



# NORTH CAROLINA

Department of Transportation



# Integrated Mobility Division Transit Systems Call

December 16, 2020

# AGENDA

- Welcome
- Update on CARES Act Implementation
- FY22 FTA Grants
- Training
- Information
- Questions

# CARES Act Update

- 5311 Claims Summary
- Update on 5307GA and ADTAP
- DHHS CARES
- Round 3



# 5311 Claims Reimbursements

(74 Agreements;  
change orders  
being processed)



169 Submitted



\$16,043,429 in claims



\$14,019,169 approved for  
payment

# CARES 5307GA/ADTAP

## 5307

- 11 Agreement
- \$357,984 in claims
- \$ 357,984 paid
- 3 Claims

## ADTAP

- 20 Agreements
- No Claims

# DHHS CARES FUNDING



**Initial distribution has been posted**

17- Claims Submitted  
**\$1,412,765.64**



**Submit supporting documentation expenses to Carolyn Freitag**

Claim documentation can exceed what you were provided. This will enable us to justify the additional \$2.5M from DHHS

## CARES Act Phase 3

- Needs based SmartSheet being generated to include additional operations as well as COVID related capital needs
  - Released by beginning of January
  - Capital will require a new application in EBS, additional Operating will be a change request
- Currently, we cannot fund capital with CARES
  - Reaching out to FTA about the possibility to add capital line item to current grant

# Direct- Miles Billing Rate Tool

8

Kai to introduce

Training webinar in January

TRANSFORMATION

MEDICAID



*Are we ready?*

TRANSFORMATION



# Direct Miles Billing Rates

December 16, 2020

Kai Monast

Institute for Transportation Research and Education

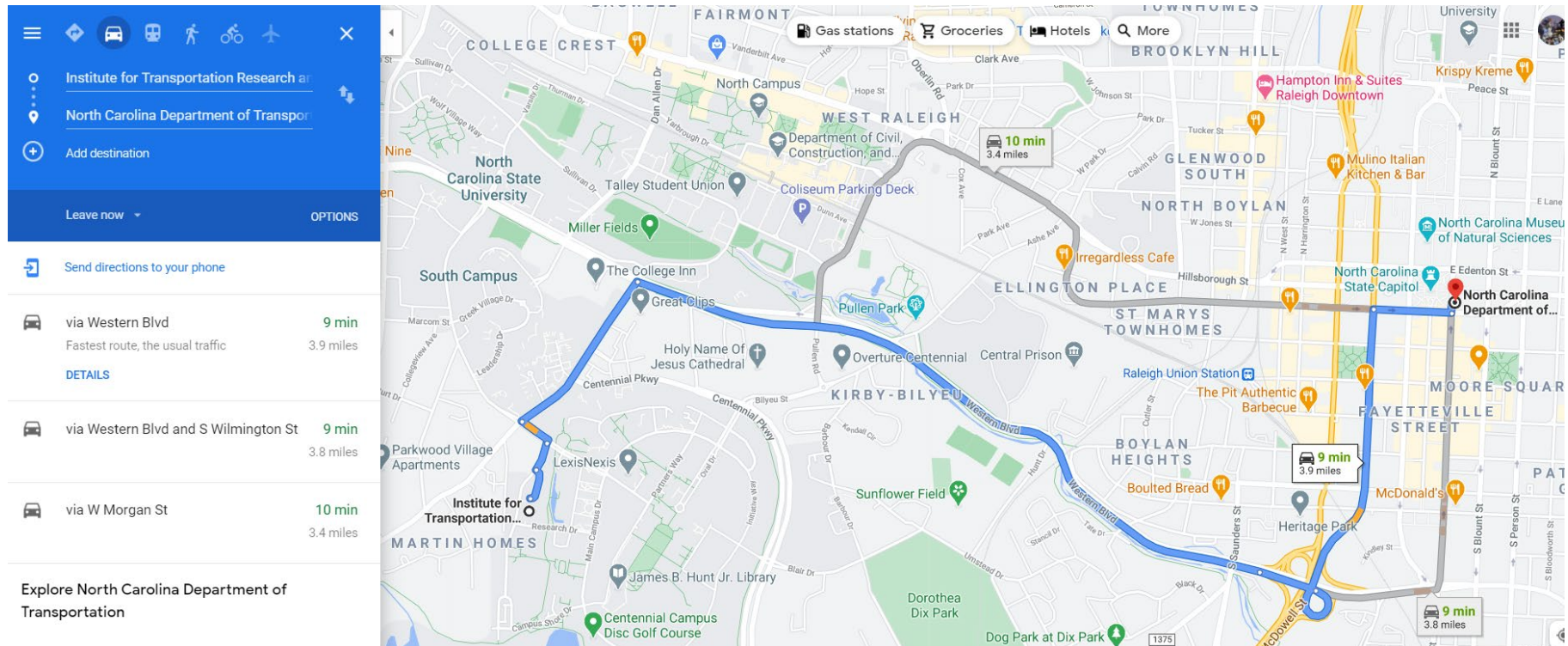
[kai\\_monast@ncsu.edu](mailto:kai_monast@ncsu.edu)

