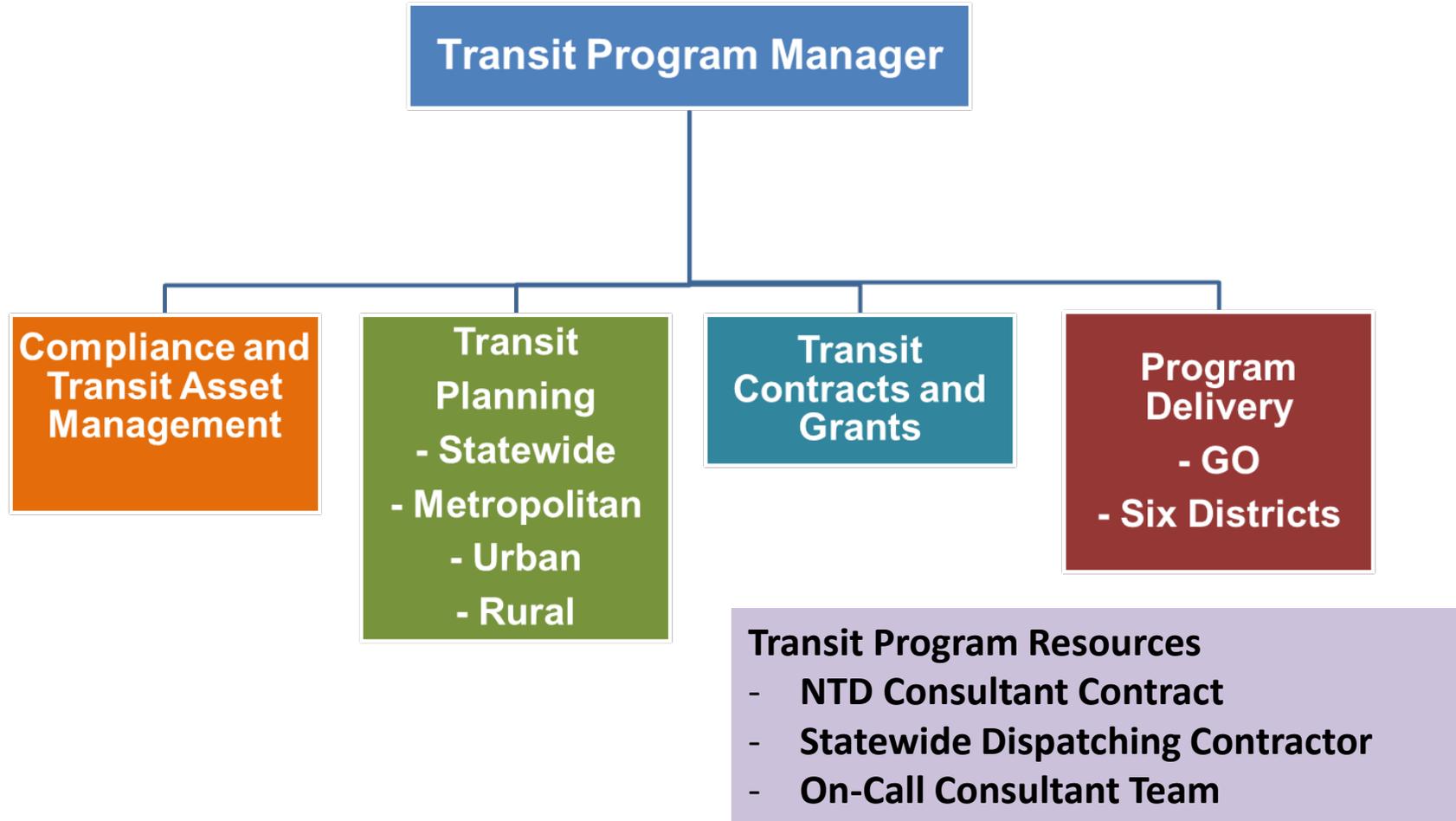


# **GDOT Division of Intermodal Transit Program**

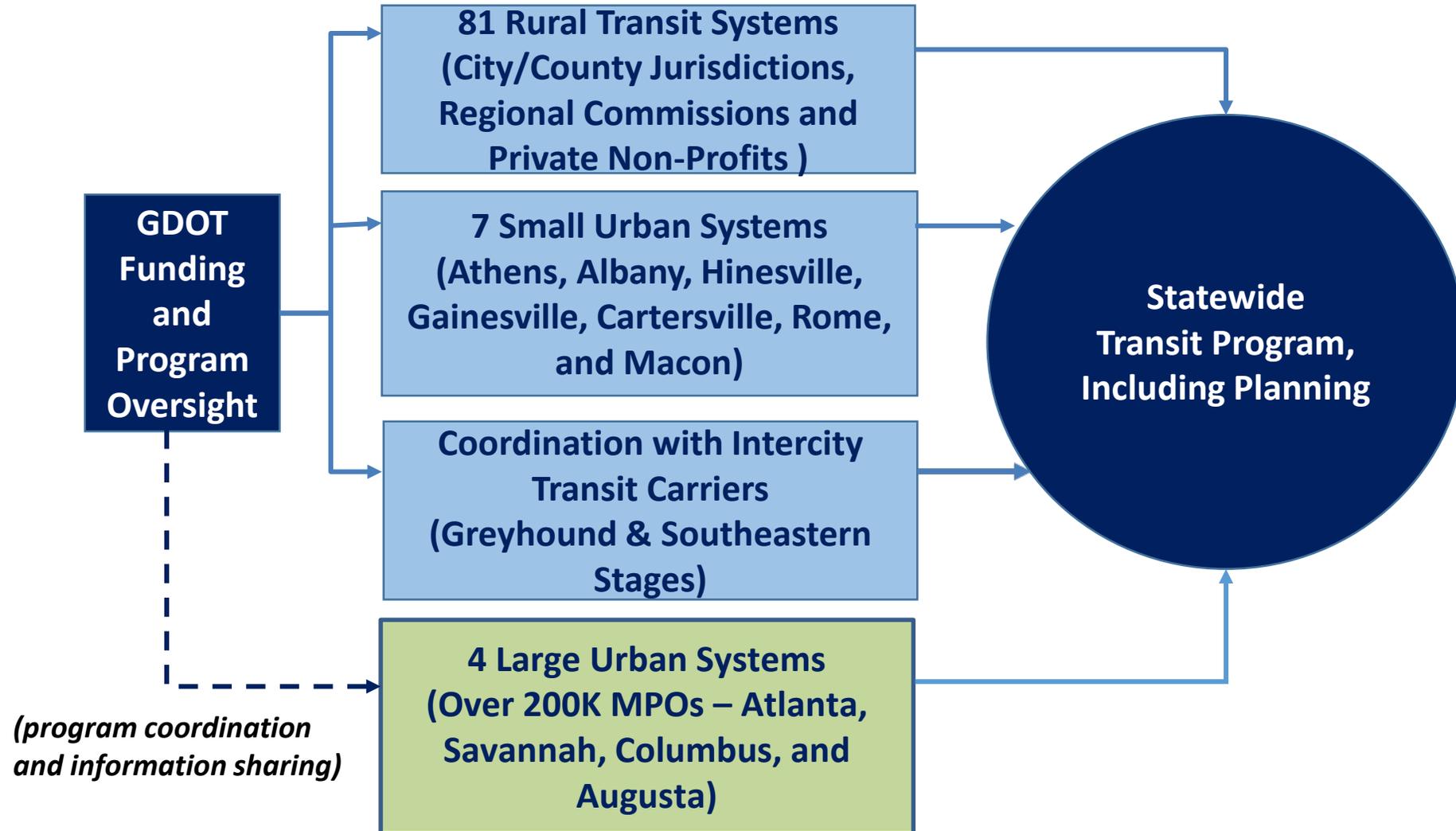
**FTA State Programs Annual Meeting**

May 9, 2019

# GDOT Transit Team

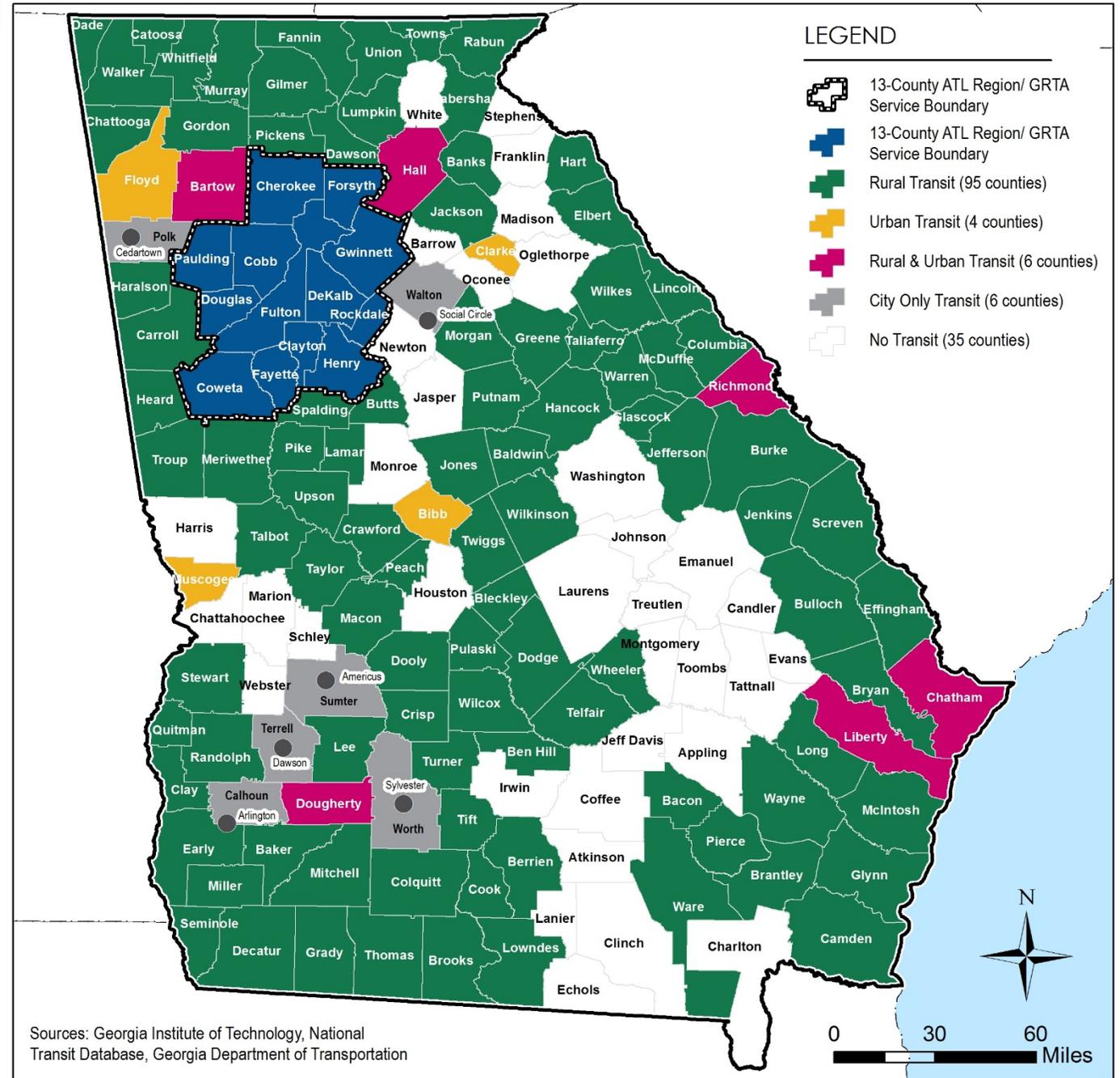


# Georgia's Statewide Transit Framework



## Public Transit in Georgia

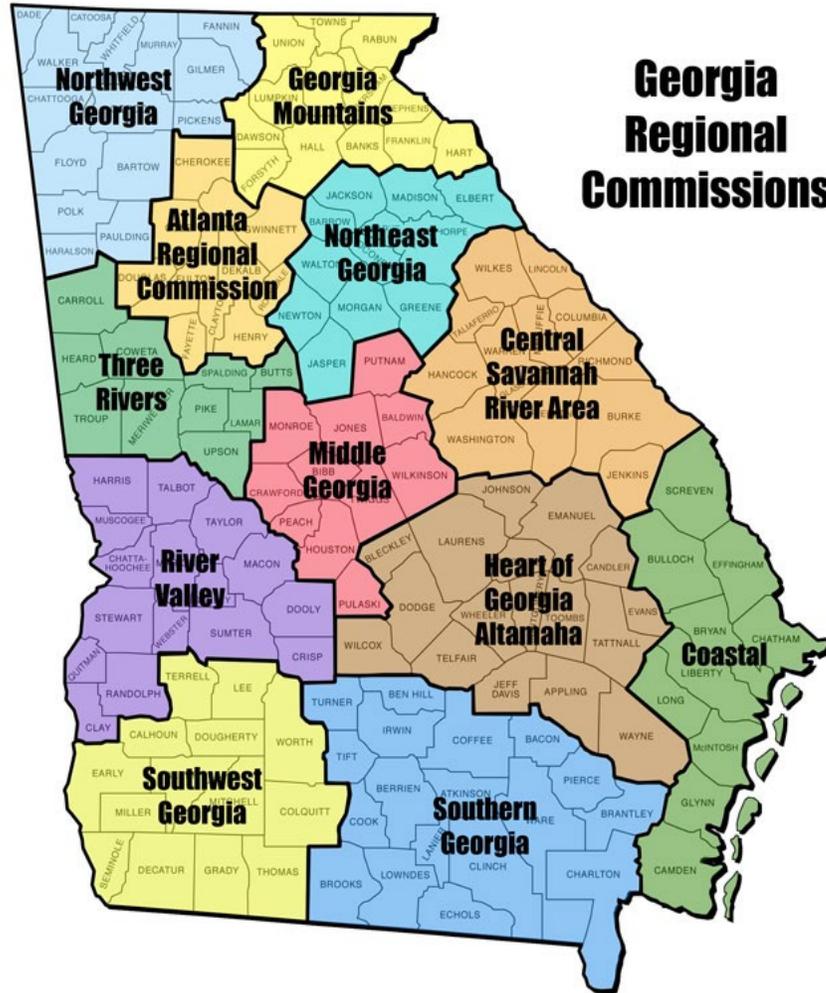
- 124 counties out of 159 have public transit service today
- 148 million passenger trips provided in FY 17
- 81 Rural transit providers and 17 Urban transit providers (7 small urban)
- Outside Metro Atlanta, 79.8% of Georgia's population is covered by public transit



## Quick Facts

- **5311 Rural Transit**
  - 81 Subrecipients
  - 550 Transit Buses in Operation
  - 1,761,500 one-way passenger trips provided in FY17
  - 17,062,865 vehicle miles recorded in FY17
  
- **5307 Small Urban Transit**
