

Summary of Impacts and Changes in Rural Public Transit Services in Maine in the Wake of Medicaid NEMT Brokerage Implementation...and A Partial History NEMT Coordination

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Peter Schauer

- As General Manager of OATS in Missouri and as an invited witness before the US Senate Special Committee on Aging in 1974 Peter Schauer testified...

“...coordination is one of the words we live by.”

- As one expert put it...

“Peter you were coordinating before most of us could spell the word.”

Coordination and NEMT Studied and Studied and Studied

With FAST Act...maybe...finally... some definite resolution to certain issues like cost sharing will come about

Many studies since 1974!

Only showing GAO
Reports since 1999

*But it gives a sense of the long strange
trip it has been*

1999

- Transportation Coordination: Benefits and Barriers Exist, and Planning Efforts Progress Slowly

RCED-00-1: Published: Oct 22, 1999. Publicly Released: Oct 22, 1999.

Note: This study occurred some 25 years after some of us were demonstrating the benefits of coordination and operating coordinated services.

2003

- Transportation-Disadvantaged Populations: Many Federal Programs Fund Transportation Services, but Obstacles to Coordination Persist
GAO-03-698T: Published: May 1, 2003.
Publicly Released: May 1, 2003.

2012

- Transportation-Disadvantaged Populations:
Federal Coordination Efforts Could Be Further
Strengthened
GAO-12-647: Published: Jun 20, 2012. Publicly
Released: Jun 20, 2012

2013

- Transportation-Disadvantaged Populations: Coordination Efforts are Underway, but Challenges Continue
GAO-14-154T: Published: Nov 6, 2013. Publicly Released: Nov 6, 2013

2014

- Transportation for Older Adults: Measuring Results Could Help Determine If Coordination Efforts Improve Mobility
GAO-15-158: Published: Dec 10, 2014. Publicly Released: Dec 10, 2014

2015

- Transportation Disadvantaged Populations: Nonemergency Medical Transportation Not Well Coordinated, and Additional Federal Leadership Needed
GAO-15-110: Published: Dec 10, 2014. Publicly Released: Jan 9, 2015.

2016

- Nonemergency Medical Transportation:
Updated Medicaid Guidance Could Help States
GAO-16-238: Published: Feb 2, 2016. Publicly
Released: Mar 3, 2016

Passenger transit services have been trying for 45 years...when?

- Coordination Efforts Progress Slowly
- Obstacles to Coordination Persist
- Measuring Results Could Help Determine If Coordination Efforts Improve Mobility
- Challenges Continue
- Nonemergency Medical Transportation Not Well Coordinated
- Additional Federal Leadership Needed
- Updated Medicaid Guidance Could Help States

From GAO Studies 1999 - 2016

- Coordination Efforts Progress Slowly
- Obstacles to Coordination Persist
- Measuring Results Could Help Determine If Coordination Efforts Improve Mobility
- Challenges Continue
- Nonemergency Medical Transportation Not Well Coordinated
- Additional Federal Leadership Needed
- Updated Medicaid Guidance Could Help States

Why not “will” instead of “could?”

Why the interest from GAO

- NEMT is at high risk for fraud and abuse
- Expenditures- Medicaid NEMT \$1.5 Billion (2013)
- Growing demand for services.
 - Source: <http://www.gao.gov/products/GAO-16-238>

Examples of Selected State Models for Administering Medicaid Nonemergency Medical Transportation (NEMT)

States have discretion in how they implement NEMT

- Fee for Service
- Managed Care
- Broker

– Source: <http://www.gao.gov/assets/680/674934.pdf>

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Fee for Service

- States may pay NEMT providers a fee for each trip. States may choose to handle their fee for service system centrally or delegate responsibility to local officials.
 - Source:
<http://www.gao.gov/assets/680/674934.pdf>
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Managed Care

States may contract with health plans to provide health care services, which can include NEMT, to beneficiaries for a set per-member, per-month fee. Under these arrangements the state delegates all NEMT responsibilities, including developing a provider network, providing services, and paying for services, to the health plan. In turn, the health plan may choose to subcontract with a transportation broker to administer NEMT for their members.

