### Overview
We will cover four topics today

<table>
<thead>
<tr>
<th>Introduction and HB 930 Recap</th>
<th>Transit Study Update</th>
<th>Stakeholder Outreach</th>
<th>Next Steps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcoming remarks</td>
<td>Refresher of objectives, approach, and activities</td>
<td>Lauren Powalisz, Deloitte</td>
<td>Upcoming in-depth rural analysis objectives and activities</td>
</tr>
<tr>
<td>Scott Haggard, Atlanta-region Transit Link</td>
<td>Recent accomplishments</td>
<td>- Rural Greenhouse Lab overview and outcomes</td>
<td></td>
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<tr>
<td>HB 930 summary</td>
<td></td>
<td>- Other Metro Greenhouse Lab overview and outcomes</td>
<td>Prepview of topics of upcoming Committee meetings</td>
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<td></td>
<td></td>
<td>- Phillippa Moss, Hall Area Transit</td>
<td>Public comment</td>
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<td></td>
<td></td>
<td>- Leigh Ann Trainer, DHS</td>
<td>Closing remarks</td>
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</tbody>
</table>
Recap of HB 930
HB 930: Atlanta-region Transit Link Authority (the ‘ATL’)
Intends to improve coordination, integration, and efficiency of transit in Metro Atlanta

HB930 passed the Legislature on March 29, 2018 creating a new regional governance and funding structure overseen by a new State agency called the ATL.

HB930:
• Defines Metro Atlanta as the 13 county nonattainment area
• Requires the ATL to create a Regional Transit Plan encompassing all transit projects and initiatives across the region
• Creates access to new funding sources for activities within the plan
• Any two or more neighboring counties outside the ATL’s jurisdiction can hold a referendum to raise an additional sales tax for transit purposes

ATL
• A unifying entity that ensures coordinated transit planning and funding across Metro Atlanta
• Oversees all transit activity to increase transparency around regional transit planning, funding and operations
Overview of the ATL

A unifying entity that ensures coordinated planning and funding of transit
Regional Governance

A State Authority With Local and State Insight

• 16-member board to be named by 12/01/2018
• Members will serve four-year terms
• One citizen representing each of 10 districts drawn within the 13-county region
• Each district board member appointed by caucus of state legislators, county commission chairs and mayors within each district
• Two appointees by Speaker of the House
• Two appointees by Lt. Governor
• One Gubernatorial appointee who serves as Chair
• GDOT Commissioner (non-voting)
Regional Transit Plan (RTP)

1 of 2 Core Activities

- The official multiyear plan for transit services & facilities for 13 county area - Cherokee, Clayton, Coweta, Cobb, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding and Rockdale
- 6-year and 20-year time horizons
- Coordinate existing and future transit service
- Developed in consultation with the region’s Metropolitan Planning Organizations (MPOs)
- Regional stakeholders, including local governments, may submit requests to the ATL for additions and amendments to the Plan from time to time based on changing conditions
- After 1/1/2019, referendum transit projects must be in RTP & approved by the ATL
Regional Transit Funds

Management, Allocation, and Generation

- Up to 30 years, Up to 1% transit-specific SPLOST
- Projects must be in Regional Transit Plan & approved by the ATL*
- Counties outside of 13-county region can pair together to use new T-SPLOST authority
- Designated Recipient Role
- ATL’s Scope: All Federal & State Transit Funds in region
- $100M State G.O. Bonds for transit
- ATL can issue its own bonds and work with other state agencies to issue bond
Regional Transit Funds

Special Gwinnett, Cobb & Fulton Provisions

- **Gwinnett County** – can hold TSPLOST referendum on joining MARTA via Contract at any time

- **Cobb County** – can create a special district within Cobb & hold TSPLOST referendum & enter into a contract with MARTA to provide transit services within such special district at any time up to December 1, 2019

- **Cobb & Gwinnett still have same options to join MARTA as existed prior to HB 930**

- **Fulton County** – can hold a referendum for additional 0.2% sales tax for transit
Regional Unified Branding

