

**Comment:** Many commenters had questions about the mileage rate.

**Response:** ODDS does not publish rates in the Worker's Guides as they may change. Instead, rates can be found in the Expenditure Guidelines.

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**Comment:** There were questions about who qualifies to deliver transportation services.

**Response:** ODDS has added a section regarding the requirement to have the Transportation Provider Enrollment Agreement to deliver transportation services.

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**Comment:** Many commenters expressed concern about the documentation requirements for the new Agency Transportation rate going from a bundled rate to a per mile rate.

**Response:** ODDS has been working with stakeholders on this rate since 2018. While the rate does require mileage tracking, the per mile rate is going from .48 cents to 2.03 per mile. While there are additional requirements for billing (the billing must be done by individual, instead of in a bundled CPA), the rate is higher and incorporates administrative cost. There was one suggestion that ODDS change the rate back to a bundled rate. However, given the work that ODDS has done with providers and in eXPRS for this service, this is not possible at this time.

As noted in the published document, the provider calculation tool is *not* required. It is simply designed to help providers be able to track mileage by individual in order to easily enter this information into eXPRS.

In order to reduce administrative burden, ODDS is removing a few requirements from the Worker's Guide including:

1. Time of Pick up
2. Time of drop off
3. Note: vehicle license plate is not required, but may be helpful for tracking

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**Comment:** There was a question about if a PSW can be reimbursed for public transportation during a service.

**Response:** PSWs may bill ADL/IADL service during transportation if the person needs that service and it is authorized.

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**Comment:** There was a question about how the rate is calculated.

**Response:** The rate was determined based on provider rate surveys. Details can be found here: <https://www.oregon.gov/dhs/Compass-Project/Pages/Rate-Models.aspx>

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**Comment:** There was a comment that the new rate model does not allow for annual ebb and flow of miles, as seasonally miles may change.

**Response:** ODDS has increased the mileage rate allowable to accommodate higher rates. An exception is always available if a person needs additional mileage or funding.

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**Comment:** There was a comment that the spreadsheet provided (but not required) does not allow for an upload to eXPRS.

**Response:** ODDS will incorporate comments regarding the spreadsheet as possible. At this time a bulk upload is not possible. However, one thing to consider when billing in eXPRS:

OR005 will look and function like OR004; daily Service Delivered entries will be created instead of claims against the SE53 CPA. To save time, Ali, you may want to check out Create POC Daily Service Delivered within the Plan of Care > Service Delivered menu. This is a way to enter SDs for multiple clients on the same page in eXPRS. Also, since OR005 is in the Plan of Care area now, user permissions may need to be reviewed and updated.

Note: there are also free applications that can be utilized to track start time, and addresses. ODDS cannot endorse an application, but it may be worth a look around for an application that may make tracking and reporting this information for audit purposes easier.

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**Comment:** There were several comments requesting rideshare options.

**Response:** ODDS is working to determine if rideshare is a possibility, and is constantly working to make this available.

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**Comment:** There was a comment that transportation service should be more broadly available.

**Response:** ODDS has worked to ensure transportation is available. While the definition of when transportation can be accessed has not changed, it allows transportation to be utilized by the person if the service is related to an ISP or other authorized service even if support received is not paid support.

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**Comment:** There were several comments that this Worker Guide is easier to understand. That being said, there were places noted for improvement. One commenter suggested that the language may be too high-level and one commenter suggested not changing the Worker Guide format.

**Response:** ODDS reformatted this Worker Guide based on feedback from the field that there was confusion regarding how to utilize the other guide, unfortunately, restricting transportation

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more than it should be. This Worker Guide has been updated to make changes in places where comments were made that something could be clarified.