

**Maine Travel Voucher Legislative Workgroup**

**August 11, 2016**

**2:30-4pm DHHS Legislative Committee Room Cross Building Room 209**

**Attendance: Mike McClellan, Mel Clarrage, Rachel Dyer, Jim Phipps, Riley Albair, Eric Dibner**

**Excused: Dennis Fitzgibbons, Kelly Arata, Karen Mason, Mary Lou Dyer, Simmone Maline, Rep. Matt Peterson and Rep. Dale Crafts and**

Mel welcomed all at 2:30

Mike recapped the past meeting, pointed out that the reading materials are now on the Maine SILC website ([www.mainesilc.org](http://www.mainesilc.org)). He also shared that the meeting today was to hold a group discussion, given having read the materials, to begin to discuss what pieces and components of a Travel Voucher System would or could include in Maine.

Group used much of the meeting in a round table type discussion using the reading materials and past experiences as guidance. Minutes were simply recorded as the conversation flowed:

The question in any model: how do you allocate the resources?

Who would be eligible?

What rides are utilized and what is not a ride?

Is a voucher system the best option?

Could we utilize a voucher system while also utilizing other resources and funding sources.

What is the criteria or do we need to set the criteria for a program?

The readings had many examples.

Spending on a 1<sup>st</sup> come basis is not equitable, how do we make sure this is done equitably?

Are rides to work a priority?

I suppose there may be means testing?

Consumer should have a buy in.

Sliding Scale, money will be scarce.

Concept of skin in the game is important as policy makers may see this is too good a benefit to provide otherwise.

Not means testing but "transportation testing."

Transportation is expensive with vehicle upkeep, it ends up being more expensive if you can't drive that vehicle.

Self-directed is important.

Would it be hard to means test?

Very subjective.

Is it an asset to own a car even if you cannot drive it?

If we are creating a program, we need to assure the funding?

Penquis seems to have some model of transportation voucher program, small and limited criteria.

How do you coordinate as much as you can to then make any monies available go farther?

Don't start statewide and build on what is already there.  
Pilot project in a limited geographic area?  
PROP had a transportation program in the 1990's.  
They had vans and would use volunteer drivers.  
Riders did contribute a bit.  
Current rides often are only for medical appointments.  
Are we focusing on people with disabilities? Yes.  
Do we assume that the program we create uses accessible vehicles?  
Is that up to the consumer to deal with?  
The who question remains - who qualifies? General consent for ADA definition.  
Would not want this to just be about employment but would like to value people seeking employment...  
Pilot program is the way to begin but the goal is to replicate if successful.  
Region approach would cover people in a region but would not limit them to travel in that region.  
I think self-directed is innate to this travel voucher idea.  
Who budgets and helps decide the funding per person.  
If you use the voucher for the ride, who else can ride with you, does it cost more?  
In self-directed model – you negotiate that.  
Using the Travel Voucher program. Having a sit down in the beginning may help let you know options.  
Travel is limited only by the budget you have. (In state or out of state).

#### **Pull outs from the discussion (Themes and topics to consider.)**

Who is served?  
Prioritize work rides?  
We will need to create rules/criteria?  
Define what a ride is?  
Define consumer buy in?  
We will need to consider marketing/political buy in.  
Self-directed is a key.  
Best option might be a pilot to start?  
Who is going to provide rides?  
What is the administration of the travel voucher system?  
What is the payment system?  
Is there a co-pay, how does the entire system then work.

#### **Define terms (Is this group in agreement on these terms? Rough definitions.)**

**Travel Voucher** - is a cash substitute that a consumer can spend on any transportation they want to use to go anywhere they want to go. Limits may come given funding. The Travel Voucher is Self-directed.

**Self-Directed** - you get to choose the use of the voucher and you get to choose the method of travel.

**Disability** is defined by the ADA definition

(ADA defines a person with a disability as a person who has a physical or mental impairment that substantially limits one or more major life activity. This includes people who have a record of such an impairment, even if they do not currently have a disability.)

**A Ride** is what you can negotiate

### **Agenda for September meeting**

Could include:

Speakers on travel voucher programs

Overview on UBER, on LIFT

Outline a framework for a program

Overview: APRIL

Overview: Montana Group

Possible speaker: Penquis CAP Program

Possible speaker: Mobility Works

Hear from Rep. Crafts and Rep. Peterson

### **Next Maine SILC Legislative Travel Voucher Workgroup Meeting**

September 1

2:30-4pm

DHHS Legislative Room (209) of the Cross Building in Augusta

Submitted,

Mike McClellan  
Executive Director  
Maine SILC