  - 7 Subrecipients: Albany, Athens, Macon, Rome, Hinesville, Gainesville & Cartersville
  - 161 Transit Buses in Operation
  - 4.4 million one-way passenger trips provided in FY17
  - 4,199,642 vehicle miles recorded in FY17

# Transit Collaboration and Innovation



## Regional & Coordinated Transit Systems

	<u>Vehicles</u>	<u>Counties</u>	<u>Multi-Agency</u>
• Southwest Georgia	76	13	GDOT/DHS
• Coastal	53	10	GDOT/DHS
• Three Rivers	16	7	GDOT/DHS
• Lower Chattahoochee	<u>13</u>	<u>4</u>	
• Totals	157	34	

## Transit Collaboration and Innovation

### **Implementation of QRyde Statewide Dispatching Software:**

- 258 Users in 112 Counties
- 512 Tablets in Vehicles
- 5,000+ Trips Scheduled Daily
- System interfaces with sister agency systems (DHS and DCH)

# Greyhound Project

Greyhound to construct a new terminal in downtown Atlanta

- Phase I Design \$1.2 Million / Total~ \$12 million
- FTA funds providing 80% of TPC
- 12, 076 SF Building – Two Floors
- Co-located with MARTA and Southeastern Stages
- Largest operator of fixed-route scheduled intercity bus
- Atlanta – second busiest terminal nationally

History:

- Greyhound –1996 – Greyhound “temporarily located” to accommodate 1996 Summer Olympics
- 2018 - Services still provided out of “temporary location”
- One of the most-recognized brands in the world.



# GDOT Statewide Transit Plan

# Statewide Transit Plan Overview

## What:

- Envision public transit for the year 2050
- Identify needs and opportunities
- Recommend implementation strategies

## Why:

- Support GDOT's multimodal SWTP/SSTP
- Ensure an efficient and effective Transit Program
- Expand the reach of public transit statewide
- Optimize Georgia's multimodal network