# Overview of Direct Miles Models

- Purpose
  - Assists with analyzing how direct mile billing rates compare to your existing revenue
- Key Assumptions
  - Existing rates are sufficient for cost recovery
  - Brokered NEMT trips will be similar to existing trips
  - Other funding source trips remain the same
  - Equivalent administrative burden
  - Law of Large Numbers- rates are sufficient on average over time
  - Trip performance requirements allow for Load Factors similar to the existing Load Factor

# Direct Miles Billing Working Definition

Expected network miles from the origin to destination, regardless of how the vehicle traveled



# Expected Types of NEMT Contract Rates

- Direct Miles
  - Direct Miles X Rate
  - Short trips with long deadhead underpay, long trips overpay
- Distance Banded
  - Direct Mile Distance Category X Rate
  - Addresses short trip issue, but may not pay enough for long trips

# Process

- Export data from your scheduling software
  - Select date range
  - Limit to NEMT trip funding sources expected to be converted July 1
  - Export funding source, trip ID, mobility type, distance, and \$ billed
- Use Excel to calculate totals
  - Sort by distance A-Z
  - Sum \$ billed for each distance band
  - Count trips for each distance band
  - Average direct miles for all trips and/or distance bands >10 miles if needed
  - Calculate for all records, then split into ambulatory / non-ambulatory groups and repeat

# Direct Mile Model

## Direct Miles- 3 Months

V. 12/16/20

**!Enter data in beige cells only!**

### 1. EXISTING SERVICE

Direct	Trips	Total \$ Billed	Avg. Direct Miles	Direct Mileage Rate
	863	\$ 20,993	14.51	\$ 1.68
<b>Total</b>	<b>863</b>	<b>\$ 20,993</b>		

### 2. ANTICIPATED AMBULATORY SERVICE

Direct Miles	Proposed Direct Mile Billing Rates	Anticipated Trips	Anticipated Avg. Direct Miles	Anticipated Total \$ Billed
	\$ 1.68	500	14.51	\$ 12,188
<b>Total</b>		<b>500</b>		<b>\$ 12,188</b>

### 3. ANTICIPATED NON-AMBULATORY SERVICE

Direct Miles	Proposed Direct Mile Billing Rates	Anticipated Trips	Anticipated Avg. Direct Miles	Anticipated Total \$ Billed
	\$ 2.00	363	14.51	\$ 10,534
<b>Total</b>		<b>363</b>		<b>\$ 10,534</b>

