

Statewide Transit Plan

ARC/ATL Transit Operators Group

July 24, 2020

Agenda

1. Purpose & Goals
2. Outreach
3. Needs Assessment
4. Recommendations & Funding
5. Public Comment Period

GDOT Statewide Transit Plan

What:

- Identify needs and opportunities
- Incorporate local and MPO plans
- Recommend implementation strategies to address unmet needs

Why:

- Support GDOT's multimodal SWTP/SSTP
- Ensure an efficient and effective Transit Program
- Ensure all Georgians have access to public transit
- Optimize Georgia's multimodal network

Focus Areas:



Evaluate Service
Coverage



Future Focused
and Innovative



Quantify
Unmet Needs



Coordination with
Other Statewide and
Local Plans



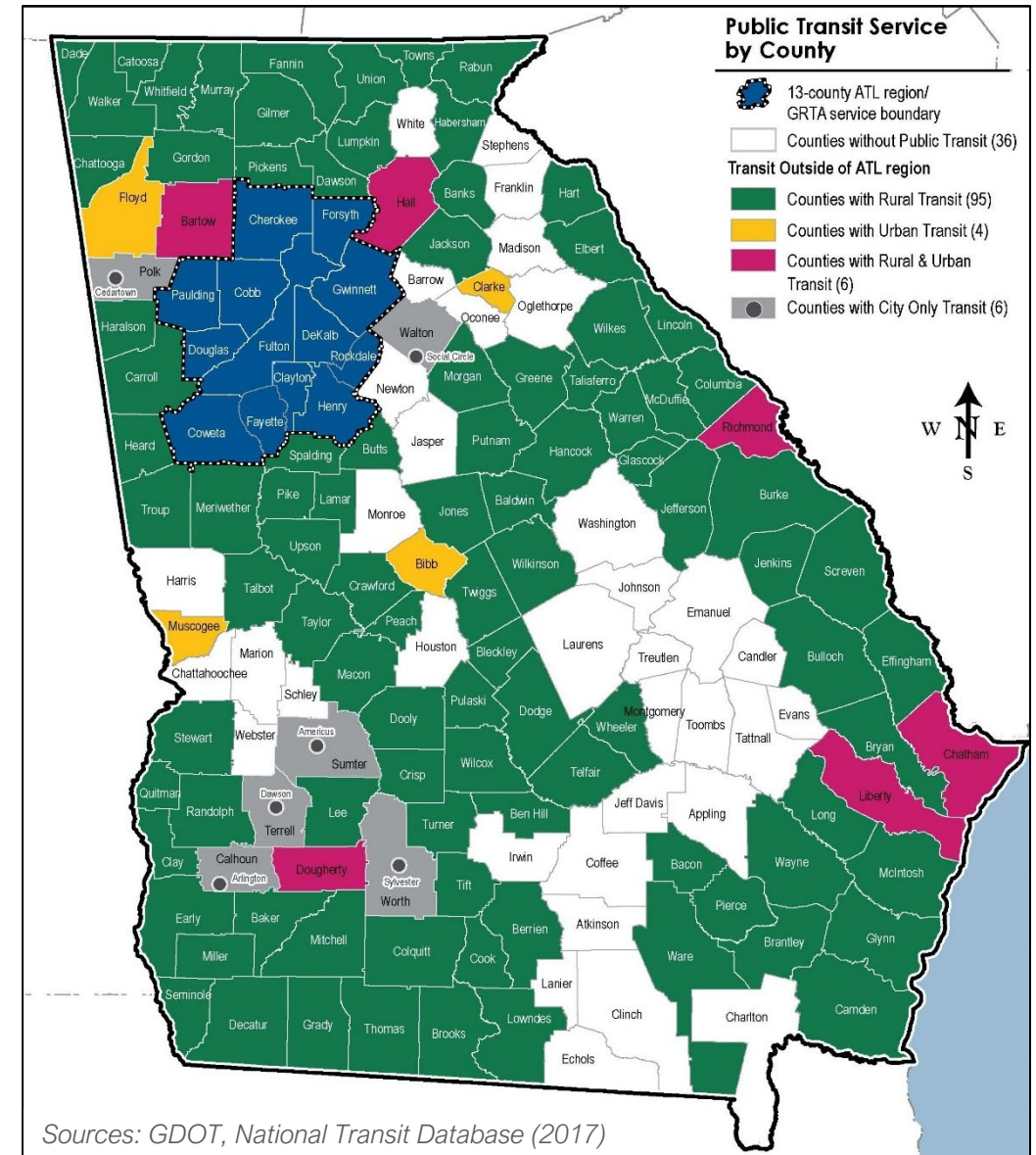
Robust Public
