

(c) The individual rehabilitation plan (IRP) shall identify those services to be provided, the credential of the practitioner providing the service, the amount of time that will be devoted to the provision of the service, and the location of services to be provided. Only those services provided as described in the IRP are reimbursable. The IRP must be amended as required if services not previously documented in the IRP are determined necessary for the beneficiary's treatment in order to ensure proper billing.

(d) The provider shall maintain, at a minimum, the following documentation in support of all claims for payment.

1. The name and Medicaid/NJ FamilyCare health benefits identification number of the beneficiary;
2. The date(s) of service(s);
3. The type(s) of service(s) provided;
4. The duration of the service(s) provided;
5. The name, credential, and title of the employee providing the service;
6. The specific location at which the service was provided;
7. CRNA; and
8. IRP; and
9. Prior and Continued Stay Authorization Form.

(e) All records shall be made available upon request to representatives of the Department of Human Services or its authorized agents.

(f) All records must be available to all CSS staff working with the client. All staff must have access to review the IRP and documentation of the services provided. All documentation shall be entered into the record within one calendar week.

10:79B-2.6 Staffing

(a) Each program shall identify a program coordinator responsible for all routine business aspects and inquiries involved in the provision of CSS. The program coordinator shall ensure that all requests for prior authorization are submitted in accordance with N.J.A.C. 10:79B-2.7, address issues identified by Department of Human Services (DHS) staff, and respond to all DHS inquires and requests related to the provision of CSS.

(b) The program coordinator shall, at a minimum, possess a bachelor's degree in a related field.

10:79B-2.7 Prior authorization

(a) The first 60 days of CSS services shall not require prior authorization.

(b) Prior to the end of the first 60 days, the CSS provider shall submit a request to Division of Mental Health and Addiction Services (DMHAS) for prior authorization to continue services.

(c) The initial request for prior authorization must include a copy of the IRP. Subsequent submissions that include changes in the level of services requested shall also include a copy of the revised IRP.

(d) No prior authorizations may exceed six months of service.

TRANSPORTATION

(a)

MOTOR VEHICLE COMMISSION

Electronic Lien and Titling Program

Proposed Amendments: N.J.A.C. 13:21-3.6, 3.7, and 3.9

Authorized By: Motor Vehicle Commission, Raymond P. Martinez, Chair.

Authority: N.J.S.A. 39:2-3.3 et seq., 39:2-3.8, and 39:10-1 et seq.

Calendar Reference: See Summary below for explanation of exception to calendar requirement.

Proposal Number: PRN 2015-088.

Submit comments by October 2, 2015, to:

Kate Tasch

Regulatory and Legislative Affairs
 Motor Vehicle Commission
 225 East State Street
 PO Box 162
 Trenton, NJ 08666-0162
RuleComments@mvc.nj.gov

The agency proposal follows:

Summary

This notice of proposal is excepted from the rulemaking calendar requirement pursuant to N.J.A.C. 1:30-3.3(a)5. Since this notice is not listed in the agency rulemaking calendar, the public comment period for this notice will be 60 days.

The proposed amendment revises the informational requirements for an electronic certificate of title to mirror the information contained in existing paper certificates of title. N.J.A.C. 13:21-3.6(a) currently requires certain information that only exists on a certificate of origin. The adopted rules were never intended to include certificates of origin and thus the requirements were written in error. The proposed amendment removes those listed requirements to correct the error and alleviate any confusion that the previously adopted rule created.

N.J.A.C. 13:21-3.7(a) is proposed for revision for the purpose of clarity and does not change any substantive meaning or requirement from the previously adopted regulation. N.J.A.C. 13:21-3.9 is proposed for amendment to remove data requirements from the electronic lien and title as it is not necessary.

Social Impact

The Motor Vehicle Commission (Commission) does not anticipate a significant social impact if the proposed amendments are adopted because the proposed amendments simply clarify language and remove unnecessary data requirements from the process with respect to the creation of electronic liens and titles.

