# Health Transportation Shortages: A Barrier to Health Care for Georgians



## CONTENTS

- **3** Summary
- **4** Transportation as a barrier to health care services
- 4 Mapping Georgia's health transportation shortage areas
- 6 Results
- 8 A closer look at coastal Georgia
- **10** Recommendations
- 13 Conclusion
- **14** Appendices

## By Georgians for a Healthy Future and the Arc Georgia

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#### As part of the Georgians in the Driver's Seat initiative

The *Georgians in the Driver's Seat* initiative, launched as a collaboration of Georgians for a Healthy Future and <u>The Arc Georgia</u>, aims to ensure transportation is eliminated as a barrier to health care for all Georgians. The project focuses on people with disabilities.

#### Summary

Georgians must often travel outside their homes and immediate neighborhoods to receive medical care. This is especially true for people with disabilities or other complex health needs who require specialty care and more frequent care. Understanding that Georgians need safe and reliable ways to get to health services, Georgians for a Healthy Future (GHF) and The Arc Georgia conducted a county-by-county study of health transportation shortage areas (HTSAs).

Using a validated tool called the Health Transportation Shortage Index, our team examined each county's population, household poverty rate, public transportation availability, health provider shortages, and the location of federally qualified health centers (FQHCs) to determine which counties could be considered HTSAs.<sup>i</sup> The results reveal that three out of four Georgia counties are health transportation shortage areas, and smaller zip-code level shortage areas almost certainly exist. The analysis suggests Georgians in most counties face some transportation-related barrier to health care. These barriers vary greatly by region and by community.

When the results of this analysis are considered along with input from Georgia consumers and health care providers, a number of potential policy solutions become clear. These recommendations touch on Medicaid's non-emergency medical transportation program, the difficulties of traveling across county lines for services, coordination between demand-response transportation systems and other transportation resources, co-location of services, and telemedicine. Applied together, and with the collaborative work of policy makers, community leaders, health and transportation advocates, and concerned Georgians, these recommendations would meaningfully move Georgia towards the elimination of transportation as a barrier to health care services.

#### Transportation as a barrier to health care services

Each year 3.6 million Americans miss or delay health care because they do not have a way to get to there.<sup>ii</sup> Georgians need safe and reliable ways to get to their health care appointments. Without it, people miss health visits, go without their medicine, or find unsafe or costly ways to get to their visits. This can lead to poor health.

Some people have fewer options for getting around than others. In Georgia, people of color are three times less likely to own a car than white people.<sup>iii</sup> Those who live in rural areas often have to make long trips to their health care visits, and have little or no access to public transportation services.



Percent of Georgia households without a vehicle by race/ethnicity

#### Mapping Georgia's health transportation shortage areas

Understanding that Georgians need safe and reliable ways to get to their medical appointments, GHF studied the health transportation barriers in Georgia counties using a validated tool called the Health Transportation Shortage Index (HTSI). The index uses five factors to estimate if transportation is a barrier to care for people living in a specific area:

- 1. Type of area— based on population size, each county is defined as rural, small town, small city, urban area, or metropolitan area.
- 2. Household poverty rate
- 3. Public transportation availability—each county's public transportation system was defined as fixed-route mass transit systems, fixed-route transit systems with limited coverage, demand-response paratransit systems, or none.
- Health Professional Shortage Area designation—whether or not each Georgia county had been labeled a "<u>Health Professional Shortage Area</u>" by the Health Resources & Services Administration

5. Locations of Federally Qualified Health Centers (FQHCs)—the number of FQHCs (sometimes called "community health centers") located in each county

After gathering the data for all five measures, the results for all 159 Georgia counties were analyzed using the HTSI tool and protocol. (A detailed methodology and list of sources can be found in Appendix C.)

The final scores represent transportation-related barriers to health care access. A score of 6 or higher identifies a county as a health transportation shortage area (HTSA). GHF categorized scores of 4-5 as "borderline areas" because those counties could easily become shortage areas with a shift in one of the five index measures. The results are presented here as a map. The complete data set and results by county and region are available in Appendix A and B.



Map of Georgia health transportation shortage areas

#### Results

Higher HTSI scores point to greater barriers to health transportation. In our analysis, rural counties with limited or no public transit, places with high poverty rates, and areas with fewer health care providers are most likely to be labeled health transportation shortage areas (HTSA).

Of Georgia's 159 counties, 117 (74%) received HTSI scores that qualified them as HTSAs. Twenty-seven percent (27%) of the state's population lives in these shortage areas. Twenty-six counties (16%), representing 22 percent of Georgia's population, were categorized as borderline shortage areas. Only 16 counties (10%) met the threshold for non-shortage areas; just over half (51.4%) of Georgia's population lives in these 16 counties.

The non-shortage area counties (those with scores of 3 or less) are primarily clustered in the metro-Atlanta region. The exceptions are home to other cities (Macon in Bibb Co. and Augusta in Richmond Co.). Catoosa county, an outlier in this group, is immediately adjacent to Chattanooga's metropolitan area.

Counties in the borderline shortage area category are generally suburban or ex-urban counties with some density of development and relatively easy access to public transit and health care providers.

#### Results by region

GHF examined the HTSI analysis results by region according to the Georgia Department of Community Health's non-emergency medical transportation program. DCH operates the state's Medicaid program, and Medicaid provides a service called "nonemergency medical transportation (NEMT)".

This program gives free rides to health visits for Medicaid members who do not have their own way to get there. For these rides, NEMT uses van services and ride share options, like Uber and Lyft. NEMT also uses pre-loaded public transit cards and other modes based on the needs of the Medicaid member. NEMT is especially important for people with disabilities, seniors, people of color, and those who live in rural places.



Map of transportation regions for the Georgia Department of Community Health's non-emergency transportation program

DCH divides Georgia into five regions for the purposes of the non-emergency medical transportation program: North, Atlanta, Central, East, and Southwest.

Perhaps expectedly, the Southwest region had the most troubling results. Nine out of ten counties (94%) are health transportation shortage areas. The counties with the highest scores and starkest shortages include Clay, Echols, and Marion (scores: 13), followed by Quitman and Webster (scores: 12). Only four counties (8%) in the region qualify as borderline shortage areas and none meet the criteria for non-shortage areas. The region's bleak HTSI results are driven by high poverty rates, the sparse availability of health care providers, and limited or no public transit.

The Atlanta region had the most positive results when examined at the county level. Dekalb, Fulton, and Gwinnett counties have HTSI index scores of 3, 2, and 0 respectively. While these county-level results should be examined more closely (as discussed below), they primarily result from the relatively widely available public transportation system, the density of health care providers located in the metro area, and county poverty rates that are on par with the U.S. poverty rate.

Of the 34 counties in the North region, eight (23%) had HTSI scores of three (3) or less, suggesting those locations are non-shortage areas. Cobb and Cherokee counties had the lowest HTSI scores of 0 and 1 respectively. An equal number of counties, including Hall county, were designated borderline shortage areas. The remaining counties (18 counties, 53%) were considered transportation shortage areas. The highest HTSI scores were earned by Clay and Echols counties (HTSI score: 13), as well as Atkins and Crawford counties (score: 11).

In the Central region, Bibb, Coweta, and Henry counties received HTSI scores of three (3). These three counties represent 12 percent of the Central region. Six counties (23%), including Carroll and Clayton, are borderline areas. The remaining two-thirds of Central region counties are health transportation shortage areas. The counties with health transportation shortages ranged from Baldwin, Heard, Monroe, and Rockdale counties with scores of 6 to Jasper county with a score of 12.

The mostly rural East region is the second largest DCH transportation region. Our analysis revealed more than three out of four counties (79%) in the region are health transportation shortage areas. The only two counties not considered non-shortage areas are Clarke and Richmond counties, home to Athens and Augusta respectively. Seven counties (15%), all bordering the Athens, Augusta, and Savannah areas, received borderline shortage area designations. The remaining thirty-seven counties in the East region scored above 6 and are considered health transportation shortage areas. The counties with the most severe shortages, according to their HTSI scores, were Jeff Davis, Johnson, Taliaferro, Treutlen, and Wheeler counties (scores: 12).

#### A grain of salt

While our analysis concluded that 13 metro-Atlanta counties are non-shortage areas, this result should be examined more closely. There are great variations across metropolitan counties with respect to residents' proximity to public transportation and where public transportation travels relative to health care facilities.

In Fulton County, for example, the county is served by a relatively robust public transportation system (MARTA) but many neighborhoods in the southern part of the county are bypassed by MARTA train or bus lines. At the same time, some health facilities are very difficult to reach by public transportation because they are not served by a train or bus line.

These kinds of intra-county variations are most apparent in the metro-Atlanta area but they are likely present to some extent in other counties as well. It would be beneficial to complete this analysis by zip code to examine how local officials and communities, especially those in metropolitan areas, can best address health transportation shortages that are specific to certain communities or neighborhoods.

## A Close Look at Coastal Georgia

After completing the HTSI analysis, we took a more detailed look at seven counties in coastal Georgia to understand how well our results reflected the reality in communities. This case study focused on Chatham, Bryan, Effingham, Liberty, Bulloch, Long, and Mcintosh counties.



2. Health transportation shortage index scores for seven coastal Georgia counties

Long and McIntosh Counties: Extreme health transportation shortage areas

Mcintosh and Long counties are both categorized as small cities with 14,340 and 18,998 residents, respectively. Of the families with children under 18 residing in Mcintosh county, 35 percent live in poverty, compared to 26 percent of families in Long county. Neither county provides a public transportation service to their residents, and both are health provider shortage areas for the entire county. Each with an HTSI score

of 10, Mcintosh and Long county could be considered extreme HTSAs, a reality that is reflected on the ground. When we spoke with consumers and partner organizations in the area, they told stories of consumers having to pay large taxi costs or taking entire days off of work to get to Vidalia, Savannah, or Statesboro for care. Even transportation to and from the county's single pharmacy posed a challenge for some. The consistent data and anecdotes from Long and McIntosh spotlight that their residents are among those in greatest need for accessible transportation in the coastal region.

#### Bulloch and Liberty Counties

Liberty and Bullock counties are both categorized as metropolitan areas with 61,497 and 77,296 residents respectively. Despite Bullock county having sufficient health providers in the area, transportation services are limited.

Unlike Bullock county, Liberty county residents receive transportation services through the Liberty County Transit agency. However, this transit service is limited, which means that the system does not run full time and the routes do not cover all areas of the county. Since Liberty county is a health provider shortage area, more robust transportation options are needed to help the residents reach health services, particularly specialists who may be located further away. When we spoke with residents in these areas, we heard that access to substance use and mental health specialists was especially difficult, due in part to transportation difficulties.

#### Chatham, Bryan and Effingham Counties: Transportation barriers remain

Chatham county is home to Georgia's 3rd largest city, Savannah. Of the 289,195 residents in the metropolitan county, 24.2 percent families live in poverty. While Chatham county does have public transit provided by the Chatham Area Transit, there is still a partial heath provider shortage within the county. Based on GHF's conversations with consumers and partner organizations, the areas of Chatham county that have limited access to providers are primarily communities of color. The residents of these neighborhoods often have difficulties finding a safe and efficient way to get to health visits, although efforts have been made by the local community health centers and other health agencies to address this barrier to care.

Effingham county is also considered a metro area with 62,190 residents, of whom 12.9 percent live in poverty. Like Chatham county, Effingham county has a partial health provider shortage, which is especially clear when residents need specialty health services. Despite the relatively low portion of families in poverty, those who are low-income say that vehicle ownership and the need to travel to Savannah for some services are barriers to care.

Bryan county is the only urban county in the coastal Georgia region, with a population of about 38,109 residents. Unlike the metropolitan counties, Bryan county does not have a health provider shortage and has the lowest HTSI score among its regional neighbors.

Transportation does not seem to be a top barrier to health access for Bryan county residents but input from residents would be valuable for identifying where room for improvement exists.

#### Recommendations

#### Medicaid's non-emergency medical transportation program

Medicaid is the primary health insurer for almost 2 million Georgians. For Georgia Medicaid members with limited or no transportation options to health services, the nonemergency medical transportation program is important for improving their access to care. Unfortunately, too few Medicaid members know about the benefit, so they continue to pay unaffordable ride share/taxi fees, find unsafe ways to get to appointments, or go without care.

Even when members are aware of NEMT, the program falls short often enough that some avoid it. NEMT has picked up people late going to or coming from a doctor's visit. In the worst cases, they are never picked up at all. People who use wheelchairs have been picked up by vans that do not have room for or the right gear for their chair. Some parents who need to take one child to see the doctor can't take their sibling.