- Source: <http://www.gao.gov/assets/680/674934.pdf>
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Broker

- Some states contract with transportation brokers to provide NEMT for beneficiaries who are not in managed care. States ' contracts with brokers vary in terms of payment, broker responsibilities, service areas, and populations covered.
 - Source: <http://www.gao.gov/assets/680/674934.pdf>
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FAST Act

- From H. R. 22—151, Section 3006: Makes reference to fulfilling 2004 Executive Order No. 13330, to enhance access to transportation to improve mobility, employment opportunities, and access to community services for persons who are transportation-disadvantaged

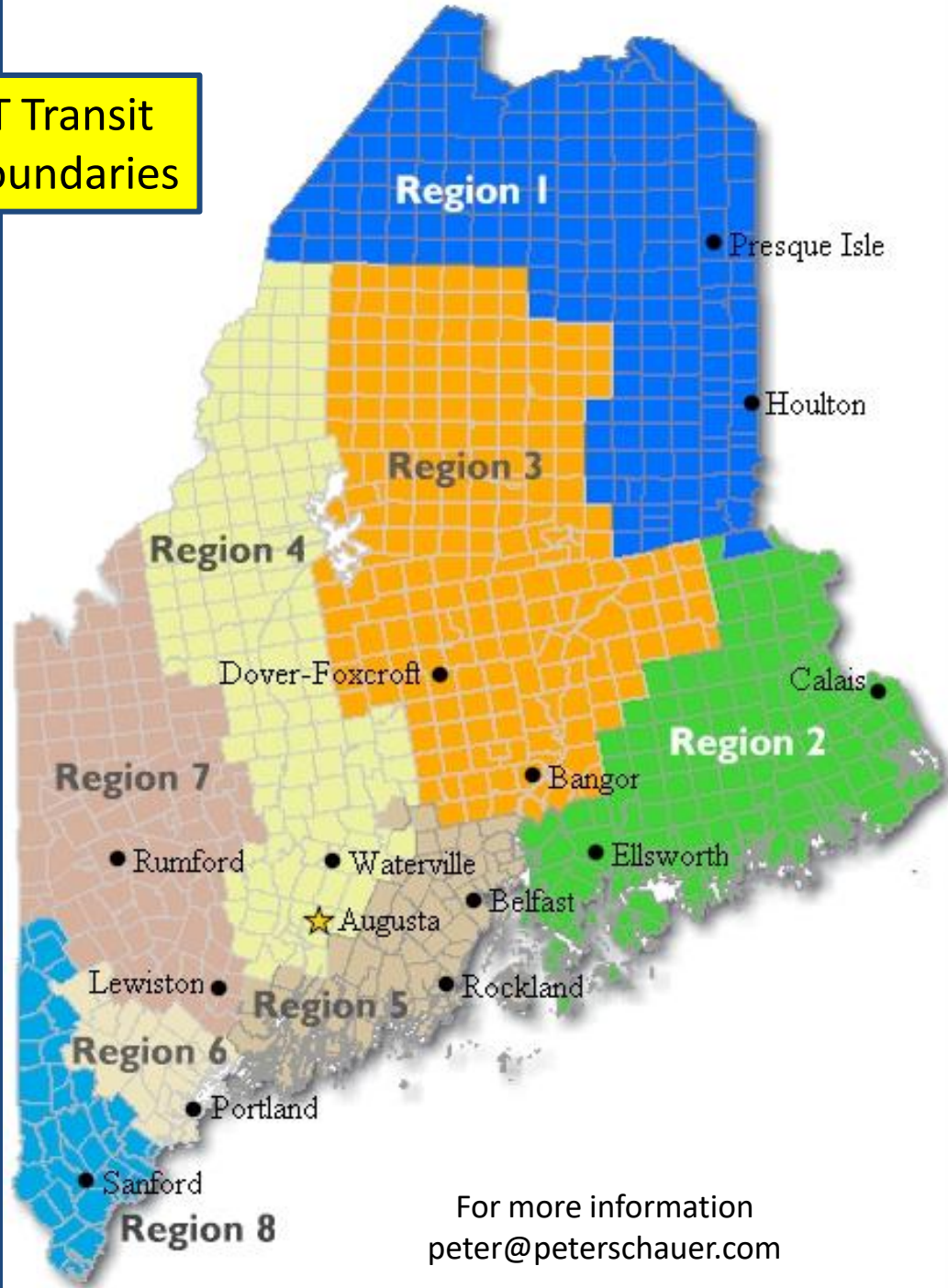
FAST Act

- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies, and develop a cost-sharing policy

Maine

A case study?

MaineDOT Transit
Regional Boundaries

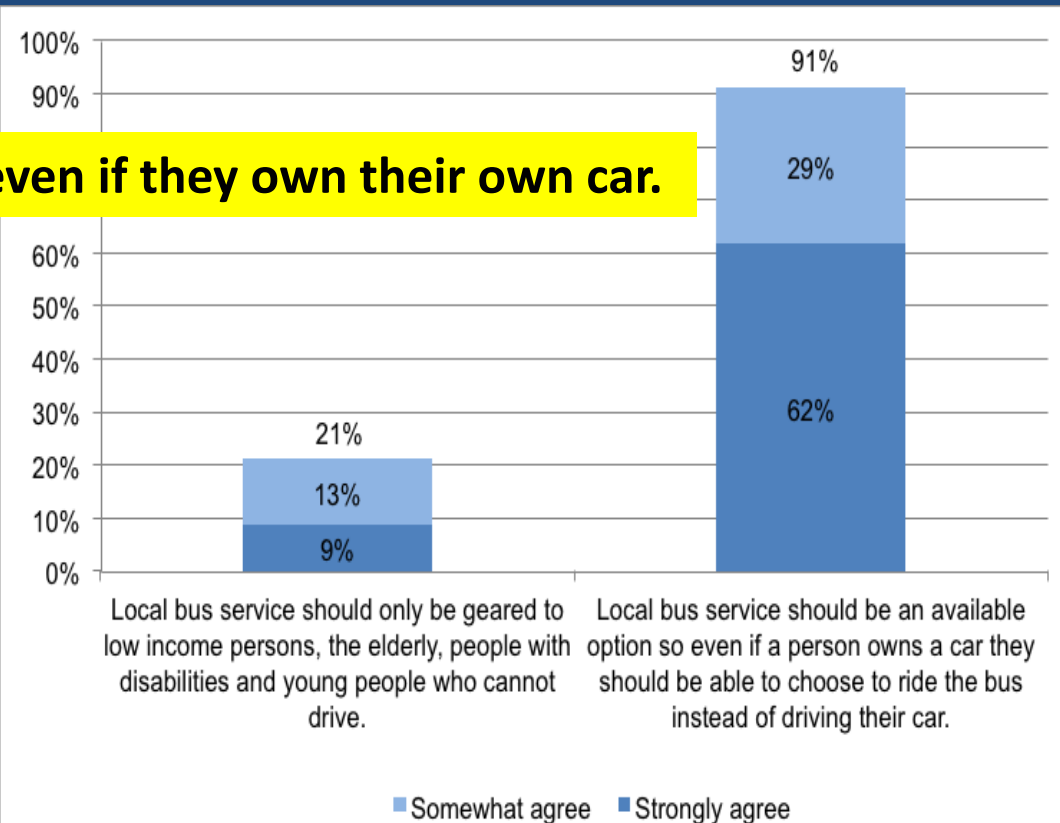


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From Maine Strategic Transit Plan

- Concept of public transit open to all is well supported by population of Maine.

