

Workgroup Budget Ideas

Proposal: Transportation Reform

Effective July 1, 2009, at the time of development, scheduled review or modification of a consumer's IPP or IFSP, regional centers: shall not fund specialized transportation services for adults who can access and utilize public transportation; shall only fund the least expensive transportation modality that meets the consumer's need; fund transportation to the nearest program that can meet a consumer's needs as identified on the IPP/IFSP; and shall only fund transportation services for minor children when the family provides documentation that they can not provide transportation.

Background Information on Program Area:

Regional centers purchase transportation services for consumers of all ages. Transportation is provided so consumers can get to work, day and infant programs, social-recreation activities, therapies and medical care, etc. Regional center funded transportation services include specialized transportation, vouchers, taxis, bus passes for public transportation systems, and services provided by day and residential programs as an additional component of their vendored service.

In FY 2007-08, regional centers spent \$114.8 million purchasing transportation services for nearly 56,000 consumers. An additional \$100 million was expended on contract transportation services.

Please check box applicable boxes:

- Trailer bill language
- Regulation change
- Waiver amendment/New waiver

Pros:

- Would result in savings in FY 2009-10.

Cons:

- May create a barrier to receipt of services by minor children.

Fiscal :

2009/10 Savings \$18.4 million TF (\$16.9 million GF)

Annual Savings \$39.9 million TF (\$36.6 million GF)

In FY 2007-08, regional centers spent \$214.8 million in specialized transportation services. The January 10, 2009, Governor's Budget projects regional centers will expend approximately \$239.3 million for these services in FY 2009-10. The following assumptions reflect the movement of persons receiving specialized

transportation services to the least costly mode of transportation, while continuing to ensure the health and safety of the consumers.

- 28.0% of Persons aged 0-2 will move out of 875, 880, 882 and Other Services into Transportation Family Member.
- 14.0% of Persons aged 3-17 will move out of 875 into Transportation Family Member.
- 28.0% of Persons aged 3-17 will move out of 880, 890, 882, and Other into Transportation Family Member.
- 14.0% of Persons aged 03-99 will move out of 875 Transportation Company into 880 Transportation Additional Component.
- 14.0% of Persons aged 18-99 will move out of 875 into 895 Public Transportation.
- 28.0% of Persons aged 18-99 will move out of 880, 890, 883 and other services into 895 Public Transportation.
- 3.0% of persons will object to the change, resulting in a fair hearing process that prevents the change in transportation type.
- 50.0% Federal Medical Assistance Percentages (FMAP).
- 33.3% Percentage of persons with IPPs evaluated every three years
- 66.7% Percentage of persons with IPPs evaluated every one year or more frequently
 - Transportation Assistant is a necessary support for persons 18-99.
 - The percentage of transportation expense for persons enrolled on the Home and Community-Based Services Waiver varies by service code. Transportation services to children aged 0-2 will not be billed to the Waiver.
 - IPPs are done on an annual basis, evenly each month. The calculations include the lag factor associated with the IPP process.