### ANTICIPATED TOTAL AMB and NON-AMB TRIPS

863 should match cell B6 unless trip counts are expected to change

### 4. RESULTS

Direct Miles	Anticipated Difference**
	\$ 1,730
<b>Total</b>	<b>\$1,730</b>

# Distance Banded Direct Mile Model

Distance Banded Direct Miles- 3 Months				ENTER DATES	
V. 12/16/20	!Enter data in beige cells only!				
<b>1. EXISTING SERVICE</b>					
Direct	Trips	Total \$ Billed	Avg. Direct Miles >10	Distance-Banded Direct Mile Rate	Direct Mile Billing Rates
0-3 miles	247	\$ 703		\$ 2.85	Translates previous billing methods to distance-banded rates
3-6 miles	59	\$ 400		\$ 6.78	
6-10 miles	109	\$ 1,505		\$ 13.81	
>10 miles	391	\$ 17,193	12	\$ 13.81	
<b>Total</b>	<b>806</b>	<b>\$ 19,801</b>			
<b>2. ANTICIPATED AMBULATORY SERVICE</b>					
Direct Miles	Proposed Distance-Banded Direct Mile Billing Rates	Anticipated Trips	Anticipated Avg. Direct Miles >10	Anticipated Total \$ Billed	
0-3 miles	\$ 14.06	232		\$ 3,262	Enter actual proposed rates and predicted/anticipated trips and miles
3-6 miles	\$ 17.01	41		\$ 697	
6-10 miles	\$ 20.74	81		\$ 1,680	
>10 miles	\$ 1.40	301	22	\$ 11,300	
<b>Total</b>		<b>655</b>		<b>\$ 16,939</b>	
<b>3. ANTICIPATED NON-AMBULATORY SERVICE</b>					
Direct Miles	Proposed Direct Mile Billing Rates	Anticipated Trips	Anticipated Avg. Direct Miles >10	Anticipated Total \$ Billed	
0-3 miles	\$ 21.72	15		\$ 326	Enter actual proposed rates and predicted/anticipated trips and miles
3-6 miles	\$ 25.08	18		\$ 451	
6-10 miles	\$ 29.75	28		\$ 833	
>10 miles	\$ 2.00	90	22	\$ 4,838	
<b>Total</b>		<b>151</b>		<b>\$ 6,448</b>	
<b>ANTICIPATED TOTAL AMB and NON-AMB TRIPS</b>					
806 should match cell B9 unless trip counts are expected to change					

The purpose of this model is to determine how the proposed Medicaid brokerage rates and anticipated demand for service compares to existing billing amounts for Medicaid trips.

Use different tabs to model different time periods such as different months, annually, multiple years, during COVID, pre-COVID, etc. The data should be limited to Medicaid trips during the time period.

A run-level analysis is necessary to determine if individual trips generate profit or loss. Specific run by run differences must account for the blend of other billing methods/rates present on the vehicle. See the Direct Miles Billing by Run Excel file.

Model assumes that existing billing rates are accurate and the administrative burden is similar.

## 4. RESULTS

Direct Miles	Anticipated Difference**
0-3 miles	\$2,885
3-6 miles	\$749
6-10 miles	\$1,008
>10 miles	(\$1,056)
<b>Total</b>	<b>\$3,586</b>

\*\* Note: Changes in billing rates will result in profit/loss. Changes in trip counts or average direct miles do not necessarily result in profit/loss, just a net difference. The only way to estimate changes in profit/loss due to trip count or mile changes is to estimate service miles and passenger loads per service mile. This analysis assumes no change in service miles or passenger loads per service mile after brokerages begin and that these ratios will stay the same for all runs involving brokered passengers.

# Distance Banded Direct Mile- Detail

Distance Banded Direct Miles- 3 Months					ENTER DATES	
V. 12/16/20	!Enter data in beige cells only!					
1. EXISTING SERVICE						
Direct	Trips	Total \$ Billed	Avg. Direct Miles >10	Distance-Banded Direct Mile Rate	Direct Mile Billing Rates	
0-3 miles	247	\$ 703		\$ 2.85		Translates previous billing methods to distance-banded rates
3-6 miles	59	\$ 400		\$ 6.78		
6-10 miles	109	\$ 1,505		\$ 13.81		
>10 miles	391	\$ 17,193	12	\$ 13.81	\$ 2.51	6-10 mile rate + miles >10 * avg. direct miles
<b>Total</b>	<b>806</b>	<b>\$ 19,801</b>				

2. ANTICIPATED AMBULATORY SERVICE						
Direct Miles	Proposed Distance-Banded Direct Mile Billing Rates	Anticipated Trips	Anticipated Avg. Direct Miles >10	Anticipated Total \$ Billed		
0-3 miles	\$ 14.06	232		\$ 3,262		Enter a predicted
3-6 miles	\$ 17.01	41		\$ 697		
6-10 miles	\$ 20.74	81		\$ 1,680		
>10 miles	\$ 1.40	301	22	\$ 11,300		
<b>Total</b>		<b>655</b>		<b>\$ 16,939</b>		

4. RESULTS	
Direct Miles	Anticipated Difference**
0-3 miles	\$2,885
3-6 miles	\$749
6-10 miles	\$1,008
>10 miles	(\$1,056)
<b>Total</b>	<b>\$3,586</b>



