Georgia Transit Systems - 2017

Quick Facts:

Public Transit: 123 counties
Human Services Transit: 159 counties

Primary Uses:

• Employment & Employment Training
• Medical Service Access
• Senior Citizen Livability

Challenges:

• Funding
• Uncoordinated Services
• State and Regional Governance

Rural transit is vital to economic mobility and prosperity for rural and suburban Georgia!!!
Rural Transit Economic Mobility
Georgia 2030: Senior Livability

- Georgia’s aging population will rise sharply through 2030
- Human services transit, including the elderly, will need a 31% funding increase to keep up with population growth
- Public transit systems will have to increase system flexibility to accommodate older riders
How to Get a Ride?
Rural Silo Transit

Agencies and operators in an uncoordinated environment

Agency 1
$20 Million

Agency 2
$15 Million

Agency 3
$80 Million

Agency 4
$30 Million
Rural Transit History

Uncoordinated Services (1998)
- Duplicate services were abundant
- Agency budgets were constrained
- Cost per trip was high
- Trips were uncoordinated

Post RC Coordinated Services (1999)
- Services were consolidated
- Regional service budgets created
- Trips were coordinated
- Cost per trip decreased
Regional Rural Transit
Regional Rural Transit Governance

- Regional Commissions (RC’s) are transit service areas
- Local governments may elect to participate
- State agencies pool and coordinate transit resources
  - GDOT transit programs
  - Some human service transit programs
- Policy and compliance regulations are streamlined
- RC’s provide services through public or private transit operators
Regional Commission Coordinated Transit

Rural Transit Resilience
- Regional Service Area
- Pools Trips and Passengers
- Creates Sustainable Funding

Economic Mobility
- Regional Job Access
- Regional Job Training
- Sustainable Rural Industries
Rural & Human Services Transit (RHST) Challenges

**RHST Coordination Points**
- RHST is broader than GDOT, DCH, and DHS
- RHST is not coordinated by law
- Service duplication is alive and well
- Regulations exist in agency silos
- Rural areas “trending urban” service gaps

**GAO-12-647 Transit Coordination Report**
- At least 80 programs have transit funds
- USDOT administers 7 programs
- Various agencies administer the other 73 programs
Funding Discussions

**Rural Public Transit Network**

- A stronger rural public transit network is needed to improve economic mobility for rural Georgians.
- Maximizes available funds, and reduces the amount of additional funding resources required.
- Supports cross county travel because jobs and services don’t stop at the county line.
- Allow regions and local governments to design systems that meet the needs of the region.
- Florida and Texas have good models for state, and regional coordination of transit services.
Enhanced Coordination

• Identify and coordinate all RHST fund sources

• Establish state and regional mobility councils
  o Authority to coordinate funds and policies is critical
  o RC’s could serve in planning and administrative roles

• Utilize common service delivery regions
  o RC regional boundaries could be designated
  o RC’s could administer transit programs, and coordinate with designated entities for services

• Provide a path to coordinate capital purchasing

• Increase participation with ride hailing services to fill service gaps
Contact Information

Robert Hiett
Deputy Executive Director
Three Rivers Regional Commission
rhiett@threeriversrc.com
678-692-0510