Economic Impact

The economic impact of the proposed amendments is anticipated to be insignificant because the proposed amendments simply clarify language and remove unnecessary data requirements from the process with respect to the creation of electronic liens and titles.

Jobs Impact

The proposed amendments will have no impact on jobs because the rule amendments simply clarify language and remove unnecessary data requirements from the process with respect to the creation of electronic liens and titles.

Federal Standards Statement

No comparable Federal law or regulation exists, therefore, a Federal standards analysis is not applicable to this rulemaking.

Agriculture Industry Impact

The proposed amendments will have no impact on the agriculture industry because the proposed amendments simply clarify language and remove unnecessary data requirements from the process with respect to the creation of electronic liens and titles.

Regulatory Flexibility Statement

A regulatory flexibility analysis is not required because the Commission does not anticipate that this rulemaking will impose any reporting, recordkeeping, or other compliance requirements on small businesses within New Jersey.

Housing Affordability Impact Analysis

The proposed amendments will have no impact on housing affordability and there is an extreme unlikelihood that the rules would evoke a change in the average costs associated with housing because the proposed amendments pertain to the creation of electronic liens and titles.

Smart Growth Development Impact Analysis

The proposed amendments will have no impact on smart growth development and will not evoke a change in housing production in Planning Areas 1 or 2, or within designated centers under the State Development and Redevelopment Plan because the proposed amendments pertain to the creation of electronic liens and titles.

Full text of the proposal follows (additions indicated in boldface **thus**; deletions indicated in brackets [thus]):

13:21-3.6 Form of the Electronic Lien and Titling Program

(a) Pursuant to the authority granted under N.J.S.A. 39:10-1 et seq., and 39:2-3.8, the Chief Administrator may establish an Electronic Lien and Titling Program for the issuance and use of electronic titles.

1. (No change.)

[2. Electronic titles shall contain the manufacturer's vehicle identification number and the motor number, when used, of the motor sold, name of the manufacturer, the manufacturer's shipping weight, a general description of the body, if any, the type and model, and gross vehicle weight rating.]

Recodify existing 3.-4. as 2.-3. (No change in text.)

13:21-3.7 Notation of security interest at time of sale

(a) When a new motor vehicle is sold in this State, if in connection with such sale, a security interest is taken or retained by the seller to secure all or a part of the purchase price of the motor vehicle, or is taken by a person who, by making an advance or incurring an obligation, gives value to enable the purchaser to acquire rights in the motor vehicle, and that seller retaining a security interest or person making an advance or incurring an obligation giving value to enable the purchaser to acquire rights in the motor vehicle is the participating lien holder in the Electronic Lien and Titling Program, [an electronic notification, with] **that person or entity shall electronically deliver to the Commission** the name and business address of the secured party noted[, shall be transmitted to the Commission] **through an electronic add lien function**. Upon notification of the creation of a security interest, the Chief Administrator shall make notation of the security interest and an electronic title shall be sent through a service provider to the participating lien holder.

(b) (No change.)

13:21-3.9 Electronic title; perfection of a security interest

The notation of the name and business or residence address of a secured party or his or her assignee, on the electronic title, as provided in N.J.S.A. 39:10-8 and 39:10-9, and the **proper presentation of documents from the purchase of a motor vehicle** to the Chief Administrator, in accordance with N.J.S.A. 39:10-11, [of the electronic title so noted,] and the compliance with the requirements of sections C. and D. of N.J.S.A. 39:10-11 shall be in lieu of all filing requirements imposed by chapter 9 of Title 12A of the New Jersey Statutes and shall constitute the perfection of a security interest in the motor vehicle, and the rights and remedies of the debtors and the secured parties in respect to such security interest shall, except as otherwise expressly provided for by N.J.S.A. 39:10-1 et seq., or in this subchapter, be subject to and governed by chapter 9 of Title 12A of the New Jersey Statutes.

(a)

CAPITAL PROGRAM MANAGEMENT

Utility Accommodation

Proposed Repeals and New Rules: N.J.A.C. 16:25

Authorized By: Jamie Fox, Commissioner, Department of Transportation.

