

RURAL AND HUMAN SERVICES TRANSPORTATION (RHST) COORDINATION OVERVIEW

Presented to the Georgia Rural Development Council
10/24/17



Governor's Development Council

ACRONYMS & DEFINITIONS LIST

- **GDC - Governor's Development Council** – A statutorily created role that the GRTA board plays when invoked by the Governor to study a particular topic (e.g. transportation, economic development). Has powers to require agencies to cooperate and provide information upon request.
- **RHST - Rural and Human Services Transportation** – Umbrella title given to cover all non-urban transit systems/services (RPT, DHS, NET – see below).
- **RPT - Rural Public Transportation** – Public transportation provided in rural areas of the state, broadest pool of general eligibility. Oversight provided by GDOT.

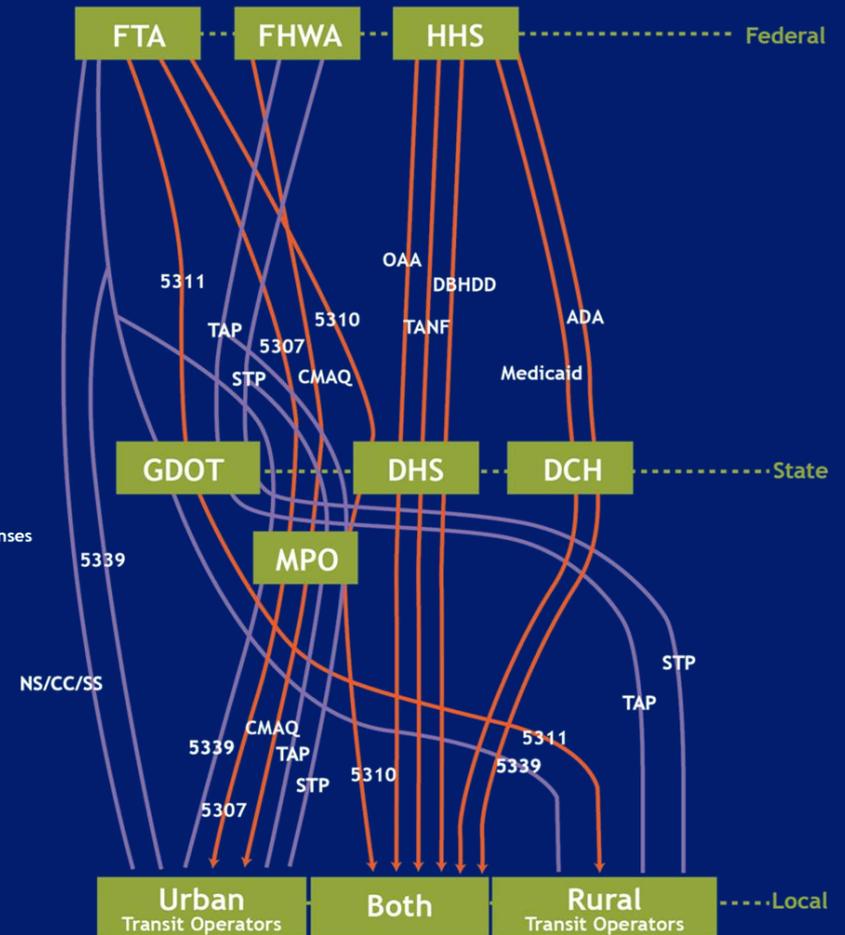


ACRONYMS & DEFINITIONS LIST

- **DHS – Department of Human Services** – Transit services for specific populations (e.g., elderly, disabled). Eligibility largely determined by federal funding program. Oversight provided by DHS.
- **NET - Non-Emergency Medical Transportation** – Medicaid funded transportation. Largest (in terms of funding) transit program in rural areas. Oversight provided by DCH.



FEDERAL TRANSPORTATION FUNDING STREAMS

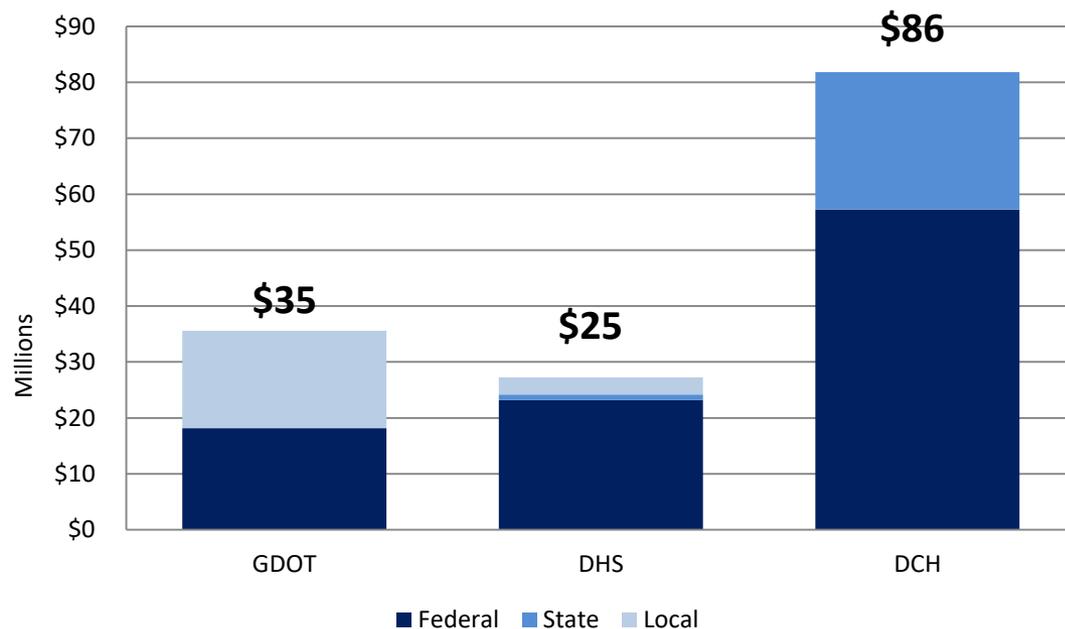


* All items simplified for intelligibility.



