GDOT Statewide Transit Plan Update

Intermodal Committee
December 11, 2019
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
Project Schedule

Stakeholder and Public Engagement

Existing Conditions and Future Trends

Outcome-Based Performance Measures

Needs and Gaps Recommendations

Investment Strategies

Draft and Final SWTRP

★ = Completed stakeholder engagement meeting
Vision Statement

“Improve the quality of life and economic opportunities for all Georgians by supporting an innovative, connected, reliable, and accessible multimodal public transportation network.”
Ensure public transit coverage across the state to support mobility and access for all

Provide a safe and sustainable transit network

Optimize public transit programs to best meet public transit systems’ and travelers’ needs

Connect rural transit to regional and urban centers

Leverage technology and innovation to support public transit ridership and performance measures
Outreach Activities to Date

**Statewide Steering Committee (SSC)**
- Kick-Off and Visioning Session: May
- Project Update and Investment Scenarios Work Session: October

**Technical Advisory Committee (TAC)**
- Virtual Meeting and Follow-up: June
- Provider Questionnaire: July
- Interviews: August – October
- Project Update and Investment Scenarios Work Session: November

**Other Activities**
- Public Survey
- Project Website and Social Media
- ATL/ARC Transit Operators Group
- GTA 2018 – Project Introduction
- GPA 2019 – Project Update
- GAMPO 2018 & 2019 - Project Update
- GARC 2019 – Project Update

**Upcoming**
- GTA 2019 – Draft Recommendations
- Public Meetings, early 2020
Public Survey Responses

Survey Highlights:
2,900 Responses from 126 Counties

Respondents listed the top two challenges to using transit as:
- Transit does not go where I need to go
- The distance to transit service is too far

If transit were not available:
- 44% of paper survey (rural) respondents would get a ride from family/friend or not take the trip
- 16% were unsure

The overall most important identified reason for providing transit is to reduce traffic and improve air quality
- Rural transit respondents identified improving mobility as the most important reason for transit

Real time arrival information via a smartphone app, website, or text was seen as desirable and important
“Recruiting personnel with transit expertise is difficult due to limits on ability to pay market wages needed to attract qualified candidates.”

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

“A way to hire fill in drivers. We simply don’t have the budget to hire more than current drivers, when one calls in [sick] we go into panic.”
TAC – Focus Groups
August – September
Rural Providers
Urban Providers
Regional Transit Planning
Transit Technology
Counties Not Served by Public Transit
Transit Equity & Community Advisory
Service hours and schedules do not support all job roles; impacting workforce access and economic development.

Opportunities exist to improve service delivery and rider experience for disabled and transit dependent populations.

Ride-hailing companies do not currently service all geographies.

Rider experience and information improvements, such as transit availability, trip planning, and shared fare structure are desired.
Needs Assessment
Provider Indicated Challenges

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 expansion, will require dedicated operating 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.”
Common needs and themes found in statewide plans, transit development plans, MPO long range transportation plans, regional commission plans, and county comprehensive plans throughout Georgia:

- Connecting to jobs and healthcare
- Coordinating regionally for greater connectivity
- Enhancing awareness of existing transit service
- Improving access and mobility for elderly and underserved populations
- Exploring new sources to meet funding needs
- Coordinating land use, future development, and transportation
- Exploring opportunities to partner with private companies (e.g. ride-hailing services)
- Supporting commuter or intercity transit service to meet demand
- Expanding local bus or rail service to meet demand
- Promoting safe pedestrian and bike access at bus stops and facilities
Transit System Profiles

WAYNE COUNTY TRANSIT

SERVICE CHARACTERISTICS
- Service Area: Wayne County
- Service Area Size (Square Miles): 697
- Service Base: Demand Response
- advance before service: 72 hours

OPERATING TIME
- Days Per Week:
  - Mon: 7
  - Tue: 7
  - Wed: 7
  - Thu: 7
  - Fri: 7
  - Sat: 7
  - Sun: 7

- Service Hours: 24 Hours Per Day

More Information:
- Phone: 770-408-4598
- Website: www.dot.ga.gov/department/index.do?module=transit