and Agency
Engagement



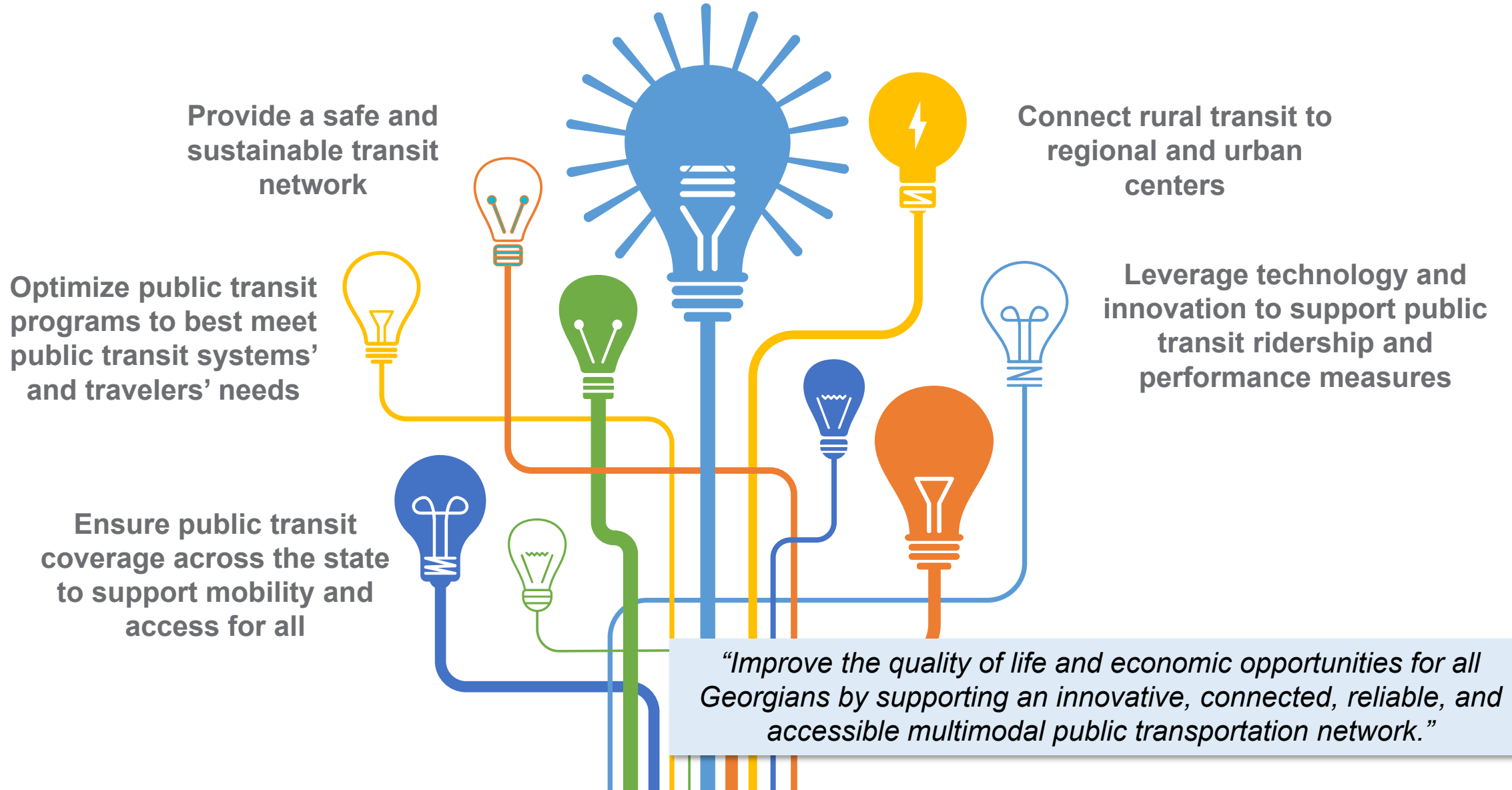
Intercity
Transit

Public Transit in Georgia

- 123 counties out of 159 have public transit service today
- 144.7 million passenger trips provided in FY 2017 across all transit modes
 - Rural systems provided nearly 1.8 million
- Rural demand-response service is available in 95 counties and 6 cities
 - 80 rural providers operate across the state
 - 72 providers serve single counties
 - 5 providers are regional systems serving multiple counties and cities, some with shared assets
 - 3 municipal systems
 - Provider fleets range from 1 to 76 vehicles



Goals & Vision Statement



Sample Performance Measures



Counties Served by Transit

123 of Georgia's 159 counties are served by transit.