GHF and The Arc Georgia recommend that the Georgia Department of Community Health (DCH) **meaningfully and deeply** engage Medicaid members, patient and consumer advocacy groups, and other stakeholders to improve the NEMT program and ensure it meets the health needs of Georgians. This engagement should take place ahead of and directly inform DCH's expected 2021 request for proposals from new NEMT brokers (companies which operate NEMT services on behalf of DCH).

#### Demand-Response

Of Georgia's 159 counties, 117 have demand-response transportation systems, sometimes called "paratransit". Paratransit systems usually require the rider to request a pick-up and are generally available for seniors and people with disabilities. Paratransit differs from public transportation because it usually does not run at all times of the day or every day of the week. Though these services are in place to increase access to care, scheduling restrictions and fixed routes or hours can create new challenges for residents traveling to and from health appointments.

Connecting paratransit to other local services (like Medicaid's NEMT program or transport offered by local non-profit agencies or health clinics) can help maximize access to care and increase the use of paratransit services. Paratransit planners should ensure that routes travel by the area's health care providers, especially those that serve low-income populations, seniors, and communities of color, as well as pharmacies, groceries, social service agencies, and government offices so that riders have access to all needed health and wellness supports.

Coordination of services

In our analysis and conversations with consumers and partner groups about transportation barriers to care, we repeatedly heard about the benefits of co-locating services for consumers. Medicaid members, health care providers, social service agencies, and other stakeholders overwhelmingly expressed that co-location was convenient, desirable, and effective. An example of such co-location can be found in Savannah at The Front Porch.



Community leaders outside of the Front Porch. Source: The Front Porch Facebook Page

<u>The Front Porch</u> is a "multi-agency resource center" that offers education support, mental health services, assistance to families enrolling in safety net programs, and other services all in one place. The non-profit was founded through a collaboration of the local court system, government leaders, and health and social service non-profits, all of whom contribute resources to The Front Porch's efforts.

Co-locating services helps to overcome transportation barriers because consumers or families only need to reach one location to access multiple services. Co-location requires a deep commitment to cooperation by many stakeholders, including a dedication by community leaders to listen to those who need the services and allow them to lead the process. Co-location of services is made easier by funding from multiple levels of government (local and state, plus federal when possible). Co-location is a promising strategy that should be considered and implemented by advocates, community members, and elected officials.

#### Traveling across county lines

With 159 counties, Georgians regularly need to travel to another county for health services, particularly specialty services. Unfortunately, with few exceptions (like MARTA), public transit services are operated by their home county and, therefore services are restricted to the county itself. When residents who don't own a vehicle need to travel across county lines but cannot get there via public transportation they often resort to the same unsafe or unaffordable options as without public transport.

We saw this play out in our case study of coastal Georgia. Parents of children in need of mental health services and behavioral health providers told stories of having to pay extra fees to cross from a neighboring county into Chatham county in taxis or non-

emergency medical transport vehicles. (This practice is disallowed by Medicaid's NEMT program but appears to take place regardless.)

To overcome this barrier, counties should be incentivized to coordinate transportation services with neighboring counties. Rather than operating independent transportation services, residents would be better served by counties' working together to operate services across a group of counties. This would allow residents easier access to a wider breadth of health care providers and other health-related services.

#### Telemedicine

Telemedicine, also called telehealth, is the ability for consumers to receive health services over the phone or by video. The use of telemedicine has increased dramatically during the COVID-19 pandemic and has been pointed to as a possible solution for provider shortages, transportation challenges, and other barriers to care. Consumers can "see" their health providers from their home, a local telemedicine clinic site, or other convenient locations.

When speaking with consumers, they have expressed to the GHF team that they enjoy the convenience of telehealth appointments for routine check-ups and similar services. They say the virtual visits are easy and they like that they do not have to drive across the city or county for a 15-minute visit. They balance that convenience by saying that they are looking forward to being able to visit in person for certain services like physical or occupational therapy and, less frequently, for mental health or substance use services where privacy and a close relationship with the provider are vital.

While telemedicine holds a lot of promise for reducing barriers to care, it is not a panacea. Aside from services that cannot be delivered virtually (e.g. dentistry, surgery, etc.), some health services are more effectively delivered in person or patients are more comfortable in person. Additionally, telemedicine visits often are delivered over high-speed internet connections, a utility that not all Georgians have easy or affordable access to. Rural Georgians and communities of color—the same groups with the highest transportation barriers—are most likely to have slow or no internet connectivity at home. (Georgians for a Healthy Future and The Arc Georgia will take a closer look at the relationship between transportation and internet access is a future report.)

While telemedicine does not solve all transportation problems, it is still a valuable tool in our state's toolbox for increasing access to care. Georgia policymakers should make permanent the telehealth flexibilities granted to providers and consumers during the COVID-19 pandemic. These flexibilities should be available to consumers with private or public coverage. State leaders should also invest in closing the gaps in internet access across the state, starting with rural communities of color.

## Conclusion

Georgians, especially those with disabilities and complex care needs, require safe, adequate, and reliable transportation to get to health services. Our analysis suggests that transportation is at least a minor barrier to care for a significant proportion of Georgia's population, although this varies significantly by region and community. The breadth of this problem across Georgia communities demands attention and must be addressed for Georgians to have equitable opportunities for health.

To eliminate transportation as a barrier to health care, Georgia policy makers, community leaders, health and transportation advocates, and community members will need to work together to adopt policies that give counties and communities a solid foundation on which to build community-driven, locally tailored transportation solutions. Community members who experience the most transportation-related difficulties must be at the front of these efforts in order to reach effective, equitable solutions.

#### Appendix A. The Health Transportation Shortage Index Georgia Summary Table by County

County Estimates - 2017/2018

	County Estimat	03-2011/2010				Poverty Rate			Duble Terrer		Health Provider		Federally Qualified				
			P	opulation			Povert	y Rate		Public Transpo	ortation		age Area	Health (			
						Poverty											
		Non-				Rate.	Poverty	Relative									
		emergency				All	Rate,	to US	Poverty								
		medical			HSTI	Ages	Families*	rate	Rate,		Public				FQHC,		
		transportation		Type of	valu	(US =	(US =	(US=17.	HTSI		transport,		HPSA,		HTSI	HTSI	
#	County Name	region	Population	area	е	12.3%)	17.1%)	<b>1</b> )	value	Public Transp.	HTSI value	HPSA	HTSI value	FQHC #	value	Score	HTSI designation
1	Appling	East	18,507	Small City	2	22.2	31.0%	1.8	3	Demand-Response	2	No	0	1	1	8	Shortage area
2	Atkinson	Southwest	8,297	Small Town	3	24.2	33.0%	1.9	3	Demand-Response	2	Entire	2	1	1	11	Shortage area
3	Bacon	East	11,185	Small City	2	28.2	27.0%	1.6	3	Demand-Response	2	No	0	1	1	8	Shortage area
4	Baker	Southwest	3,092		4		17.4%	1.0		Demand-Response		No	0			8	Shortage area
5	Baldwin	Central		Urban Area	1	25.2	29.9%	1.7		Demand-Response		No	0		0	-	Shortage area
6	Banks	North		Small City	2		15.9%	0.9		Demand-Response		No	0			5	Borderline
7	Barrow	North	80,809		0		14.0%	0.8	-	None		No	0		•	4	Borderline
8	Bartow	North	106,408		0		14.5%	0.8		Demand-Response		No	0		1	3	Non-shortage area
9	Ben Hill	Southwest		Small City	2		34.6%	2.0		Demand-Response		No	0		1	8	Shortage area
10	Berrien	Southwest		Small City	2		29.8%	1.7		Demand-Response		Entire	2		1	10	Shortage area
11	Bibb	Central	153,095		0		35.6%	2.1	-	Yes		No	0	-	0		Non-shortage area
12	Bleckley	Central		Small City	2		26.7%	1.6	-	Demand-Response		Entire	2		1	10	Shortage area
13	Brantley	East		Small City	2		19.4%	1.1		Demand-Response	2		2			9	Shortage area
14		Southwest		Small City	2		34.9%	2.0		Demand-Response		Entire	2		•	10	Shortage area
15	Bryan	East	38,109		1	10.4	16.0%	0.9		Demand-Response		No	0		1	4	Borderline
16	Bulloch	East	77,296		0		27.9%	1.6		Demand-Response		No	0	1	1	6	Shortage area
17	Burke	East	22,423			23.1	36.6%	2.1		Demand-Response		Entire	2	1	1	9	Shortage area
18 19	Butts Calhoun	Central Southwest		Urban Area Small Town	1	18.3 35.1	30.5% 39.7%	1.8		None Demand-Response		No No	0		-	8	Shortage area
20	Camden	East	53.677		0		18.6%	2.3		Demand-Response		No	0			5	Shortage area Borderline
20	Candler	East		Small City	2		43.7%	2.6		None		No	0	-	1	9	Shortage area
22	Carroll	Central	118,121		0		21.3%	1.2		Demand-Response		No	0		1	5	Borderline
23	Catoosa	North	67,420		0		12.3%	0.7		Demand-Response		No	0				
24	Charlton	East		Small City	2		22.1%	1.3		None		Entire	2			11	Shortage area
25	Chatham	East	289,195		0		21.5%	1.3		Yes		Partial	1	10			Borderline
26		Southwest		Small City	2		13.6%	0.8	-	Demand-Response		No	0		1	5	Borderline
27	Chattooga	North		Urban Area	1		23.7%	1.4		Demand-Response		No	0		1	7	Shortage area
28	Cherokee	North	254,149		0		10.2%	0.6		Yes		No	0		1		Non-shortage area
29	Clarke	East	127,330	Metro	0	26.6	32.3%	1.9	3	Yes	0	No	0	2	0	3	Non-shortage area
30	Clay	Southwest	2,887	Rural	4	33.1	57.8%	3.4	3	Demand-Response	2	Entire	2	0	2	13	Shortage area
31	Clayton	Central	289,615	Metro	0	16.3	26.1%	1.5	3	Limited		No	0	6	0	4	Borderline
32	Clinch	Southwest	6,648	Small Town	3	27.6	43.7%	2.6	3	Demand-Response	2	No	0	0	2	10	Shortage area
33	Cobb	North	756,865		0		11.1%	0.6	-	Yes		No	0	-		-	
34	Coffee	Southwest		Urban Area	1	24.9	31.7%	1.9		Demand-Response		No	0				Shortage area
35	Colquitt	Southwest		Urban Area	1		30.6%	1.8		Demand-Response		Entire	2		-		Shortage area
36	Columbia	East	154,291		0		8.8%	0.5		Demand-Response		No	0		2	4	Borderline
37	Cook	Southwest		Small City	2		27.5%	1.6		Demand-Response		No	0		1	8	Shortage area
38	Coweta	Central	145,864		0		14.9%	0.9		Demand-Response		No	0			3	Non-shortage area
39	Crawford	Southwest		Small City	2		22.1%	1.3		Demand-Response		Entire	2				Shortage area
40	Crisp	Southwest		Urban Area	1		40.2%	2.4		Demand-Response		No	0	-	0	-	Shortage area
41	Dade	North		Small City	2		20.4%	1.2		Demand-Response		Entire	2	1	1	9	Shortage area
42	Dawson	North		Urban Area	1		15.1%	0.9		Demand-Response		No	0	1	1	4	Borderline
43		Southwest		Urban Area	1		32.0%	1.9		Demand-Response		No	0			7	Shortage area
44	DeKalb	Atlanta	756,558		0		19.6%	1.1		Yes	-	Partial	1	10+	-	-	
45	Dodge	Central		Urban Area	1		28.6%	1.7		Demand-Response		No	0		-	7	Shortage area
46		Southwest		Small City	2		30.6%	1.8		Demand-Response		Entire	2			10	Shortage area
47	Dougherty	Southwest	91,243		0		37.6%	2.2		Demand-Response		No	0		0	-	Borderline
48 49	Douglas Early	North	145,331	Metro Small City	0		16.7% 33.4%	1.0		Demand-Response Demand-Response		No Entire	0	1	1	3	Non-shortage area
49	Cally	Southwest	10,247	Small City	2	20./	33.4%	2.0	3	Demand-Response	2	Entire	2	1	1	10	Shortage area

