

Medical Assistance Transportation Program (MATP) Broker Legislation

July 18, 2018

Background

The Pennsylvania Department of Human Services, Office of Medical Assistance Programs (OMAP) currently delivers Nonemergency Medical Transportation Services through several models:

- Thirty-seven counties follow a 'Vendor' model in which county funding is passed through to a transportation vendor,
- Twelve counties have two Direct Contracts with vendors in place,
- Ten counties follow a Hybrid (Vendor & Direct) model,
- Seven counties that operate under a 'Service Provider' model where the county operates their own transportation, and
- One county, Philadelphia, has a transportation broker contract that follows a per-member-per-month payment model.

Based on the current models, only the seven Service Provider counties have assumed full responsibility for the administration of Medical Assistance Transportation Program (MATP) services. Vendor model counties are not able to be compensated for costs incurred by the county, as they are not providing any direct MATP services. This has caused some counties to no longer provide MATP through the county. This resulted in direct sole source contracts to cover MATP for counties that chose not to participate in the program.

What's Changing

The Human Services Fiscal Code that accompanied the fiscal year 2018-2019 state budget was passed on June 25, 2018 and was effective July 1, 2018.

Per Section 443.12. Nonemergency Medical Transportation Services—The Department shall amend the Commonwealth's State Plan under Title XIX of the Social Security Act to provide Nonemergency Medical Transportation Services to eligible and enrolled Medical Assistance Recipients utilizing a statewide or regional full risk brokerage model. The Department must develop a proposal and solicit an eligible broker to administer the program through a contract. The Department must issue a solicitation for the brokerage model within 180 days.

Next Steps

- 1) OMAP must develop a Request For Proposal (RFP) to solicit an eligible broker to administer the program through a contract.
- 2) OMAP is evaluating the advantages of a 'statewide' versus 'regional' brokerage model.
- 3) The deadline for the broker model solicitation (RFP) is 12/27/2018. The Department of Human Services, OMAP intends to meet the deadline.
- 4) OMAP must submit a State Plan amendment to the Centers for Medicare & Medicaid Services for approval. OMAP will work in partnership with CMS and intends to submit the amendment in fall 2019.

MATP Broker Procurement Survey

1. What are some of the current challenges for Non-emergency medical transportation?

- Funding
- Regulations.
- Trip coordination.
- Technology.
- Scheduling.
- Personnel.
- Other (Please explain). _____

2. What are the three most important key issues to consider when transitioning to a broker model?

1. _____
2. _____
3. _____

3. What are the advantages of using a Statewide broker model? What are the advantages of using a regional broker model?

Statewide Model Advantage - _____

Regional Model Advantage - _____

MATP Broker Procurement Survey

4. Other Feedback?

COMPLETED BY: _____

TITLE: _____

ORGANIZATION: _____

Please submit completed survey and any questions to: MAACMail@pa.gov, no later than August 28, 2018.