FY 2014 OPERATIONAL COSTS FOR RHST SERVICES

- Three agencies (GDOT [RPT], DHS, DCH) administer all funds
- Almost all state and local funds are used to leverage (i.e. “match”) federal funds
- \$32.2 million in state funds in FY2014



FY 14 Total = \$146 million

Needed funds projected to be \$188 million by FY 30

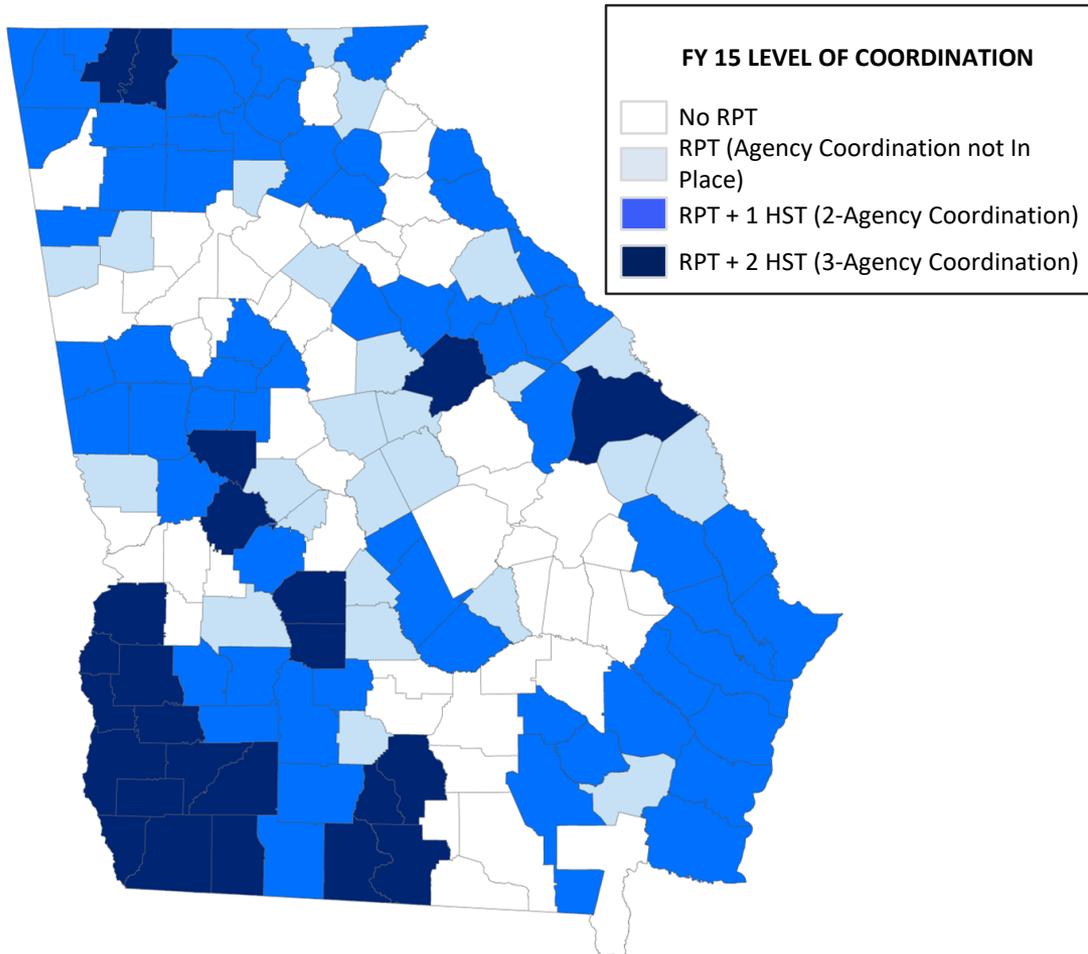


RHST REPORT KEY FINDINGS

- RHST funding may not keep pace with RHST population growth
- Coordination (consolidated agency networks) can increase cost-effectiveness
- Coordinating Rural Public Transportation (RPT) and Department of Human Services (DHS) trips is the most appropriate short term focus
- Coordinating RPT and Medicaid Non-Emergency Transportation (NET) trips would require longer term changes (e.g., legislation, capital funding)



POTENTIAL COORDINATION COST EFFICIENCIES



- Light blue becomes medium blue by adding DHS trips
 - **Cost efficiencies approx. \$100,000/yr**
- All RPT systems become dark blue (for most part this means adding NET trips)
 - **Additional cost efficiencies approx. \$1.5 million/yr**



2015 RECOMMENDATIONS

RPT systems indicated they do not coordinate primarily due to a lack of vehicles and technical expertise, these recommendations address both.

To further coordinate RPT and DHS:

- GDOT prioritizes coordinated systems when allocating capital funds
- GDOT offers technical assistance to non-coordinating systems

To further coordinate RPT and NET:

- Same two recommendations under DHS (vehicles, expertise)
- Evaluate liquidated damages – joint GDOT/DCH discussion
- Encourage regional RPT systems where practical