2 of 2 Core Activities

- Regional Transit Plan must include plan for the creation of a unified brand to encompass all transit service providers in 13-county region
- As of Jan. 1, 2019, any new MARTA asset worth more than $250,000 must display The ATL logo and brand, prominently featuring the acronym “ATL”
- As of Jan. 1, 2023, the ATL logo and brand must be used on any and all MARTA property

At Least 10 Public Transit Agency/Operators

- Metropolitan Atlanta Rapid Transit Authority
- Cobb County Department of Transportation
- Douglas County Rideshare
- State Road & Tollway Authority
- Gwinnett County Board of Commissioners
- Cherokee County Board of Commissioners
- Henry County Transit
- Forsyth County Public Transportation Dial A Ride
- Coweta County Dial A Ride
- vRide and Enterprise Rideshare
### ATL Coordination with Existing Transit Entities (1 of 2)

<table>
<thead>
<tr>
<th>MARTA</th>
<th>GRTA</th>
<th>SRTA</th>
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<tbody>
<tr>
<td>- MARTA still exists and continues to exist</td>
<td>- GRTA still exists and continues to exist</td>
<td>- SRTA still exists and continues to exist</td>
</tr>
<tr>
<td>- MARTA has exclusive authority for operating region’s existing heavy rail system, including any new heavy rail projects</td>
<td>- GRTA’s authority over the TIP, DRI, and Governor’s Development Council remain intact as they exist today</td>
<td>- SRTA’s tolling, GTIB, and transportation financing roles remain intact</td>
</tr>
<tr>
<td>- MARTA controls its current local funding &amp; federal formula funding</td>
<td>- The ATL is administratively attached to GRTA</td>
<td>- SRTA’s GO! Transit program will be coordinated with the ATL</td>
</tr>
<tr>
<td>- MARTA’s legal contractual obligations unaffected</td>
<td>- GRTA’s role in regional transit transitions to ATL no later than July 1, 2020</td>
<td>- SRTA’s role in regional transit operations transitions to ATL no later than July 1, 2021</td>
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</table>
### ATL Coordination with Existing Transit Entities (2 of 2)

<table>
<thead>
<tr>
<th>ARC</th>
<th>GCT</th>
<th>CobbLinc</th>
<th>Others</th>
</tr>
</thead>
</table>
| • ARC still exists and continues to exist  
• ARC & ATL work closely together to revise current regional transit process  
• ARC & ATL work closely together to ensure that Regional Transit Plan aligns and integrates with TIP and STP processes and funding | • GCT still exists and continues to exist  
• Gwinnett has many options going forward | • CobbLinc still exists and continues to exist  
• Cobb has many options going forward | • County Demand-Response Transit Services  
• County Vanpool Programs  
• University Transit Services |
| CATS | | | |
| • CATS still exists and continues to exist  
• Cherokee has many options going forward | | |
Study Focus:

This study’s core question is:

*What operational, governance, policy, funding and regulatory changes should be made in order to improve transit in the State of Georgia?*

Key Definitions:

<table>
<thead>
<tr>
<th>Transit</th>
<th>Mobility</th>
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<tbody>
<tr>
<td>• Continuous shared-ride surface transportation</td>
<td>• Incorporates transit and broader modes, services and providers that transport people</td>
</tr>
<tr>
<td>• Open to the public (or specific segments)</td>
<td>• Includes taxi, rideshare, bike share, and autonomous vehicles</td>
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</table>
Georgia Transit Governance and Funding Study – Regional Approach

A **regional approach to assessing Georgia’s transit systems based on 2016 population estimates ensures the future needs of each region are considered throughout the study**

**Regions based on FTA Population Requirements**

- **Metro Atlanta**
  - 13 Counties as defined by the 13 county non-attainment area

- **Other Metro**
  - 28 Counties outside of Metro Atlanta region as defined by the FTA “urbanized area” population requirements (population > 50,000 based on 2016 population estimates)

- **Rural**
  - 111 Counties outside Metro Atlanta as defined by FTA’s “rural area” population requirements (population < 50,000 based on 2016 population estimates)

- **Rural Trending**
  - 7 Counties outside of Metro Atlanta with population sizes approaching FTA’s “urbanized area” population requirements (population 40,000–49,999 based on 2016 population estimates)

For this study, **Rural** includes both these categories.
Our team is working to identify ways to improve transit in Georgia.

