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
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 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

FY 15 LEVEL OF COORDINATION
- No RPT
- RPT (Agency Coordination not In Place)
- RPT + 1 HST (2-Agency Coordination)
- RPT + 2 HST (3-Agency Coordination)

- 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