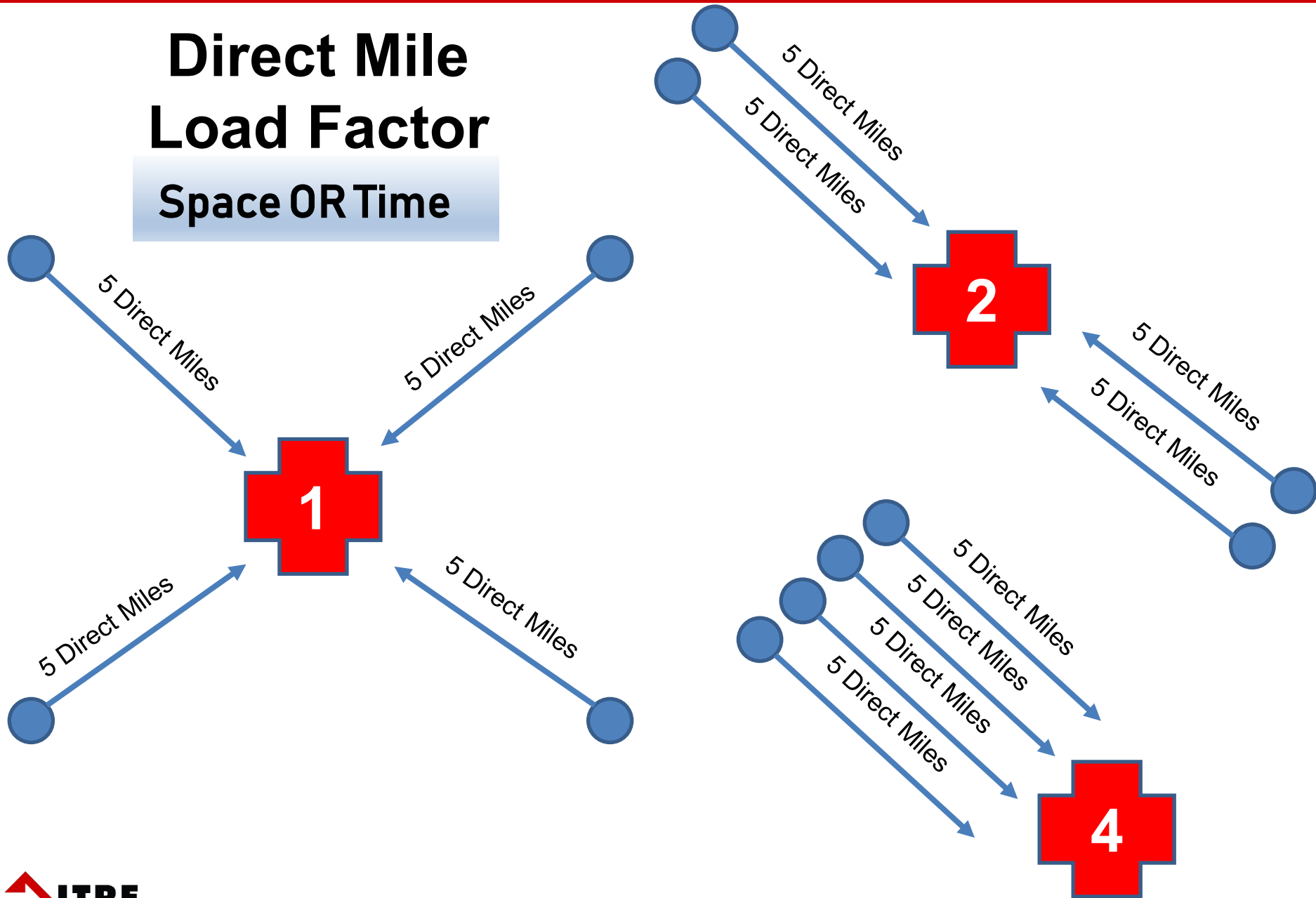


# Key Assumptions

- Key Assumptions
  - Existing rates are sufficient for cost recovery
  - Brokered NEMT trips will be similar to existing trips
  - Other funding source trips remain the same
  - Equivalent administrative burden
  - Law of Large Numbers- rates are sufficient on average over time
  - Trip performance requirements allow for Load Factors similar to the existing Load Factor