Data collection and analysis served as inputs for three Greenhouse Labs which were conducted to validate our findings and obtain stakeholder feedback on the ideal future state of transit in Georgia.

### High-Level Tasks

<table>
<thead>
<tr>
<th>Phase</th>
<th>2017</th>
<th>2018</th>
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<tbody>
<tr>
<td></td>
<td>Oct</td>
<td>Nov</td>
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<tr>
<td>Phase I</td>
<td>Project Planning</td>
<td></td>
</tr>
<tr>
<td>Phase II</td>
<td>Metro Atlanta Systems</td>
<td></td>
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<tr>
<td></td>
<td>Rural Systems</td>
<td></td>
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<td></td>
<td>Other Metro Systems</td>
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<tr>
<td>Phase III</td>
<td>Develop scenarios and recommendations</td>
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</tbody>
</table>

**Phase II: Rural In-Depth Analysis**
will take place
July 2018 to June 2019

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We are here!
What Is A Transit Greenhouse Lab
A full-day multi-stakeholder workshop to accelerate development of future-state governance and funding for transit

Core Question

*What governance and funding structures will best serve the future of Rural and Other Metro transit systems?*

Workshop Structures

**ACT I**
PURPOSE AND CONTEXT

**ACT II**
WHERE ARE WE GOING

**ACT III**
HOW WILL WE GET THERE
Rural Greenhouse Lab
A full-day lab was hosted to accelerate development of future-state governance and funding for rural transit

