**PROPOSAL**

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| **Proposal Title:** | Provider Simplification and Efficiency  |
| **Proposal Sponsor:** | Transportation Subcommittee  |
| **Date Proposed:** | 10/8/2020 |

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| **Problem or Opportunity Statement** |
| The complex system must be simplified including supports, services and administrative operations to achieve outcomes. Need to reduce administrative operation complexity in billing multiple service codes throughout service delivery for Adult Day and Employment Services (ADS, NMT per-trip, NMT per-mile & rate modifications) |

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| **Recommendation Proposal**  |
| Proposal for Blueprint ADS-Work and ADS Non-work subcommittees to consider within recommendationsCreate a billing structure that includes both transportation and service rates (Adult Day Support, Vocational Habilitation, Group Employment) when the chosen provider for service is also chosen to meet service transportation needs. Create roll up code into service rate to include transportation to/from individual’s home, service location(s), and community-integrated trips within service delivery when individual chooses same provider for both ADS and transportation services. Individuals will continue to have access to stand-alone NMT budget to be utilized for transportation needs from a different chosen NMT provider and to access community locations through Participant Directed Transportation. Would need to ensure daily rates (service + transportation) account for individual needs and costs, daily billing rate calculated per person. Data: Adult Day & Employment - number also per trip and per mile NMT:* FY 2019 28,433 individuals have ADS/VocHab/Supported Employment in the PAWS plans
	+ Of these individuals, 27,591 (97%) also had NMT in their PAWS plan
		- Of those individuals, 19,846 (71.93%) had the same provider approved for NMT and ADS.
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| **Pros** | **Cons** |
| * Decrease in administrative costs for providers
* Increase capacity of transportation only providers to meet individual needs
* Supports community access and HCBS Settings Rule
 | * Variance in miles needed/used
* Free Choice of Provider would need to be offered for transportation needs
* Modifications to billing system
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| **Critical Questions** | 1. Does this recommendation improve the client experience? Lead to better outcomes for people?
2. Would DODD billing system support rate structure to allow for roll-up codes to include transportation or not include transportation? Could roll-up code be created to support simplification in billing codes?
3. Is this a process change (team meeting, authorization & billing) or billing code adjustment?
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