## Focus Areas:



Evaluate Service  
Coverage



Future Focused  
and Innovative



Coordination with  
Other Statewide &  
Local Plans



Robust Public  
and Agency  
Engagement

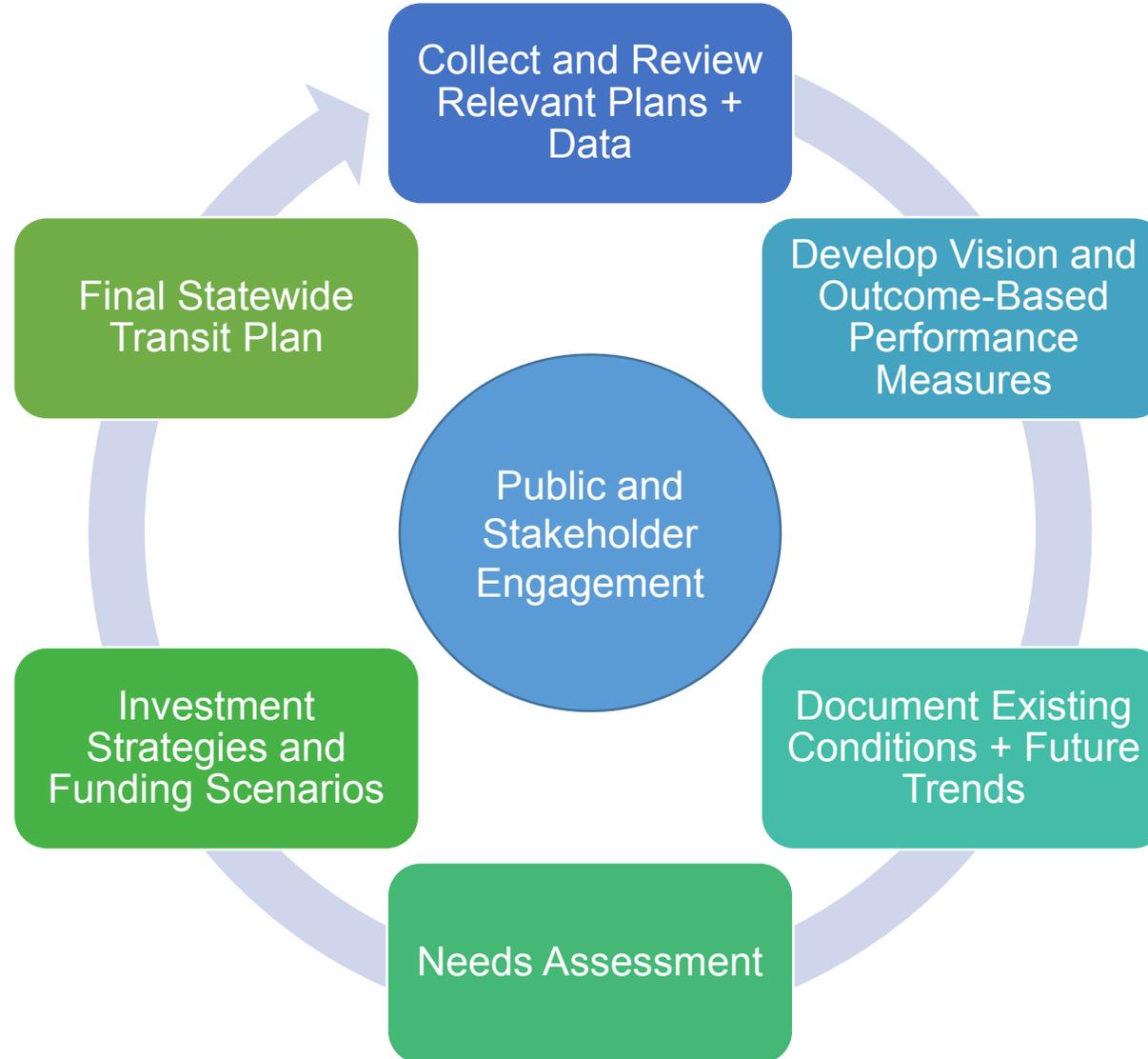


Intercity Transit

# Project Team

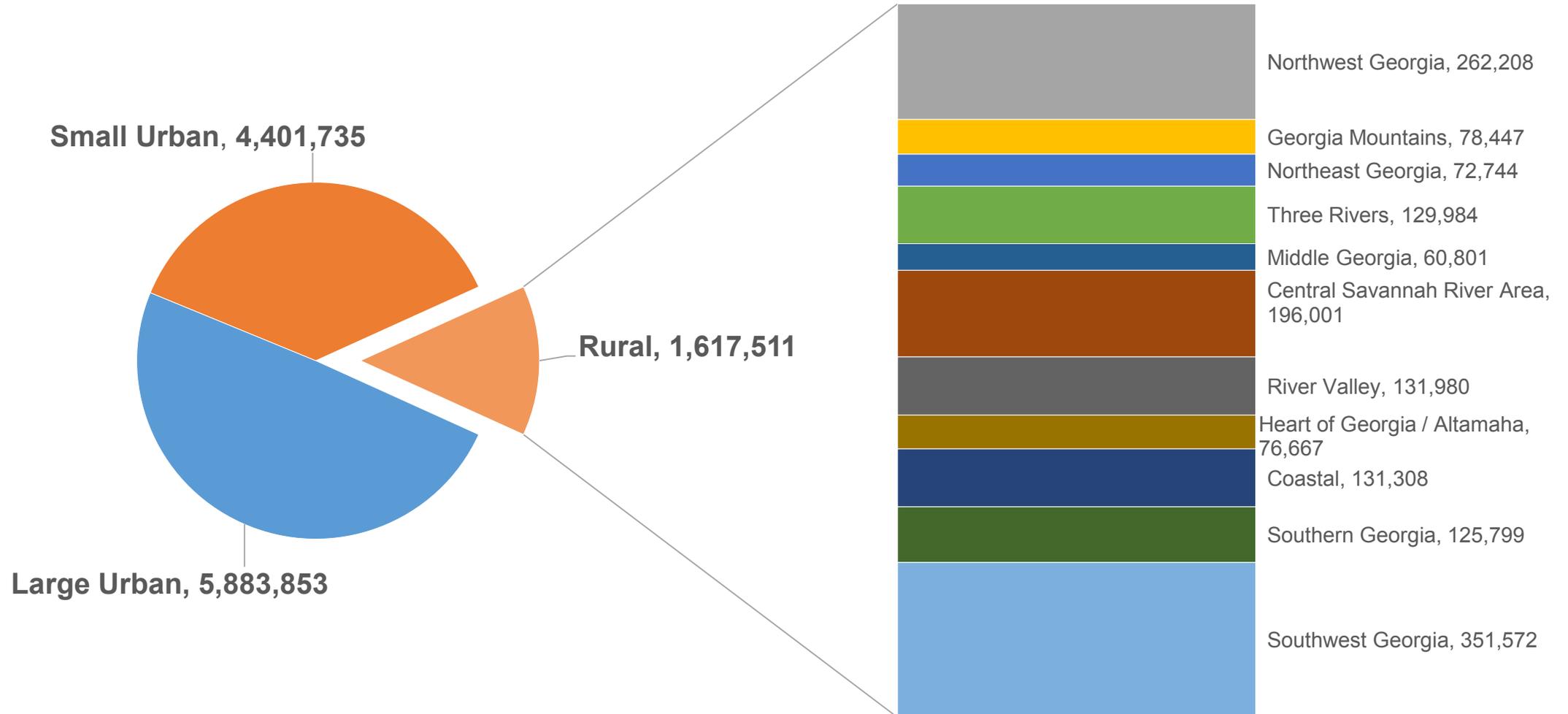


# Study Process



## Public Transit Existing Conditions

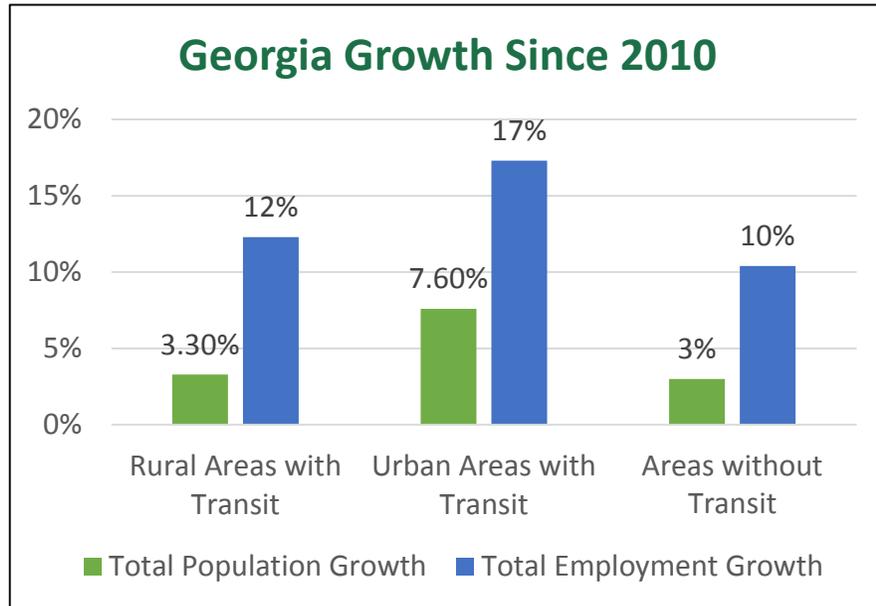