**Workshop Invites**

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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</thead>
<tbody>
<tr>
<td><strong>1</strong> BRIAN ANDERSON, PRESIDENT &amp; CEO</td>
<td>COLUMBUS CHAMBER</td>
</tr>
<tr>
<td><strong>2</strong> SUZANNE ANGELL, DEPUTY DIRECTOR</td>
<td>SOUTHWEST GEORGIA RC</td>
</tr>
<tr>
<td><strong>3</strong> LEIGH ANN TRAINER, MANAGER</td>
<td>DHS TRANSPORTATION SERVICES</td>
</tr>
<tr>
<td><strong>4</strong> LEE BECKMANN*, CHAIR</td>
<td>GA PORTS AUTHORITY</td>
</tr>
<tr>
<td><strong>5</strong> NEIL BITTING, ASSISTANT COMMISSIONER</td>
<td>TECHNICAL COLLEGE SYSTEM OF GEORGIA</td>
</tr>
<tr>
<td><strong>6</strong> WALTER M. DERISO, JR., CHAIR</td>
<td>GRTA</td>
</tr>
<tr>
<td><strong>7</strong> JD DILLARD, TRANSIT COORDINATOR</td>
<td>SOUTHERN RC</td>
</tr>
<tr>
<td><strong>8</strong> MAGGIE DOLAN, DIRECTOR OF PLANNING</td>
<td>UNIVERSITY SYSTEM OF GEORGIA</td>
</tr>
<tr>
<td><strong>9</strong> JIM DOVE, EXECUTIVE DIRECTOR</td>
<td>NORTHEAST GEORGIA RC</td>
</tr>
<tr>
<td><strong>10</strong> BLAKE FULENWIDER, DEPUTY COMMISSIONER</td>
<td>DCH</td>
</tr>
<tr>
<td><strong>11</strong> ROBERT HIETT, DEPUTY EXECUTIVE DIRECTOR</td>
<td>THREE RIVERS RC</td>
</tr>
<tr>
<td><strong>12</strong> COREY HULL, CHAIR</td>
<td>GAMPO</td>
</tr>
<tr>
<td><strong>13</strong> ANDREW JOHNSON, DEPUTY COMMISSIONER</td>
<td>DCH</td>
</tr>
<tr>
<td><strong>14</strong> BRETT MANNING, EXECUTIVE DIRECTOR</td>
<td>HEARTH OF GEORGIA</td>
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<tr>
<td><strong>15</strong> DON MASISAK, TRANSPORTATION DIRECTOR</td>
<td>ALTAMAHA RC</td>
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<tr>
<td><strong>16</strong> LAURA MATHIS, EXECUTIVE DIRECTOR</td>
<td>COASTAL RC</td>
</tr>
<tr>
<td><strong>17</strong> JARROD MCCARTHY, MOBILITY MANAGER</td>
<td>RIVER VALLEY RC</td>
</tr>
<tr>
<td><strong>18</strong> ROBERT MCDANIEL, EXECUTIVE DIRECTOR</td>
<td>SOUTHWEST GEORGIA RC</td>
</tr>
<tr>
<td><strong>19</strong> BUTCH MCDUFFIE, DIRECTOR</td>
<td>ATHENS TRANSIT</td>
</tr>
<tr>
<td><strong>20</strong> RUSSELL R. MCMURRY, COMMISSIONER</td>
<td>GDOT</td>
</tr>
<tr>
<td><strong>21</strong> JADE MOREY, PRESIDENT &amp; CEO</td>
<td>MCDUFFIE FORWARD</td>
</tr>
<tr>
<td><strong>22</strong> PHILIPPA MOSS, DIRECTOR</td>
<td>HALL COUNTY TRANSIT &amp; GEORGIA MOUNTAINS RC</td>
</tr>
<tr>
<td><strong>23</strong> CHARLOTTE NASH, CHAIRWOMAN</td>
<td>GWINNETT COUNTY</td>
</tr>
<tr>
<td><strong>24</strong> KEITH PARKER, CEO</td>
<td>GOODWILL OF NORTH GEORGIA</td>
</tr>
<tr>
<td><strong>25</strong> CATHTY PERRY, DISTRICT MANAGER</td>
<td>DHS TRANSPORTATION SERVICES</td>
</tr>
<tr>
<td><strong>26</strong> KAY PIPPIN, MAYOR</td>
<td>CITY OF JACKSON &amp; GMA</td>
</tr>
<tr>
<td><strong>27</strong> JOY SHIRLEY, DIRECTOR</td>
<td>THREE RIVERS RC</td>
</tr>
<tr>
<td><strong>28</strong> JIM STIFF, CEO</td>
<td>GOODWILL OF MIDDLE GEORGIA AND CENTRAL SAVANNAH RIVER AREA</td>
</tr>
<tr>
<td><strong>29</strong> BRENDA THOMAS, ASSOCIATE VICE PRESIDENT</td>
<td>ADULT LEARNING CENTER</td>
</tr>
<tr>
<td><strong>30</strong> CHRIS TOMLINSON, EXECUTIVE DIRECTOR</td>
<td>SRTA/GRTA</td>
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<tr>
<td><strong>31</strong> DAVE WILLS, INTERIM EXECUTIVE DIRECTOR</td>
<td>ACCG</td>
</tr>
<tr>
<td><strong>32</strong> JAMES PEEPLES, DIRECTOR OF TRANSPORTATION</td>
<td>DCH</td>
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* Indicates invitees not in attendance
Rural Transit Overview

Participants were provided data depicting the current state of transit in rural Georgia to help provide context and purpose for lab activities.

Georgia’s population is 10 million and growing. More than 2 million of Georgia’s residents live across 118 rural counties.