Agencies with Website and/or Smartphone App

87 agencies (94.6%) have a website, and four (4.4%) have an app.



Rural Providers Crossing County Lines

68 rural transit providers cross service area boundaries.



Trips Per Service Hour

The average number of trips per (revenue) service hour is 25.8.



Injuries and Fatalities Per 100,000 Miles

In 2017, there were 0.3344 injuries or fatalities for every 100,000 transit vehicle revenue miles traveled. Of those, 0.33 were injuries and 0.0044 were fatalities.



Population Served by Transit

88.5% of Georgia's population lives in communities served by transit, including 87.1% of the elderly population and 86.4% of Georgians with disabilities.



Intercity Stations Served by Local Transit

17 of Georgia's intercity bus stops are served by rural demand-response transit, while 7 are co-located with local fixed-route bus transit.



Rural Regional or Multi-County Systems

23.9% of Georgia counties and 31.5% of trips are served by rural regional or multi-county systems annually.

Stakeholder Engagement

Stakeholder Committees

Statewide Steering Committee (SSC): organizations with a stake in transit and a statewide purview.

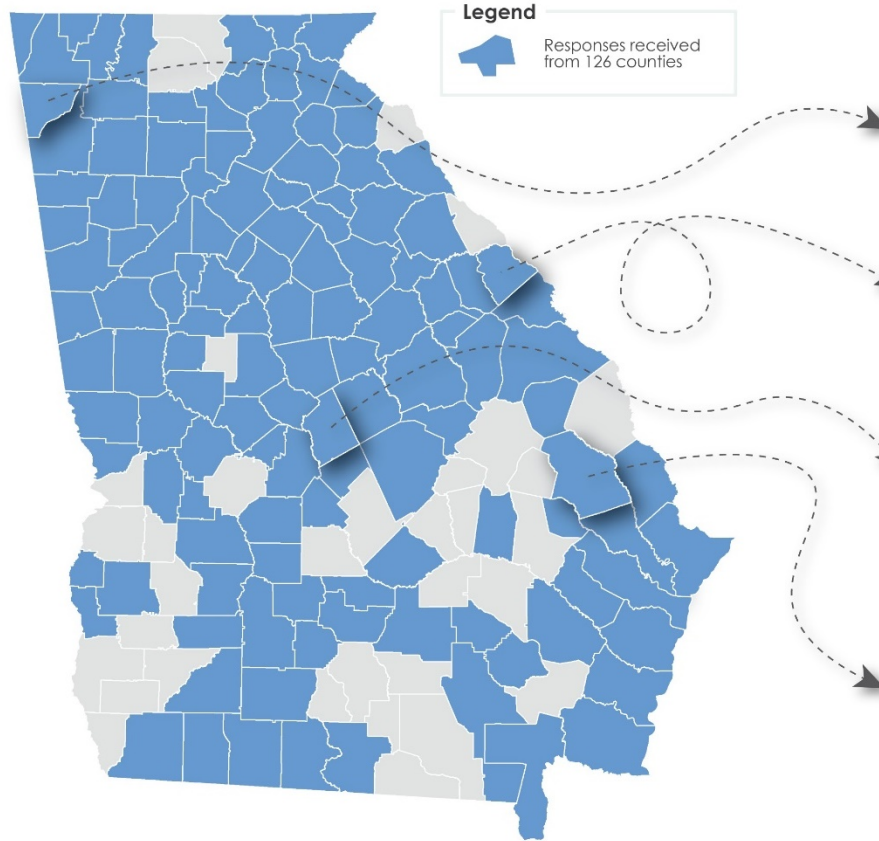
Technical Advisory Committee (TAC): transit providers and agencies with a direct role in delivering or planning for transit at the local and regional level.

