

**TESTIMONY OF**  
**CURTIN TRANSPORTATION GROUP**  
**BEFORE THE TRANSPORTATION COMMITTEE**  
**February 19, 2021**

**RE: Senate Bill 409**

**AN ACT CONCERNING THE NONEMERGENCY TRANSPORTATION OF PERSONS WITH  
DISABILITIES CONFINED TO A STRETCHER**

Good morning, my name is Kim Curtin, I am the President of Curtin Transportation Group. We are a third generation family owned company that has provided a wide range of transportation services in Connecticut for more than 100 years. We have offices in Waterford, Waterbury, and Stratford. We employ more than 230 men and women in Connecticut.

Most importantly our company has safely transported passengers utilizing sedans, wheelchair vans and until the change in the definition of ambulance service, passengers utilizing stretcher vans.

**WE SUPPORT THE PASSAGE OF SENATE BILL 409.**

The language contained in this session's Senate Bill 409 addresses the need that our statutes include the use of stretcher vans for passengers that need to be transported by stretcher. Let me repeat, these are passengers not patients that need to be transported by stretcher without medical needs during such transportation.

Last year's proposed language in SB 152 was the result of a number of years of submittals and language that had previously been on the books that clearly ensured passenger safety. Last session, Curtin was grateful the Committee heard testimony in support of SB 152, but due to the shortened session, never passed it out of committee.

***We are respectfully asking the committee to support the more detailed language similar to last session's SB 152.***

To clear up many of the misconceptions that have been brought up in the past. Stretcher vans are again for passengers. Patients needing suction, wound care, intravenous care, or other medical needs would not be transported by a stretcher van because they are patients - not passengers.

Additionally, seniors who wish to visit family or attend community functions; workers with a temporary disability; persons with life-long disabilities, or persons seeking nonemergency care need medical care while being transported, would utilize the service of a stretcher van.

Prior language allowing the use of stretcher vans expressed that the person requiring transportation:

- Need non-emergency transportation;
- Must be transported utilizing a stretcher;

- Does not require medical services during transport;
- Obtains prior approval by a written statement from a licensed medical provider that this mode of transportation is appropriate;
- And that in addition to the driver, a trained attendant would accompany the passenger being transported in a stretcher van.

These are the same requirements that passed with PA 12-1 and 2017 SB 345 as amended.

We believe that the use of stretcher vans is better for the passenger and makes financial sense for Connecticut. The use of stretcher vans will:

- Allow individuals with a disability utilizing a stretcher that want to visit loved ones or attend a senior center function to utilize this service without having to pay the higher costs of ambulance service.
- Save small businesses money by lowering workers compensation costs through an alternative method of transportation to a person utilizing a stretcher.
- Save small businesses and individual's money by lowering health care costs through an alternative method of transportation to a person utilizing a stretcher.
- Save individuals and families money by providing an alternative method of transportation to a person utilizing a stretcher needing transportation not covered by Medicaid.
- Improve a person's quality of life by offering a mode of transportation that is not confused by neighbors with a medical emergency at a cost lower than ambulance service.
- Result in savings to Connecticut taxpayers as Medicaid code T2005 allows for the use of stretcher vans and is less expensive than ambulance service.
- Increase revenue to Connecticut in the amount of \$2.7 million bi-annually inasmuch as livery transportation, stretcher van transportation is subject to sales tax.

Utilizing stretcher van transportation as a form of MEDICAID transportation where appropriate would result in Medicaid cost savings to the State of Connecticut.

CURRENTLY, THE STATE OF NEW YORK ENJOYS A 50% MEDICAID REIMBURSEMENT FOR ITS STRETCHER AMBULETTE TRANSPORTATION.

This would be in addition to the generation of \$2.7 mil in sales tax revenue bi-annually through private pay stretcher van livery transportation.

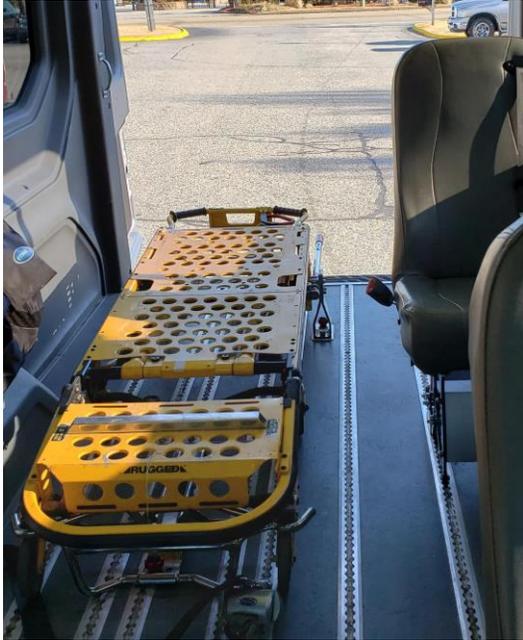
Please note that the language in last year's SB 152 ensured that stretcher van transportation be medically appropriate for *passengers* by requiring that the *passenger's* primary care physician give prior authorization to such transport. We support this common sense requirement.

Additionally, given the current emergency care needed by ambulances during the COVID-19 pandemic, allowing the use of stretcher vans to perform this nonemergency medical service, ambulance companies can assign more of their emergency vehicles to the multitude of medical calls requiring emergency medical services.

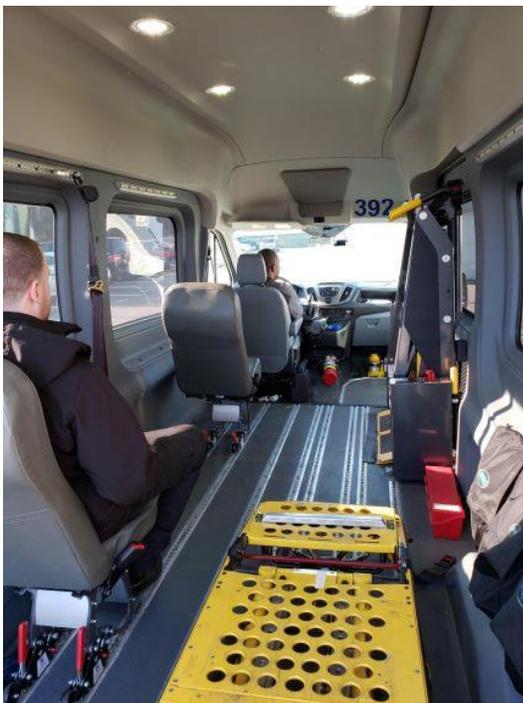
Most importantly, passage of Senate Bill 409 will improve an individual who utilizes a stretcher's quality of life by removing the stigma and financial burden of constantly needing

ambulance transportation for everyday activities. It also makes fiscal sense to Connecticut during these challenging fiscal times.

Please favorably report Senate Bill 409. **It is better for the passengers and better for the State of Connecticut.**



Stretcher securement in a livery van would utilize the same securing equipment and methods used by ambulances



An attendant in addition to the driver, trained in the lifting, movement, and transport of a person on a stretcher will accompany the individual during transport