



# City of Madison

City of Madison  
Madison, WI 53703  
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## Meeting Minutes - Approved METRO PARATRANSIT MEDICAID WAIVER FUNDING & POLICY REVIEW AD HOC COMMITTEE

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Monday, September 19, 2016

5:00 PM 210 Martin Luther King, Jr. Blvd., Room 103A (Clerk's  
Conference Room)

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### CALL TO ORDER / ROLL CALL

Excused: Susan De Vos

Staff: Crystal Martin, Ann Schroeder

Guest: Alder Barbara McKinney

The meeting was called to order at 5:03 PM.

**Present:** 8 - Rebecca Kemble; Tim Gruber; Margaret Bergamini; Ken Golden; Carl D. DuRocher; Mary E. Jacobs; L. Jesse Kaysen and James D. Cobb

**Excused:** 1 - Susan M. De Vos

1. Introductions

The group made introductions.

2. PUBLIC COMMENT

There was no public comment.

3. DISCLOSURES AND RECUSALS

Alder Kemble said she is a current worker-owner at Union Cab, the only private company delivering accessible van taxi service.

Margaret Bergamini noted that she is advisor to the Associated Students of Madison specifically for transportation. They provide funding for unlimited ride passes for students and on-campus paratransit shuttle service.

Crystal Martin said that she is a Class B former worker at Union Cab.

4. Committee Organizational Items

- a. Election of Committee Chair
- b. Election of Committee Vice Chair
- c. Meeting Dates and Times

a. Election of Committee Chair – Jim Cobb nominated Jesse Kaysen. Alder Gruber seconded. Carl DuRocher that both Cobb and Ken Golden are involved

on the state level. He nominated Cobb because he has fewer committee commitments. Cobb declined. Kaysen spoke in favor of her candidacy because Golden and Jim have so much to say, we don't want to muffle them by making them chair. Golden would like to be chair or vice chair; he felt he could be useful in state negotiations. Bergamini nominated Golden for chair. Mary Jacobs seconded. Kemble asked if we could just have co-chairs or if chair and vice chair were mandated.

Gruber made a sub motion to make Golden and Kaysen co-chairs. Cobb seconded. DuRocher said he prefers customary chair and vice chair. Co-chairs passed by voice vote/other.

b. Election of Vice Chair – This was no longer needed.

c. Meeting dates and times – The first quarter of 2018 is the implementation date. Staff would like to have the Transit & Parking Commission (TPC) take action by budget time of next year if there are recommendations that impact the budget. The committee should decide how it wants to go about this – talk about policy, have public input sessions, etc. Golden said that this is a small enough group that there probably isn't a need for subcommittees. The group will meet twice a month. Kemble and Gruber said Mondays are free. Dates will be picked by polling members. It will be either the 1st and 3rd or 2nd and 4th Mondays of the month. Public involvement could happen at TPC. This subcommittee is very technical for public involvement.

5. [44478](#)

Overview

- a. Authorizing resolution
- b. Impact highlights
- c. Timeline

Attachments: [Committee creation resolution.pdf](#)  
[Family Care impact highlights.pdf](#)  
[Timeline to Family Care.pdf](#)

There was a review of how reimbursement works and how Metro gets the money for these rides. The Community Integration Program (CIP) has the biggest impact. Paratransit service is a complement to fixed route bus service for people who cannot use fixed route because of a disability. Seventy percent of those rides are funded by this program. The cost of a trip is \$33, and a ticket is \$3.25. If a rider is in the Medicaid program for people with developmental disabilities, CIP helps people live in the community instead of institutions. Those rides are funded at 60%. The other 40% comes from the local level. For transportation, the county contracts with different providers, including Metro. A person must be eligible for paratransit service and the MA waiver to ride Metro paratransit. Then the county passes through that state funding. Metro gets \$18 a ride instead of \$33, but it's more than \$3.25. The city, with property taxes, pays the rest. Last year it was \$7 million in revenue.

Bergamini said partners also pay in, so it's potentially other municipalities. Martin said when we do cost sharing, we share costs with municipalities. It's the total cost, not per trip. The formula and numbers/information will be

shared at a future meeting.

Golden said we need to know about two programs CIP (where we currently get the money) and Family Care (FC). CIP is being eliminated and FC is replacing it. This has already happened around the state. Dane County is the last Wisconsin county to implement FC. CIP is like a fee for service insurance program. You get a covered service if you are eligible for the program and it is provided by a qualified provider. So it's like health care. You don't get heart surgery if you don't need it. But if you need transportation, you are eligible. Transportation is covered, and Metro is a qualified provider. Medicaid has the "state share" which can be county or city money, it just has to come from taxes. The cost of the ride is coverable; roughly 60% is covered by federal, roughly 40% by state. Dane County bills the state for the federal share and passes it through to Metro. The city is paying 40%. Family Care has a few differences. FC is not just a home and community based waiver program like CIP, it's an HMO. That means it is governed by the same regular medical HMO program rules. There are two main differences: 1) In both programs there is a service plan. In FC the service plan is linked to something called the FC outcomes. It qualifies the coverage. Not only do you have a need for transportation but it must relate to an outcome in your plan. 2) Because it's an HMO, the HMO may accept no additional funding for a covered service. It has to pay for the entire covered service. Metro can no longer provide the state share, there is only the HMO. So that means when the transition happens, the city won't pay any share of covered service rather than 40%. But the tension is whether the same services will be covered or not.

