Agenda for Today’s Meeting

1. Welcoming Remarks (Chairman Tanner)
   • Review of today’s agenda & commission status update

2. Workforce Development & Transit Needs (Brian Anderson)
   • Update on Workforce Development Subcommittee meeting

3. Private-Sector Perspective on Transit (Southern Point Staffing)
   • Challenges & opportunities in rural transit for the private sector

4. Lunch

5. Transit Governance Recommendation (Chairman Tanner)
   • Proposed Statewide Governance Structure
   • State & Regional Responsibilities
   • Proposed Mobility Zone Boundaries
   • Funding Measures & Policy Incentives

6. Upcoming Legislative Session (Chairman Tanner)
Georgia Transit Governance and Funding Study – High Level Timeline

Rural transit will be the focus for Phase II activities

**In-Depth Rural Study High Level Timeline**

<table>
<thead>
<tr>
<th>High-Level Tasks</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>July</td>
<td>Aug</td>
</tr>
<tr>
<td>Data Collection and Detailed Analysis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Innovation and Best Practices Analysis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Strategy and Alternatives Development</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Legislative and Implementation Support</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Milestones**

There will be five major milestones prior to 2019 legislative session

1) August 2018 – Rural in-depth evaluation and criteria for future alternatives
2) September 2018 – Rural transit innovation and best practices report
3) October 2018 – Recommendations for a future rural transit governance and funding model
4) December 2018 – Identify processes to engage stakeholders during 2019 legislative session
5) January 2019 – Commission report
Workforce Development Subcommittee
Update from Brian Anderson
Private-Sector Perspective on Transit

Southern Point Staffing
Rural Transportation

ALBANY, GA.
About Our Agency

• **Established June 2013.**

• **30 business clients** in the Albany Area, with industries ranging from construction and warehouse labor to professional and administrative work.

• **250 employees**, working through us on a temporary-permanent basis.

• **$4.7 million** in annual payroll.
Local Work Sites (Distance from Albany Courthouse)
Home remodeling (1.9 miles)
Warehousing (3.8 miles)
Construction (5 miles)
Manufacturing (5.8 miles)
Pecan Production (7.5 miles)
About Our Agency

Additional Work Sites (Distance from Albany Courthouse)
Newton (22 miles)
Sylvester (20 miles)
Americus (38 miles)
Vienna (51 miles)
Thomasville (60 miles)
About Area Industries

Large Employers in our Area *(Number of Employees)*
Keystone Foods *(1,877)*
Tyson Foods *(1,700)*
Sanderson Farms *(1,500)*
Proctor and Gamble *(700)*
M&M Mars *(400)*
Large Employers in our Area (Number of Employees)
Coats & Clark (356)
Webstaurant (330)
Thrush Aircraft (280)
Sunnyland Farms (220)
Lineage Logistics (160)
Birdsong (60)
About Area Industries

Commutes for Albany Workforce *(Avg. miles per week)*

Keystone Foods, Camilla (280 miles per week)

Tyson Foods, Vienna (510 miles per week)

Sanderson Farms, Moultrie (450 miles per week)

Birdsong Peanuts, Sylvester (230 miles per week)

Proctor and Gamble, Albany (79 miles per week)
## About Area Industries

<table>
<thead>
<tr>
<th>Company</th>
<th>Commute (Avg. miles per week)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M&amp;M Mars, Albany</td>
<td>35 miles per week</td>
</tr>
<tr>
<td>Coats &amp; Clark, Albany</td>
<td>58 miles per week</td>
</tr>
<tr>
<td>Thrush Aircraft, Albany</td>
<td>54 miles per week</td>
</tr>
<tr>
<td>Webstaurant, Albany</td>
<td>75 miles per week</td>
</tr>
<tr>
<td>Sunnyland Farms, Albany</td>
<td>75 miles per week</td>
</tr>
<tr>
<td>Lineage Logistics, Albany</td>
<td>38 miles per week</td>
</tr>
</tbody>
</table>
About Area Industries

*Solutions to Rural Transportation issues mean...*

- Potential for remarkable growth.
- Qualified candidates get access to better-paying jobs.
- Client companies benefit from new talent pool.
- Communities see an increase in spending from out-of-town workers.
- Better culture and economic outlook for our area.
Our Observations

• Generational poverty makes owning a vehicle, for some, out of the question.