50	Echols	Southwest	4.000	Bural	4	26 F	26.9%	16	2	Demand-Respons		Entire		2 0	) 2	42	Shortaga area
					4	26.5		1.6					2		-		
51	Effingham	East	62,190			9.8	10.5%	0.6		Demand-Respons		Partial	1			-	
52	Elbert	East		Small City	2	22.9	32.0%	1.9		Demand-Respons		No	0		1	8	
53	Emanuel	East	22,612		1	27.6	31.4%	1.8		None		Entire	2		1		
54	Evans	East		Small City	2	28.0	31.2%	1.8		None	-	No	C		1	•	
55	Fannin	North		Urban Area	1		15.6%	0.9		Demand-Respons		No	0		1	-	
56	Fayette	Central	113,459		0	5.7	8.9%	0.5		None		No	C	-	-	-	
57	Floyd	North	97,927		0		22.8%	1.3	-	Limited		No	0		-	-	
58	Forsyth	North	236,612		0		5.8%	0.3		Demand-Respons		No	0			_	
59	Franklin	North		Urban Area	1		26.9%	1.6		None		No	0		1	-	
60	Fulton	Atlanta	1,050,114		0	14.8	17.2%	1.0		Yes		Partial	1				Non-shortage area
61	Gilmer	North	30,816	Urban Area	1		25.3%	1.5		Demand-Respons	e 2	No	C		2 0	6	Shortage area
62	Glascock	East	2,995	Rural	4	17.3	6.9%	0.4	0	Demand-Respons	€ 2	Entire	2	2 1	1	9	Shortage area
63	Glynn	East	85,219	Metro	0	17.0	26.0%	1.5	3	Demand-Respons	€ 2	No	0	) 2	2 0	5	Non-shortage area
64	Gordon	North	57,685	Metro	0		23.4%	1.4	3	Demand-Respons	e 2	No	0	) (	) 2	7	Shortage area
65	Grady	Southwest	24,748	Urban Area	1	20.3	30.9%	1.8	3	Demand-Respons	6 2	No	0	) (	) 2	8	Shortage area
66	Greene	East	17.698	Small City	2	17.0	31.0%	1.8	3	Demand-Respons	e 2	No	0	) 3	3 0	7	
67	Gwinnett	Atlanta	927,781		0	10.7	14.0%	0.8		Yes		No	0		1 0	0	
68	Habersham	North		Urban Area	1		18.1%	1.1		Demand-Respons		No	0		1		
69	Hall	North	202,148		0		19.4%	1.1		Demand-Respons		No	0		1	-	
70	Hancock	East		Small Town	3	30.3	50.0%	2.9		Demand-Respons		Entire	2		1		
71	Haralson	North		Urban Area	1	00.0	21.3%	1.2		Demand-Respons		No			-		
72	Harris	Southwest		Urban Area	1	8.3	7.6%	0.4		None		Entire	2			7	
73	Hart	East	26,099		1	18.9	25.0%	1.5		Demand-Respons	-	Entire	2	-			Shortage area
					-	18.9							2				
74	Heard	Central		Small City	2		20.5%	1.2		Demand-Response		No			-	-	
75	Henry	Central	230,220		0	9.8	14.0%	0.8		Limited		No	0		-	-	
76	Houston	Southwest	155,469		0	13.0	20.1%	1.2		Demand-Respons		No	0			-	Borderline
77	Irwin	Southwest		Small Town	3	22.0	28.9%	1.7		Demand-Respons		No	0			-	
78	Jackson	North	60,485		0		11.4%	0.7		Demand-Respons		No	C		-	_	
79	Jasper	Central		Small City	2	17.6	22.8%	1.3		None		Entire	2		-		
80	Jeff Davis	East		Small City	2	21.2	26.5%	1.5		None		Entire	2		-		
81	Jefferson	East		Small City	2	24.0	35.0%	2.0	3	Demand-Respons		Entire	2		2 0	9	Shortage area
82	Jenkins	East		Small Town	3	32.8	32.8%	1.9		Demand-Respons		Entire	2		1	11	
83	Johnson	East		Small Town	3	29.0	27.0%	1.6	3	None	3	Entire	2	2 1	1	12	Shortage area
84	Jones	Central	28,616	Urban Area	1	12.9	16.1%	0.9	0	Demand-Respons	€ 2	No	0	) 1	1	4	Borderline
85	Lamar	Central	19,000	Small City	2	16.5	26.7%	1.6	3	Demand-Respons	e 2	No	0	) 1	1	8	Shortage area
86	Lanier	Southwest	10,340	Small City	2	20.5	27.8%	1.6	3	Demand-Respons	e 2	Entire	2	2 0	) 2	11	Shortage area
87	Laurens	Central	47,325	Urban Area	1	22.6	31.8%	1.9	3	None	3	No	0	) 1	1	8	Shortage area
88	Lee	Southwest	29,764	Urban Area	1	10.9	12.2%	0.7	0	Demand-Respons	6 2	Entire	2	2 1	1	6	
89	Liberty	East	61,497		0	16.8	18.6%	1.1		Limited		Entire	2		2 0	5	
90	Lincoln	East		Small Town	3	18.1	35.3%	2.1		Demand-Respons		Entire	2		) 2		
91	Long	East		Small City	2	19.1	18.7%	1.1		Demand-Respons		Entire	2		1	9	2
92	Lowndes	Southwest	116,321		ō	25.3	26.8%	1.6		Demand-Respons		No	0		1	6	
93	Lumpkin	North		Urban Area	1	20.0	15.0%	0.9		Demand-Respons		No	0		1		
94	Macon	Southwest		Small City	2	29.6	37.5%	2.2		Demand-Respons		Entire	2				
95	Madison	East	29,650		1	15.9	19.7%	1.2		None		No			1	-	
96	Marion	Southwest		Small Town	3	23.9	27.7%	1.6		None		Entire	2				
90	McDuffie	East		Urban	1	23.9	33.7%	2.0		Demand-Respons		No	2				
					2	19.5							2		-		~
98	Mcintosh	East		Small City			21.4%	1.3		Demand-Respons		Entire					
99	Meriwether	Central		Urban Area	1	19.9	25.6%	1.5		Demand-Respons		Entire	2		-	-	9
100	Miller	Southwest		Small Town	3	23.8	38.0%	2.2		Demand-Respons		No	0		-		
101	Mitchell	Southwest		Urban Area	1	27.5	31.9%	1.9		Demand-Respons		Entire	2		-		
102	Monroe	Central		Urban Area	1	13.3	11.9%	0.7		None	-	No	0	-	-	-	
	Montgomery	East		Small Town	3	20.5		1.3		Demand-Respons		Entire	2				
	Morgan	North		Small City	2		17.1%	1.0		Demand-Respons		Entire	2				
105	Murray	North		Urban Area	1		19.1%	1.1		Demand-Respons		No	C		1		
106	Muscogee	Southwest	194,160	Metro	0	22.6	24.6%	1.4	3	Limited		No	C		1	-	
107	Newton	Central	109,541	Metro	0	13.4	19.7%	1.2	2	None		No	C		) 2	7	Shortage area
108	Oconee	East	39,272		1	6.5	8.00%	0.5	0	Limited	1	No	0				
109	Oglethorpe	East	15,054	Small City	2	13.4	28.6%	1.7	3	Demand-Respons	e 2	No	0	) 1	1	8	Shortage area
	Paulding	North	164,044		0		10.3%	0.6		Demand-Respons		Entire	2				
111	Peach	Southwest		Urban Area	1	19.6	21.1%	1.2		None		Entire	2	2 1	1	9	
112	Pickens	North		Urban Area	1		8.4%	0.5		Demand-Respons		No	C		1	4	
	Pierce	East		Small City	2	19.4	25.9%	1.5		Demand-Respons		No	C C		2		
	. 10100	2001	10,000	official only	~	10.4	20.070	1.0	5	2 official Cospons	<b>1 4</b>		- · · ·		<u> </u>		ononago area

114	Pike	Central	19 624	Small City	2	10.7	14.2%	0.8	0	Demand-Response	2	No	0	1	4	5	Borderline
115	Polk	North		Urban Area	2	19.0	27.7%	1.6		Demand-Response		No	0	1	1	7	Shortage area
116	Pulaski	Southwest		Small City	2	22.5	27.9%	1.6		Demand-Response		No	0	1	1	8	
	Putnam			Urban Area	1	17.2	18.9%	1.0	-	Demand-Response		No	0		1	0	Shortage area
117		Central						2.7					-		1	10	Shortage area
118	Quitman	Southwest	2,279		4	26.1	46.3%		-	Demand-Response		Entire	2	1		12	Shortage area
119	Rabun	North	-	Small City	2	17.8	26.2%	1.5		Demand-Response		No	0	2	0	1	Shortage area
120	Randolph	Southwest		Small Town	3	33.6	57.0%	3.3		Demand-Response		Entire	2	1	•	11	Shortage area
121	Richmond	East	201,554		0	23.7	32.0%	1.9		Yes		No	0	5	0	3	Non-shortage area
122	Rockdale	Central	90,594		0	14.1	20.6%	1.2		None		No	0	1	1	6	Shortage area
123	Schley	Southwest		Small Town	3	18.0	28.5%	1.7		Demand-Response		Entire	2	1	1	11	Shortage area
124	Screven	East		Small City	2	20.5	30.2%	1.8		Demand-Response		Entire	2	0	2	11	Shortage area
125	Seminole	Southwest		Small Town	3	29.2	40.2%	2.4		Demand-Response		No	0	0	2	10	Shortage area
126	Spalding	Central	66,100		0	19.9	29.2%	1.7		Demand-Response		No	0	2	0	5	Borderline
127	Stephens	North		Urban Area	1	18.7	20.1%	1.2		None		No	0	0	2	8	Shortage area
128	Stewart	Southwest	6,199	Small Town	3	36.2	48.7%	2.8	3	Demand-Response		Entire	2	1	1	11	Shortage area
129	Sumter	Southwest	29,733	Urban Area	1	25.5	43.6%	2.5	3	Demand-Response	2	No	0	5	0	6	Shortage area
130	Talbot	Southwest	6,272	Small Town	3	22.2	21.1%	1.2	2	Demand-Response		Entire	2	1	1	10	Shortage area
131	Taliaferro	East	1,608	Rural	4	26.5	38.9%	2.3	3	Demand-Response	2	Entire	2	1	1	12	Shortage area
132	Tattnall	East	25,391	Urban	1	27.3	31.1%	1.8	3	None	3	No	0	1	1	8	Shortage area
133	Taylor	Southwest	8,039	Small Town	3	23.7	32.2%	1.9	3	Demand-Response	2	Entire	2	1	1	11	Shortage area
134	Telfair	Central	15,876	Small City	2	34.6	35.4%	2.1	3	Demand-Response	2	No	0	1	1	8	Shortage area
135	Terrell	Southwest		Small Town	3	33.0	47.3%	2.8	3	Demand-Response	2	Entire	2	1	1	11	Shortage area
136	Thomas	Southwest	44,448	Urban Area	1	17.9	24.2%	1.4		Demand-Response		No	0	3	0	6	Shortage area
137	Tift	Southwest	40,571	Urban Area	1	21.7	30.1%	1.8		Demand-Response		No	0	2	0	6	Shortage area
138	Toombs	East		Urban	1	22.3	24.5%	1.4		None		No	0	1	1	8	Shortage area
139	Towns	North		Small City	2	13.8	22.6%	1.3	-	Demand-Response		No	0	0	2	9	Shortage area
140	Treutlen	East		Small Town	3	27.4	24.8%	1.5		None		Entire	2	1	1	12	Shortage area
141	Troup	Central		Metro	0	21.6	26.0%	1.5		Demand-Response		No	0	0	2	7	Shortage area
142	Turner	Southwest		Small Town	3	27.6	38.1%	2.2		Demand-Response		No	0	1	1	9	Shortage area
143	Twiggs	Central		Small Town	3	22.2	20.1%	1.2		Demand-Response		Entire	2	1	1	10	Shortage area
144	Union	North		Urban Area	1	15.4	23.0%	1.3		Demand-Response		No	0	0	2	8	Shortage area
145	Upson	Southwest		Urban Area	1	20.5	29.5%	1.7		Demand-Response		No	0	1	1	7	Shortage area
146	Walker	North	69,410		0	15.6	19.9%	1.2	-	Demand-Response		No	0	1	1	5	Borderline
147	Walton	North	93,503		0	12.3	14.3%	0.8		Demand-Response		No	0	1	1	3	Non-shortage area
148	Ware	East	35,680		1	22.0	30.4%	1.8		Demand-Response		No	0	1	1	7	Shortage area
149	Warren	East		Small Town	3	27.9	36.9%	2.2	_	Demand-Response		Entire	2	1	1	11	Shortage area
150	Washington	East	20,386		1	26.7	34.5%	2.0		None		No	0	2	0	7	Shortage area
151	Wayne	East	29,808		1	20.7	20.7%	1.2		Demand-Response		No	0		1	6	Shortage area
152	Webster	Southwest		Rural	4	20.2	20.7%	1.2		None		Entire	2	1	-	12	
152	Wheeler					37.4	43.9%	2.6				Entire	2		-		Shortage area
		East		Small Town	3				-	None Demand Deeperson	-		_	1	1	12	Shortage area
154	White	North		Urban Area	1	13.3	21.9%	1.3		Demand-Response		No	0		1	1	Shortage area
155	Whitfield	North	104,062		0	16.5	21.5%	1.3		Demand-Response		No	0		1	6	Shortage area
156	Wilcox	Southwest		Small Town	3	30.7	24.8%	1.5		Demand-Response		Entire	2	1	1	11	Shortage area
157	Wilkes	East		Small Town	3	22.8	39.2%	2.3	_	Demand-Response		No	0	0	2	10	Shortage area
158	Wilkinson	Central		Small Town	3	23.5	30.0%	1.8		None		No	0	1	1	10	Shortage area
159	Worth	Southwest	20,299	Urban Area	1	21.6	31.2%	1.8		Demand-Response	2	No	0	0	2	8	Shortage area

