost allocation model based on the experience of Ohio's Mobility Transformation and the pilot project. This effort has put Ohio in the spotlight and given us a chance to influence the direction of human service transportation provision nationwide.



### Other Mobility Ohio Initiatives

The rate-setting methodology is one of several Mobility Ohio initiatives being introduced during the pilot in the OMEGA region. Following the pilot, these initiatives will be implemented throughout the state.

#### Other initiatives include:

- Establishment of a statewide governance structure for coordinated health and human service transportation
- Adoption of consistent driver and vehicle standards
- Retention of local investment in public and human service transportation
- Development of DRIVES (Driver Regulations Inventory Vehicle Entry System), a comprehensive statewide database of all transportation providers, drivers, and vehicles.