



Georgia Coordinating Committee for Rural and Human Services Transportation

**Governor's Development Council
2011 Reporting Year Presentation**

June 8, 2011

Today's Agenda

- Legislative Background
- RHST Primer Overview (Report 1 of 2)
- HB 277 Report Overview (Report 2 of 2)
- Recommendations – GDOT
- Governor's Development Council (GDC)
Additional Recommendations
- Vote to Route Documents to GDC
- Next Steps

Legislative Background

- HB 277 requires that RHST Committee develop a draft report addressing (at least) 9 tasks and recommendations
- Requires that GDC send draft document to Advisory Subcommittee for comments and recommendations on July 1st each year
- GDC to review and incorporate comments and recommendations (if applicable), then transmit to OPB by September 1st
- OPB to send draft to the legislature

Legislative Background

**June 8,
2011**

Present draft
2011 reports
to RHST
Committee,
route to
GDC

**August 1,
2011**

Comments due
to GDC
(from Adv.
Subcommittee)

**January 15,
2012**

OPB routes
report to
presiding
officers in
General
Assembly

**July 1,
2011**

GDC
routes
reports to
Advisory
Subcommitt
ee for
comments

**September 1,
2011**

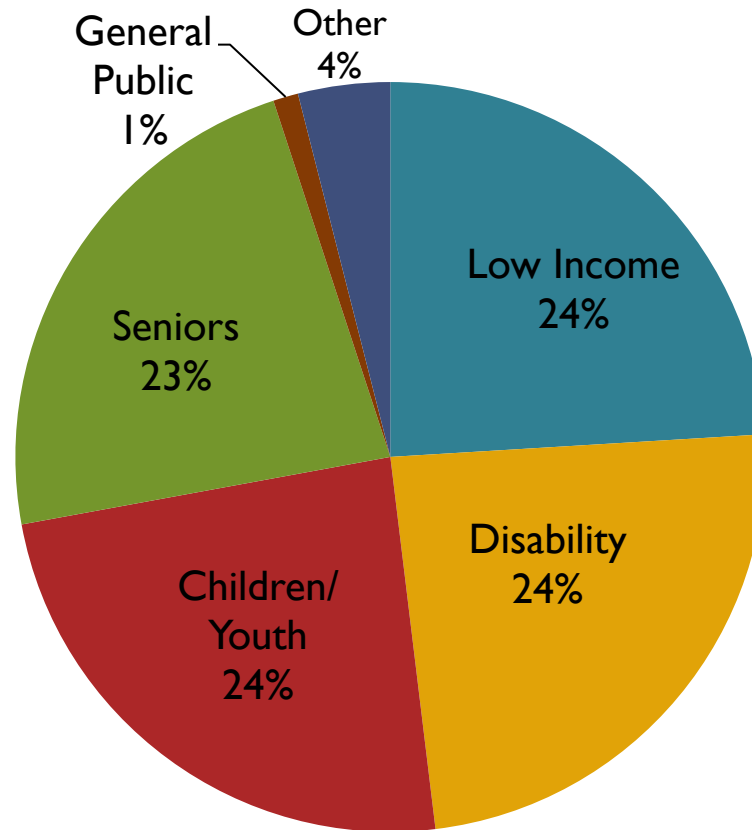
GDC routes
reports to OPB

RHST Primer Overview

- **Purpose:**
 - Provide background on RHST delivery in GA
 - Intended for the layperson and decision-maker
- **Answers the following questions:**
 - Who's transported and where?
 - How is RHST funded?
 - Why provide services?
 - What is coordination?
 - What are the benefits and why do it?

