



HOUSE COMMITTEE ON APPROPRIATIONS

FISCAL NOTE

HOUSE BILL NO. 1301

PRINTERS NO. 1667 PRIME SPONSOR: Oberlander

COST / (SAVINGS)

FUND	FY 2010/11	FY 2011/12
General Fund	\$0	(\$1,663,000)

SUMMARY: Amends the Public Welfare Code by adding a new section providing for administration of the Medical Assistance Transportation program (MATP). Effective date is in 90 days.

ANALYSIS: This legislation would require the department to promulgate regulations to establish eligibility requirements, need verification procedures, assistance levels in order to operate the medical assistance transportation program in an efficient and cost-effective manner. The department would be required to make the Client Information System information available to all MATP offices and to develop a standard attestation form for signature by recipient and medical provider to confirm attendance at the medical appointment/ meeting. MATP providers would be required to record and submit to the MATP offices the name/ address of each passenger and time/ location of each departure and arrival point unless collection of such information is not feasible for the mode of transportation. MATP recipients receiving reimbursement for mileage would be required to record trip locations; odometer readings for each trip; the make, model, license plate number of the vehicle; and the names-addresses of any passengers in the vehicle during each trip. MATP offices providing transportation services and mileage reimbursement would be required to pre-authorize transportation services or mileage reimbursement which can only be authorized for transportation to medical assistance providers, for the least expensive mode of transportation and for the closest available medical provider that meets the recipient's medical needs. MATP offices could not issue mileage reimbursement to a recipient unless the recipient submits the mileage reimbursement records and a completed/ signed attestation form. MATP services could only be authorized if the recipient has submitted a completed/ signed attestation form for all previous trips occurring more than 15 days before the request for services. Mileage reimbursement is to be calculated as equal to the lesser of the distance from the individual's residence to the closest available medical provider that meets the recipient's medical needs or 50 miles unless the recipient is exempted by the department or MATP office for medically necessary services in excess of 50 miles. The legislation includes definitions for MATP office, medical assistance transportation program, and transportation services.

FISCAL IMPACT: This legislation basically establishes the statutory base for the department's current policy regarding implementation of the Medical Assistance Transportation program which provides non-emergency medical transportation services to eligible recipients. The legislation does include additional restrictions for closest medical service provider and mileage reimbursement with some exceptions as well as reporting requirements. The medical assistance transportation appropriations (state/ federal) are allocated to the counties to operate the program; a transportation broker administers the program in Philadelphia county. For fiscal year 2010-11, a total of \$155.473million (state of \$75.3million and total federal of \$80.173million) has been appropriated; the fiscal year 2011-12 budget proposes \$74.571million in state funds and \$71.465million in federal funds or \$146.036million in total funds for this program. It is difficult to quantify the potential fiscal impact of the additional reporting requirements or the restriction in the mileage reimbursement calculation (the lesser of the distance from recipient's residence to provider that meets the recipient's medical needs or 50 miles unless the recipient is exempted). However, the department has estimated a total \$1.8million in savings for the restriction on mileage reimbursement to the closest clinic for methadone maintenance consumers; this estimated savings is 58% of the cost for mileage reimbursement to the current clinic. According to the department, a total of \$12.8million was spent in FY2009-10 on mileage. If the same savings percentage is applied to this actual spend total, it is estimated that \$7.424million in total savings could be generated (\$3.325million in state) annually. This fiscal note assumes 6 months of state savings for fiscal year 2011-12.

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House Appropriations Committee (R)

DATE: April 29, 2011

Estimates are calculated using the best information available. Actual costs and revenue impact incurred may vary from estimates.