Focus Groups

Rural Providers
Urban Providers
Regional Commissions and MPOs
Equity and Community Advisory
Counties without Transit
Transit Technology Group
Health, Education, Industry, and Other Agencies



Public Survey



Collected Feedback



"I think that it's important to improve transit in all areas. It's an **important way to get around.**"
- Respondent from Chattooga County



"My county transit service has been most beneficial to me and enables my **continued independence.**"
- Respondent from Columbia County



"Public transit is **crucial for rural counties** where local citizens without transportation must rely on public transit for access to food, medicine, and doctor's appointments."
- Respondent from Twiggs County



"I believe improving public transit is essential in **improving the lives of people everywhere**, especially those living in poverty."
- Respondent from Bulloch County

Survey Highlights



58% of demand-response riders responded that they are weekly users.



44% of riders would have to stay home or rely on a family member for a ride if transit was not available.



42% of all respondents statewide are interested in using public transit.



71% of statewide respondents take transit to avoid traffic or parking.



Improving mobility was the most important reason to provide transit for users outside of metro Atlanta.



Reducing traffic congestion and improving air quality was the most important reason to provide transit for metro Atlanta respondents.



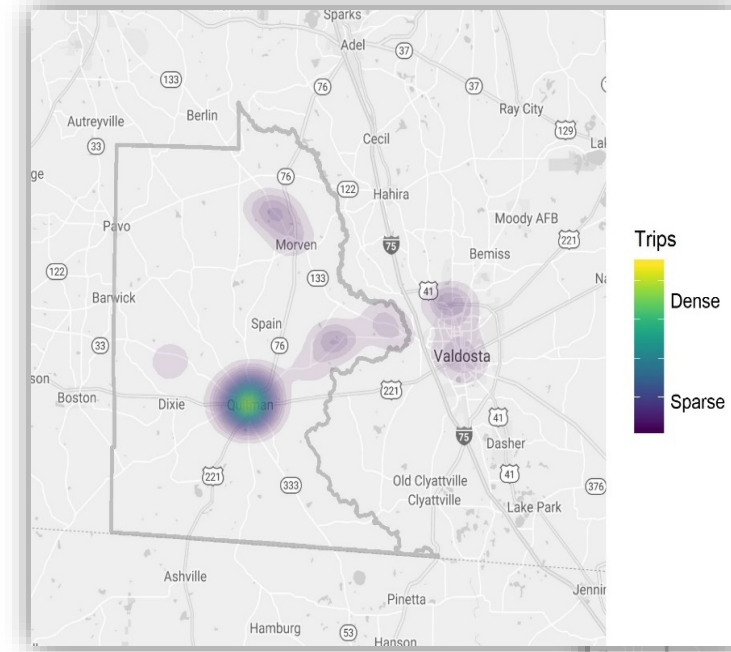
42% of respondents identified **real time arrival info** at stops and **via a smartphone app** as the most important technology need.

Existing Conditions – Rural Trip Data Analysis

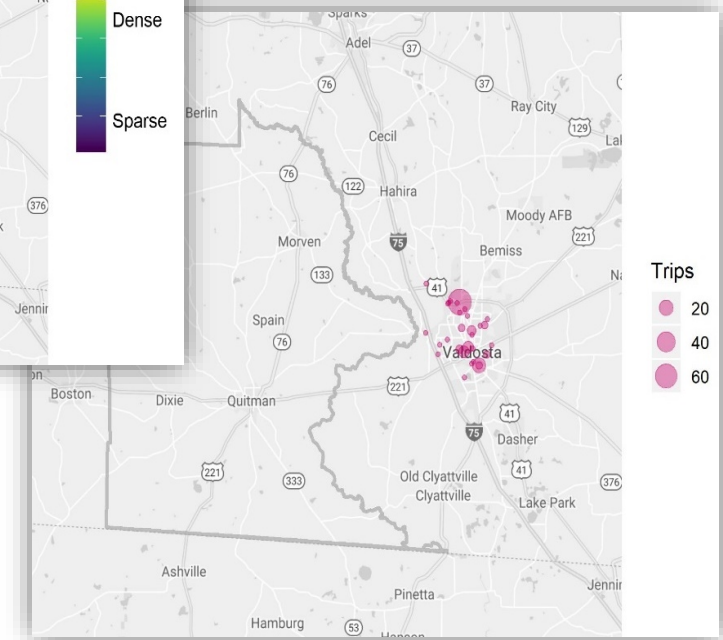
Rural provider profiles includes:

- Summary of key statistics
- Top origin/destination locations
- Destinations outside the provider's service area
- Pie chart of trips by funding source

Sample Maps: Brooks County



Trip Origins & Destinations



Destinations Outside Service Area

Sample Top Origins/Destinations

Vocational
Training

Senior
Centers

Retail

Medical
Providers

Social,
Religious,
and Fitness
Centers

Defining the Transit Need

Defining the Transit Need:



