On Friday April 5th, 2019 Lisa Mathis sent out the following message to the OPRA Board of Directors:

Dear OPRA Board Members,

As budget negotiations commence, it has become apparent that the transportation proposal that has been in the works for the last 8 months or so will likely not get funded as written. If the transportation proposal is not funded, the $5 million currently allocated for transportation in Director Davis’s budget may end up going toward the wages of HPC direct support staff, which leaves day array providers with an unfunded community integration mandate, or worst case, we could lose the $5 million from DODD’s budget entirely.  In order to facilitate funding of the transportation proposal, an alternative proposal had been created that is more likely to be funded without challenge.

We believe this alternative transportation proposal will still allow individuals to more easily get to where they need to go, when they need to be there, while bringing additional transportation dollars and to both HPC and Day Array providers.

This morning during the conference we presented the alternative transportation proposal to the approximately 150 members in attendance; *a show of hands showed unanimous support for the alternative transportation proposal.* We did not have enough board members in attendance to make a board vote, so **we are asking for you to vote via email either in OPRA’s support of, or non-support of, this alternative transportation proposal**.  For your convenience, I have a included a brief summary below of the proposals with differences highlighted in yellow.

|  |  |
| --- | --- |
| **Current proposal** | **Alternative Proposal** |
| Per-trip   * Higher rates when transporting smaller groups * Higher rates when transporting individuals needing modified vehicle * Provider can use any type/size of vehicle (sedan, van, bus, etc) * To be used to get to and from a day service, volunteer experience, or post-secondary education   Per Mile:   * To be used for HPC transportation and for community integration activities during the day array * To be billed concurrent with a service (HPC, Voc Hab, ADS, etc) * See per mile rates below - if any of the passengers require a modified vehicle, the modified vehicle rates apply * NMT budgets will be increased $1,000 per individual to allow for additional mileage needed for community integration activities | Per Trip   * Per trips remain the same as currently in rule * Provider can use any type/size of vehicle (sedan, van, bus, etc) * To be used to get to and from a day service, volunteer experience, or post-secondary education   Per Mile:   * To be used for HPC transportation and for community integration activities during the day array * To be billed concurrent with a service (HPC, Voc Hab, ADS, etc) * See per mile rates below - if any of the passengers require a modified vehicle, the modified vehicle rates apply * NMT budgets will be increased $1,000 per individual to allow for additional mileage needed for community integration activities |
| Per mile rates                         One Passenger           2-3 Passengers                4+ Passengers   |  |  |  |  | | --- | --- | --- | --- | | **Standard Mileage (per person)** | **$.54** | **$.27** | **$.20** | | **Modified Vehicle Mileage (per person)** | **$.94** | **$.47** | **$.35** | | |

Let me know if you have any questions or concerns,

Lisa

**Lisa Mathis, Ph.D.**

Director of Employment and Health Services

Diane Beastrom made a motion to approve OPRA’s support for the alternate NMT proposal as presented. Jerri Elson seconded the motion. The following votes were cast via email:

Mary Thompson-Hufford - YES

Bill Ullman – YES

Melanie Kasten-Krause – YES

Bob Gaston – YES

Lisa Reed – YES

Patrick Maynard – YES

Bob Heinzerling – YES

Adam Guinther – YES