Authority: N.J.S.A. 27:1A-5, 27:1A-6, 27:7-19, 40:62-35, 40:62-134, 48:2-80 et seq., 48:5A-1, 48:7-1 et seq., 48:7-2 et seq., 48:9-17, 48:9-25.4, 48:13-10, 48:17-8, 48:17-16, and 48:19-17.

Calendar Reference: See Summary below for explanation of exception to calendar requirement.

Proposal Number: PRN 2015-091.

Submit written comments by October 2, 2015, to:

Miriam Weeks, Administrative Practice Officer
New Jersey Department of Transportation
1035 Parkway Avenue
PO Box 600
Trenton, NJ 08625-0600
Fax: (609) 530-4638

Submit electronically at njdotRules@dot.state.nj.us

This rule may be viewed or downloaded from the Department's website at <http://www.state.nj.us/transportation/about/rules/proposals.shtm>.

The agency proposal follows:

Summary

The Department has reviewed N.J.A.C. 16:25 and has determined that, while it remains necessary, reasonable, adequate, and responsive to the purpose for which it was originally promulgated, extensive amendment and reorganization is necessary to update the technical aspects, improve the logical flow of information, ensure consistency with other Department rules, and to improve clarity. Also, throughout the chapter, deletions are proposed to remove unnecessary language, which is not part of rulemaking. Therefore, the Department proposes to repeal N.J.A.C. 16:25 and replace it with a new chapter. To that end, the Department convened a work group comprised of Department staff, utility industry representatives, and other engineering experts to discuss the needed revisions to the chapter. The proposed new rules take into consideration the recommendations of this group. As explained below, several provisions related to highway occupancy permits currently found in N.J.A.C. 16:41 will now be found in N.J.A.C. 16:25. The amendment of N.J.A.C. 16:41 will be the subject of a future rulemaking. Because the Department has provided a 60-day comment period, this notice is excepted from the rulemaking calendar requirement pursuant to N.J.A.C. 1:30-3.3(a)5.

N.J.A.C. 16:25 governs utilities, including pipelines, overhead power and communications lines, and underground electric power and communications lines. The chapter contains standards and requirements for utility accommodation on Department right-of-way. The State of New Jersey is heavily industrialized, densely populated, and described as a "Corridor State." The State strives to provide a safe and modern highway system for its citizens, visitors, and travelers, while at the same time, ensuring that safe and adequate utility services are provided to its citizens and industries. In addition to carrying out their own improvement and expansion programs to meet ever-increasing customer demands, utilities must also modify their facilities to conform to highway construction projects. Rarely can either the Department or the utility companies construct or alter their respective facilities without somehow impacting the other. Through the rules on utility accommodation, the Department established rules to control and coordinate the use of highway right-of-way and the procedures to be used in achieving this control.

The existing chapter, proposed for repeal, is summarized as follows:

Subchapter 1 is the introduction and provides definitions and standards and the general provisions of the chapter.

Subchapter 2 provides the general requirements as to location and design of utility accommodations.

Subchapter 3 provides the general considerations and requirements pertaining to pipelines.

Subchapter 4 outlines general considerations concerning installation on highway structures.

Subchapter 5 establishes guidelines concerning overhead power and communication lines.

Subchapter 6 pertains to general scenic enhancement.

Subchapter 7 provides the general requirements for underground electric power and communication lines.

Subchapter 7A contains general requirements for utility facilities longitudinally occupancy limited access highways.

Subchapter 8 is reserved.

Subchapter 9 provides guidelines and procedures for the enhancement of safety and general provisions for restoration.

Subchapter 10 sets forth the requirements for permits for related utility work on Department right-of-way.

Subchapter 11 specifies the prerequisites for special permits and agreements.

Subchapter 12 establishes guidelines for reimbursement for the location or adjustment of existing utility lines.

Subchapter 13 provides for the severability of the chapter.

In general, the proposed new rules reorganize the information found in the current chapter by consolidating information applicable to all utilities where appropriate and creating subchapters specific to a particular type of