



24 significant additional financial burden placed on PA taxpayers through other funding mechanisms that are  
25 already oversubscribed, and adding additional layers to the delivery of MATP services; and

26 **WHEREAS**, across the state, MATP funding exceeds 30% of the shared ride/paratransit  
27 programs.; and

28 **WHEREAS**, currently, Pennsylvania functions under a “coordinated system” which is a national  
29 model of efficiency and is illustrated in a recent Transportation Research Board report which shows our  
30 state’s shared ride model is the third-lowest MATP cost nationally; and

31 **WHEREAS**, brokering MATP service will result in many MATP trips being removed from that  
32 coordinated system which will increase costs overall, reduce coordination which will result in a  
33 significant loss in service productivity and reduce the geographic service area and hours of service,  
34 meaning seniors and persons with disabilities will see a reduction in available service; and

35 **WHEREAS**, in Pennsylvania, DHS primarily contracts with counties who are responsible for  
36 managing MATP and delivering service to eligible persons either directly or through subcontractors; and  
37 most Counties use Pennsylvania’s public shared-ride transportation systems to manage and deliver this  
38 service.; and

39 **WHEREAS**, the move to a brokered MATP service would take away local management over  
40 MATP and transfer jobs and funding to agencies outside of the Counties where the services are being  
41 provided thereby potentially turning the funding over to large statewide or even international corporations  
42 which have little interest in local concerns: and

43 **WHEREAS**, the Erie Metropolitan Transit Authority which provides MATP service through its  
44 “Lift Program” is projecting an estimated loss of revenue of \$2.1 million annually which will eventually  
45 lead to rate increases not only for all Lift riders but also those who use EMTA’s fixed-route bus service,  
46 as well as it also could lead to layoffs of drivers, mechanics and other EMTA employees; and

47           **WHEREAS**, the Area Transportation Authority is anticipating a loss of local management over  
48 MATP services, constituents will experience a loss of continuity in who they work with to arrange for  
49 these critical and often life sustaining transportation services, a loss of efficiency as agencies outside the  
50 region will be managing customer calls, and overall cuts to funding and services (including local jobs) as  
51 the result of a move to a statewide or regional full-risk brokerage system,

52           **WHEREAS**, independent research indicates that removing MATP from the coordinated model  
53 will very likely result in the need to increase revenue from the remaining funding sources, including the  
54 MATP program, by increasing the Cost to The Commonwealth by an estimated 23% or \$31.5 Million,  
55 and under the worst-case scenario where local transit providers would lose all MATP trips, the  
56 Commonwealth would experience a \$63.8 million increase in costs; and

57           **NOW, THEREFORE, BE IT RESOLVED** that the Elk County Board of Commissioners do  
58 hereby oppose the changes being made to the Medical Assistance Transportation Program involving a  
59 transition to a statewide or regional full-risk brokerage system by the State Legislature and the  
60 Department of Human Services;

61           **BE IT FURTHER RESOLVED** that the Elk County Board of Commissioners will submit this  
62 resolution and accompanying letter of disapproval to the regional legislative Representatives and State  
63 Senators, and provide copies to the state Department of Humans Services and the Governor office as well  
64 as regional Commissioners in an effort to respectfully request the Administration and General Assembly  
65 take steps to suspend the award of the RFA and consider taking action to study this issue further before  
66 initiating any changes.



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COMMISSIONERS OF ELK COUNTY

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*Don't [unclear]*  
Chair

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*James A. Kemmer*

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*Marlow G. Presenberg*

78 Attest:

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*Lee O. Neureiter*

Chief Clerk

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