Review of locally
prepared
planning
documents

200+

Locally-developed
plans were
reviewed



Transit Provider
Questionnaire

92

Transit Provider Questionnaires
distributed to all 92 providers
throughout the state



TAC Subgroup
Meetings and
Stakeholder
Interviews

6

TAC subgroup
meetings
conducted

16

Stakeholder
interviews
conducted

Quantitative assessments of
rural transit trip needs via
***Transit Cooperative Research
Program Methodology***



Quantitative
assessments and
geographic
need analysis

2,971

Georgia
residents
representing all regions of
the state provided input via
public survey



Public Survey

Community-Identified Needs

Planning document review, transit provider questionnaire, TAC subgroups and interviews, and the public survey all helped identify the following needs:

- Cross-jurisdictional service
- Reliable funding sources
- Qualified personnel (drivers, mechanics)
- Public perception and awareness of transit service
- Additional service coverage (hours, geography)
- Improving the user experience (better real-time information, immediate booking, easy fare payment, trip planning)

From Public Survey:

"I need transit to get to my doctor's appointments. I don't drive, so this is my only way to get around."

"Our communities need reliable and usable alternative methods of travel so that people are not stranded when unexpected weather or personal events happen."

"There is a need for more buses and drivers in my area, and connecting in to neighboring cities and town."

From Transit Providers:

Attracting & Retaining Talent

"Recruiting personnel with transit expertise is difficult due to limits on ability to pay market wages needed to attract qualified candidates."

Providing More Frequent, Extended, or Higher Capacity Service

"Increasing demand, frequency, coverage or service area operating expansion, will require dedicated funds at a level to cover cost of providing any additional service."

Manage & Adjust Fleets

"We need to right-size our vehicles. Currently, we use just two models of cut-a-way vehicles. We need to incorporate a few larger buses, trolleys and some smaller vehicles..."

Public Awareness and Local Support for Transit Investment

"We simply need the political support to move forward with adding more routes, buses and coverage area."

Rural Trip Needs Quantitative Assessment

TCRP Report 161 is the most commonly used need estimation methodology among Georgia's rural transit providers and nationwide.

Mobility Gap Method – Higher Range Estimate

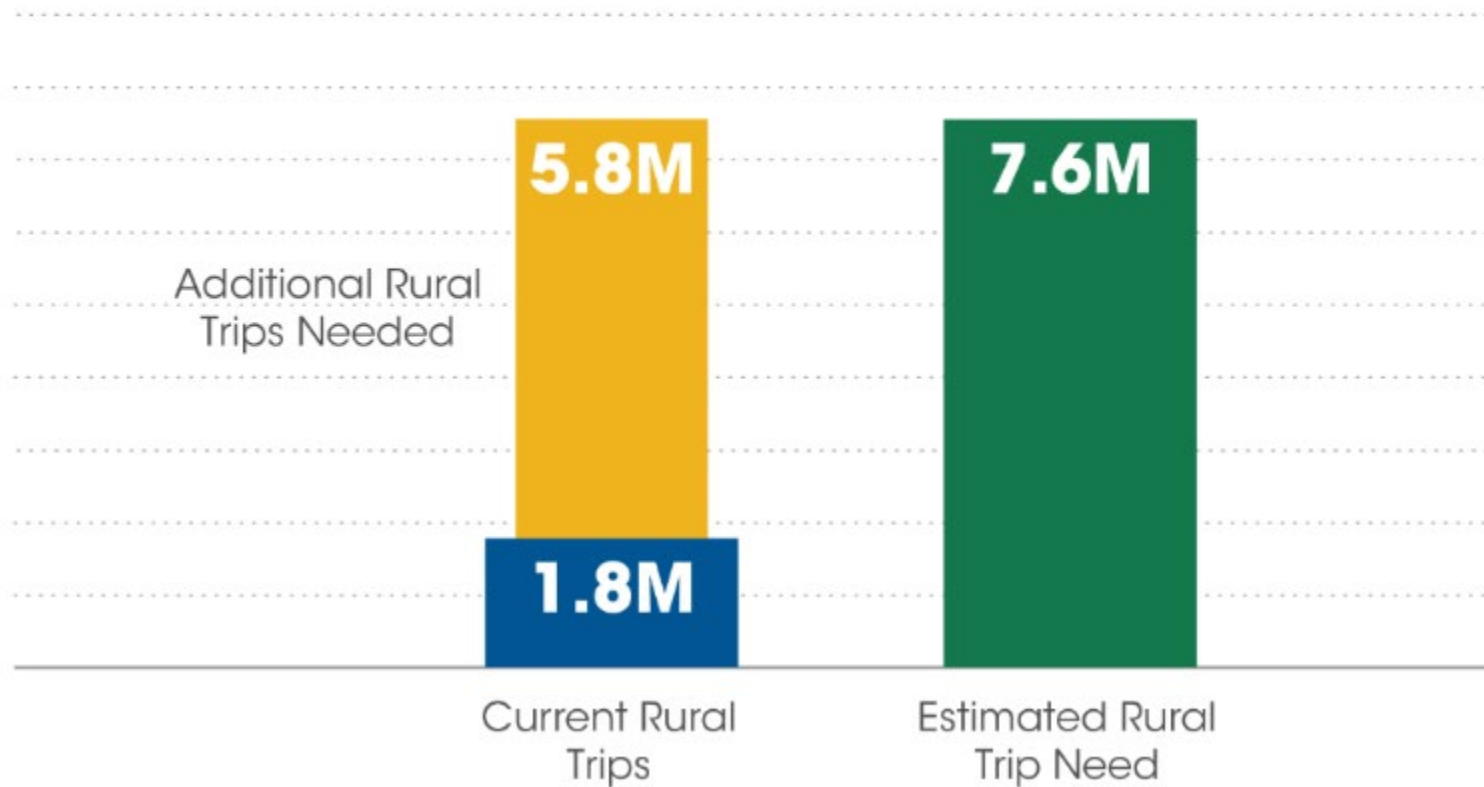
- Mobility gap defined as the difference in number of trips taken by zero-vehicle households as compared to single vehicle households. Trips described as HST may be included in this estimate
- *Annual Need (trips) = Number of Zero-vehicle Households × Mobility Gap (1.3) × 300 days × Transit Share (20%)*