• Single-car families with working parents and children sharing a vehicle and scheduling work accordingly.

• Bus schedules may not meet the needs of all workers. Long bus routes add to employee’s work day.
Our Observations

• Proximity is a key factor for many job seekers. Many limit themselves to sites within walking distance.

• Many are dependent on friends or neighbors for rides, and do not share the motivation for arriving on time.

• Frustration over lack of transportation becomes a “soft skills” problem.
Our Observations

ALBANY TRANSIT

• Most bus schedules do not coincide with shift changes and are not convenient to required working hours.

• Due to bus scheduling, many employees arrive at work hours early, resulting in overcrowded break areas.

• Many of Albany’s top employers are beyond public transportation routes.

*Albany currently has 7-8 Uber Drivers
Our Workforce

Dedicated, resilient, and determined to make the most of ANY opportunity to provide for themselves and for their families.

Larry Butler, SPS Albany
Build a transit company that provides reliable, affordable transportation for the workforce serving our area’s biggest companies.
Our Plan

• Dedicated routes will be established for companies of 30 or more employees.

• Routes will be created or adjusted based on employers’ need for shift changes or additional personnel.

• Services will be for workforce transportation only.
Our Plan

• A flat rate fee will be charged to each employee using the service.

• **Central pick-up and drop-off locations will be established in surrounding communities, connecting areas of greatest need.**

• **Companies using this service will not need to be clients of our staffing agency.**
Our Plan

Our business would also be proactive in providing six-month employment verification, a key requirement of many car dealerships and other lending agencies to establish credit for our employees.
Our Needs

• Input/Best Practices from other companies and agencies that have established transportation services apart from their normal operations.

• Tax incentives for the creation of transit program.

• Tax credits for employees paying to use the service.
Our Contact Information

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Jason Wilson, Owner
jwilson@spscareer.com
229.886.8690

Brewer Turley, Communications
bturley@spscareer.com
229.379.4818
Lunch
Transit Governance Recommendation
Governance Design Recommendation

**Consolidated State Transit Agency**
Consolidate small-urban and rural public transit (RPT), human services transportation (HST), and Medicaid non-emergency transportation (NEMT) programs in a single state transit agency.

**Regional “Mobility Zones”**
Institute regional “Mobility Zones” to guide state transit planning and investment, with an independent authority in each region responsible for planning, coordinating, and administering public transit.

**Dedicated Transit Funding & Incentives**
Implement new dedicated transit funding measures, while encouraging greater private-sector involvement and flexible delivery of services with tax credits and other incentive mechanisms.
Proposed Statewide Transit Model

By streamlining state administration of transit with improved regional coordination, Georgia can increase government efficiency while expanding service for users.

Key:
- = Federal public entity
- = State public entity
- = Regional public entity
- = Local public entity
- = Private entity
- = Direct link (funding, ownership, or authority)
- = Indirect link (advise, influence, or inform)
Overview of Proposed Consolidated State Transit Agency

A single agency would receive and allocate capital and operations funding for transit – with dedicated divisions for planning, grants management, and policy

**Georgia Transit Link**

**Governance:** Led by an appointed executive director and advised by an interagency “Georgia transit coordinating council”

**Decision Rights:** GMA director has final decision authority over transit planning and funding allocation, with input from coordinating council

**Functional Responsibilities**

**Statewide Transit Planning:** Conducts integrated statewide transit planning, incorporating local MPO plans and projects

**Funding Allocation & Management:** Evaluates and prioritizes subrecipient funding applications for capital and operations

**Policy & Compliance:** Responsible for monitoring and assisting subrecipient compliance with state and federal requirements

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**Georgia Mobility Agency**

- Executive Director

**Georgia Transit Link**

- Transit Coordinating Council
  - GMA (Chair)
  - GDOT
  - DHS
  - DBHDD
  - DCH

**Statewide Transit Planning**

- Funding Allocation & Mgmt.
- Policy & Compliance

**Mobility Zones**

- Advisory Council

**NEMT Brokers**

- = State
- = Regional
- = Local
- = Private

- = Direct link (funding, ownership, or authority)
- = Indirect link (advise, influence, or inform)