# Direct Mile Load Factor

Space OR Time



# In-Depth Instruction

## January 7 and 8, 1 pm

Limited to 30 seats to encourage discussion  
Additional classes will be added if necessary  
See chat for registration

Kai Monast

Institute for Transportation Research and Education

[kai\\_monast@ncsu.edu](mailto:kai_monast@ncsu.edu)

## FY22 FTA Grants

- Due to approval of expansion of Spend Plan, NCDOT leadership has agreed to move forward with planning for providing the traditional state match to FTA grants
- Systems and recipients can assume the traditional state match percentages
  - Approved agreements will include this change



# Training/ Informational Opportunities



- PASS Training

# PASS Training

- Community Transportation Association of America (CTAA)
- Passenger Assistance Safety and Sensitivity (PASS) Train-the-Trainer
  
- January 6&7 – 13 seats, 5 seats available
- February 24&25 – 13 seats, 10 seats available

**\*\*Priority will be given to systems without a certified PASS trainer\*\***

[kbedwards2@ncdot.gov](mailto:kbedwards2@ncdot.gov)

# Information



- PTASP Extension
- Position Posting
- Thanks

# PTASP Extension

PTSAP deadline  
moved to July  
21, 2021

13



Search



Home / Regulations and Programs / Safety / Public Transportation Agency Safety Program

PTASP Overview

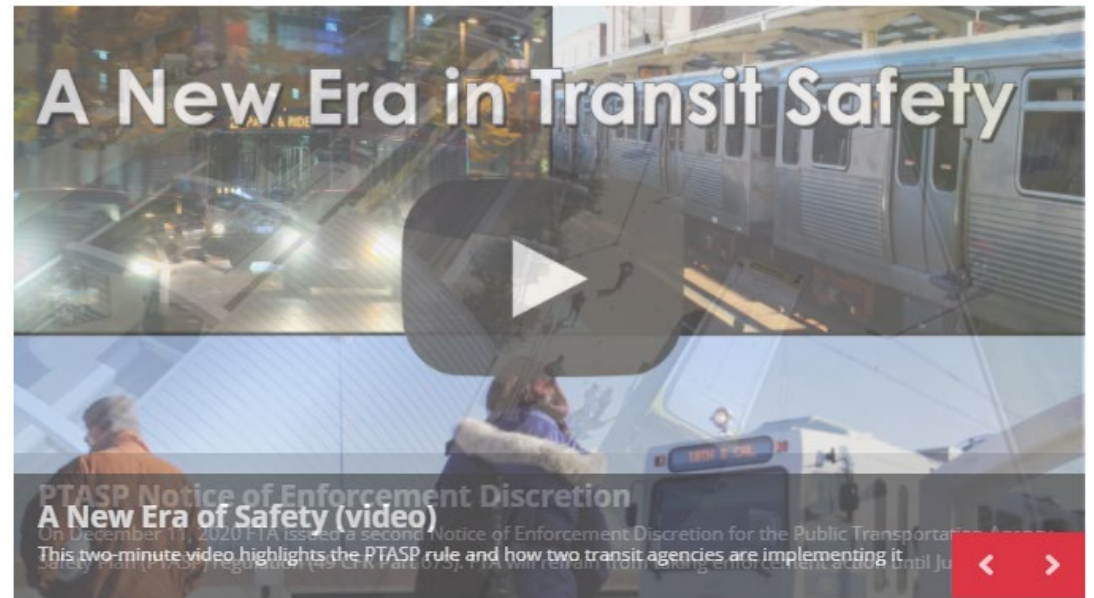
PTASP Technical Assistance Center

Community of Practice

Resource Library >

FAQs

## Public Transportation Agency Safety Plans



### Related Links

- Public Transportation Agency Safety Plan Final Rule
- Transit Safety & Oversight
- A New Era of Safety (video)
- Federal Register: Protecting Public Transportation Operators From the

Welcome to the Public Transportation Agency Safety Plan (PTASP) Technical Assistance Center (TAC). We are here to help you meet PTASP regulation requirements.





# Accounting Technician



# QUESTIONS?





**NORTH CAROLINA**  
Department of Transportation



**Bicycle and Pedestrian | Public Transportation  
Transit Systems Call**

**Heather Hildebrandt, Interim Director**

Integrated Mobility Division

[hjhildebrandt@ncdot.gov](mailto:hjhildebrandt@ncdot.gov)

919-707-2601