Non-Program Demand Method – Lower Range Estimate

- Calculates estimated trip demand for rural public transit service
- *Non-Program Demand (trips per year) = (2.20 × Population Age 60+) + (5.21 × Mobility Limited Population age 18-64) + (1.52 × Residents of Household Having No Vehicle)*

Rural Trip Needs Quantitative Assessment

Georgia's Annual Rural Trip Needs

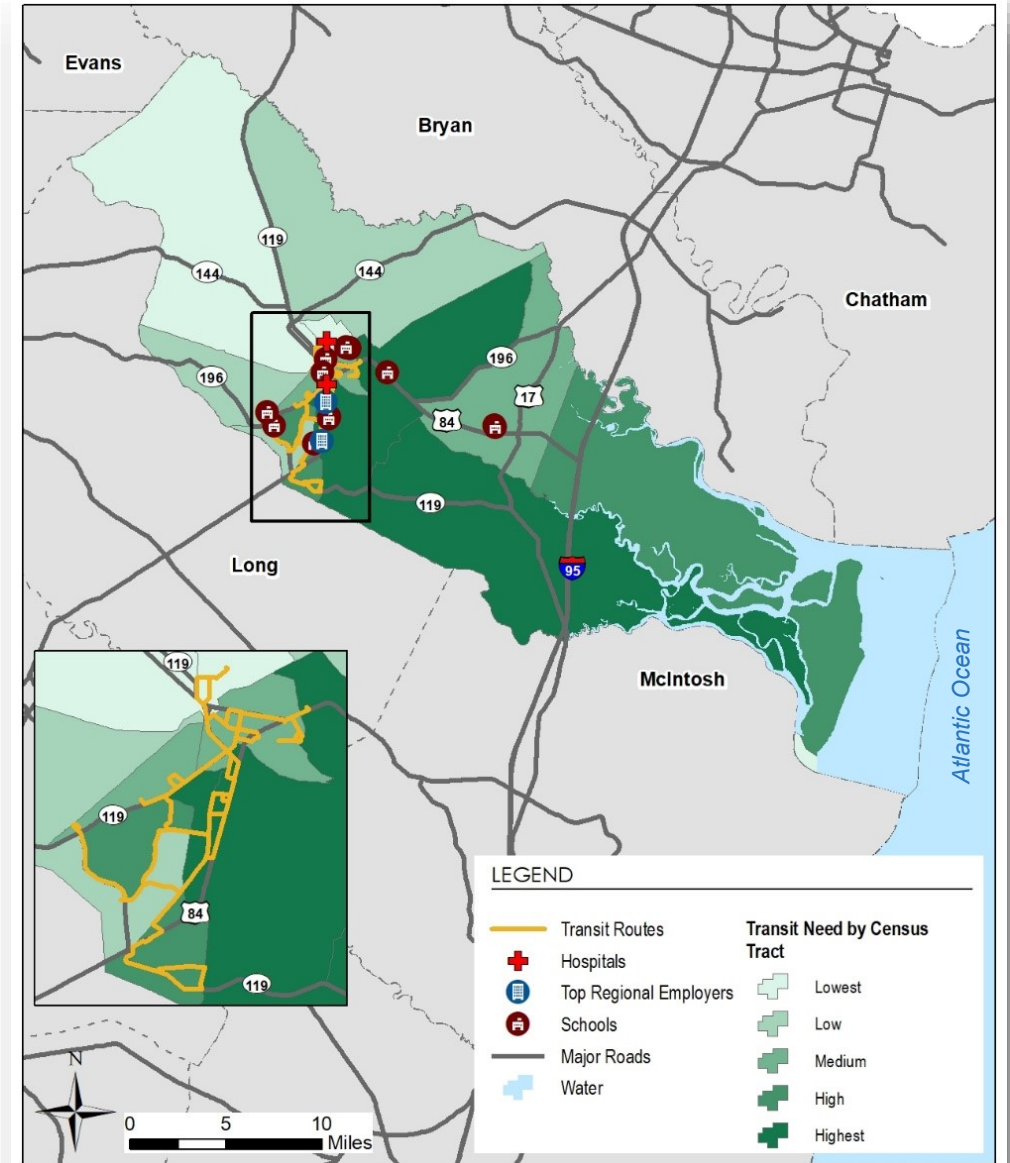


Rural transit serves ~1.8 million trips annually, which is about a quarter of the total rural need of 7.6 million trips.

By 2050, this need is expected to grow to 8.6 million trips.

Geographic Need Methodology

- Shows areas of highest transit need based on demographics of transit dependent and higher transit propensity populations. Factors include:
 - **Zero-vehicle households**
 - Low-income
 - Minority
 - LEP population
 - **Disabled**
 - **Seniors (60 years or older)**
 - Youth (ages 15 to 19)
- Need by census tract overlaid with activity centers (hospitals, schools, major employers)
- Similar methodology used in eight of Georgia's TDPs



Transit Propensity per Capita by Census Tract in Liberty Transit Service Area
(Summer 2019)

Recommendations

- **Three high level categories:**
 - Transit Service Enhancements
 - Transit Service Expansion
 - Administrative Tools and Guidance
- Overlapping and complimentary
- Each category is broken down into multiple recommendations applicable to rural systems, urban systems, both classifications of systems, or areas without transit