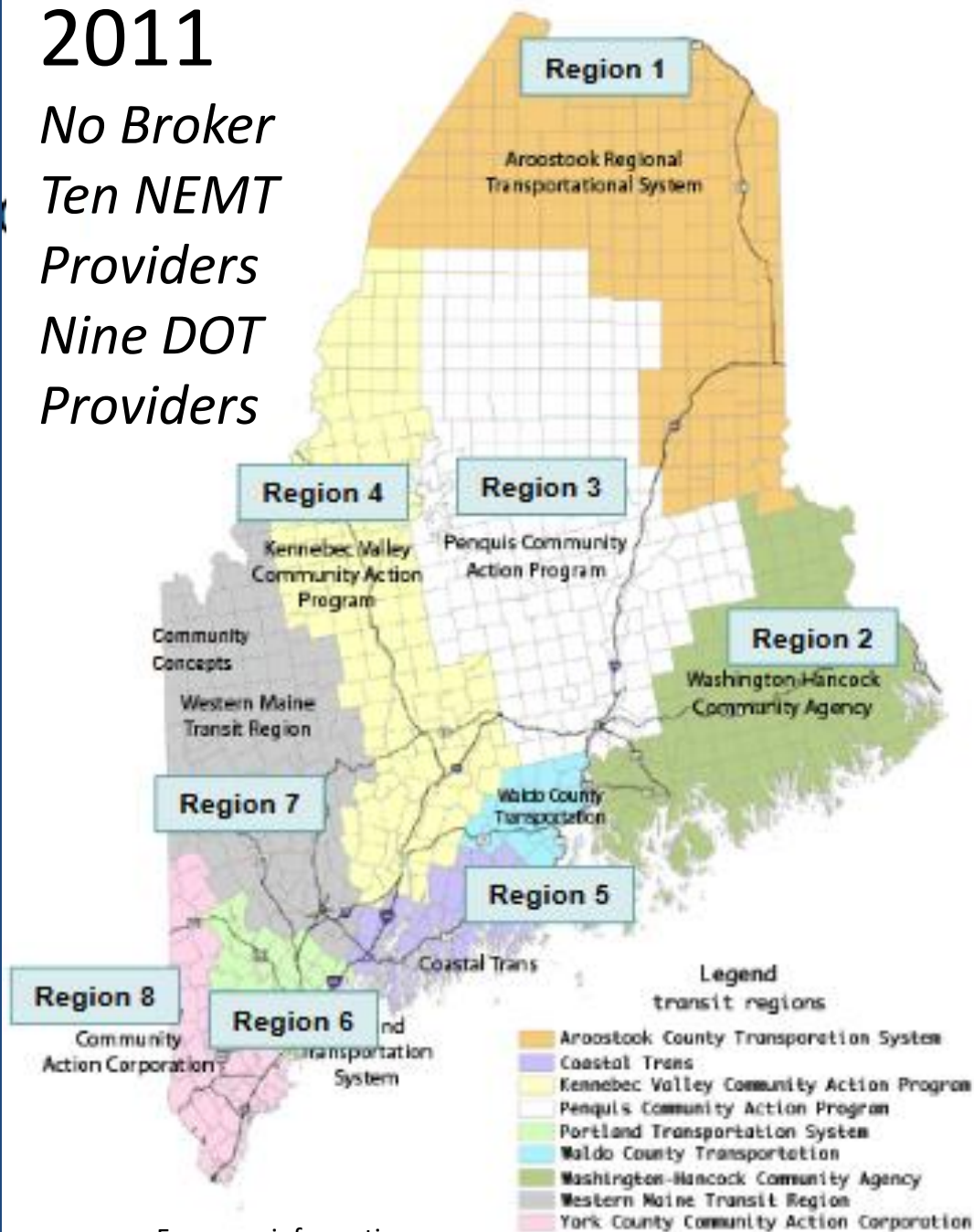
Buses should be open to all even if they own their own car.