- **Rural Agencies/Operators**
  - Demand response or non-fixed route service is only mode of service

- **Transit Planning Organizations**
  - 11 Regional Commissions
  - *5 Metropolitan Planning Organizations

**Metro Bus, Demand Response, & Ferry Boat**
- Metro Bus & Demand Response
- Metro Bus
- Demand Response Provided by Regional Commission
- Demand Response

*MPOs are typically centered around an urban center within a single county while portions of bordering counties are included in the MPOs boundaries.*
Rural Transit Greenhouse Lab
Lab participants provided attributes for the ideal future of transit and jointly developed a high-level vision statement

Ideal Attributes Identified

<table>
<thead>
<tr>
<th>Accessible</th>
<th>Adaptable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient</td>
<td>Coordinated</td>
</tr>
<tr>
<td>Efficient</td>
<td>Equitable</td>
</tr>
<tr>
<td>Innovative</td>
<td>Multimodal</td>
</tr>
<tr>
<td>Reliable</td>
<td>Serves Local Needs</td>
</tr>
<tr>
<td>Inclusive</td>
<td>Effective</td>
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</table>

Connected to jobs, healthcare, education, and workforce training

Draft New Vision Statement

*A sustainable transit/mobility network that provides customers reliable access to critical services and opportunity*

Attributes that were most frequently mentioned are indicated in green boxes
Rural Transit Design Principles

Lab participants provided input to draft design principles that further detail a future state vision and can be used as criteria to make decisions about the future.

**Be relevant and accessible**

Design relevant services using accessible and innovative solutions

**Connect to critical needs**

Connect communities and citizens to critical destinations and services such as jobs, healthcare, and education

**Access for all rural Georgians**

Coordinate between federal, state, local, and private sector to increase access to transit services

**Innovate to meet funding needs**

Design for adequate and sustainable funding from diverse sources
Rural Future Governance Direction
Participants provided input on potential stakeholder roles within a future governance structure

State’s Role
- Incentivize regional coordination
- Enable transit services across county and regional lines
- Training and planning support
- Provide administrative support
- Contract services when no operator exist
- Market and advocate

Regional Commissions’ Role
- Inform and educate policy makers
- Coordinate planning across county and regional lines
- Ensure planning addresses local needs
- Operate/contract and market services

Local Governments’ Role
- Identify local needs of communities served
- Collaborate with planning entities
- Provide administrative support
- Contract services when no operator exist
- Market and advocate

Shared Roles
- Collaborate to develop high-level policy and strategy
- Planning
- State oversight while services are delivered regionally
- Purchasing
- Informing citizens of their options
Rural Transit Greenhouse Lab
Participants provided input on how to obtain and distribute funding in the future state

Streamlined receipt and distribution of federal funds
• A governance body at the state level that is sponsored by a **new or existing state agency.** The governance body should have:
  - Representation from all agencies with a vested interest in transit
  - Expertise in audit and reporting requirements
  - Authority to allocate funding at the regional level

Flexible funding
• **Greater flexibility** to meet the varying needs of rural transit providers (e.g. operational vs. capital)
• Need predictable and long-term state and local funding
• Broaden the mix of funding using innovative sources (e.g. HUD, VA, and community development bonds)

Leverage local funding
• Allow **local taxes** to be used for **operations**
• The **state should incentivize** local funding contributions
• The state should **incentivize private sector** investments (e.g. large employers and/or universities)
Other Metro Greenhouse Lab
A full-day lab was hosted to accelerate development of future-state governance and funding for transit in Georgia’s small and large urban areas outside of Atlanta.