Recommendations – Transit Service Expansion



New Service

\$10.7M +
\$31.2M / yr

Ensure rural service coverage for rural areas of the 37 counties without local public transit

\$28.2M / yr

Launch new urban systems and routes to unserved areas

\$57.8M +
\$67.9M / yr

Provide commuter transit service to meet workforce needs outside of metro Atlanta



Expanded Capacity

\$11.5M / yr

Expand hours to better align with workforce needs

\$13.4M +
\$95M / yr

Expand capacity of existing rural systems to serve unmet trip needs

\$37.7M / yr

Add capacity to existing urban systems and improve service frequency where needed

\$1.1B / yr

Implement other locally identified projects






Regional Collaboration

N/A

Regionalize Transit Service

N/A

Expand transit service to intercity bus and passenger rail stations

 Rural Systems
 Urban Systems
 Both Classifications of System

Recommendations – Transit Service Enhancements



Efficiency and Reliability Improvements

\$307M / yr

Maintain State-of-Good-Repair statewide

N/A

Implement zero-emission transit vehicles

\$780K / yr

Deploy mobile fare payment options and unify fares among providers

N/A

Optimize routing of fixed-route service

\$1.5M / sys

Implement regional shared fleet and dispatching services



Transit Vehicle Technologies

\$316K / yr

Implement Automatic Vehicle Locator systems and Automatic Passenger Counter systems