### 2017 - Passenger Trips Outside of the Atlanta Area



Sources: GDOT & 2017 National Transit Database

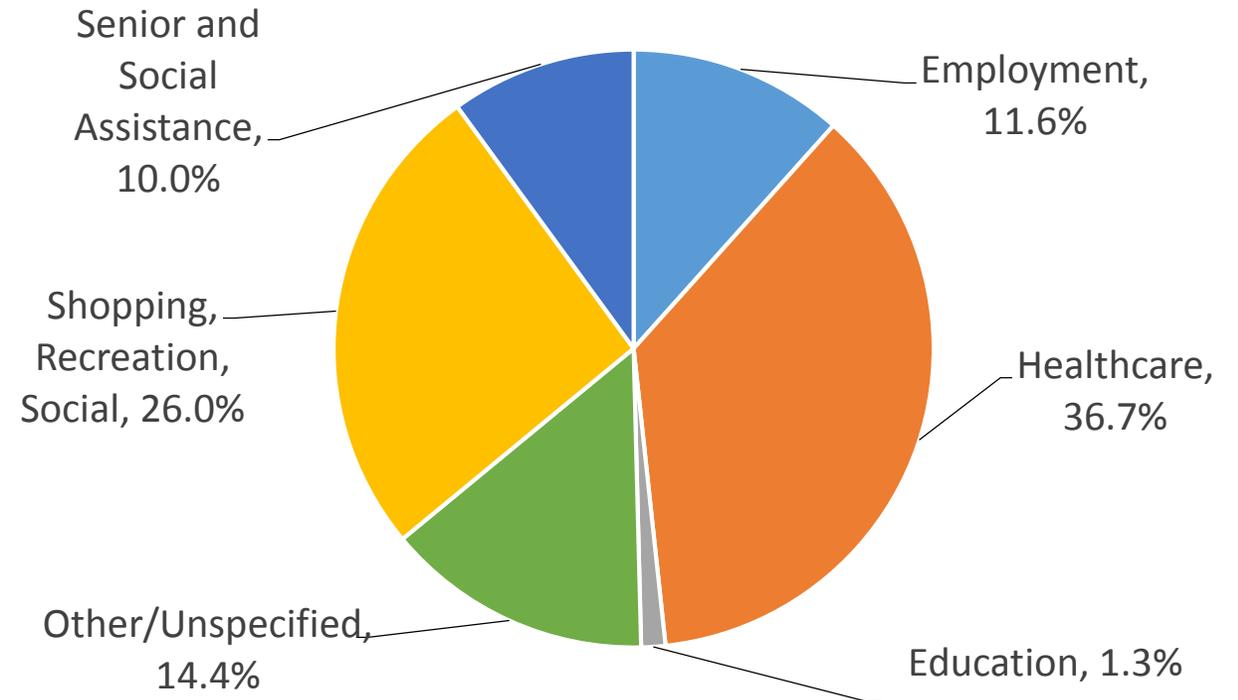
## Public Transit Existing Conditions

- GA counties with public transit have experienced higher rates of growth than counties without public transit
- Elderly population (65+) is expected to grow by 175% by 2050