\* Families with related children under 18

Number of counties, Non-shortage ar	16	10.1%
Number of counties, Borderline	26	16.4%
Number of counties, Shortage areas	117	73.6%

#### The Health Transportation Shortage Index Georgia Summary Table

#### County Estimates - 2017/2018

Income     Powerty Rate     Paulic Transportation     Present Provide Press     Present Provide Press     Press Press Press     Press Pres		County Estimat	tes - 2017/2018	•							Health Provider		Description	Federally Qualified				
Image is a second base is a second				P	opulation			Povert	ty Rate		Public Transp	ortation						
Nor- energiancy metodical     Nor- type of energiancy (Nor- type of energiancy)     Rate, type of energiancy (Nor- type of energiancy)     Pounty rate (Nor- type of energiancy)     Pounty rate (Nor- type of energiancy)     Pounty (Nor- type of energiancy) <th></th> <th></th> <th></th> <th></th> <th>-</th> <th>1</th> <th>_</th> <th>1</th> <th>-</th> <th>1</th> <th></th> <th>1</th> <th>Shorta</th> <th>age Area</th> <th>Health</th> <th>enters</th> <th></th> <th></th>					-	1	_	1	-	1		1	Shorta	age Area	Health	enters		
sensegacy medical propulsion     Air Propulsion (1)     Rate, (1)     Public (1)     Public (1)     Public (1)     Public (1)								1										
medical st     medical County Name     medical region     population (22.%)     rate (22.%)     rate (22.%) <thrate (22.%)     rate (22.%)     rate (2</thrate 																		
Image     Type of value     Value     User     Value     Public Tranp, T     HTSI     HTSI <t< td=""><td></td><td></td><td>emergency</td><td></td><td></td><td></td><td>All</td><td>Rate,</td><td>to US</td><td>Poverty</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>			emergency				All	Rate,	to US	Poverty								
If     County Name     reight reight reight best     Population (1)     Population (1)     Population (1)     PTS volut (1)     PTS vo			medical			HSTI	Ages	Families*	rate	Rate,		Public				FQHC,		
197   Fulton   Affanta   1,060,114   Mero   0   14.8   17,2%   1.0   1   Ves   0   Partial   1   10+   0   3   Non-shoringe area     180   Gwinnelt   Affanta   227,731   Mero   0   10,7   14,0%   0   Ves   0   Non-shoringe area     131   Bickley   Central   113,095   Meros   0   2,0   2,0,7%   1.6   3   Demand-Response   2   Non-shoringe area     133   Bickley   Central   123,055   Meros   0   1.6   3   Non-shoringe area     135   Garad   Central   116,271   Meros   0   1.6   3   Non-shoringe area     135   Garad   Central   116,564   Meros   0   1.6   3   Non-shoringe area     138   Dodpe   Central   113,455   Meros   0   1.2   2.13   1.4   Non-shoringe area   Non   0   1   4   Non-shoringe area     138   Dodpe   Central   113,455			transportation		Type of	valu	(US =	(US =	(US=17.	HTSI		transport,		HPSA,		HTSI	HTSI	
197   Fulton   Affanta   1,060,114   Mero   0   14.8   17,2%   1.0   1   Ves   0   Partial   1   10+   0   3   Non-shoringe area     180   Gwinnelt   Affanta   227,731   Mero   0   10,7   14,0%   0   Ves   0   Non-shoringe area     131   Bickley   Central   113,095   Meros   0   2,0   2,0,7%   1.6   3   Demand-Response   2   Non-shoringe area     133   Bickley   Central   123,055   Meros   0   1.6   3   Non-shoringe area     135   Garad   Central   116,271   Meros   0   1.6   3   Non-shoringe area     135   Garad   Central   116,564   Meros   0   1.6   3   Non-shoringe area     138   Dodpe   Central   113,455   Meros   0   1.2   2.13   1.4   Non-shoringe area   Non   0   1   4   Non-shoringe area     138   Dodpe   Central   113,455	#	County Name		Population		e		17.1%)	<b>1</b> )	value	Public Transp.		HPSA	HTSI value	FQHC #	value	Score	HTSI designation
185   Defails   Allania   765,565   Mero   0   11   2   Yes   0   Partial   1   10+   0   31   Non-shortge area     137   Balowin   Gerinal   44,232   Uhan Area   1   252,2   29,34   1,7   3)   Demand-Response   2   No   0   3   O   Shortsportage area     138   Balowin   Central   44,823   Uhan Area   1   252,3   3,57,7   1   3   Non-shortge area   2   Non-shortge area   3   Non-shortge	157			1.050.114	Metro	0			1.0	1	Yes	0	Partial	1	10+	0	2	
150   Oximent   Atanta   927,2781   Mero   0   10.7   14.0%   0.6   0   Ves   0   Non-shortspa area     132   Block/ov   Central   12,838   Sinut/Ov   0   17.2   27.3%   12.3   2   Demand-Response   2   No   0   1   1   Body   Body   0   1   1   3   Body   0   0   1   1   3   Body   0   0   0   0   1   1   3   Body   0   0   0   0   1   1   3   Body   <														1		0		
111   Beldwin   Central   44.823 Urban Area   1   252   92.95%   2.1   3) Demand-Response   2   No.   0   3   0   6   Shortshortsge area     133   Bickley   Central   123.983 Small City   2   2.03   2.67%   1.6   3) Demand-Response   2   Enfire   2   1   1   16   Shortsge area     134   Buds   Central   24.183 <unha area<="" td="">   1   16.3   30.5%   1.6   3) Non-8   1000   0   1   16   Shortsge area     135   Covela   245.951 Metro   0   1.6.3   30.5%   1.6   3) Demand-Response   2   No   0   1   1   3   Bortsgine     137   Covela   Covela   1.45.863 Metro   0   1.6   1.6.65   0   Non-80   3   No   0   1   1   3   Bortsgine   2   No   0   2   6   Bortsgine   1   0.6   1   16.06   0   2   5   Bortsgine   2   No   5   Demand-R</unha>														0		0		
132   Bibb.   Central   153.095   Metro   0   25.0   35.6%   2.1   3   Yes   0   No   0   5   0   3   Non-shortage area     138   Bick/s   Central   24.813   Urban Area   1   18.3   None   3   No   0   1   1   8   Shortage area     138   Buth   Central   116.21   Metro   0   1.2   2.13,1   1.2   1.0   No   0   1   1   8   Shortage area     137   Covela   Central   116.21   1.04,1   1.45,9   No   0   0   1   1   3   Non-shortage area     139   Covela   Central   114.75,9   Meto   0   5.7   0   0   0   1   1   7   Shortage area     139   Fayeta   Central   114.79   Markage area   1.40,5   0   0   0   1   1   8   Non-shortage area     140   Heard   Central   114.05   Marchorage area						-												
133   Bleckley   Central   12,838   Small City   2   20,3   28,7%   16   3   Demand-Response   2   Entre   2   1   1   10   Shortage area     135   Carroll   Central   118,121   Meto   0   17.2   2,3%   1.2   Demand-Response   2   No   0   1   1   85   Bordorine     136   Carroll   Central   118,121   Meto   0   1.6   2.8   Bordorine   2   No   0   1   1   85   Bordorine   2   No   0   1   1   85   Bordorine   2   No   0   0   2   5   Bordorine   1 <td></td> <td>-</td> <td>-</td> <td></td>																-	-	
134   Butts   Central   24.193   Urban Area   1   18.   30.0   0   1   1   8   Shortage area     135   Carola   Central   280.615   Metro   0   12.2   2.3%   12.2   Demand-Response   2.No   0   1   1   Shortage area     136   Carola   Central   145.864   Metro   0   10.4   14.9%   0.9   0   0   1   1   Non-shortage area     137   Coveral   Coveral   20.765   Urban Area   1   21.6   2.057.0   0   0   1   1   7   Shortage area     138   Dodgo   Central   20.200   Metro   0   9.8   10.0%   0   0   0   0   0   0   0   0   0   0   Non-shortage area     141   Henry   Central   13.600   Grani City   2   16.8   0.7%   16.3   0   Demand-Respons   2   No   0   1   1   8   Shortage area   14.3   Jacorea																-	-	
135   Carroll   Central   116 121   Metro   0   17.2   21.3%   12   21   Demand-Response   21   No   0   1   1   S   Boorderline     137   Cowela   Central   145.864   Metro   0   16.3   25.1%   15.3   0   0   0   0   1   1   3   Non-shortage area     138   Gayeta   Central   113.75   Metro   0   5.7   8.9%   0.5   0   Non   0   0   2   5   Borderline     140   Heard   Central   113.75   Metro   0   5.7   8.9%   0.5   0   Non   0   0   2   5   Borderline   1.0%   0																1		
136   Clayton   Central   289.615   Metro   0   16.5   3   Limited   1   No   0   6   0   4   Borderline     137   Coveta   Central   145.864   Metro   1   1.7   Shortage area     138   Dodge   Central   113.459   Metro   1   2.8   No   0   1   1   3   Non-shortage area     140   Heard   Central   113.459   Small Circl   2.8   No   0   0   2   6   Shortage area     143   Heard   Central   113.759   Metro   0   5.8   14.0%   0.0   0   0   2   3   Non-shortage area     144   Heard   Central   12.09   16.1%   0.9   0   1   1.6   0   0   1   1.6   0   0   1   1.6   0   0   1   1.6   0   0   0   1   1.6   0   0   0   0   1   1.6   0   0   0   0																		
137   Covveta   Central   148,864   Meto   0   141,9%   0.9   0   Demand-Response   2 No   0   1   1   3   Non-hortage area     138   Fayetle   Central   113,459   Meto   0   5.7   8.9%   0.5   0   None   3   No   0   0   2   5   Bordge area     141   Herry   Central   113,879   Brand City   18.9   20.5%   1.2   0   Demand-Response   2   No   0   0   2   18   Bordge area     141   Herry   Central   230,220   Meto   0   9.8   14.0%   0.8   0   Immed   1   No   0   0   2   18   Bordge area     144   Jones   Central   20.00   Immad   12.26   13.8   18.9   No   0   1   18   Bordge area     145   Jaurens   Central   21.056   Uban Area   17.22,657   15   3   Demand-Response   2 No   0   1   18																•		
138   Dodge   Central   20,705   Uban Area   1   21   23   Demand-Response   2 No   0   1   1   7   Shortage area     140   Heard   Central   113,459   Brayette   Central   113,479   Small City   2   15,9   20,5%   1.2   O Demand-Response   2 No   0   0   2   6   Shortage area     141   Henry   Central   14,040   Small City   2   17,6   22,8%   1.3   Non-e   3   Entire   2   0   2   18   Non-shortage area     142   Jasse   Central   12,000   Small City   2   16,5   26,7%   1.8   3   Demand-Response   2 No   0   1   1.8   Shortage area     144   Lamare   Central   10,000   Small City   2   16,5   26,7%   1.6   3   Demand-Response   2 No   0   1   1.8   Shortage area     144   Lamare   Central   10,000   Small City   1.9   1.9   1.9   No </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>_</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td>						-				_						-	-	
139   Fayette   Central   113,459   Mero   0   5.7   8.9%   0.5   0   None   3   No   0   0   2   8   Borderline     141   Herny   Central   230,220   Meto   0   9.8   14.0%   0.8   0   1   No   0   0   2   3   Non-shortage area     142   Jasper   Central   230,220   Meto   0   9.8   14.0%   0.8   0   Demand-Response   2   No   0   1   1   4   Borderline     143   Jones   Central   14.00   Small CH   2   16.5   2.67%   1.6   3   Demand-Response   2   No   0   1   1   8   Borderline   1   3   No   0   1   1   8   Borderline   3   No   0   1   1   8   Borderline   3   No   0   0   1   1   8   Borderline   3   No   0   0   1   1   8   Borderline<																1		
140   Heard   Central   11.879   Small City   2   18.9   20.5%   1.2   0   Demand-Response   2   No   0   0   2   6   Shortage area     141   Henry   Central   14.040   Small City   2   17.6   12.8, 16, 15%   0.9   0   Demand-Response   2   No   0   1   1   4   Borderline     144   Lamar   Central   19,000   Small City   2   16.5   26.7%   1.6   3   Non-e   3   No   0   1   1   4   Borderline     145   Laurens   Central   27,050   Urban Area   1   12.9   25.6%   1.5   3   Demand-Response   2   No   0   1   1   8   Shotage area     146   MeriveEter   Central   10.6.5   Urban Area   1   13.3   11.9%   0.7   0   None   3   No   0   0   2   6   Shotage area     147   Morco   Central   10.6.9.4   Smalia<						-										1		
141   Henry   Central   230.220 Metro   0   9.8   14.0%   0.8   0.0   1   No   0   0   2   38   Non-shoringe area     143   Jones   Central   23.616   Urban Area   1   12.9   16.1%   0.9   0   Demand-Response   2   No   0   1   1   4   Borderline     144   Laurens   Central   47,325   Urban Area   1   12.6   78.1%   1.9   3   None   3   No   0   1   1   6   Shortage area     144   Laurens   Central   27,520   Urban Area   1   19.9   25.6%   15   3   Demand-Response   2   No   0   0   2   6   Shortage area     144   Merce   Central   16.634   Shortage area   16.0   No   0   0   0   1   1   8   Shortage area   16.0   No   0   0   1   1   8   Shortage area   16.0   No   0   0   1 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td>_</td><td></td><td></td></t<>										-						_		
142   Jasper   Central   14,040   Small City   2   17.6   22.8%   1.3   3   None   3   Entre   2   0   2   12   Shortage area     144   Lamar   Central   19,000   Small City   2   16.5   28.7%   1.8   3   None   3   No   0   1   1   6   Shortage area     144   Lamar   Central   47,325   Uban Area   1   23.6   3   No   0   1   1   6   Shortage area     145   Merivether   Central   27,050   Uban Area   1   13.3   11.9%   0.7   0   None   3   No   0   0   2   6   Shortage area     144   Mevico   Central   105,541   Metro   0   14.42%   No   0   Demand-Respons   2   No   0   1   1   B   Borderline   15   15   Shortage area   150   Puham   Central   05,54   Metro   14.2   None   1   1																_	-	
