

**MEDICAL ASSISTANCE TRANSPORTATION PROGRAM: WAIVER REQUEST FORM**

**DATE**

**DECEMBER 2, 2005**

Name of Requestor/Contact **Sheila Gombita** Phone # **724-229-2502** Requested Effective Date **July 1, 2005**

Requesting County(ies)/ Corporation **Washington County**

Please cite the requirement for which a waiver is being sought (from the "Scope of Services")  
 Paratransit One Hour Rule – Consumer should be dropped off at the medical provider's office no more than one hour prior to the medical appointment. After the medical visit, consumers shall be picked up not more than one hour later.

Briefly describe the efficiencies and/or service enhancements that will result from the waiver  
 This requirement was previously waived in a letter dated June 24, 2003 from Teleta Nevius. At that time it was pointed out that Washington County continues to exceed its allocation for Medical Assistance Transportation due to ever increasing use of WCTA's services by eligible recipients. The granting of this waiver at that time allowed WCTA to reduce the number of trips at special (higher) rates and to provide many of those trips under our regular fares at lower rates. This was the primary reason for the request in the first place. The result of this change, as described further below and in the accompanying spreadsheet has been to reduce dramatically the cost of these special trips.

Briefly describe the proposed alternative procedure  
 The alternative, already in effect because the waiver has been previously granted, is to group trips in ways comparable to our other shared-ride services. The grouping of long distance trips is a well established practice for our other services, and has not resulted in undue harm or hardship to our senior or disabled passengers under PennDOT programs. We have informed MATP consumers regularly that, if their appointments cannot be made to conform to our scheduled times, we will make exceptions and provide special trips. And, in fact, we do this on a consistent and frequent basis.

Approximately how many consumers will be affected?  
 How will they be affected? if any, will result in the level of service?  
 For the first quarter of FY2006, special trips have declined 65% compared to the same period in FY2005. This shows that the use of the waiver continues to be successful. Total special trips also declined in FY2005 compared to FY2004. At the same time, the total number of regular fare shared ride trips by MATP consumers continues to increase dramatically. For the first quarter of FY2005, regular paratransit trips increased by 36% compared to the same time period for FY2004. It is quite reasonable to assume (and we know this from daily contact with consumers) that part of the increase is a result of many people traveling under regular fares rather than special fares. The continuing increase in MATP trips also demonstrates the need to control costs wherever possible.  
 The savings can be calculated in several ways. The gross savings on special trips in the first quarter of FY 2006 was \$48,555 – the difference in the amount spent on special trips in FY2006 compared to the comparable period in 2005. Another way to look at these figures is to say there were 1131 fewer special trips this year compared to last, and the savings on each way was \$37 (\$24 average fare for a shared ride trip compared to \$60 for a special trip). Assuming that these 1131 trips were made as regular shared ride trips rather than special trips, the savings was \$41,847 (1131 x \$37). A third way to calculate the savings would be to say there were 1131 fewer trips this year compared to last, and at this year's cost of \$60 per trip, the savings would be 1131 x \$60 or \$67,860.

Projected savings  
 \$41,847 - \$67,860  
 How were these savings calculated? Identify assumptions (i.e., fewer trips, shorter trips, shorter wait times)

How will the savings be used?  
 The savings will be used to continue to accommodate the ever increasing demand for the MATP service.

<p><b>Briefly describe the exception process for consumers who cannot be accommodated by the new requirement</b></p>	<p>Exceptions to the practice approved by the waiver are made regularly and frequently. If it can be demonstrated, usually by written verification from a hospital or physician's office, that an appointment cannot be scheduled at another time, WCTA will make arrangements to provide a special trip under such circumstances.</p>
<p><b>Briefly describe any local input in this waiver proposal, i.e., consumers, medical providers, etc.</b></p>	<p>Prior to the waiver first being proposed over 2 years ago, our local transportation advisory committee was provided the opportunity to comment on the waiver proposal. The committee endorsed the proposal request.</p>