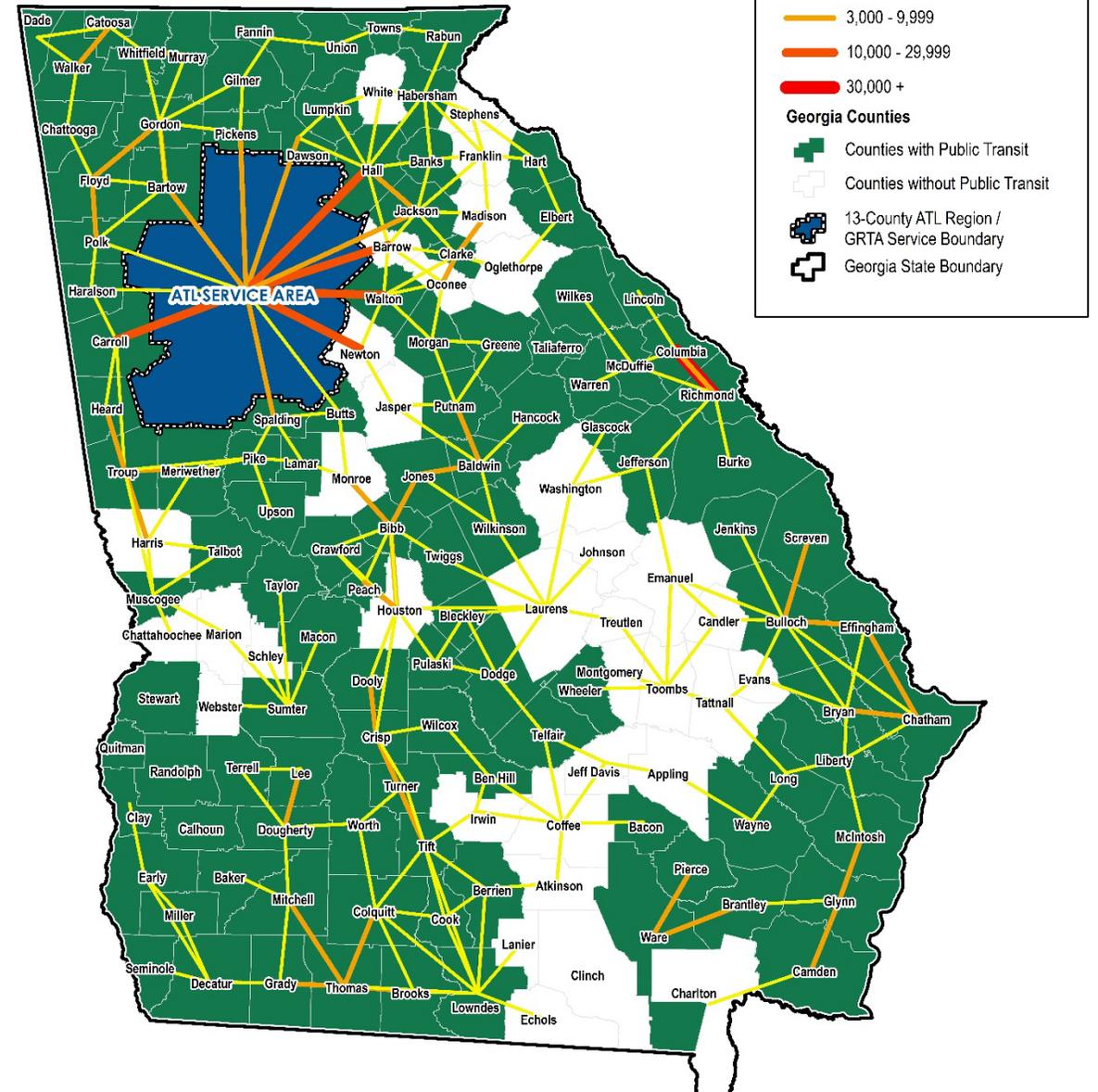
- Public transit provides access to critical services as well as job opportunities and quality of life trips

### Rural Trips by Purpose (2015 Sample)



## Statewide County-to-County Home Based Work Trips - 2015

- Estimated 4.2 million daily HBW trips statewide, more than **35%** cross county lines
- Travel not confined to jurisdictional boundaries
- Most Rural transit systems provide service across county lines where needed



# Public Transit Existing Conditions

## Deeper Dive Underway...

- Rural Public Transit – leverage statewide dispatching software
  - Trip purpose
  - Common destinations and origins
  - Public vs Human Services vs Medical
  - Trip denial logs
- Urban Public Transit – leverage partnerships with urban providers
  - High-volume routes and stations
  - Ridership by mode
  - Coordination with neighboring jurisdictions
  - Intercity bus
- Areas without public transit service – local jurisdiction interviews
  - Document needs and opportunities
  - Cost to stand up new service