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Proposed Consolidated Authority for Federal Transit Programs

Authority for public transit and human services transportation programs will be transferred to the new consolidated Georgia Transit Link

- **GDOT Transit Office**
  - 17 FTE
  - $33.3M (FY15)

- **Coordinated Transportation System**
  - 33 FTE
  - $28.3M (FY17)

- **Medicaid NEMT**
  - 3.5 FTE
  - $102.3M (FY17)

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**Georgia Transit Link**

- The authority would have approximately 55 FTE and a budget of approximately $62M, based on existing state and federal spending

- The agency will serve as the sole “designated federal recipient” for FTA transit programs, including 5307, 5310, and 5311 funds
  - There will be no change in the flow the funds received by direct recipients, including Savannah, Augusta, and Columbus
  - However, the authority will have transparency into funding levels

- The agency will administer human services transportation for interagency partners including DHS and DBHDD

- It will oversee Medicaid NEMT funds and manage contracts with regional brokers, with policy alignment and regional coordination
Overview of Proposed Regional Operating Model

“Mobility Zone” authorities would plan and coordinate travel in their respective regions, with a state-funded transit director and mobility manager that report to the state agency.

**Regional “Mobility Zones”**

**Governance:** The mobility zone director and a dedicated mobility manager are funded by and report into the state transit authority.
- The MZs are distinct and complementary to Regional Commissions.

**Decision Rights:** A “Mobility Zone Advisory Council” of local elected representatives would approve the coordinated regional transit plans.

**Functional Responsibilities**

**Regional Transit Planning:** Mobility zone staff develop coordinated transportation plans and incorporate local MPO plans.

**Purchase of Service & Contract Admin.:** State coordinators manage contracts and disburse funding to local operators, as well as oversee NEMT.

**Service Delivery Coordination:** Dedicated mobility managers operate a common dispatch and software platform, develop new routes and services, and serve as a key communications channel.
Mobility Zone Advisory Councils
Each Mobility Zone will have an “Advisory Council” made up of local elected officials, with staff reporting to the state.

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**Mobility Zone Advisory Councils**

**Leadership:** Chaired by the local Mobility Zone leader

**Membership:** Members selected from the Regional Commission Council by the chair of the Regional Commission

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**Functional Responsibilities**

- **Regional Transit Plans:** Advisory Councils review and approve the regional transit plans developed by Mobility Zone staff

- **Transit Project Lists:** Advisory Councils review and approve transit project lists submitted to the state for evaluation & funding

- **TSPLOST Oversight:** Advisory Councils approve the project lists submitted for referenda in transit SPLOST measures
Regional and State Planning Process

Mobility Zones plan and prioritize regional transit efforts, which require local approval from Advisory Council leadership and then are integrated into statewide plans.

The regional operating model enables local participation and regional leadership, while the funding and reporting requirements ensure alignment with overall state plans and policy goals.

**Regional Planning**
- Each Mobility Zone develops an annual regional transit plan.
- They coordinate with local 5311 agencies, as well as MPOs to incorporate FTA 5307 transit plans.

**Regional Review**
- Regional plans are submitted for approval to the MZ Advisory Council.
- Plans are also shared with Regional Commissions for use in comprehensive planning efforts.

**State Review**
- The transit director submits the regional plan to the state agency executive director.
- The agency reviews and evaluates each region’s needs assessment and service inventory.

**State Planning**
- The state agency integrates regional transit plans and develops a statewide plan.
- The agency establishes strategies to improve transit service coverage and performance.

**State Funding Allocation**
- Capital funding allocation is determined by needs assessment and project prioritization.
- Operational funding is allocated with a performance-based methodology, taking into account regional plans, needs, and service levels.
Impact of Governance Recommendation on Georgia’s Transit System
The state and regional components of the recommendation can lead to improved transit system performance and expansion of service

**Consolidated State Transit Agency**

- Consolidated state governance can lead to **improved administrative efficiency** of transit programs across the state
- With state matching funds to Zones that provide regional public transit service, counties will be incentivized to regionalize their service delivery, leading to further **operational efficiencies and expanded coverage areas**
- Bundling transit programs and funding may allow the state to **leverage greater economies of scale** for capital equipment costs and purchase of service, allowing the state to better manage scarce resources for transit investment