**Workshop Invitees**

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>1 JASON ANAVITARTE, DIRECTOR OF STATE DEVELOPMENT AND ADVOCACY</td>
<td>CARESOURCE</td>
</tr>
<tr>
<td>2 LEE BECKMANN*, CHAIR</td>
<td>GA PORTS AUTHORITY</td>
</tr>
<tr>
<td>3 SEAN BRANDON, DIRECTOR MOBILITY &amp; PARKING SERVICES</td>
<td>CITY OF SAVANNAH</td>
</tr>
<tr>
<td>4 WOODY DAHMER, ASST CHIEF OF MANAGED CARE CONTRACTS</td>
<td>DCH</td>
</tr>
<tr>
<td>5 SHARON DOTTERY, TRANSIT CONTRACT MANAGER</td>
<td>AUGUSTA RICHMOND COUNTY TRANSIT</td>
</tr>
<tr>
<td>6 KIRK FJELSTUL, EXECUTIVE DIRECTOR</td>
<td>THREE RIVERS REGIONAL COMMISSION</td>
</tr>
<tr>
<td>7 STEVE FOSTER, SENIOR URBAN ADVISOR</td>
<td>GEORGIA POWER</td>
</tr>
<tr>
<td>8 DAVID HAMILTON*, TRANSPORTATION DIRECTOR</td>
<td>ALBANY TRANSIT</td>
</tr>
<tr>
<td>9 SCOTT HAGGARD, GOVERNMENT AND EXTERNAL AFFAIRS DIRECTOR</td>
<td>ATLANTA TRANSIT LINK (ATL)</td>
</tr>
<tr>
<td>10 LARRY HANSON, EXECUTIVE DIRECTOR</td>
<td>GMA</td>
</tr>
<tr>
<td>11 ROBERT HIETT, DEPUTY EXECUTIVE DIRECTOR</td>
<td>THREE RIVERS REGIONAL COMMISSION</td>
</tr>
<tr>
<td>12 THEODIS JACKSON*, GENERAL MANAGER</td>
<td>LIBERTY TRANSIT</td>
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**Other Metro Transit Greenhouse Lab Invitees**

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>13 TOMMY JENNINGS, BOARD CHAIR AND PRESIDENT</td>
<td>GCCE</td>
</tr>
<tr>
<td>14 ANDREW JOHNSON*, DEPUTY COMMISSIONER</td>
<td>DCH</td>
</tr>
<tr>
<td>15 NICK JULIANO*, PUBLIC AFFAIRS MANAGER SOUTHEAST</td>
<td>UBER</td>
</tr>
<tr>
<td>16 BUTCH MCDUFFIE*, DIRECTOR</td>
<td>ATHENS TRANSIT</td>
</tr>
<tr>
<td>17 JAMES PEOPLES, DIRECTOR NET</td>
<td>DCH</td>
</tr>
<tr>
<td>18 MEG PIRKLE, CHIEF ENGINEER</td>
<td>GDOT</td>
</tr>
<tr>
<td>19 ROBERT REICHERT, MAYOR</td>
<td>CITY OF MACON</td>
</tr>
<tr>
<td>20 ANDREW SAUNDERS, SUSTAINABILITY COORDINATOR</td>
<td>ATHENS-CLARKE COUNTY</td>
</tr>
<tr>
<td>21 GRANT SPARKS, PLANNING MANAGER</td>
<td>CHATHAM AREA TRANSIT</td>
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<tr>
<td>22 CHRIS TOMLINSON, EXECUTIVE DIRECTOR</td>
<td>SRTA</td>
</tr>
<tr>
<td>23 TERESA TOMLINSON, MAYOR</td>
<td>CITY OF COLUMBUS</td>
</tr>
<tr>
<td>24 BRIAN WALLACE, DIRECTOR OF STRAGIC INITIATIVES</td>
<td>GMA</td>
</tr>
<tr>
<td>25 DON WALTER, DIRECTOR OF TRANSPORTATION</td>
<td>UNIVERSITY OF GEORGIA</td>
</tr>
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* Indicates invitees not in attendance
Other Metro Transit Overview

Participants were provided data depicting the current state of transit in small and large urban areas to help provide context and purpose for lab activities.