# Impact of Urbanization on Rural Public Transit

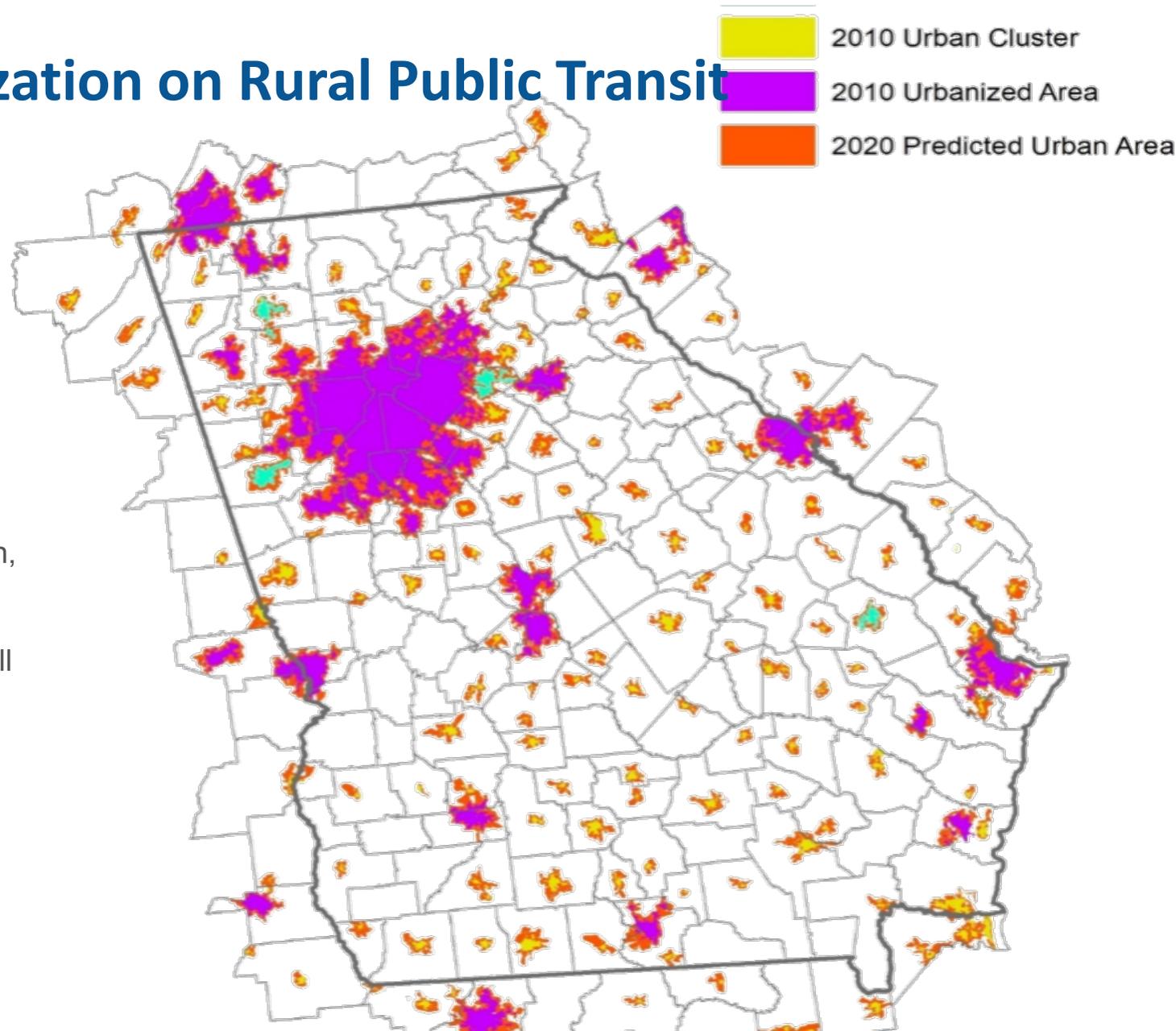
## Variables used to model urban growth:

- Population density
- Jobs
- Proximity to roads
- Proximity to an Urban Cluster or Urbanized Area

## Based on 2020 urban population growth estimates:

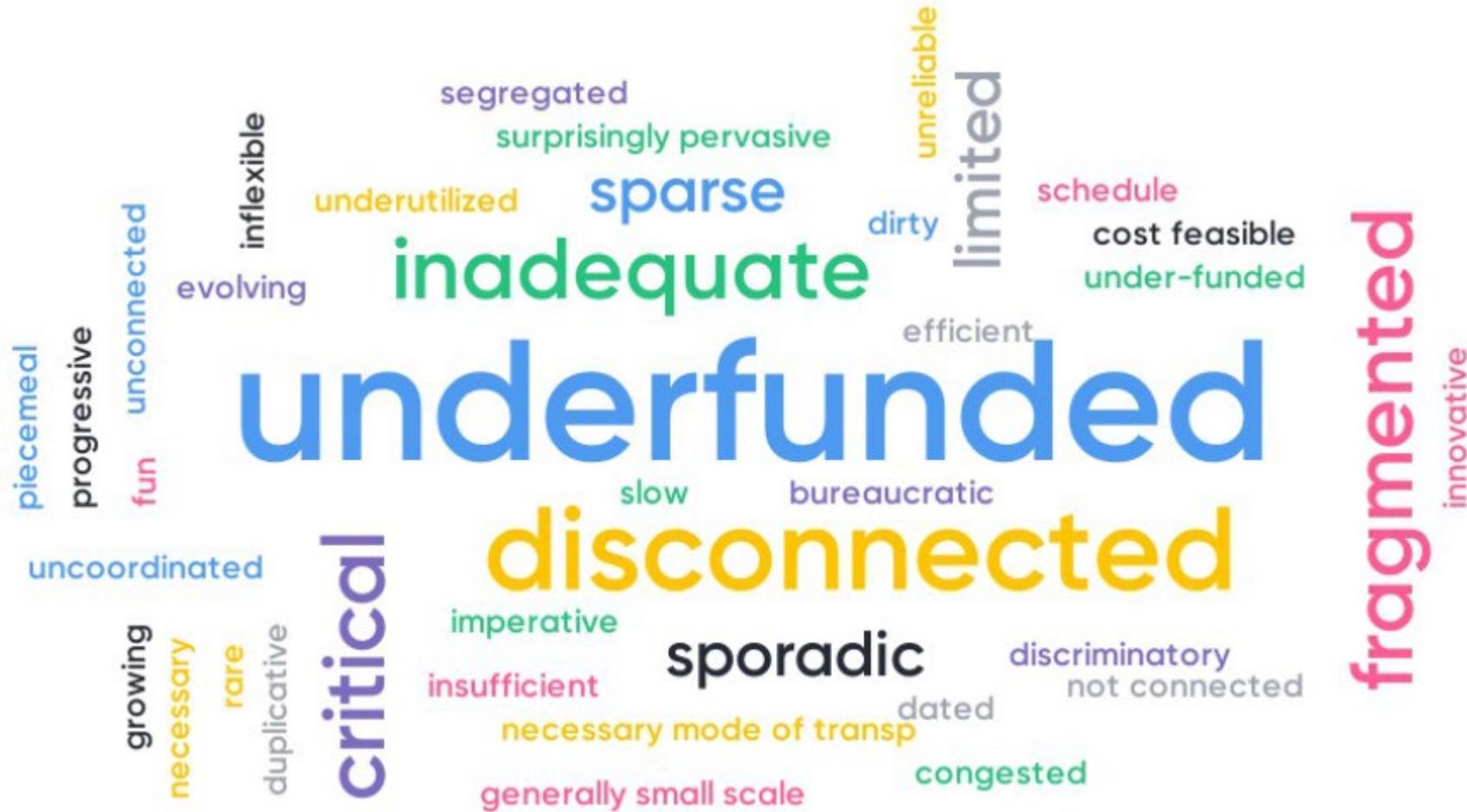
- 4 Urban Clusters will transition to Urban Areas - Carrollton, Winder, Statesboro, Calhoun
- 3 small urbans and 9 rural systems could merge with Atlanta - Athens-Clarke, Bremen, Calhoun, Carrollton, Cartersville, Gainesville, Jasper, Jefferson, Monroe, Nelson, Winder, Yorkville
- 2 rural systems may merge with Savannah, which will become a large urban - Rincon & Buckhead
- Macon & Warner-Robins may merge and become a large urban
- Chattanooga, TN & Dalton, GA could merge and create a multi-state large urban