143   Lonies   Central   12.00   11.1   12.9   16.1%   0.9   0.9   0.00   Panad-Response   2 No.   0   1   1   8   Bordrage area     144   Laurens   Central   47.325   Urban Area   1   22.5 %   1.5   3   Demand-Response   2   No.   0   1   1   8   Shortage area     146   Merveher   Central   27.520   Urban Area   1   13.9   19.%   0.7   No.   0   0   2   6   Shortage area     147   Monroe   Central   109.541   Mero   0   1.4   19.7%   1.2   2   No.   0   0   2   6   Shortage area     148   Pike   Central   18.834   Small City   2   10.7   14.2%   0.8   0   0   1   1   5   Borderline   2   No   0   1   1   6   Shortage area     150   Pulnam   Central   18.634   Small City   2   3.6   No <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td>_</td><td>-</td><td></td></t<>										-						_	-	
144   Laumar   Central   19,000 [Small City   2   16.5   26.7%   1.6   3   Demand-Response   2 No   0   1   1   8   Shortage area     146   Merivether   Central   27,068 [Urban Area   1   19.9   25.6%   1.5   3   Demand-Response   3   No   0   0   2   6   Shortage area     147   Monco   Central   109,541 [Mero   0   1.4   19.7%   1.2   No   0   0   2   7   Shortage area     148   Pike   Central   109,541 [Mero   0   1.4   19.7%   1.2   No   0   1   1   6   Shortage area     150   Putham   Central   0.544 [Mero   0   1.4   2.0 %   1.2   None   3   No   0   1   1   6   Shortage area     151   Roiding   Central   165,766 [Mero   0   14   2.0 %   1.2   2.0 None   3   No   0   1   1   8   Shortage area   15	142	Jasper	Central	14,040	Small City	2			1.3	3	None	3	Entire			2	12	Shortage area
145   Laurens   Central   47.325 [Urban Area   1   12.6   31.8%   1.9   3 None   3 None   3 No   0   1   1   8   Shortage area     146   Meriveher   Central   27.520 [Urban Area   1   13.3   11.9%   0.7   0 None   3 No   0   0   0   2   6   Shortage area     147   Monroe   Central   105,634 [Metro   0   1.4   19.7%   1.2   2 None   3 No   0   0   0   2   6   Shortage area     150   Putnam   Central   18,634 [Small City   2   1.1   2 Demand-Respons   2 No   0   1   1   6   Shortage area     151   Rockdale   Central   60,594 [Metro   0   14.1   20.6%   1.2   No   0   1   1   6   Shortage area     152   Spaling   Central   15,876 [Small City   2   3.4.7   3   Demand-Respons   2 No   0   1   1   6   Shortage area     155   Trigling	143	Jones	Central	28,616	Urban Area	1	12.9	16.1%	0.9	0	Demand-Response	2	No	0	1	1	4	Borderline
145   Laurens   Central   47.325 [Urban Area   1   12.6   31.8%   1.9   3 None   3 None   3 No   0   1   1   8   Shortage area     146   Meriveher   Central   27.520 [Urban Area   1   13.3   11.9%   0.7   0 None   3 No   0   0   0   2   6   Shortage area     147   Monroe   Central   105,634 [Metro   0   1.4   19.7%   1.2   2 None   3 No   0   0   0   2   6   Shortage area     150   Putnam   Central   18,634 [Small City   2   1.1   2 Demand-Respons   2 No   0   1   1   6   Shortage area     151   Rockdale   Central   60,594 [Metro   0   14.1   20.6%   1.2   No   0   1   1   6   Shortage area     152   Spaling   Central   15,876 [Small City   2   3.4.7   3   Demand-Respons   2 No   0   1   1   6   Shortage area     155   Trigling	144	Lamar	Central	19,000	Small City	2	16.5	26.7%	1.6	3	Demand-Response	2	No	0	1	1	8	Shortage area
146   Merivether   Central   21.068   Uthan Area   1   19.9   25.6%   1.5   3   Demand-Response   2   Entre   2   2   0   8   Shortage area     147   Monco   Central   109.541   Metro   0   13.4   119.7%   12.2   None   3   No   0   0   2   6   Shortage area     148   Pike   Central   109.541   Metro   0   1.4   10.7   14.2%   0.8   0   Demand-Response   2.No   0   1   1   6   Shortage area     150   Putham   Central   9.084   Metro   0   1.41   20.6%   1.2   2.No   0   1   1   6   Shortage area     151   Rotifiar   Central   6.090   Metro   0   1.99   29.2%   1.7   3   Demand-Response   2.No   0   1   1   8   Shortage area     152   Spaiding   Central   7.034   Metro   0   2.16   3.25   3.05%   1.6	145	Laurens	Central					31.8%			None			0	1	1	8	
147   Monroe   Central   127,520   Urban Area   1   133   11.9%   0.7   0   None   3   No   0   0   2   6   Shotage area     148   Pike   Central   18.634   Small City   2   10.7   14.2%   0.8   0   Demand-Response   2   No   0   1   1   6   Shotage area     150   Putham   Central   12.09   Urban Area   1   1.2   1.8%   1.1   2   Demand-Response   2   No   0   1   1   6   Shotage area     151   Rotada   Gentral   66.100   Metro   0   14.1   2.0.8%   1.2   2   None   3   No   0   1   1   6   Shotage area     152   Spalding   Central   7.0.34   Metro   0   2.1.6   3   Demand-Respons   2   No   0   1   1   0   Shotage area   16   Witkinson   Central   8.0.60   2.1   3   Demand-Respons   2   No	146		Central				19.9	25.6%			Demand-Response					0		
148   Newton   Central   109,541   Metro   0   13.4   19.7%   12   2   None   3   No   0   0   2   7   Shotage area     150   Putham   Central   121.809   Urban Area   1   17.2   18.9%   1.1   2   Demand-Response   2   No   0   1   1   6   Shotage area     151   Rockdale   Central   90.594   Metro   0   14.1   20.6%   1.7   3   Demand-Response   2   No   0   1   1   6   Shotage area     153   Terfair   Central   15.876   Small City   2   3.4.6   35.4%   2.1   3   Demand-Response   2   No   0   1   1   8   Shotage area   16.5   Truly   Central   8.188   Small Town   3   22.2   2.01%   1.2   Demand-Response   2   No   0   1   1   10   Shotage area   15.5   Truly   Shotage area   15.5   Truly   Rocon   1   1 </td <td></td> <td>-</td> <td>~</td> <td></td>																-	~	
149   Pike   Central   116.634   Small City   2   10.7   14.2%   0.8   0   Demand-Response   2 No   0   1   1   5   Borderline     150   Putnam   Central   12.09   Uban Area   11   12.0   13.00   0   1   1   6   Shortage area     151   Rockdale   Central   90.594   Metro   0   14.1   20.6%   1.2   2   Non   0   2   0   5   Borderline     152   Spaliding   Central   15.676   Small City   2   34.6   35.4%   2.1   3   Demand-Response   2   No   0   1   1   6   Shortage area     154   Troup   Central   15.085   Small Town   3   22.2   2.01%   1.2   Demand-Response   2   No   0   1   1   Shortage area     155   Wingge   Central   9.036   Small Town   3   2.22.2   2.01%   1.8   3   None   3   No   0   1 </td <td></td> <td>-</td> <td>-</td> <td></td>																-	-	
150   Putnam   Central   21.809   Uban Area   1   1.1   2   Demand-Response   2   No   0   1   1   6   Shortage area     151   Rockkale   Central   66.100   Metro   0   14.1   20.0%   1.7   3   Demand-Response   2   No   0   1   1   6   Shortage area     153   Teifair   Central   15.876   Small City   2   34.6   35.4%   2.1   3   Demand-Response   2   No   0   1   1   8   Shortage area     154   Troup   Central   8.188   Small Town   3   2.2   2.0.1%   1.2   2   Demand-Response   2   No   0   1   1   10   Shortage area   3   Shortage area   3   No   0   1   1   10   Shortage area   3   Shortage area   3   Shortage area   3   No   0   1   1   10   Shortage area   3   Shortage area   3   Shortage area   3   No																- 1		
151   Rockdale   Central   90.594   Metro   0   14.1   20.6%   17   3   Demand-Response   2   No   0   1   6   Shortage area     152   Spalding   Central   15.8/76   Smail City   2   34.6   3.1/7   3   Demand-Response   2   No   0   1   1   8   Shortage area     154   Troup   Central   15.8/76   Smail Town   3   22.2   1.5   3   Demand-Response   2   No   0   0   2   7   Shortage area     155   Wikinson   Central   9.036   Smail Town   3   22.2   0.1%   1.2   2   Demand-Response   2   No   0   1   1   10   Shortage area     156   Wikinson   Central   9.036   Smail City   2   2.2.2   31.0%   1.8   3   Demand-Respons   2   No   0   1   1   8   Shortage area     2   Bacon   East   11.165   Smail City   2   12.2 <td></td> <td>1</td> <td></td> <td></td>																1		
152   Spalding   Central   1600 Metro   0   19.9   29.2%   1.7   3   Demand-Response   2 No   0   2   0   5   Borderline     153   Teifair   Central   15.876   Small City   2   34.6   35.4%   2.1   3   Demand-Response   2 No   0   1   1   8   Shortage area     154   Troup   Central   70.034 Metro   0   21.6   26.0%   1.5   3   Demand-Response   2 No   0   0   0   2   7   Shortage area     155   Wilkinson   Central   8,188   Small Town   3   22.2   20.1%   1.2   Demand-Response   2 No   0   1   1   Mortage area     16   Mybing   East   11,85   Small City   2   22.2   31.0%   1.8   3 None   3 No   0   1   1   8   Shortage area     2   Bacon   East   11,85   Small City   2   22.2   27.0%   1.6   3 Demand-Response   2 No   0 <td></td>																		
153   Terfair   Central   15,876   Small City   2   34.6   35.4%   2.1   3   Demand-Response   2   No   0   1   1   8   Shortage area     154   Troup   Central   70,034   Metro   0   21.6   28.0%   1.5   3   Demand-Response   2   No   0   0   2   7   Shortage area     155   Wikinson   Central   9,036   Smail Town   3   22.2   21.0%   1.2   Demand-Response   2   No   0   1   1   10   Shortage area     156   Wikinson   Central   9,036   Smail City   2   22.2   31.0%   1.8   3   Demand-Response   2   No   0   1   1   8   Shortage area     2   Bacon   East   118,807   Smail City   2   29.2   27.0%   1.6   3   Demand-Response   2   No   0   1   1   8   Shortage area     3   Brann   East   18,807   Smail City						-											-	
154   Troup   Central   70.034   Metro   0   21.6   26.0%   1.5   3   Demand-Response   2   No   0   0   2   7   Shortage area     155   Twiggs   Central   8,188   Small Town   3   22.2   20.1%   1.2   Demand-Response   2   Entire   2   1   1   10   Shortage area     166   Wikinson   Central   9,036   Small Town   3   22.2   20.1%   1.2   Demand-Response   2   No   0   1   1   Bhortage area     164   Wikinson   Central   18,807   Small City   2   22.2   7.0%   1.8   3   Demand-Response   2   No   0   1   1   8   Shortage area     3   Brantley   East   11,185   Small City   2   19.0   19.4%   1.1   2   Demand-Response   2   No   0   1   1   8   Bortage area     4   Bryan   East   77.26M   Metro   12.3   16.85% <td></td> <td>0</td> <td>-</td> <td></td>																0	-	
155   Twiggs   Central   8,188   Small Town   3   22.2   20.1%   1.2   2   Demand-Response   2   Entire   2   1   1   10   Shortage area     156   Wilkinson   Central   9,036   Small Town   3   23.5   30.0%   1.8   3   None   3   No   0   1   1   10   Shortage area     2   Bacon   East   11.185   Small City   2   28.2   27.0%   1.6   3   Demand-Response   2   No   0   1   1   8   Shortage area     3   Brantley   East   18.897   Small City   2   28.2   27.0%   1.6   3   Demand-Response   2   No   0   1   1   8   Shortage area     4   Bryan   East   38.07   Wetro   0   24.6   27.9%   1.6   3   Demand-Response   2   No   1   1   6   Shortage area     7   Camden   East   53.677   Metro   0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td><td></td></t<>										-						1		
156   Wilkinson   Central   9.036   Small Town   3   23.5   30.0%   1.8   3   None   3   No.   0   1   1   10   Shortage area     1   Appling   East   18.607   Small City   2   22.2   31.0%   1.8   3   Demand-Response   2   No   0   1   1   8   Shortage area     3   Brantley   East   11,185   Small City   2   22.2   27.0%   1.6   3   Demand-Response   2   No   0   1   1   8   Shortage area     3   Brantley   East   18,897   Small City   2   19.0   19.4%   1.1   2   Demand-Response   2   No   0   1   1   4   Brotage area     5   Bulloch   East   77,296   Metro   0   24.6   27.9%   1.6   3   Demand-Response   2   No   0   1   1   5   Brotage area   6   Burke   East   13.0,86%   2.1   3   Dema																2		
1   Appling   East   18,607   Small City   2   22.2   31.0%   1.8   3   Demand-Response   2   No   0   1   1   8   Shortage area     2   Bacon   East   11,185   Small City   2   28.2   27.0%   1.6   3   Demand-Response   2   Entire   2   1   1   8   Shortage area     3   Brandley   East   11,185   Small City   2   19.0   19.4%   1.1   2   Demand-Response   2   Entire   2   1   1   8   Shortage area     4   Bryan   East   38.109   Urban   1   10.4   10.4   10.4   10.4   10.4   Borderline     5   Bulloch   East   77.296   Metro   0   24.6   27.9%   1.6   3   Demand-Response   2   No   0   1   1   6   Shortage area     7   Candler   East   10,836   Small City   2   24.7   43.7%   2.6   3   None																1		
2     Bacon     East     11,185     Small City     2     28.2     27.0%     1.6     3     Demand-Response     2     No     0     1     1     8     Shortage area       3     Brantley     East     18,897     Small City     2     10.0     19.4%     1.1     2     Demand-Response     2     Entire     2     1     1     9     Shortage area       4     Bryan     East     37,296     Metro     0     24.6     27.9%     1.6     3     Demand-Response     2     No     0     1     1     6     Shortage area       6     Burke     East     22,423     Urban     1     23     8.6%     2.1     3     Demand-Response     2     No     0     1     1     5     Shortage area       7     Canden     East     10,836     Small City     2     24.7     43.7%     2.6     3     None     3     Entire     2     1     1     1																1		