Funding
- Source:
  - State and Federal
  - Local
  - Other

$1.00
- Fare Revenue
- operating

$173,000
- $173,000
- $271,000
- $271,000
- $271,000

Service Area Population

<table>
<thead>
<tr>
<th>Population:</th>
<th>Statewide</th>
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<tr>
<td>29,632</td>
<td>10,501,658</td>
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<table>
<thead>
<tr>
<th>Median Household Income:</th>
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<tbody>
<tr>
<td>54,184</td>
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<table>
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<tr>
<th>Median Age:</th>
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<tbody>
<tr>
<td>36.2</td>
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<table>
<thead>
<tr>
<th>Min / Max:</th>
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<tbody>
<tr>
<td>29.6% / 40.4%</td>
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<table>
<thead>
<tr>
<th>2nd Car Household:</th>
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<tbody>
<tr>
<td>18.2%</td>
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<tr>
<th>Household Smartphone Access:</th>
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<tr>
<td>61.7%</td>
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OPERATIONS / RIDERSHIP

- Annual Trips: 42,345
- Cost per Trip: $9.59
- Average Miles per Trip: 526.25
- Cost per Mile: $1.27

Annual Figures:

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<th>Revenue/支出</th>
<th>Total</th>
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<tr>
<td>Revenue In/Mile</td>
<td>$20,812</td>
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<tr>
<td>Extra Vehicle Count</td>
<td>3</td>
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<tr>
<td>Trips Per Capsule</td>
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<td>Revenue Hours</td>
<td>$35,186</td>
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<td>Hours Per Capsule</td>
<td>0.81</td>
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<td>Fleet Hours</td>
<td>56.00</td>
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<td>Distance Based</td>
<td>Distance Based</td>
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*All data is from 2019; please verify before use.*
Performance Measures

• Percent of GA’s Population & Counties Served
• Number transit providers crossing county boundaries
• Number of multimodal stations
• Number of intercity bus stations with local transit access
• Percent of transit fleet using no-emission or renewable fuel technology
• Percent of transit providers with websites, apps, real-time travel information, and google map data
• Number of injuries & fatalities per revenue miles
• Percent of transit vehicles exceeding their useful life
Needs Assessment

Objectives:
• Document local, regional, and statewide public transit needs
• Estimate cost and recommend strategies to meet needs

Inputs:
• Local plans and TDPs
• Public survey
• Provider questionnaire
• Stakeholder interviews
• TAC focus groups
• Transit Cooperative Research Program (TCRP) Report 161: need and demand forecasting methodology (ACS data)

Outputs:
• Locally identified needs
• Areas of highest transit demand
• Identified work, education, health centers
• Quantified regional and statewide needs
Potential Strategies

**Administrative Tools & Guidance**
- **Planning & Policies**: Guidance and support for regional TDPs, fleet right-sizing, etc.
- **Marketing & Coordination**: Marketing plan & toolkit, website & social media support, State-level Mobility Management Program
- **Drivers & Mechanics**: Training, substitution, apprenticeship programs
- **Funding**: Funding reimbursement guidance, grant writing support, funding sources webinar
- **Data**: General Transit Feed Specifications (GTFS) data development/support
- **Transit Technology**: On-Board Unit (OBU) Training for Drivers, Statewide Transit App, General Transit Feed Specifications (GTFS) data development and support

**Transit Service Expansion**
- Extend Service Hours
- Expand Geographic Coverage
- Enhance Capacity of Existing Services
- Create & Enhance Connections between Transit Providers
- Enhance Coverage to Meet Workforce Needs

**Transit Service Enhancements**
- Deploy Rider Amenities
- Improve Reliability
- Upgrade Infrastructure
- Optimize Services
- Create Public Private Partnerships to Fulfill Unmet Transit Needs
Investment Level Scenarios

- **TOTAL UNCONSTRAINED**
  - Meet Full Statewide Needs
  - Mix of administrative tools, guidance, service expansion and enhancements (per TAC and SSC feedback)
  - Current Service Levels, Enhanced State of Good Repair, and Pilot Programs
  - Current Service Levels

- **Current Funding**
Investment Strategies Process

Existing Conditions Review

Stakeholder Input Needs Identification

Investment Strategies

Guided by:
- Statewide Steering Committee
- Technical Advisory Committee

• Statewide Plans
• TDPs
• MPO Long Range Plans
• Comp Plans

• SSC/TAC
• Public Survey
• Transit Provider Questionnaire
• TAC Focus Groups
• Quantitative Analysis
• Performance Measures

Input

SWTRP Recommendations
Completed stakeholder engagement meeting
Contact

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