**Regional “Mobility Zones”**

- Regional planning requirements and funding incentives may lead to **integration of the transit provider network and growth in multi-county service delivery**, which can expand access to transit and improve operational efficiency
- Mobility management **increases the efficiency and effectiveness of transit services** and has been found to create improvements in transit unit costs, such as costs per trip, per mile, or per hour
- Common routing and dispatch software **further improves regional service coordination**, enabling transit operators to fulfill trips across different federal and state programs, increasing their customer base and passengers per trip
Mobility Zone Design
Considerations for the Design of Mobility Zone Boundaries
The boundaries of the Mobility Zones can be designed to minimize disruption to existing regional services, build upon local travel patterns, and improve access to opportunity

**Mobility Zone Assumptions:**

- *Maintain Regional Commissions:* RCs are not impacted and keep current mission and responsibilities
- *Parallel Mobility Zones:* Zones should encompass one or more existing Regional Commissions boundaries
- *Connect Regional Services to Local Travelers:* Zone borders should conform to local travel patterns (as best as possible)
- *Improved Economic & Social Outcomes:* Zones should facilitate travel to major travel destinations such as healthcare facilities, educational institutions, and employment opportunities
- *Build Upon Existing Transit Infrastructure:* Zones should be anchored around urban hubs
- *Balance State Resources:* Zones should have similar population size and growth forecasts

**Dedicated transit regions will strengthen rural communities by improving connectivity to healthcare, education, workforce development, and jobs**

Note: Regardless of the zone design, there are tradeoffs among these different factors
Nine Mobility Zones – Benefits & Challenges
Based on the design principles and assumptions, a 9 Mobility Zone construct best supports travel patterns and development needs of the state

**Benefits**

- **Improved Transit Design**: By expanding Mobility Zones boundaries to encompass six Regional Commissions, Zones better match local travel (cross-zone travel is reduced to 12,000 total residents)

- **Independence**: Independent Mobility Zone authorities could pursue their transit-focused mission unencumbered by current issues with RCs

- **Planning**: Since boundaries align with or encompass more than one RC, reconciliation of transit and transportation plans would be straightforward

- **Administrative Efficiency**: The state agency would only fund field staff (e.g. Mobility Managers) for eight Mobility Zones

- **Limited Service Expansion**: Three Rivers, which currently administers regional transit service, would be expanded to include additional counties, providing access to counties that don’t have public transit today

**Challenges**

- **TSPLOST Regions**: Additional administrative process as any transit projects funded through a regional TSPLOST would be planned by Mobility Zone staff but administered through GDOT

- **Expanded Scope**: In combined zones, Mobility Managers will coordinate service delivery over a larger area with diverse transportation profiles
Nine Mobility Zones & Relation to Regional Commissions
Mobility Zones match or encompass more than one Regional Commission boundary, to improve alignment with local travel patterns and increase administrative efficiency

Nine Mobility Zones in Relation to Twelve Regional Commissions

<table>
<thead>
<tr>
<th>MZ</th>
<th># of RCs per Zone</th>
<th>Regional Commission Names</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>Northwest Georgia</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>Georgia Mountains + Northeast Georgia</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>Central Savannah River Area</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>Three Rivers + River Valley</td>
</tr>
<tr>
<td>5</td>
<td>2</td>
<td>Middle Georgia + Heart of Georgia Altamaha</td>
</tr>
<tr>
<td>6</td>
<td>1</td>
<td>Coastal Regional</td>
</tr>
<tr>
<td>7</td>
<td>1</td>
<td>Southwest Georgia</td>
</tr>
<tr>
<td>8</td>
<td>1</td>
<td>Southern Georgia</td>
</tr>
<tr>
<td>9</td>
<td>1</td>
<td>The ATL 13-County Region</td>
</tr>
</tbody>
</table>
Role & Responsibilities of Mobility Zones

Mobility Zones will have responsibility for transit-related coordination and planning, while Regional Commissions will retain responsibility for broader planning activities.