3   Brantley   East   18,897   Small City   2   19.0   19.4%   1.1   2   Demand-Response   2   Entire   2   1   1   9   Shortage area     4   Bryan   East   38,109   Urban   1   10.4%   16.0%   0.9   0   Demand-Response   2   No   0   1   1   4   Borderline     5   Bulloch   East   77,296   Metro   0   24.6   27.9%   1.6   3   Demand-Response   2   Entire   2   1   1   6   Shortage area     6   Burke   East   23,677   Metro   0   12.5   18.6%   1.1   2   Demand-Response   2   No   0   1   1   5   Borderline     8   Candler   East   10,836   Small City   2   24.7   43.7%   2.6   3   None   3   No   0   1   1   5   5   Borderline     9   Charlton   East   127,330   Metro   0<																1		
4   Bryan   East   38,109   Urban   1   10.4   16.0%   0.9   0   Demand-Response   2   No   0   1   1   4   Borderline     5   Bulloch   East   77,296   Metro   0   24.6   27.9%   1.6   3   Demand-Response   2   No   0   1   1   6   Shortage area     6   Burke   East   22,423   Urban   1   23.1   36.6%   2.1   3   Demand-Response   2   No   0   1   1   6   Shortage area     7   Canden   East   10.836   Small City   2   24.7   43.7%   2.6   3   None   3   No   0   1   1   5   Borderline     8   Candler   East   12,968   Small City   2   22.1%   1.3   3   None   3   Entire   2   1   1   10   0   4   Borderline     11   Clarke   East   129.98   Metro   0   16.6 <td></td> <td>1</td> <td></td> <td></td>																1		
5   Bulloch   East   77,296   Metro   0   24.6   27.9%   1.6   3   Demand-Response   2   No   0   1   1   6   Shortage area     6   Burke   East   22,423   Urban   1   23.1   36.6%   2.1   3   Demand-Response   2   No   0   1   1   9   Shortage area     7   Camden   East   53,677   Metro   0   12.5   18.6%   1.1   2   Demand-Response   2   No   0   1   1   9   Shortage area     8   Candler   East   10,836   Small City   2   24.7   43.7%   2.6   3   None   3   Entire   2   1   1   11   Shortage area     9   Charlton   East   12,968   Small City   2   25.6   22.1%   1.3   None   3   Entire   2   1   1   11   Non-shortage area     10   Charlton   East   127,300   Metro   0   26.6																1	-	
6     Burke     East     22,423     Urban     1     23.1     36.6%     2.1     3     Demand-Response     2     Entire     2     1     1     9     Shortage area       7     Camden     East     53,677     Metro     0     12.5     18.6%     1.1     2     Demand-Response     2     No     0     1     1     5     Borderline       8     Candler     East     10,836     Small City     2     24.7     43.7%     2.6     3     None     3     No     0     1     1     9     Shortage area       9     Charlton     East     12,968     Small City     2     25.6     22.1%     1.3     3     None     3     Entire     2     1     1     10     0     4     Borderline       10     Chatham     East     127,30     Metro     0     26.6     32.3%     1.9     3     Yes     0     No     0     2     4     B																1		
7   Camden   East   53,677   Metro   0   12.5   18.6%   1.1   2   Demand-Response   2   No   0   1   1   5   Borderline     8   Candler   East   10,836   Small City   2   24.7   43.7%   2.6   3   None   3   No   0   1   1   9   Shortage area     9   Charlton   East   12,968   Small City   2   25.6   22.1%   1.3   3   None   3   Entire   2   1   1   11   Shortage area     10   Charthon   East   127,330   Metro   0   16.3   21.5%   1.3   Yes   0   Partial   1   10   0   4   Borderline     11   Clarke   East   154,291   Metro   0   6.6   8.8%   0.5   0   Demand-Response   2   No   0   2   4   Borderline     12   Columbia   East   154,291   Metro   0   6.6   8.8%   0.5																1		
8   Candler   East   10,836   Small City   2   24.7   43.7%   2.6   3   None   3   No   0   1   1   9   Shortage area     9   Charlton   East   12,968   Small City   2   25.6   22.1%   1.3   3   None   3   Entire   2   1   1   11   Shortage area     10   Chatham   East   289,195   Metro   0   16.3   21.5%   1.3   3   Yes   0   Partial   1   10   0   4   Borderline     11   Clarke   East   127,300   Metro   0   26.6   32.3%   1.9   3   Yes   0   No   0   2   0   3   Non-shortage area     12   Columbia   East   154,291   Metro   0   6.6   8.8%   0.5   0   Demand-Response   2   No   0   1   1   8   Shortage area     13   Effingham   East   19,120   Small City   2   22.9	6	Burke	East	22,423	Urban	1	23.1	36.6%	2.1	3	Demand-Response			2	1	1	9	Shortage area
8   Candler   East   10,836   Small City   2   24.7   43.7%   2.6   3   None   3   No   0   1   1   9   Shortage area     9   Charlton   East   12,968   Small City   2   25.6   22.1%   1.3   3   None   3   Entire   2   1   1   11   Shortage area     10   Chatham   East   289,195   Metro   0   16.3   21.5%   1.3   3   Yes   0   Partial   1   10   0   4   Borderline     11   Clarke   East   127,300   Metro   0   26.6   32.3%   1.9   3   Yes   0   No   0   2   0   3   Non-shortage area     12   Columbia   East   154,291   Metro   0   6.6   8.8%   0.5   0   Demand-Response   2   No   0   1   1   8   Shortage area     13   Effingham   East   19,120   Small City   2   22.9	7	Camden	East	53,677	Metro	0	12.5	18.6%	1.1	2	Demand-Response	2	No	0	1	1	5	Borderline
9   Charlton   East   12,968   Small City   2   25.6   22.1%   1.3   3   None   3   Entire   2   1   1   11   Shortage area     10   Chatham   East   289,195   Metro   0   16.3   21.5%   1.3   3   Yes   0   Partial   1   10   0   4   Borderline     11   Clarke   East   127,330   Metro   0   26.6   32.3%   1.9   3   Yes   0   No   0   2   0   3   Non-shortage area     12   Columbia   East   154,291   Metro   0   6.6   8.8%   0.5   0   Demand-Response   2   No   0   0   2   4   Borderline     13   Effingham   East   19,120   Small City   2   22.9   32.0%   1.9   3   Demand-Response   2   No   0   1   1   8   Shortage area     15   Emanuel   East   19,120   Small City   2   28	8	Candler	East	10,836	Small City	2	24.7	43.7%	2.6	3	None			0	1	1	9	Shortage area
10   Chatham   East   289,195   Metro   0   16.3   21.5%   1.3   3   Yes   0   Partial   1   10   0   4   Borderline     11   Clarke   East   127,330   Metro   0   26.6   32.3%   1.9   3   Yes   0   No   0   2   0   3   Non-shortage area     12   Columbia   East   154,291   Metro   0   6.6   8.8%   0.5   0   Demand-Response   2   No   0   0   2   4   Borderline     13   Effingham   East   19,120   Small City   2   22.9   32.0%   1.9   3   Demand-Response   2   No   0   1   1   8   Shortage area     14   Elbert   East   19,120   Small City   2   22.9   32.0%   1.9   3   Demand-Response   2   No   0   1   1   8   Shortage area     15   Emanuel   East   12,612   Urban   1   27																1		
11   Clarke   East   127,330   Metro   0   26.6   32.3%   1.9   3   Yes   0   No   0   2   0   3   Non-shortage area     12   Columbia   East   154,291   Metro   0   6.6   8.8%   0.5   0   Demand-Response   2   No   0   0   2   4   Borderline     13   Effingham   East   62,190   Metro   0   9.8   10.5%   0.6   0   Demand-Response   2   Partial   1   0   2   5   Borderline     14   Elbert   East   19,120   Small City   2   22.9   32.0%   1.9   3   Demand-Response   2   No   0   1   1   8   Shortage area     15   Emanuel   East   22,612   Urban   1   27.6   31.4%   1.8   None   3   Entire   2   1   1   10   Shortage area     16   Evans   East   10,721   Small City   2   28.0 <t< td=""><td>-</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0</td><td></td><td></td></t<>	-															0		
12   Columbia   East   154,291   Metro   0   6.6   8.8%   0.5   0   Demand-Response   2   No   0   0   2   4   Borderline     13   Effingham   East   62,190   Metro   0   9.8   10.5%   0.6   0   Demand-Response   2   Partial   1   0   2   5   Borderline     14   Elbert   East   19,120   Small City   2   22.9   32.0%   1.9   3   Demand-Response   2   No   0   1   1   8   Shortage area     15   Emanuel   East   22,612   Urban   1   27.6   31.4%   1.8   3   None   3   Entire   2   1   1   10   Shortage area     16   Evans   East   10,71   Small City   2   28.0   31.2%   1.8   None   3   No   0   1   1   9   Shortage area     17   Glascock   East   2,995   Rural   4   17.3   6.																	-	
13   Effingham   East   62,190   Metro   0   9.8   10.5%   0.6   0   Demand-Response   2   Partial   1   0   2   5   Borderline     14   Elbert   East   19,120   Small City   2   22.9   32.0%   1.9   3   Demand-Response   2   No   0   1   1   8   Shortage area     15   Emanuel   East   22,612   Urban   1   27.6   31.4%   1.8   3   None   3   Entire   2   1   1   10   Shortage area     16   Evans   East   10,721   Small City   2   28.0   31.2%   1.8   3   None   3   No   0   1   1   9   Shortage area     17   Glascock   East   2,995   Rural   4   17.3   6.9%   0.4   0   Demand-Response   2   Entire   2   1   1   9   Shortage area     18   Glynn   East   85,219   Metro   0																-	-	
14   Elbert   East   19,120   Small City   2   22.9   32.0%   1.9   3   Demand-Response   2   No   0   1   1   8   Shortage area     15   Emanuel   East   22,612   Urban   1   27.6   31.4%   1.8   3   None   3   Entire   2   1   1   10   Shortage area     16   Evans   East   10,721   Small City   2   28.0   31.2%   1.8   3   None   3   No   0   1   1   9   Shortage area     17   Glascock   East   2,995   Rural   4   17.3   6.9%   0.4   0   Demand-Response   2   Entire   2   1   1   9   Shortage area     18   Glynn   East   85,219   Metro   0   17.0   26.0%   1.5   3   Demand-Response   2   No   0   2   0   5   Non-shortage area     19   Greene   East   8,348   Small City   2						-										_		
15   Emanuel   East   22,612   Urban   1   27.6   31.4%   1.8   3 None   3 Entire   2   1   1   10   Shortage area     16   Evans   East   10,721   Small City   2   28.0   31.2%   1.8   3 None   3 No   0   1   1   9   Shortage area     17   Glascock   East   2,995   Rural   4   17.3   6.9%   0.4   0 Demand-Response   2   Entire   2   1   1   9   Shortage area     18   Glynn   East   85,219   Metro   0   17.0   26.0%   1.5   3 Demand-Response   2   No   0   2   0   5   Non-shortage area     19   Greene   East   17,68   Small City   2   17.0   31.0%   1.8   3 Demand-Response   2   No   0   3   0   7   Shortage area     20   Hancock   East   8,348   Small Town   3   30.3   50.0%   2.9   3 Demand-Response   2																1		
16     Evans     East     10,721     Small City     2     28.0     31.2%     1.8     3     None     3     No     0     1     1     9     Shortage area       17     Glascock     East     2,995     Rural     4     17.3     6.9%     0.4     0     Demand-Response     2     Entire     2     1     1     9     Shortage area       18     Glynn     East     85,219     Metro     0     17.0     26.0%     1.5     3     Demand-Response     2     No     0     2     0     5     Non-shortage area       19     Greene     East     17,698     Small City     2     17.0     31.0%     1.8     3     Demand-Response     2     No     0     3     0     7     Shortage area       20     Hancock     East     8,348     Small Town     3     30.3     50.0%     2.9     3     Demand-Response     2     Inite     2     1     1     11 </td <td></td> <td>4</td> <td></td> <td></td>																4		
17   Glascock   East   2,995   Rural   4   17.3   6.9%   0.4   0   Demand-Response   2   Entire   2   1   1   9   Shortage area     18   Glynn   East   85,219   Metro   0   17.0   26.0%   1.5   3   Demand-Response   2   No   0   2   0   5   Non-shortage area     19   Greene   East   17,698   Small City   2   17.0   31.0%   1.8   3   Demand-Response   2   No   0   3   0   7   Shortage area     20   Hancock   East   8,348   Small Town   3   30.3   50.0%   2.9   3   Demand-Response   2   Entire   2   1   1   11   Shortage area						-												
18     Glynn     East     85,219     Metro     0     17.0     26.0%     1.5     3     Demand-Response     2     No     0     2     0     5     Non-shortage area       19     Greene     East     17,698     Small City     2     17.0     31.0%     1.8     3     Demand-Response     2     No     0     3     0     7     Shortage area       20     Hancock     East     8,348     Small Town     3     30.3     50.0%     2.9     3     Demand-Response     2     Entire     2     1     1     11     Shortage area																		
19     Greene     East     17,698     Small City     2     17.0     31.0%     1.8     3     Demand-Response     2     No     0     3     0     7     Shortage area       20     Hancock     East     8,348     Small Town     3     30.3     50.0%     2.9     3     Demand-Response     2     Entire     2     1     1     11     Shortage area						-											-	
20     Hancock     East     8,348     Small Town     3     30.3     50.0%     2.9     3     Demand-Response     2     Entire     2     1     1     11     Shortage area																-	-	
																0		
21     Hart     East     26,099     Urban     1     18.9     25.0%     1.5     3     Demand-Response     2     1     1     9     Shortage area						-										1		V
	21	Hart	East	26,099	Urban	1	18.9	25.0%	1.5	3	Demand-Response	2	Entire	2	1	1	9	Shortage area