Cobb said there is a third critical difference between CIP and FC. With CIP you deal with the county. With FC you have to deal with a managed care organization (MCO), and we don't know how many MCOs we're going to be dealing with. There may be one, but likely more. By the same token, you could have one MCO that only does the east side and one that only does the west side. They probably won't be that narrow, but we'll be dealing with several separate entities. Like Dean Care and Unity. You have the choice of enrolling. We don't know yet because they have to bid on the contract. Two people in the same household could be covered by two different entities. Cobb also pointed out that MCOs are not particularly charitable organizations. They may be non-profit, but they are going to avoid taking a loss.

Cobb said Metro needs to come up with a package to submit about the core. Golden said right now we're getting 60% of cost covered for 70% of 280,000 rides a year. Worst case scenario is that the MCOs figure out how to get all the trips onto paratransit by paying only the fare, and there is a multi-million dollar hole in the Metro budget. Best case is the MCOs say since the state is offering that money, we will have the program as it is and we can get that 60%. Martin said an even better outcome is that \$33 is an average. Some trips are two miles and some are 24 miles. Some riders use mobility devices and some are ambulatory. Longer trips cost more, some less. If MCOs become critical shoppers, they could get shorter trips for \$5 by cab. Longer rides might be \$50 for 5 people to go across town at the same time. But a trip across town for someone who uses a mobility device would be done by Metro. In this way, MCOs are being critical shoppers, stewards of the community and don't hurt the transit system. Golden said there will be a day when CIP is gone and FC is

here. His experience is that initially they leave things alone. So that could happen in the future, but that won't be until a few years out.

Bergamini said regulations say paratransit fares may not be more than double an adult cash fare. In Martin's scenario, how can Metro charge the MCOs more? Back in the advent of HMO, they had targets they had to hit like well child checks. Transportation was a barrier, and those MCOs became invested. We don't know yet if those same types of requirements are embedded in FC.

DuRocher said some people also gets rides through MTM. Outside CIP, would MTM still be an option? Golden said there was some effort to integrate that service into FC. But when the brokerage the state had first collapsed, we don't know what it was replaced with. Those rides are covered by Medicaid, but we don't know if there is an expectation they would be done by a MCO.

Golden talked about having a seat at the table. We don't even know what table yet. Martin said the information in the packet is a good summary. Metro provides enhanced service above and beyond what is required in the law. So that could provide negotiating power. For fixed route service \$3.7 million is all Metro's weekend and holiday service to provide a comparison.

Golden asked if a provision for a hardship waiver still exists in the federal regulations. Martin said ADA regulations provide that if there is a financial hardship in your community you can apply for a waiver. Kaysen thought that was cut in the 2010 amendment act. Martin will check. Bergamini would like to know very clearly how the service that Metro is currently providing is exceeding the minimum required. Martin will provide that. There is a timeline in the packets. If members fill that in and ask for agenda items, staff will respond based on what committee wants to see.

6. Discussion of Committee resources

Golden will try to get some basic information from FC about how they cover transportation services. There are a couple of documents that he could excerpt that would be helpful for people. Cobb said Dane is not the first county to deal with this. Nancy Senn comes from Milwaukee and was there when they implemented FC. Rock County did it a couple of months ago. Kaysen will look into the Transit Access Report for other experiences. Golden wonders if there are any state transportation people who would be knowledgeable. State people from the transit bureau looking out for the best interest of Wisconsin's bus systems. Cobb said they are in DOT.

7. Other

Cobb said he would like a breakdown of the riders who are able to use ambulatory vehicles. Martin will be providing a variety of statistics on the program, such as how many riders with developmental disabilities ride to supported employment or sheltered workshops. The MCOs may want to increase efficiencies by talking to those folks about staggered pick up times. These issues could also be discussed with the press.

Golden said there is something called the COP waiver for elders and people with physical disabilities. It is similar to CIP, but it never participated in this funding arrangement. There are no statistics about how many COP waiver

riders are simply paying a fare. They may not hurt Metro any more than they were, but it may be an opportunity to look at. COP is going away at the same time as CIP.

Kemble said some concerns are about money. Other concerns are whether there will be service and the quality of service. That is what happened with MTM and Logisticare – denial of service. Martin said we can talk about that. This committee is talking about vulnerable people, so we have to make sure people get service no matter how it's funded. Kaysen agreed; these are people's lives. Cobb said this change should be transparent to The state no longer does quality assurance.

8. Next Steps

The members will wait for the data to come in and analyze it. Bergamini asked that the members who are knowledgeable guide people to relevant documents. Cobb said Google Family Care and you'll get the latest. Golden has been gone five years, and Cobb has been gone four years. It's been a horrible several years.

Martin said staff will gather:

- Cost sharing formula for jurisdiction
- Best and worst case scenario
- Financial waiver in law
- How Milwaukee handled it
- WisDOT staff available to talk about it to the committee
- Guidance for dealing with Medicaid broker
- One page on paratransit statistics for Medicaid
- Staggered pick up times for supported employment and sheltered workshops
- Good to talk about our experience for cooperative working with folks and forcing them through Metro policies
- Something for future agendas – press relations
- Who is riding on COP waiver
- Service levels and what has happened to people in other counties, i.e. if people are falling through the cracks and how to be proactive
- When MCOs take over, how to help it be transparent to riders, a seamless transition
- Family care benchmarks
- Direct source documents on CIP, FC and paratransit
- How paratransit Metro currently exceeds legal requirements

9. ADJOURNMENT

The meeting adjourned at 6:25 PM.