

GEORGIA RURAL AND HUMAN SERVICES TRANSPORTATION COORDINATION PLAN UPDATE

*Update to Intermodal Committee
February 16, 2011*



Study Goals

- ✓ Assess current coordination of R/HST efforts
- ✓ Identify ways to improve transportation coordination
- ✓ Learn from national best practices and model programs
- Develop and evaluate alternative solutions
- Identify pilot projects to test coordination strategies

Why Coordination?



- Demographic Changes
 - Aging in place, community-based services
 - New populations eligible for service: estimate 500,000 new Medicaid by 2019
- Economic Challenges
 - Individual and household budgets constrained
- Systemic Challenges
 - Budget constraints, staff reductions

Why Coordination? – Continued



- Many Providers
 - Overlapping services
 - Ongoing informal coordination
- Different Lead Delivery Agencies
 - Differing regulations and reporting
 - Inconsistent payment structures
- Resource Challenges
 - State budgets are constrained
 - Limited staff

Study Efforts to Date

Needs Assessment

- Demographic Analysis
- Funding Assessment
- Regional Case Studies / Workshops
- State and International Best Practices
- Development of Guiding Principles

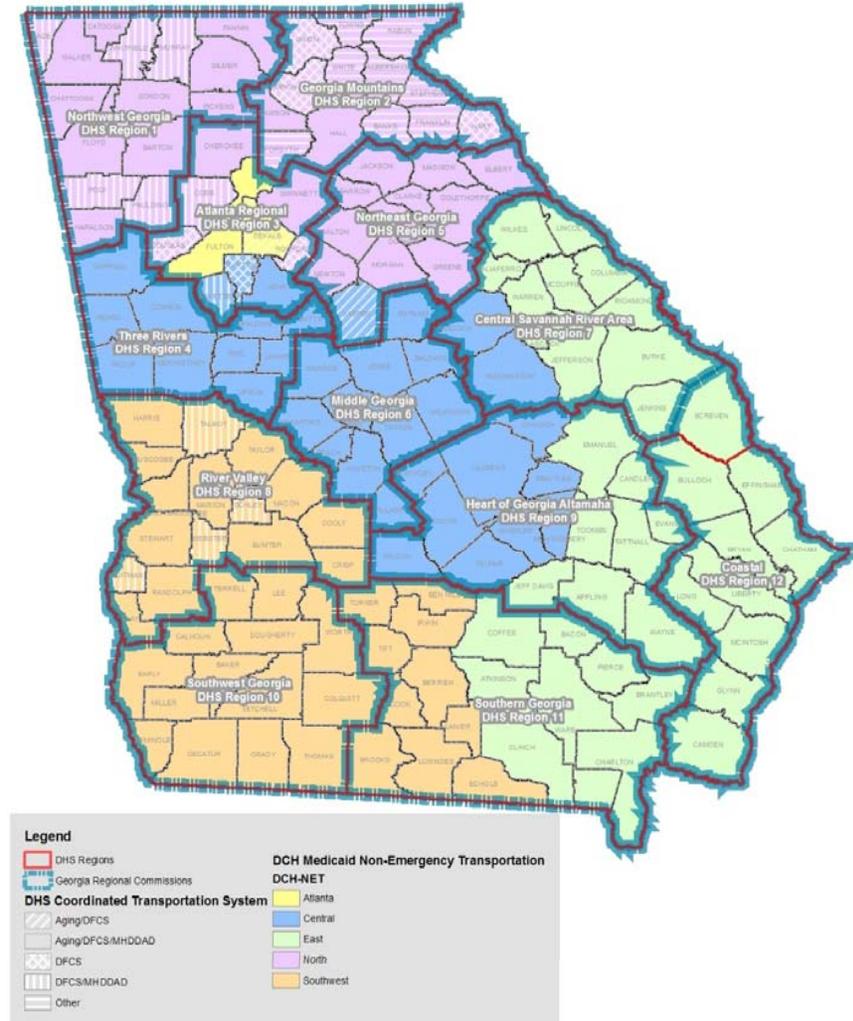
Alternatives Analysis

- Regional Workshops
- Development of Preferred Alternatives Approach
- Application of Evaluation Criteria
- Initiation of State and Regional Working Group Activities

Existing R/HST System

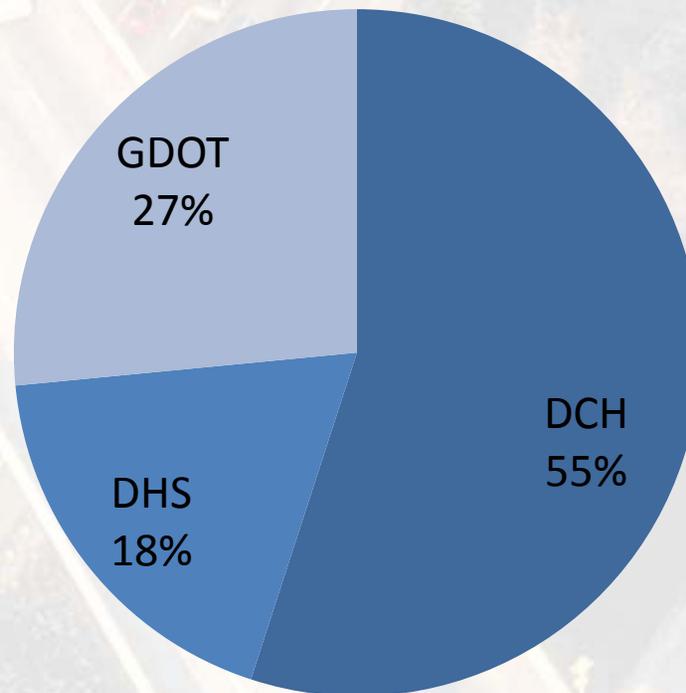
“Big 3” State Agencies

- GDOT – 5307 / 5311 Transit Systems
- DHS Coordinated Transportation System
- DCH Medicaid Non-Emergency Transportation (NET) System



R/HST System Funding FY2010

“Big 3” System Funding – Approx. \$147 Million



Statewide Outreach Efforts

- Held 2 rounds of workshops in each of Georgia's 12 Regional Commissions.
- Engaged state and regional agencies, transit agencies, local governments, private stakeholders, non-profit and for-profit R/HST service providers.
- Developed and validated regional case studies regarding R/HST.

Key Opportunity Areas

Service Delivery

- Centralized Scheduling
- Mobility Management
- Shared resources to increase utilization

Administration

- Reporting and Procedures
- Maintenance
- Vehicle Purchase
- Cost Allocation / Cost Sharing

Funding

- Eligibility Determination
- Pooled Sources
- Leveraging Dollars

Guiding Principles

- Build upon existing regional coordination activities –
- not a “One Size Fits All” approach
- Support and develop regional leadership and champions
- Apply a progressive approach towards technology
- Streamline service delivery activities at all levels
- Utilize existing R/HST resources whenever possible
- Leverage funding sources to benefit service delivery
- Work with existing providers regarding delivery concerns

Developing an R/HST Model

– “Top Down” – State level alternatives

- Develop long-term vision for coordination
- Identify short-term and long-term implementation strategies

– “Bottom Up” – Regional level alternatives

- Develop context-sensitive coordination models
- Cultivate regional champions and / or role for a regional “mobility manager”
- Provide technical assistance for implementation

Next Steps

- Regional working group meetings
- Evaluation of potential pilot projects
- Identification of an R/HST model
- Preliminary recommendations
- Pilot project implementation



Questions?