\$281M / yr

Implement fleet-wide on-board security features, including cameras

\$135K / yr

Leverage signal technology to improve transit operations



Enhanced Rider Experience

\$2.1M

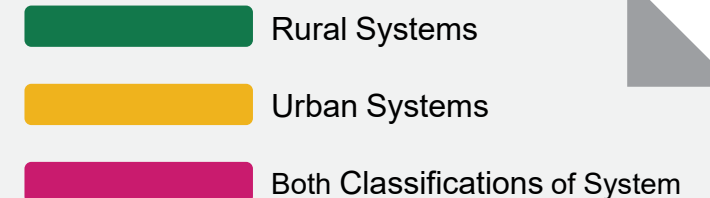
Implement statewide trip planning app and website

\$750K / yr

Improve first-and-last mile connectivity

\$1.3M / yr

Enhance transit stops with amenities and ensure ADA compliance



Recommendations – Administrative Tools and Guidance



Planning Support

\$795K / yr

Develop Transit Development Plan guidance and regional TDPs

\$36K

Develop fleet right-sizing guidance

\$90K / yr

Enhanced guidance for new transit service

\$75K

Develop guidance for urbanizing systems

\$60K

Enhance support for pursuing competitive grants



Transit Program Delivery Support

\$45K

Enhance grant administration and reimbursement guidance

\$240K / yr

Develop transit technologies guidance and enhance coordination

\$45K

Develop fare policy toolkit

\$103K / yr

Provide marketing support and toolkit

\$50K / yr

Support General Transit Feed Specification data development

\$30K / yr

Support National Transit Database data development



Transit Workforce Development

\$161K / yr

Enhance bus driver and mechanic training programs

N/A

Implement best practices for scheduling, dispatching, and assets management technologies



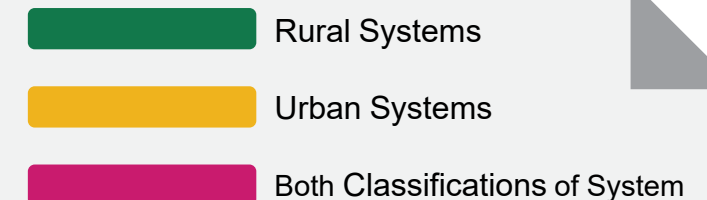
New Programs

\$1.2M / yr

Implement state-level mobility management program

\$385K / yr

Launch regional mechanic and driver sharing program



Annual Approximate Cost to Implement

Recommendation Category	Statewide	Outside the ATL
Administrative Tools & Guidance	\$3.3M	\$3.3M
Service Expansion - Rural	\$172.7M	\$172.7M
Service Expansion - Urban	\$1B	\$242.8M
Service Enhancement - Rural	\$23.9M	\$23.6M
Service Enhancement - Urban	\$491.6M	\$65.8M
Total	\$1.7B	\$508.2M

Near Term Recommendations

Administrative Tools and Guidance:

- Implement State-Level Mobility Management Program
- Develop Transit Development Plan (TDP) Guidance and Regional TDPs
- Support General Transit Feed Specification (GTFS) Data Development
- Support statewide trip planning app development

Service Expansion:

- Expand Hours to Better Align with Workforce Needs
- Expand Rural Service to the 37 Counties without Local Public Transit, with emphasis on regional expansion, starting with regions where local planning and support exists
- Launch Urban Service for Cities without Service, starting with cities where local planning and support exists
- Expand Capacity of Existing Rural Systems to Serve Unmet Trip Needs

Service Enhancement:

- Implement Automatic Vehicle Locators (AVL) and Automatic Passenger Counter (APC) Systems
- Implement Statewide Trip Planning App and Website
- Enhance Transit Stops with Amenities and Ensure ADA Compliance

Annual Cost to Implement

- Full cost of \$171.6M
 - Includes full rural and urban geographic expansion and full rural capacity expansion
- Initial cost of \$28.3M
 - Rural expansion includes SGRC.
 - Urban expansion includes Brunswick and Valdosta.

TAC & SSC Review of Draft SWTRP

- 5/08/2020: Final SSC & TAC Meeting
- 2 Week Review Period
- Collected comments and additional feedback on COVID-19 response & needs

Georgia Statewide Transit Plan

Improving Access and Mobility through 2050

Draft Report

May 2020

The preparation of this report has been financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended, and in part by the taxes of the citizens of the State of Georgia.

Virtual Public Open House

- July 1 – July 30, 2020
- Accessible through Project Website:
<http://www.dot.ga.gov/IS/Transit/TransitPlan.aspx>
- Display boards, project video, draft plan documents
- Collect public comments and questions via online environment



Thank you!

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<http://www.dot.ga.gov/IS/Transit/TransitPlan>

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