



Testimony of

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Pennsylvania Department of Transportation

Medical Assistance Transportation Program (MATP)

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Good afternoon, Chairwoman Brooks, Chairman Haywood, Chairwoman Ward and Chairman Sabatina, members of the committee and staff. My name is Jennie Granger, and I am the Deputy Secretary of Multimodal Transportation for the Pennsylvania Department of Transportation. On behalf of Secretary Leslie Richards, thank you for the opportunity to testify before all of you today regarding public transportation, as it relates to human service transportation in Pennsylvania.

Let me begin by sharing some of the history of public transportation and shared-ride service in Pennsylvania. Since the 1970's, Pennsylvania has invested heavily in public transportation facilities and vehicles in urbanized and nonurbanized areas and provides considerable state funding to offset operating costs resulting in low fixed route fares. For almost 40 years, Pennsylvania has also invested in public transportation facilities and vehicles to support shared-ride services in all 67 counties and has created programs which pay a portion of the fare for seniors and persons with disabilities.

These investments make public transportation service available, accessible and affordable throughout Pennsylvania and ensure a wide range of mobility options. The infrastructure, the

resources, and the service are public and used by individuals as well as by a multitude of human service programs. We provide nearly 3.7 million rides per year to seniors and persons with disabilities across the state on our shared-ride system, connecting them to doctors, work, shopping and recreational activities that allow them to remain in their homes and participating as contributing members of society.

In addition to mobility and accessibility for those using transit, there are also workforce benefits across the Commonwealth as over 100,000 transit related jobs are available in both rural and urban areas. Having reliable and affordable transit options enables a higher quality of life when a user does not have to worry about how they will get to a doctor's appointment or has the option to go out with some friends. In addition, the secondary workforce effect is seen by those serving transit users whether it is in a doctor's office or restaurant.

With the passage of Act 19 in July of 2019, we have been participating in a work group led by the Department of Human Services along with the Department of Aging and the County Commissioners Association of PA to complete a study of the potential impacts to Human Service Transportation of brokering the Medical Assistance Transportation Programs. The study being completed by an outside consultant will provide an analysis of the current state of practice in Pennsylvania. It will also look at state and federal requirements of MATP and other publicly funded transportation provided in the Commonwealth that serve human service agencies. The analysis will also look at other states' experience with different models to provide MATP including those states that have gone to a full risk brokerage model such as was proposed in Act 40 passed in June of 2018.

The Department has met weekly with the work group and the consultant. In addition, we have participated in meetings with County Commissioners Association and the Pennsylvania Public

Transportation Association to collect stakeholder information. We have also provided input and data as requested so that a complete analysis of human service programs is possible.

We are very proud of the coordinated human service transportation system that we have built along with your support over the past decades. We remain committed to providing cost effective transportation to the citizens of the Commonwealth and will continue to work with DHS, Aging and other partners to ensure that their experience using public transportation is a positive one.

We believe that by working together in a systematic and coordinated way, we can improve it and maintain its cost effectiveness.