**ANOTHER ~~NMT~~ Transportation Proposal!**

**Here is yet another stab at a rate Model. First assumption, is that NMT and HPC Transportation budgets are combined into one service. We now have Transportation as its own service w/ 4 Options. (also see cost attached cost analyses form completed by OPRA member Brenda Smith)**

1. **Large or Modified Vehicle Per-Trip- Current Per-Trip for 7+ (group prosed changing this to 6+) passengers or modified vehicle remains. Only for use when transporting 7 or more passengers or non-ambulatory passenger. (The group is currently proposing we use the current rate for this, but with the understanding that the current rate was developed for big yellow buses and may not represent true costs. Based on the groups cost analysis, if CMS asks for justification of the rate, we will likely be forced to lower it)**
2. **Passenger Vehicle (non-modified) Per-Trip- Uses a per-trip model (based on current HPC + Mileage Structure). Assumptions:**
   1. **Model below uses HPC Agency at CODB 5 as example.**
   2. **Mileage rate based on base rate at Federal reimbursement of $.535/mile**
   3. **Assumes Vehicle speed of 30 MPH**
   4. **Based on average Trip Length of 30 mins**
   5. **Provider would bill established rate per person.**

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|  | 1 Passenger at 1/2 hour | 2 Passengers | 3 Passengers | 4-6 (group proposed changing this to 4-5) Passengers |
| **Per Passenger Per Trip** | **$17.45** | **$9.16** | **$7.12** | **$6.14** |
| Base HPC Rate | $4.71 | $5.03 | $5.51 | $6.12 |
| Base Mile Rate | 0.535 | 0.275 | 0.275 | 0.2052 |

1. **Per Mile- Provider would bill service time plus mileage rate plus Federal reimbursement rate of $.535. When transporting more than 1 individual, mileage rate would be divided by number of individual transported and applied per person. (group is adding a higher rate for using modified vehicles at per mile rate) Can be used when transporting during service hours (ADS, VH, etc..)**
2. **Commercial Transportation- Remains the same, until moved to PDGS.**

**Notes from Meeting:**

* **This proposal is in the very earliest of stages – impact analyses on an individual bud state and county level have not been completed. See attached spreadsheet for a preliminary analysis on how these rates might impact providers)**
* **DODD is working to create a way for individuals on Waivers to use Person Directed Goods and Services (PDGS) for commercial transportation, gas cards, bus passes, etc… This will not go into rule until sometime after July 2018**
* **The group proposed we monitor program quality as we implement any new transportation rules/rates. The group is working on developing survey questions for individuals served.**
* **Cell L10 on the spreadsheet is based on a smaller vehicle. This needs updated to reflect the costs of a larger vehicle.**
* **If you are comfortable with Excel - Feel free to plug your organization’s numbers into the spreadsheet ☺**