RHST Primer Overview

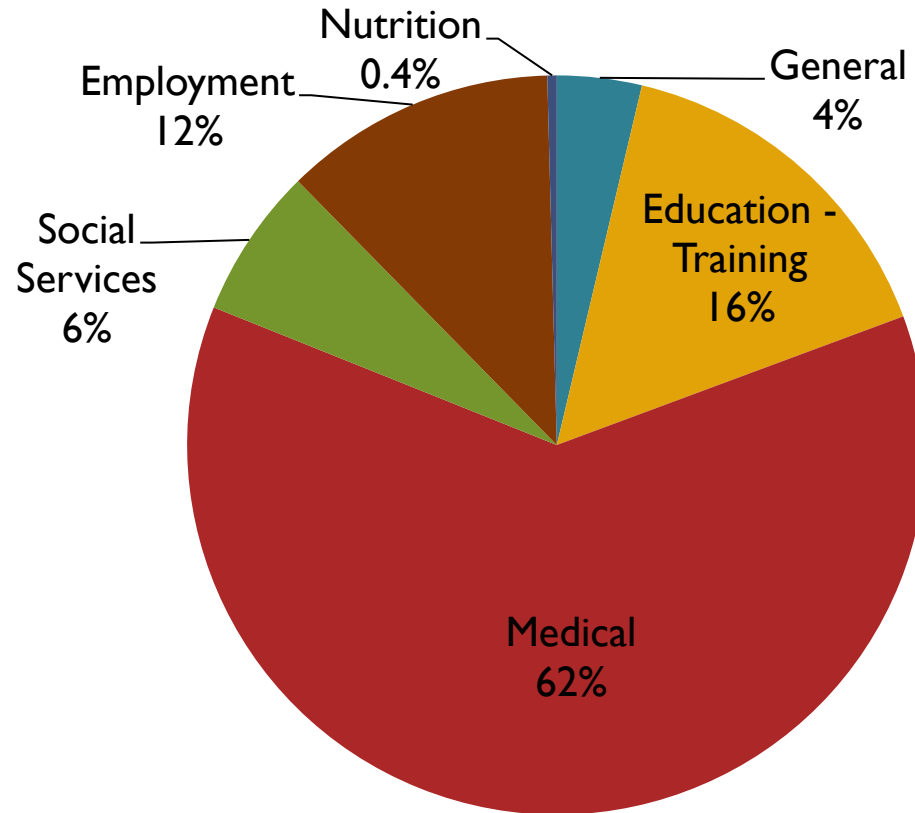
National RHST Demographics— Primary Federal Program Beneficiaries



Source: Coordinating Council on Access and Mobility, 2005

RHST Primer Overview

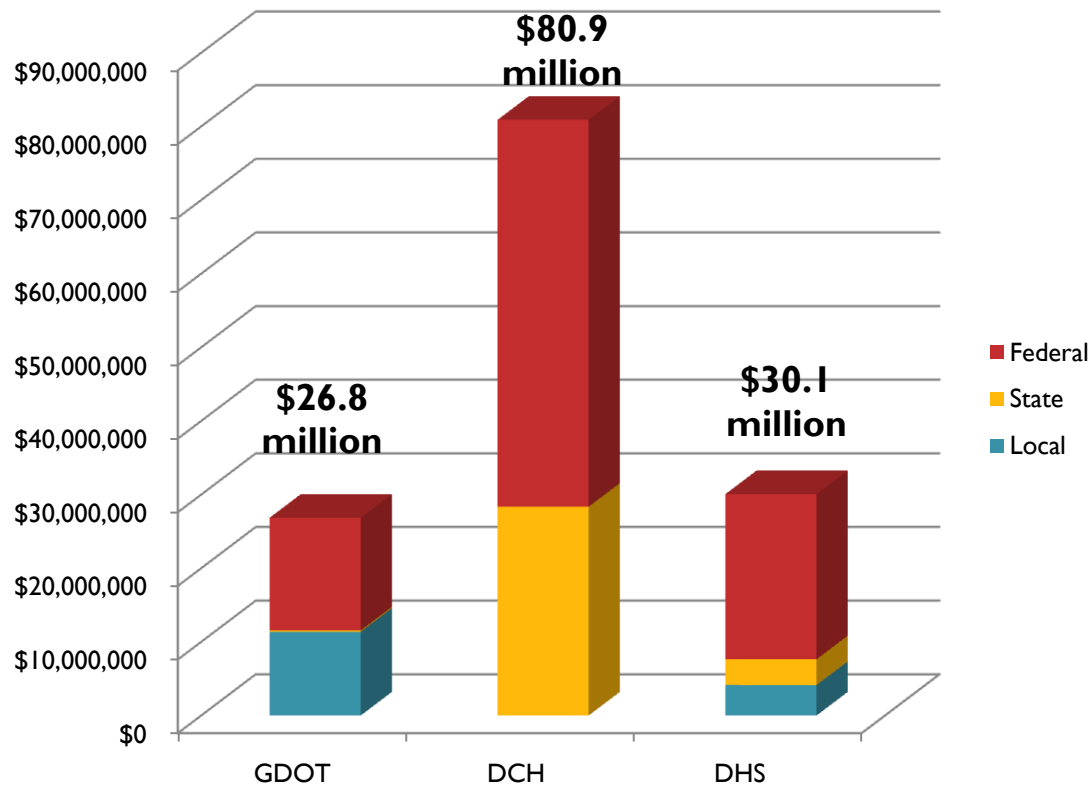
National Trip Purpose – Primary Eligible Trip Ends