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2011

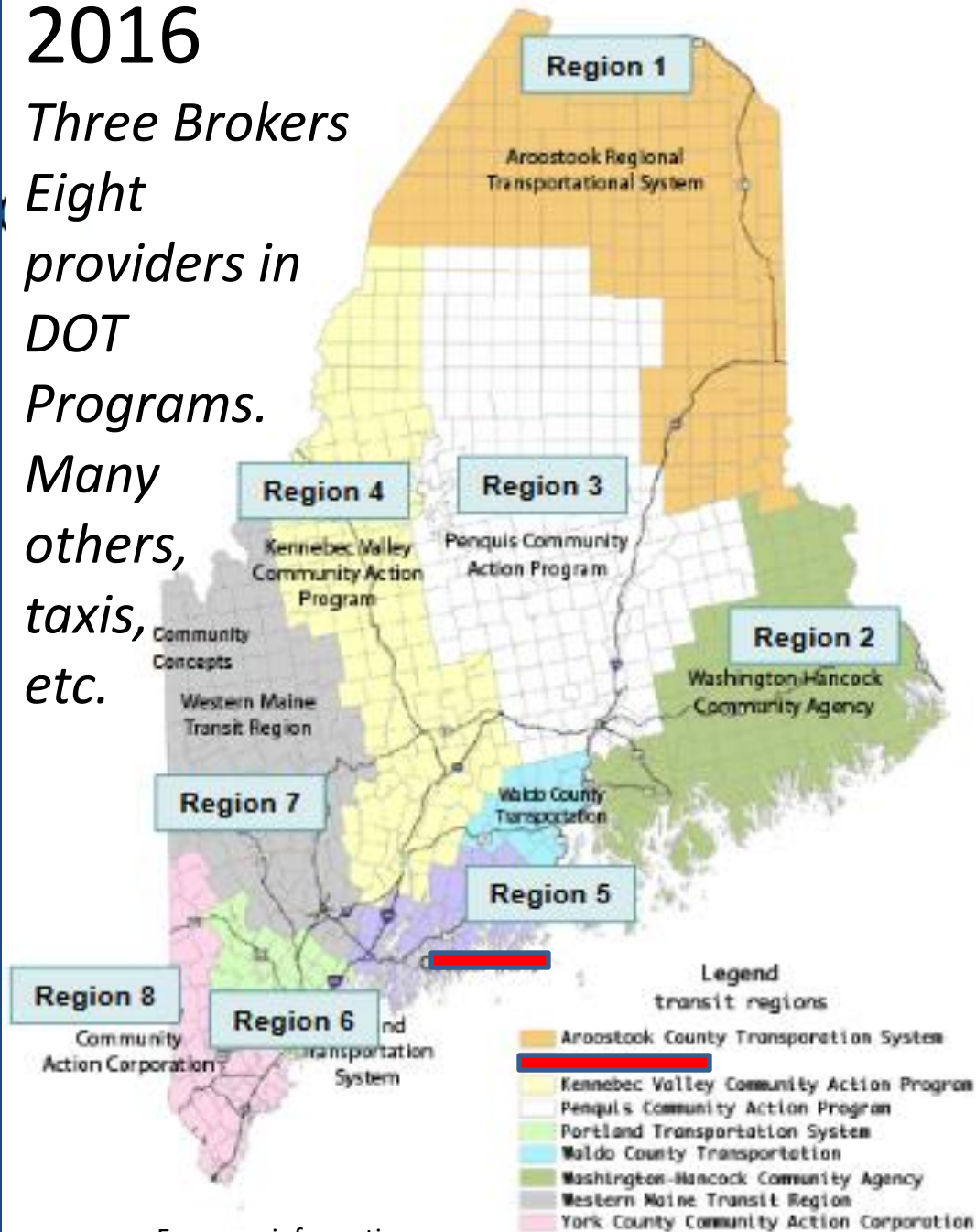
*No Broker
Ten NEMT
Providers
Nine DOT
Providers*



