

EXECUTIVE SUMMARY: Impact of MATP Brokerage in PA



PA has experienced decades of investment creating the national model for coordinated transportation service, giving PA transit the distinction as the **5th lowest average MATP trip cost in the nation.**



Brokers can contract with private transportation providers who **do NOT meet** the safety, training, drug & alcohol testing, and insurance standards required of public transit systems.



While an additional \$15 Million of federal funds may be secured via a brokerage incentive, it may result in an **increase of approx. \$31 Million** of costs to the Commonwealth of Pennsylvania and reduced service to Seniors and Persons with disabilities due to reduced coordination.



HB 1677 was enacted on 6/22/18 requiring the use of regional brokers to provide MATP, removing public transit as the coordinator of services. The process progressed rapidly. The Request for Applications (RFA) for brokers was released and responses due by 3/5/19 with contract negotiations planned for the summer.



Based on a single capitated rate, brokers **are paid regardless** if transportation service is actually provided to consumers.

Removing MATP from the coordinated systems will result in users having to call different numbers depending on the nature of the trip, very **confusing for seniors and persons with disabilities.**



Call to Action: Legislators are urged to stop the award of the RFA and to study the complex issues and ramifications of brokerage on the nation's most coordinated public transit program.