Source: Coordinating Council on Access and Mobility, 2005

RHST Primer Overview

FY 2010 RHST Funding Breakdown



**Total:
\$137.8
million**

RHST Primer Overview

Why provide services?

- Provide access to needed services (medical, employment, education)

Better Outcomes & Cost-Efficiencies:*

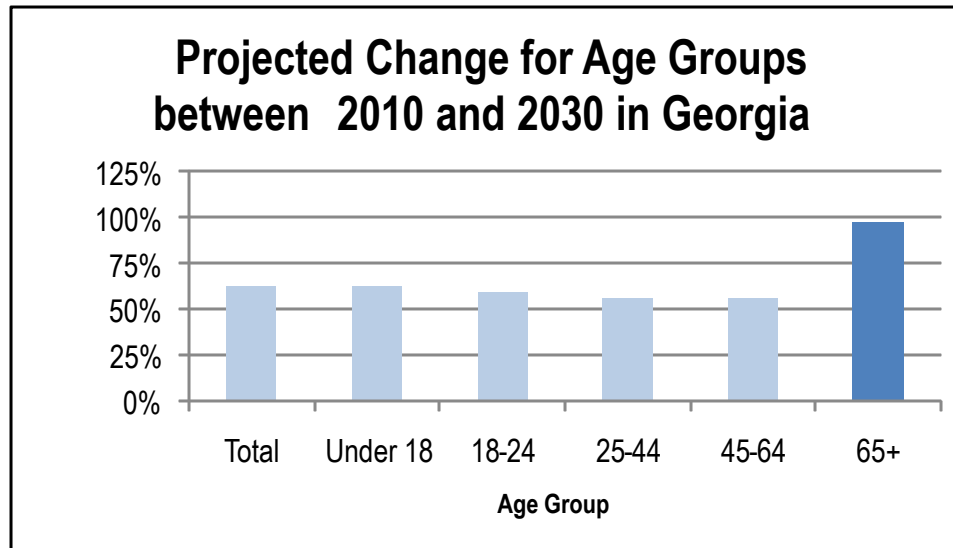
- Healthier Citizens:
 - ✓ Reduces hospital stays
 - ✓ Reduces state costs for assisted living facilities
- More Citizens with Jobs:
 - ✓ Reduces welfare costs
 - ✓ Reduces payout of unemployment benefits
- Study for Florida's RHST office showed a return of 805% on each dollar invested in the RHST program.

* Source: *Fl. Transportation Disadvantaged Programs ROI Study, FSU (2008).*

RHST Primer Overview

Growing Demand for RHST

- Significant increase in aging population expected



**By 2030,
citizens age
65+ to
increase by
95%**

- 40% increase in Medicaid eligible by 2019*

*The Kaiser Family Foundation, statehealthfacts.org. Individual State Profiles, accessed June 2011.

RHST Primer Overview

What is coordination?

- A technique for managing resources that involves sharing decision making among organizations that are working together
- Doing better with existing resources – obtaining results like providing more trips
- A process that addresses problems like duplications of effort*

What are the benefits?

- Increased cost-effectiveness, more trips w/current resources
 - ✓ Southwest GA: DHS trip costs 17% lower than rest of State
 - ✓ Three Rivers: consolidated separate rural transit systems, approximately 56% decrease in costs

* Source: *Transit Cooperative Research Program, Report No. 91(2003)*.