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2016

*Three Brokers
Eight
providers in
DOT
Programs.
Many
others,
taxis,
etc.*

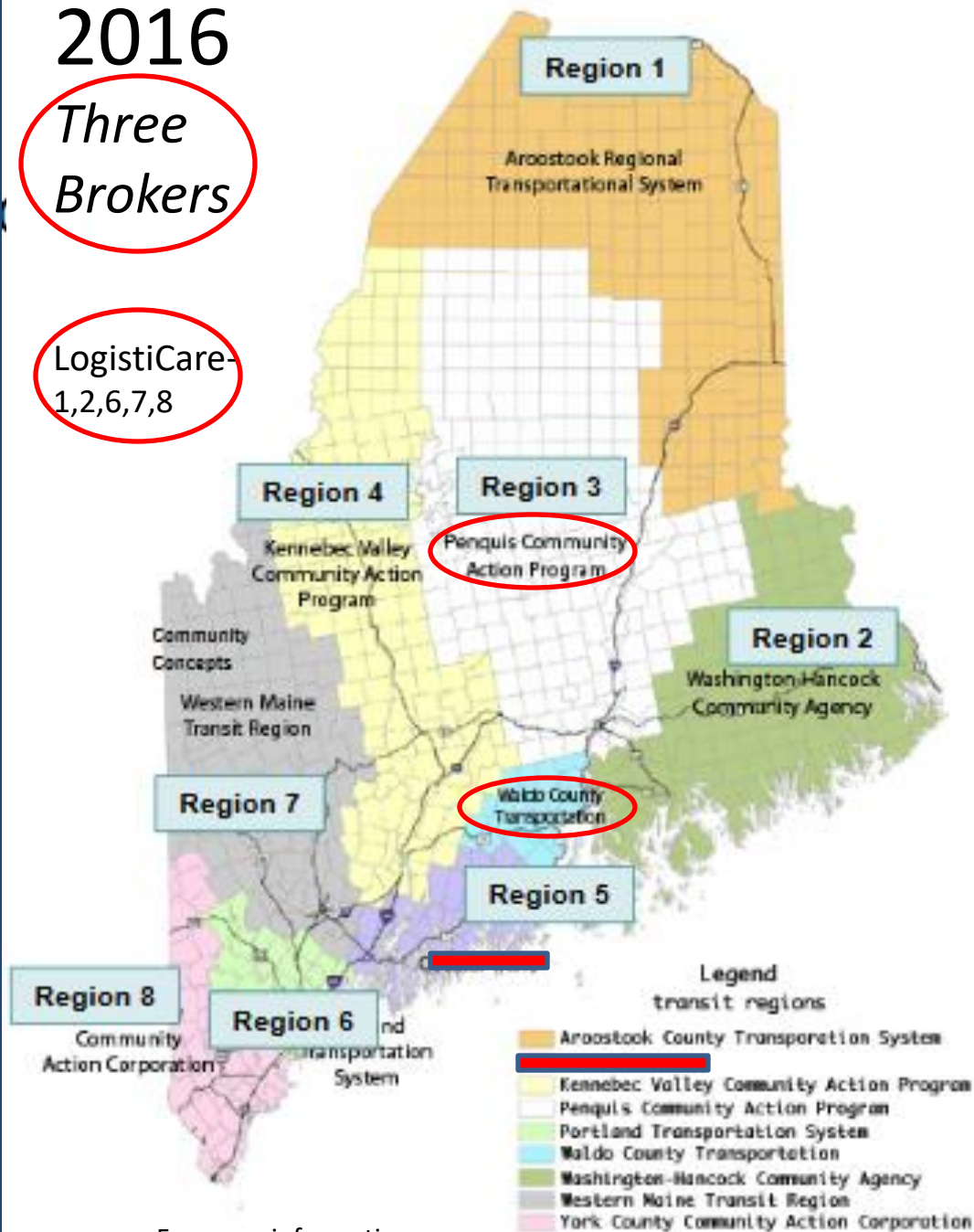


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2016

Three Brokers

LogistiCare-
1,2,6,7,8



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Lessons

- NEMT is not the type of revenue generator it once was for rural public transit providers.
- Each 2011 provider has approached the changes in their own way.
- As with the GAO study NEMT in Maine is still being shaped by various forces and has not reached equilibrium.

Peter's Concluding Concerns

Thank you and I look forward to hearing from you!

- Americans seem to accept the concept of separate transportation services for discrete groups of people ala school buses.
- More and more people seek and want one on one transportation.
- The tsunami of baby boomers has not hit yet and the problem is going to become more difficult especially for non-sponsored people.

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