



COMMONWEALTH OF PENNSYLVANIA

December 13, 2019

Senate Committee on Aging  
Senate Committee on Appropriations  
Senate Committee on Health & Human Services  
Senate Committee on Transportation  
House Committee on Aging  
House Committee on Appropriations  
House Committee on Health  
House Committee on Human Services  
House Committee on Transportation

Dear Chairperson:

In accordance with Act 19 of 2019, the Medical Assistance Transportation Program (MATP) Legislative Analysis is complete and will be released by December 28, 2019. The Analysis focuses on the potential impact of the MATP being administered through a statewide or regional brokerage model, as contemplated by Act 40 of 2018, and its impact on the existing Human Services Transportation (HST) infrastructure. The analysis does not consider any other configurations of a broker model.

The Analysis addresses the five major areas outlined in Act 19 related to non-emergency medical transportation (NEMT): federal and state law, regulations, and policies; effectiveness and efficiency of the current NEMT service delivery; review of other states' models of NEMT service delivery; and the positive and negative impact of maintaining or changing the current MATP model, including financial and service provision implications.

Upon the passage of the legislation, the Department of Human Services (DHS), the Department of Transportation, and the Department of Aging immediately began to work on fulfilling their legislative obligations. While supportive initially of the intent of Act 40 of 2018, the Wolf Administration has gained a deeper understanding of the relationship between MATP and the existing HST. As a result, we believe that a statewide brokerage model may not be the best solution to meet the needs of the MATP, the broader HST System, and Pennsylvanians who use these systems.

The Administration agrees with the General Assembly that the current structure of the MATP could be improved. We are proposing that we use the next 18 months to continue working closely with the entities that have been involved in discussions over the last several months, including the County Commissioners Association of Pennsylvania and the Pennsylvania Public Transportation Association, to explore options for the administration and service delivery of the MATP. While these options are being explored, DHS will not award a statewide brokerage contract. This time will afford our agencies the opportunity to:

- Explore potential expansion of county-based collaborations that we learned about through completion of the analysis;
- Work with counties that still directly administer the MATP;
- Gain a better understanding of brokered MATP models that are working well and lessons learned from these programs;
- Work with the Office of Budget Comptroller Operations to address issues related to current sole source MATP agreements; and
- Identify areas of the state that can successfully support a brokered MATP model.

We have not ruled out using a broker model in a design other than a statewide approach; DHS has had positive experience using a broker model in Philadelphia since 2005.

If you have any questions concerning the Analysis or require additional information, please contact Ms. Kristin Crawford, Director, DHS, Office of Legislative Affairs, at (717) 783-2554.

Sincerely,



Robert Torres  
Secretary  
Department of Aging



Teresa D. Miller  
Secretary  
Department of Human Services



Yassmin Gramian, P.E.  
Acting Secretary  
Department of Transportation

cc: Committee Members