HEALTH TRANSPORTATION SHORTAGES: A BARRIER TO HEALTH CARE FOR GEORGIANS

22	Jeff Davis	East		Small City	2	21.2	26.5%	1.5	3 None	3 Entire	2	0	2 12	
23	Jefferson	East	15,430	Small City	2	24.0	35.0%	2.0	3 Demand-Respon		2	2	0 9	
24	Jenkins	East	8,683	Small Town	3	32.8	32.8%	1.9	3 Demand-Respon	se 2 Entire	2	1	1 11	Shortage area
25	Johnson	East	9,708	Small Town	3	29.0	27.0%	1.6	3 None	3 Entire	2	1	1 12	
26	Liberty	East	61,497	Metro	0	16.8	18.6%	1.1	2 Limited	1 Entire	2	2	0 5	5 Borderline
27	Lincoln	East	7,915	Small Town	3	18.1	35.3%	2.1	3 Demand-Respon	se 2 Entire	2	0	2 12	2 Shortage area
28	Long	East	18,998	Small City	2	19.1	18.7%	1.1	2 Demand-Respon		2	1	1 9	Shortage area
29	Madison	East	29,650	Urban	1	15.9	19.7%	1.2	2 None	3 No	0	1	1 7	Shortage area
30	McDuffie	East	21,531	Urban	1	21.2	33.7%	2.0	3 Demand-Respon	se 2 No	0	0	2 8	Shortage area
31	Mcintosh	East	14,340	Small City	2	19.5	21.4%	1.3	3 Demand-Respon	se 2 Entire	2	1	1 10	Shortage area
32	Montgomery	East	9,193	Small Town	3	20.5	22.5%	1.3	3 Demand-Respon	se 2 Entire	2	1	1 11	Shortage area
33	Oconee	East	39,272	Urban	1	6.5	8.00%	0.5	0 Limited	1 No	0	0	2 4	Borderline
34	Oglethorpe	East	15,054	Small City	2	13.4	28.6%	1.7	3 Demand-Respon	se 2 No	0	1	1 8	Shortage area
35	Pierce	East	19,389	Small City	2	19.4	25.9%	1.5	3 Demand-Respon	se 2 No	0	0	2 9	Shortage area
36	Richmond	East	201,554	Metro	0	23.7	32.0%	1.9	3 Yes	0 No	0	5	0 3	Non-shortage area
37	Screven	East	13,938	Small City	2	20.5	30.2%	1.8	3 Demand-Respon	se 2 Entire	2	0	2 11	Shortage area
38	Taliaferro	East	1.608	Rural	4	26.5	38.9%	2.3	3 Demand-Respon	se 2 Entire	2	1	1 12	2 Shortage area
39	Tattnall	East	25,391	Urban	1	27.3	31.1%	1.8	3 None	3 No	0	1	1 8	
40	Toombs	East	26,887	Urban	1	22.3	24.5%	1.4	3 None	3 No	0	1	1 8	
41	Treutlen	East	6,809		3	27.4	24.8%	1.5	3 None	3 Entire	2	1	1 12	
	Ware	East	35,680		1	22.0	30.4%	1.8	3 Demand-Respon		0	1	1 7	
43	Warren	East	5,251	Small Town	3	27.9	36.9%	2.2	3 Demand-Respon		2	1	1 11	
44	Washington	East	20,386		1	26.7	34.5%	2.0	3 None	3 No	0	2	0 7	Shortage area
	Wayne	East	29,808		1	20.2	20.7%	1.2	2 Demand-Respon		0	1	1 6	
	Wheeler	East	7,879		3	37.4	43.9%	2.6	3 None	3 Entire	2	1	1 12	
47	Wilkes	East	9,876		3	22.8	39.2%	2.3	3 Demand-Respon		0	0	2 10	
	Banks	North	18,988		2		15.9%	0.9	0 Demand-Respon		0	1	1 5	
	Barrow	North	80,809		0		14.0%	0.8	0 None	3 No	0	1	1 4	Borderline
	Bartow	North	106,408		0		14.5%	0.8	0 Demand-Respon		0	1	1 2	Non-shortage area
	Catoosa	North	67,420		ŏ		12.3%	0.7	0 Demand-Respon		0	2		Non-shortage area
	Chattooga	North		Urban Area	1		23.7%	1.4	3 Demand-Respon		0		1 7	
	Cherokee	North	254,149		, o		10.2%	0.6	0 Yes	0 No	0	1	1 1	Non-shortage area
	Cobb	North	756,865		0		11.1%	0.6	0 Yes	0 No	0	3	0 0	Non-shortage area
	Dade	North		Small City	2		20.4%	1.2	2 Demand-Respon		2	1	1 9	Shortage area
	Dawson	North		Urban Area	1		15.1%	0.9	0 Demand-Respon		0	1	1 4	~
	Douglas	North	145,331		0		16.7%	1.0	0 Demand-Respon		0	1	1 3	
	Fannin	North		Urban Area	1		15.6%	0.9	0 Demand-Respon		0	1	1 4	
	Floyd	North	97,927		0		22.8%	1.3	3 Limited	1 No	0	0	2 6	
109	Forsyth	North	236,612		ŏ		5.8%	0.3	0 Demand-Respon		0	2		Non-shortage area
	Franklin	North		Urban Area	1		26.9%	1.6	3 None	3 No	0	1	1 8	
	Gilmer	North	30,816		1		25.3%	1.5	3 Demand-Respon		0		0 6	
	Gordon	North	57,685		0		23.4%	1.4	3 Demand-Respon		0	0	2 7	
113	Habersham	North		Urban Area	1		18.1%	1.4	2 Demand-Respon		0	1	1 6	
	Hall	North	202,148		0		19.4%	1.1	2 Demand-Respon		0	1	1 5	
115	Haralson	North	29,533		1		21.3%	1.1	2 Demand-Respon		0	0	2 7	
116	Jackson	North	60,485		0		11.4%	0.7	0 Demand-Respon		0		0 2	
117	Lumpkin	North		Urban Area	1		15.0%	0.7	0 Demand-Respon		0	1	1 4	
118	Morgan	North	18,853		2		17.1%	1.0	1 Demand-Respon		2	0	2 9	
119	Murray	North		Urban Area	2		19.1%	1.0	2 Demand-Respon		0	1	1 6	
120	Paulding	North	164.044		0		10.3%	0.6	0 Demand-Response		2	0	2 6	Shortage area
	Paulding Pickens	North		Urban Area	1		8.4%	0.6	0 Demand-Respon		2	1		Borderline
	Polk	North		Urban Area	1	19.0	27.7%	1.6	3 Demand-Respon		0	1	1 4	
	Rabun	North		Small City	•	19.0	26.2%	1.6			0	•	$\frac{1}{0}$ 7	entertage area
				Urban Area	2	17.8	20.2%	1.5	2 None	3 No	0	2	2 8	
	Stephens	North		Small City	2	18.7	20.1%	1.2	3 Demand-Respon		0	0	2 9	
	Towns	North		Urban Area		13.8	22.6%	1.3	3 Demand-Respon		0			
	Union	North			1							1	2 8	
1 1/1		North	69,410		0	15.6 12.3	19.9%	1.2	2 Demand-Respon		0	•	1 5	
	Walker	Morth	02 502			12.3	14.3%	0.8	0 Demand-Respon		0	1	1 3	Non-shortage area
128	Walton	North	93,503					4.0	0 Derrord Der			<u> </u>	4	Charters
128 129	Walton White	North	29,970	Urban Area	1	13.3	21.9%	1.3	3 Demand-Respon		0	1	1 7	
128 129 130	Walton White Whitfield	North North	29,970 104,062	Urban Area Metro	1 0	13.3 16.5	21.9% 21.5%	1.3	3 Demand-Respon	se 2 No	0	1	1 6	Shortage area
128 129 130 48	Walton White Whitfield Atkinson	North North Southwest	29,970 104,062 8,297	Urban Area Metro Small Town	1 0 3	13.3 16.5 24.2	21.9% 21.5% 33.0%	1.3 1.9	3 Demand-Respon 3 Demand-Respon	se 2 No se 2 Entire	0	1	1 6 1 11	Shortage area Shortage area
128 129 130 48 49	Walton White Whitfield Atkinson Baker	North North Southwest Southwest	29,970 104,062 8,297 3,092	Urban Area Metro Small Town Rural	1 0 3 4	13.3 16.5 24.2 24.6	21.9% 21.5% 33.0% 17.4%	1.3 1.9 1.0	3 Demand-Respon 3 Demand-Respon 1 Demand-Respon	se 2 No se 2 Entire se 2 No	0 2 0	1	1 6 1 11 1 8	Shortage area Shortage area Shortage area Shortage area
128 129 130 48 49 50	Walton White Whitfield Atkinson	North North Southwest	29,970 104,062 8,297 3,092 16,787	Urban Area Metro Small Town	1 0 3	13.3 16.5 24.2	21.9% 21.5% 33.0%	1.3 1.9 1.0 2.0	3 Demand-Respon 3 Demand-Respon	se 2 No se 2 Entire se 2 No se 2 No	0	1 1 1 1	1 6 1 11	Shortage area Shortage area Shortage area Shortage area Shortage area