Regional Commissions

- 10 Regional Commissions

Metropolitan Planning Organizations (MPOs)

- 15 Metropolitan Planning Organizations

- 10 Metro Bus and 13 Demand Response Operators
- 13 Demand Response Operators

Transit Planning Organizations

- 10 Regional Commissions
- 15 Metropolitan Planning Organizations

Additional Mobility Options

- Ride Hailing services offered in most counties but limited to urban centers
- Some counties have bike share programs

*Atlanta Regional Commission and Heart of Georgia Altamaha Regional Commission boundaries do not contain any other metro counties
Other Metro Transit Greenhouse Lab
Lab participants provided attributes for the ideal future of transit and jointly developed a high-level vision statement

Ideal Attributes Identified

- Accessible
- Affordable
- Efficient
- Connected
  - To Jobs and Economic Activity
- Integrated
  - With Surrounding Urban, Suburban and Rural Areas
- Coordinated & Seamless
  - Across County Lines, Transit Systems, and Modes

Draft Vision Statement

A sustainable and reliable multi-modal transit/mobility network that connects urban and rural communities and enhances economic opportunity
Other Metro Transit Design Principles

Lab participants provided input to draft design principles that further detail a future state vision and can be used as criteria to make decisions about the future.

Connect regions
Connect small and large urban cities with surrounding suburban and rural areas; connect across regions.

Coordinate governance
Coordinate planning, funding and service delivery across the state to maximize funds and support regional transit planning.

Tailor and synchronize services
Tailor modes to area population densities, synchronize technologies and services to enable access to centers of economic opportunity.

Diverse and reliable funding
Establish dedicated federal, state, and local funding; incentivize private sector support.
Participants provided input on potential stakeholder roles within a future governance structure.

### State’s Role
- High-level planning, strategy, and oversight
- Source of sustainable funding

### Regional Commissions’ Role
- Planning
- Coordination of services across jurisdictional lines
- Facilitate cooperation among local governments / operators

### MPOs’ Role
- Consolidate transit planning functions with regional commissions to reduce overlap
- Long range planning at the local and regional levels
- Provide data

### Counties’ Role
- Local funding sources
- Operations and service levels
- Service routes
- Short-term Planning
- Supplemental transit services

### City Governments’ Role
- Collaborate with counties and regional commissions to identify local needs
- Partner with operators and planning entities to maximize service delivery

### Shared Roles
- Single fare payment system
- Coordination between neighboring urban and rural operators
Other Metro Future Funding Direction
Participants provided input on how to obtain and distribute funding in the future state

Maximize existing federal funds
- Provide state funding to match federal funding
- Designate a single lead state agency to distribute funds
- Allocate funding based on needs and performance criteria
- Enable use of planning and operating funds at the regional level

Gain support for transit-SPLOST
- Transparency and well defined projects that will be funded
- Clearly convey the regional transit improvements and economic development benefits the funds will enable
- Demonstrate successful results from other areas to build support

Other feasible local funding mechanisms
- Impose taxes on hotels, alcohol / tobacco, or rideshare services
- Tax allocation districts around stations
- Funding from large employers
- Flexibility to use existing SPLOST for transit purposes
- Public Private Partnerships

Incentivize private sector
- Tax credits for employer spending on transit services
- Allow parking requirement reductions for contributions to transit
- Improve transit reliability and offer employer pass programs
- Communicate to employers the benefits of transit
Break
Hall Area Transit
Phillippa Lewis Moss  
Director, Gainesville-Hall County Community Services  
Home to Hall Area Transit  
pmoss@gainesville.org  
770.503.3340 / 770.503.3350
About Your Speaker....
Community Service Center

430 Prior St. SE

434 Prior St. SE

687 Main St.

$1.5M SPLOST VII PROJECT
Mission Statement

- The Community Service Center assesses present and future human service needs and identifies internal and external resources to best address those needs and restores wellness to the community.
Department Description

The Community Service Center (CSC) is a jointly funded human service agency of the City of Gainesville and Hall County. Since 1973, the Community Service Center has coordinated and/or delivered several services designed to ameliorate specific problems and enhance the quality of life of individuals, families and communities. Today, the agency’s resources are directed toward senior health and well-being, family financial management and public transportation.