<table>
<thead>
<tr>
<th>Mobility Zones</th>
<th>Regional Commissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility Management</td>
<td>✓</td>
</tr>
<tr>
<td>Administration of Human Services Transportation (e.g. DHS)</td>
<td>✓</td>
</tr>
<tr>
<td>Oversight of Non-Emergency Medical Transportation</td>
<td>✓</td>
</tr>
<tr>
<td>Transit-Related Planning (e.g. FTA 5304 Program)</td>
<td>✓</td>
</tr>
<tr>
<td>Administration of Regional Public Transit Service</td>
<td>✓</td>
</tr>
<tr>
<td>Comprehensive Planning (e.g. Land Use, Transportation)</td>
<td>✓</td>
</tr>
<tr>
<td>(Non-Transit) GIS, Grant Writing, &amp; Technical Assistance</td>
<td>✓</td>
</tr>
<tr>
<td>Workforce Development Resources</td>
<td>✓</td>
</tr>
<tr>
<td>Aging Services</td>
<td>✓</td>
</tr>
</tbody>
</table>

The two entities will coordinate, especially as it relates to integration of regional transit plans and comprehensive transportation planning.
Transit Funding & Incentives
Recommended Funding Sources for Consideration

Six funding sources were selected for estimation of their potential future revenues to offset the future funding gap for transit in Georgia.

<table>
<thead>
<tr>
<th>Recommended Funding Sources for Consideration</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Regional TSPLOST</td>
<td>An incremental Transportation Special Purpose Local Option Sales Tax imposed at a rate between 1.0%</td>
</tr>
<tr>
<td>2. Single-County Transit SPLOST</td>
<td>An incremental Transit Special Purpose Local Option Sales Tax imposed at a rate between 1.0%, to be used specifically for transit projects</td>
</tr>
<tr>
<td>3. Other Fees</td>
<td>Additional fees to be used for transit operations and management</td>
</tr>
<tr>
<td>4. State Transit Bonds</td>
<td>State-issued bonds for transit project capital costs</td>
</tr>
<tr>
<td>5. Pilot Program - Tax Credit for Commuter Transit Benefits</td>
<td>A competitive grant program where employers in a selected Mobility Zone would be eligible for tax credits to provide transit benefits to their employees</td>
</tr>
<tr>
<td>6. Pilot Program - Direct Transit Assistance</td>
<td>A three-year transit benefits program, where the unemployed in economically distressed counties receive a monthly transit pass to connect to job opportunities</td>
</tr>
</tbody>
</table>

Traditional Funding | Indirect Expenditures
Regional TSPLOST Funding

A 1% TSPLOST in all of Georgia’s rural counties and other metro areas would yield $706M annually over twenty years, providing a flexible transportation funding source.

Current Annual Average Revenue:

<table>
<thead>
<tr>
<th>Region</th>
<th>2010–2017 Total</th>
<th>Average per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Savannah</td>
<td>$696M</td>
<td>$64 million</td>
</tr>
<tr>
<td>River Valley</td>
<td>$45M</td>
<td></td>
</tr>
<tr>
<td>Heart of Georgia</td>
<td>$29M</td>
<td></td>
</tr>
<tr>
<td>Southern Georgia</td>
<td>TBD</td>
<td></td>
</tr>
</tbody>
</table>

- $696M total 2010–2017 across the three RCs

Potential Annual Average Revenue:

- If the entire state (excluding the ATL) was to pass a 1% TSPLOST, it could yield $706M annually
- Regions can better leverage funds for transit projects if legislation was adjusted to allow operations and maintenance
- The current 12 Regional Commission structure yields an average of $64 million per Regional Commission
  - Under the proposed nine-zone structure, the three consolidated Mobility Zones would yield an average of $105M per zone

*Based on Deloitte’s analysis of analyzing historical SPLOST revenue*
Single-County TSPLOSTs in Other Metro Areas

If the ten Other Metro counties that have 5307 transit service were to pass single-county TSPLOSTs, they could raise **approximately $235M in annual revenues**

**Potential Annual Average Revenue:**

- H.B. 930 allowed counties outside of metro Atlanta to pursue a transit SPLOST as long as a neighboring county agreed to participate.
- No county has yet to do so, and informal feedback from local leaders has suggested the difficulty in gaining neighboring county participation.
- Legislation could be adjusted to allow a single-county transit SPLOST – as long as the county’s project list is approved by the Mobility Zone Advisory Council.
- If the ten Other Metro counties that currently have 5307 transit service were to implement a transit SPLOST, they could raise $235M annually.