52	Brooks	Southwest	15.513	Small City	2	23.7	34.9%	2.0	3 Demand-Response	2 Entire	2	1	1	10	Shortage area
53	Calhoun	Southwest		Small Town	3	35.1	39.7%	2.3	3 Demand-Response	2 No	0	1	1	9	Shortage area
54	Chattahoochee		10,684		2	19.6	13.6%	0.8	0 Demand-Response	2 No	0	1	1	5	Borderline
55	Clay	Southwest	2,887	Rural	4	33.1	57.8%	3.4	3 Demand-Response	2 Entire	2	0	2	13	Shortage area
56	Clinch	Southwest	6,648		3	27.6	43.7%	2.6	3 Demand-Response	2 No	0	0	2	10	Shortage area
57	Coffee	Southwest	43,093		1	24.9	31.7%	1.9	3 Demand-Response	2 No	0	3	0	6	Shortage area
58	Colquitt	Southwest	45,592		1	25.6	30.6%	1.8	3 Demand-Response	2 Entire	2	2	0	8	Shortage area
59	Cook	Southwest			2	21.3	27.5%	1.6	3 Demand-Response	2 No	0	1	1	8	Shortage area
60		Southwest	12,318		2	17.6	22.1%	1.3	3 Demand-Response	2 Entire	2	0	2	11	Shortage area
61		Southwest	22,601	Urban Area	1	29.7	40.2%	2.4	3 Demand-Response	2 No	0	6	0	6	Shortage area
62	Decatur	Southwest	26,575		1	21.9	32.0%	1.9	3 Demand-Response	2 No	0	1	1	7	Shortage area
63	Dooly	Southwest	13,706	Small City	2	27.6	30.6%	1.8	3 Demand-Response	2 Entire	2	1	1	10	Shortage area
64	Dougherty	Southwest	91,243	Metro	0	28.2	37.6%	2.2	3 Demand-Response	2 No	0	8	0	5	Borderline
65	Early	Southwest	10,247	Small City	2	26.7	33.4%	2.0	3 Demand-Response	2 Entire	2	1	1	10	Shortage area
66	Echols	Southwest	4,000	Rural	4	26.5	26.9%	1.6	3 Demand-Response	2 Entire	2	0	2	13	Shortage area
67	Grady	Southwest	24,748	Urban Area	1	20.3	30.9%	1.8	3 Demand-Response	2 No	0	0	2	8	Shortage area
68	Harris	Southwest	34,475	Urban Area	1	8.3	7.6%	0.4	0 None	3 Entire	2	1	1	7	Shortage area
69	Houston	Southwest	155,469	Metro	0	13.0	20.1%	1.2	2 Demand-Response	2 No	0	4	0	4	Borderline
70	Irwin	Southwest	9,398	Small Town	3	22.0	28.9%	1.7	3 Demand-Response	2 No	0	2	0	8	Shortage area
71	Lanier	Southwest	10,340	Small City	2	20.5	27.8%	1.6	3 Demand-Response	2 Entire	2	0	2	11	Shortage area
72	Lee	Southwest	29,764	Urban Area	1	10.9	12.2%	0.7	0 Demand-Response	2 Entire	2	1	1	6	Shortage area
73	Lowndes	Southwest	116,321	Metro	0	25.3	26.8%	1.6	3 Demand-Response	2 No	0	1	1	6	Shortage area
74	Macon	Southwest	13,143	Small City	2	29.6	37.5%	2.2	3 Demand-Response	2 Entire	2	2	0	9	Shortage area
75	Marion	Southwest	8,351	Small Town	3	23.9	27.7%	1.6	3 None	3 Entire	2	0	2	13	Shortage area
76	Miller	Southwest	5,686	Small Town	3	23.8	38.0%	2.2	3 Demand-Response	2 No	0	0	2	10	Shortage area
77		Southwest	22,192	Urban Area	1	27.5	31.9%	1.9	3 Demand-Response	2 Entire	2	0	2	10	Shortage area
78	Muscogee	Southwest	194,160	Metro	0	22.6	24.6%	1.4	3 Limited	1 No	0	1	1	5	Borderline
79	Peach	Southwest	27,297		1	19.6	21.1%	1.2	2 None	3 Entire	2	1	1	9	Shortage area
80	Pulaski	Southwest	11,069		2	22.5	27.9%	1.6	3 Demand-Response	2 No	0	1	1	8	Shortage area
81		Southwest	2,279		4	26.1	46.3%	2.7	3 Demand-Response	2 Entire	2	1	1	12	Shortage area
82		Southwest	6,833		3	33.6	57.0%	3.3	3 Demand-Response	2 Entire	2	1	1	11	Shortage area
83	Schley	Southwest	5,236		3	18.0	28.5%	1.7	3 Demand-Response	2 Entire	2	1	1	11	Shortage area
84	Seminole	Southwest	8,315		3	29.2	40.2%	2.4	3 Demand-Response	2 No	0	0	2	10	Shortage area
85	Stewart	Southwest	6,199		3	36.2	48.7%	2.8	3 Demand-Response	2 Entire	2	1	1	11	Shortage area
86	Sumter	Southwest	29,733		1	25.5	43.6%	2.5	3 Demand-Response	2 No	0	5	0	6	Shortage area
87	Talbot	Southwest	6,272		3	22.2	21.1%	1.2	2 Demand-Response	2 Entire	2	1	1	10	Shortage area
88	Taylor	Southwest	8,039		3	23.7	32.2%	1.9	3 Demand-Response	2 Entire	2	1	1	11	Shortage area
89		Southwest	8,611	Small Town	3	33.0	47.3%	2.8	3 Demand-Response	2 Entire	2	1	1	11	Shortage area
90	Thomas	Southwest	44,448		1	17.9	24.2%	1.4	3 Demand-Response	2 No	0	3	0	6	Shortage area
91		Southwest	40,571	Urban Area	1	21.7	30.1%	1.8	3 Demand-Response	2 No	0	2	0	6	Shortage area
92	Turner	Southwest	7,912	Small Town	3	27.6	38.1%	2.2	3 Demand-Response	2 No	0	1	1	9	Shortage area
93		Southwest	26,215		1	20.5	29.5%	1.7	3 Demand-Response	2 No	0	1	1	7	Shortage area
94	Webster	Southwest	2,611	Rural	4	20.0	20.8%	1.2	2 None	3 Entire	2	1	1	12	Shortage area
95	Wilcox	Southwest	8,812		3	30.7	24.8%	1.5	3 Demand-Response	2 Entire	2	1	1	11	Shortage area
96	Worth	Southwest	20,299	Urban Area	1	21.6	31.2%	1.8	3 Demand-Response	2 No	0	0	2	8	Shortage area

\* Families with related children under 18

Number of counties, Non-shortage ar	16	10.1%
Number of counties, Borderline	26	16.4%
Number of counties, Shortage areas	117	73.6%

#### Appendix C. Methodology & sources

The Health Transportation Shortage Index (HTSI) aims to examine health care access through transportation scarcity. GHF assessed each of Georgia's 159 counties using the HTSI's validated procedures. GHF then grouped the counties into the Georgia Department of Community Health's non-emergency medical transportation regions for analysis: North, Central, Atlanta, East, and Southwest regions.

#### Materials

The validated instrument, the Health Transportation Shortage Index, associates transportation shortage with five measurable factors: type of area, household poverty rate, public transportation availability, health professional shortage area designation, and location of federally qualified health centers. Type of area was measured based on population size and defined counties as rural, a small town, small city, urban area, or metropolitan area. Household poverty rates were measured relative to the current US household poverty rate. Much emphasis was placed on specifically measuring the household poverty rate for "Families with Related Children Under 18". Public transportation availability distinguishes among fixed-route mass transit systems, fixed-route transit systems with limited coverage, demand-response paratransit systems, and the absence of all types of public transportation. The health professional shortage areas (HPSA) were assessed by utilizing the Health Resources and Services Administration (HRSA) website. Federally qualified health centers (FQHC) can also be assessed by using HRSA website.

#### Procedure

National, state, and local data were gathered to assess the five factors outlined above. Sources included the US Census, the American Public Transportation Association, the Health Resources and Services Administration, and local transportation and health care authorities.

The counties' results were then analyzed using the HTSI tool and established protocol. Microsoft Excel was used to collect and analyze the HTSI findings and scores. The final scores represent transportation-related barriers to health care access. A score of 6 or higher indicates a transportation scarcity area.

The findings were packaged in the form of descriptive Excel data worksheets, charts, and graphs. A customized map was also created using the MapChart tool to display the final HTSI scores.

<sup>&</sup>lt;sup>i</sup> Grant, Roy & Johnson, Dennis & Borders, Stephen & Gracy, Delaney & Rostholder, Tracy & Redlener, Irwin. (2012). The Health Transportation Shortage Index: The Development and Validation of a New Tool to Identify Underserved Communities.

<sup>&</sup>lt;sup>ii</sup> National Conference of State Legislators (2015). Non-Emergency Transportation: A Vital Lifeline for a Healthy Community. Available at <u>http://www.ncsl.org/research/transportation/non-emergency-medical-transportation-a-vital-lifeline-for-a-healthy-community.aspx</u>

<sup>iii</sup> National Equity Atlas. Percent of households without a vehicle by race/ethnicity: United States vs. GA, 2015. Accessed on September 16, 2019. Available at <u>https://nationalequityatlas.org/indicators/Car\_access/By\_race~ethnicity%3A49791/United\_States/Georgia</u>