**Calculations indicate that urbanization will create a funding gap of approximately \$1.5 million for transitioning systems**



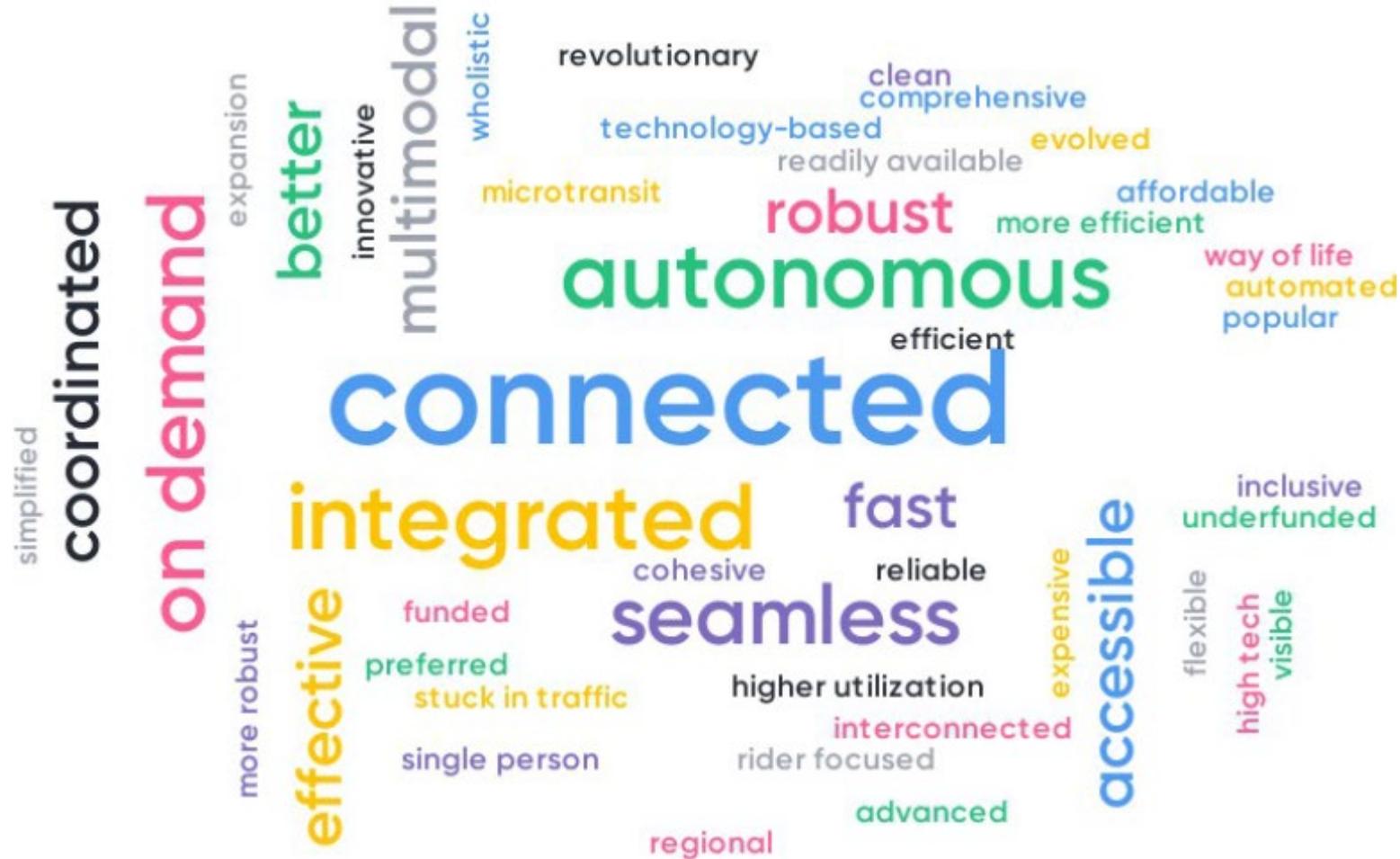
## Steering Committee Visioning Session

How do you view public transit in Georgia today?



## Steering Committee Visioning Session

How do you view public transit in Georgia in the future?



# Looking Forward

## Potential Strategies

- Multimodal centers – serve as regional hubs
- Improve geographic coverage
- Improve temporal coverage
- Support for urbanizing providers during transition
- Leverage technology
- Leverage employer partnerships
- Innovative pilots

## Questions?

Leigh Ann Trainer  
Transit Program Manager  
Manager

[ltrainer@dot.ga.gov](mailto:ltrainer@dot.ga.gov)

Kaycee Mertz, AICP  
Rail & Transit Planning

[kmertz@dot.ga.gov](mailto:kmertz@dot.ga.gov)