*Based on Deloitte’s analysis of analyzing historical SPLOST revenue*
State Pilot Program - Tax Credits for Transit Benefits & Economic Development

A three-year competitive pilot program, where employers in a selected Mobility Zone would be eligible for tax credits to provide transit benefits to newly hired employees.

### Pilot Program Overview

- The Georgia Transit Link administers a competitive pilot program in which local employers receive tax credits to provide transit benefits.
- Mobility managers in each zone develop a transit benefits program and application with local employers and transit providers.
- The Georgia Transit Link selects one zone to participate in a 3-year pilot, based on community need and strength of public-private partnerships.
- Companies in the selected mobility zone receive a tax credit for $100 per month per employee enrolled in commuter benefits ($1M cap).
- Each year, the selected Mobility Zone submits a report to the state agency with analysis of economic impact and lessons learned.

### How It Works

- Employers elect to provide transit benefits to their employees.
- Each employer can determine how it will disburse benefits.
- Eligible benefits include a transit pass, vanpool service, etc.
- Once enrolled with the Dept. of Revenue, the business may claim a tax credit against its state corporate income tax.
- Employees at participating companies can enroll for “smart commute” transit benefits.
- They receive a voucher for the cost of their monthly commute.

### Potential Impact

**Transit Benefits: Annual Cost Per Employee**

<table>
<thead>
<tr>
<th>Annual Cost Per Employee</th>
<th>State Costs</th>
<th>Income Tax Returns</th>
<th>Net Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$2,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$1,000</td>
<td>$1,215</td>
<td>$813</td>
<td></td>
</tr>
<tr>
<td>$0</td>
<td>$2,013</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-$1,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-$2,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Annual Impact**

- **-$600K**: Annual cost to state if 500 new hires enroll in transit benefits.
- **+$1M**: Annual revenue the state collects from 500 new employees in income tax.
- **+$813K**: Net impact to state revenues from providing benefits for 500 new hires.

*Assumes annual income of $33,559 (2016 average income), with 6% Georgia personal income tax.

State Pilot Program - Direct Transit Assistance for the Unemployed

A three-year transit benefits pilot program, where the unemployed in economically distressed counties receive a monthly transit pass to connect to job opportunities

Pilot Program Overview

• The Georgia Transit Link administers a three-year pilot program in which the state provides direct transit benefits to unemployed residents

• **Eligible recipients may receive $75 per month** in transit assistance, with a total annual maximum of $1.5 million for the program

• The program targets economically distressed counties – those above 125% of the state’s unemployment rate or below 75% per capita income

• Mobility Managers help establish routes to employers and workforce development centers

• Each year, Mobility Managers in each Zone submits a report to the Georgia Transit Link with analysis of impact on local employment

How It Works

• Twenty-two counties fit the criteria today, with approx. 27,000 unemployed persons across 5 mobility zones

• Mobility Zone field staff identify eligible residents and manage the program

• The unemployed enroll to receive a monthly transit voucher to assist in finding and applying for a job

• Eligible trip purposes include job interviews, continuing education, or workforce development classes

<table>
<thead>
<tr>
<th>Transit Assistance: Annual Cost Per Recipient*</th>
<th>Potential Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>$3,000</td>
<td>-$1.2M</td>
</tr>
<tr>
<td>$2,000</td>
<td></td>
</tr>
<tr>
<td>$1,000</td>
<td></td>
</tr>
<tr>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>-$1,000</td>
<td></td>
</tr>
<tr>
<td>-$2,000</td>
<td></td>
</tr>
</tbody>
</table>

*Assumes annual income of $33,559 (2016 average income), with 6% Georgia personal income tax

Upcoming Legislative Session
Closing Remarks and Next Steps
Commission Meeting Schedule and Topics

The Commission meeting schedule will provide members an opportunity to review findings and provide input into the Phase II Rural Study leading up to 2019.

- **August 2018**
  - Update on rural current state in-depth analysis findings

- **October 2018**
  - Highlight governance and funding recommendations

- **December 2018**
  - Path forward for 2019 legislative session

- **TBD 2019**
  - Commission Objectives for 2020