HB 277 Report Requirements

HB 277 requires that the GDC:

1. Report on existing conditions in RHST coordination
 - Legislation enumerates 9 tasks:
 - ✓ Means of existing coordination
 - ✓ Federal funding limitations
2. Make recommendations to improve coordination
 - Provide the cost implications and impact on client service of each recommendation

* O.C.G.A. §32-12-5

HB 277 Report Overview

Draft is based on GDOT RHST Plan 2.0 documentation

- Recommendations taken directly from GDOT's Implementation Plan
- GDC staff has added additional recommendations focusing on outcomes
- Some areas of legislation not fully addressed
 - *These will be areas of focus for the 2012 report*

HB 277 Report Results

Assessment of existing coordination landscape:

- Significant coordination within DHS
- Significant coordination between DHS and GDOT's rural transit systems
 - ✓ 68.2% of rural systems provide HST services
- DCH generally administered separately
 - ✓ 10.6% of rural systems provide HST services
- No mandate for coordination (at federal or state level)
- Coordination in Georgia informal, voluntary
 - ✓ Seen at provider level when 2 or more funding streams accommodated by a provider

HB 277 Report Results

Assessment of federal limitations:

- 60+ funding programs w/different requirements
- Stringent Medicaid requirements
- No federal regulation precludes coordination

Lessons learned:

- Opportunities exist for additional coordination
- Other states and regions within Georgia have successfully coordinated RHST delivery

GDOT Recommendations - Developing an RHST Model

State-Level Coordination

- Utilize RHST Advisory Subcommittee to:
 - Develop long-term vision for coordination
 - Identify short-term and long-term implementation strategies

Regional-Level Coordination

- Work with regional RHST stakeholders to:
 - Develop context-sensitive coordination models
 - Cultivate regional champions and / or role for a regional “mobility manager”
 - Provide technical assistance and incentives for implementation

GDOT Recommendations - Proposed State-Level Actions

- Create a permanent RHST State Coordinating Council (SCC) to oversee/guide/foster coordination
- Designate an RHST Office and State-Level Mobility Manager
- Delineate RHST Regional Boundaries using the 12 Regional Commission boundaries
- Institutionalize structure using an Executive Order, Legislative Action, or Inter-Agency MOU

GDOT Recommendations - Short-Term Activities for the State Mobility Manager

- RHST infrastructure implementation
- One phone number for accessing information / trip planning
- State-level model for cost allocation / cost sharing
- Common set of operating, reporting, policies and procedures
- Technical assistance to regions and regional coordination pilot projects
- Educational campaign for counties and municipalities

State Visioning Workshop – Consensus Items

- State Coordinating Council
- State Mobility Manager housed at an impartial location
- RHST Transportation Regions with Parallel Coordination Structure and Mobility Managers
- Regions should follow RC boundaries
- Short-Term Priorities:
 - One-Call Phone Number
 - Common Set of Operating and Reporting Policies and Procedures

State Visioning Workshop – Continued Discussion

- State Coordinating Council Membership
- Permanent Location of RHST Office and State Mobility Manager
- Interagency MOU / Legislative Action / Executive Order
- Administration of funds and contracts
- Long-term funding for state and regional mobility management

GDC Proposed Additions to GDOT Recommendations

- **All recommendations should have a clearly identified outcomes**
- **Outcomes should be connected to:**
 - Increased cost-effectiveness in RHST delivery
 - Maintained or improved levels of service
- **State Mobility Manager:**
 - Objectives of the MM should be stated and understood
 - Success should be defined
 - Success should be connected to increased cost-effectiveness and a maintenance or improvement in LOS
 - Objectives and success should be identified by the temporary SCC
- **Specific Comments:**
 - Policy recommendations necessitating legislative changes or executive orders should be routed through the RHST Committee (avoid 2 sets of recommendations)

Next Steps

- **August 1: Advisory Subcommittee comments due to GDC**

- **August 10: RHST Committee Meeting**
 - Advisory Subcommittee comments
 - 2012 reporting year work plan, consultant scope of services

Questions?

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