Senator Ingwersen, Representative Meyer, and members of the Health and Human Services Committee:

My name is Jason Goodrich. I reside in Brewer, Maine, and serve the community of Greater Bangor as a direct service volunteer, a former Forensic Intensive Case Manager, and a specialist in crisis outreach and housing coordination. I rise today in strong support of LD 1835, An Act to Improve Nonemergency MaineCare Transportation.

For many of our neighbors — especially those without stable housing, those in recovery, or those managing complex chronic conditions — a missed ride is a missed opportunity to survive, to stabilize, and to thrive. This bill offers a timely, practical remedy to a long-standing problem in our state's MaineCare transportation system: a lack of accountability, transparency, and regional coordination that too often leaves the most vulnerable Mainers quite literally stranded.

National Context

Across the nation, nonemergency medical transportation (NEMT) is a federally mandated Medicaid benefit, meant to ensure equitable access to care for those without reliable means of travel. The Centers for Medicare and Medicaid Services (CMS) estimates that over 10 million rides are provided annually through Medicaid NEMT programs, yet states vary widely in how those services are delivered and monitored. Studies by organizations like the GAO and the National Academy for State Health Policy have found that poor oversight leads to unsafe rides, missed appointments, and preventable hospitalizations — all of which cost taxpayers far more in the long run.

In 2021, a Medical Transportation Access Coalition survey found that 58% of NEMT users would not have been able to access care without it. But access means nothing without reliability. In Maine, the stories are countless: rides that never arrive, rides that come hours late, children waiting in the cold, and individuals denied life-saving care because a system we fund and authorize fails to deliver.

Maine's Experience

Our state's transportation brokers are contracted to coordinate these services, but the current performance-based standards are insufficiently enforced. Community providers and local shelters report **regular gaps in service**, including no-show drivers, incomplete mileage reimbursements, and transportation scheduled without

regard to treatment start times or clinic hours. This isn't just inefficient — it's inhumane.

This bill proposes real change by:

- Requiring transparent performance dashboards that track call center responsiveness, on-time performance, complaints, and safety incidents.
- Creating regional transportation advisory committees with lived experience, service providers, and tribal and rural voices at the table.
- Establishing an independent ombudsman program to field complaints and safeguard the rights of MaineCare members with urgency and impartiality.

These reforms are not radical. They reflect **best practices** already adopted in states like **Arizona**, **Minnesota**, **and Oregon**, where improved oversight has resulted in better health outcomes and fewer costly emergency interventions.

A Moral and Fiscal Imperative

At the Brick Church in Bangor, where I serve, we see people make impossible choices every day: walk five miles to treatment or lose their bed; wait in the snow with a child or forgo a counseling session. A reliable ride isn't a luxury — it's the difference between incarceration and recovery, between institutionalization and independence.

LD 1835 isn't about punishing brokers. It's about honoring the intent of Medicaid law and ensuring that MaineCare members are treated not as numbers but as people worthy of dignity and dependable care.

I urge you to vote "Ought to Pass" on LD 1835 and to move swiftly in implementing these needed changes. Maine has the opportunity to lead here — not just in compliance, but in compassion.

Thank you for your time and your commitment to the people of Maine.

Respectfully,

Jason B. Goodrich

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