The department works closely with other local government and nonprofit agencies to create a seamless service delivery system that is easy for individuals and families to navigate and achieve success. Finally, the department uses local dollars to leverage major funds from private, state and federal sources.
CSC Coverage Area
2016/17 Transit Development Plan

Gainesville-Hall County Metropolitan Transit Organization

Gainesville-Hall County Community Service Center

J.R. Wilburn & Associates
GAINESVILLE CONNECTION

• Fixed Route Bus Service
• 250 Bus Stops in Gainesville and Part of Oakwood
• Six fixed routes
• Weekday Service
• Operating Hours 6AM – 6PM
• One-hour frequency/headway
• 11,800 monthly trips

Hall County DIAL-A-RIDE

• Hall Countywide Demand Response Vanpool
• 429 Square Miles
• Curb-to-Curb / Door-to-Door
• Weekday Service
• Operating Hours 7AM – 5PM
• 2,000 monthly trips

• 50%:50% Funding by FTA and Hall County

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• Operating Hours 7AM – 5PM
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• 50%:50% Funding by FTA and Hall County
Gainesville Connection Service Area Characteristics

Low density development

- Residential primarily single family and rural
- Employment mostly industry and service related, with very little office or high density

Higher densities in Gainesville
Hall County Dial-A-Ride Service Area Characteristics

429 Square Miles: 54th largest county in landmass

Trip pattern very random

Trip Origins vary

Trip Destinations focus on Gainesville
Gainesville Connection Most Frequent Sites

35% Aging/Nutrition
4% Activities
17% Employment
8% Shopping
30% Medical
6% Education
Growing Demand for Transit

129 Corridor Into Jackson County
985 Corridor Into Oakwood, Braselton, Flowery Branch, VA
365 Corridor To Sites for Lanier Tech, YMCA, Other
South Hall – Increasing # of Underserved Senior Populations
Gainesville Connection Service Area Characteristics

Gainesville Area Unemployment Rate
(Not Seasonally Adjusted)

Gainesville Area: 2.8%

Note: Gainesville Area includes Hall County.

Source: Georgia Department of Labor – Mark Butler, Commissioner

4.5% GA unemployment rate
More drivers clog dense I-985

Hall County traffic has doubled in past 20 years

BY JEFF GILL
jgill@gainesvilletimes.com

Some 30 years ago, Fred Moses couldn’t wait to escape Atlanta traffic to travel to his Hall County farm.

“When I’d get off 145 and hit I-985, I might not see a car until I’d get to Gainesville,” he said.

That has certainly changed in the years since Moses set up his tire store, Fred’s Treads, off Mundy Mill Road at Interstate 985 in Oakwood in 1983.

“This is a very, very thriving community now,” he said.

The Hall County area’s growth has turned I-985 into a bustling roadway over the years, particularly in South Hall, where traffic counts have nearly doubled in the past 10 years.

An average of 61,900 vehicles per day traveled on I-985 south of Wade Orr Road in 2014 — the latest available data — compared to 33,510 in 2004 and 33,560 in 1984, according to the Georgia Department of Transportation.

Further north, just past Oakwood’s Exit 17, the traffic numbers for Interstate 985 traffic, like the area’s population, has significantly over the years, particularly in South Hall, where counts have nearly doubled in the past 20 years.

I-985 traffic counts
South of Wade Orr Road
1994: 33,800
2004: 38,710
2014: 37,000

North of Exit 17
1994: 34,100
2004: 31,850
2014: 34,400

Please see TRAFFIC, 4A
TDP: Recommendations
Improve Gainesville Connection Service

1. Extend operating hours from 12 hrs (6am-6pm) to 16 hour (4am-8pm)
2. Decrease headway to 30 minutes during peak hours
3. Extend Routes 10 and 50 and add new Route 60 (along SR 60)
4. Provide Saturday Service
5. Improve Customer Amenities
6. Make use of Technology
7. Establish Downtown Circular/Shuttle
8. Establish Commuter Service
TDP: Barrier To Recommendations
## Work With Local Businesses To Draw Down More Federal Funds

<table>
<thead>
<tr>
<th>Year</th>
<th>FTA Section 5307 Apportionments for Hall Area Transit</th>
<th>Section 5307 Local Match Provided</th>
<th>Section 5307 Unused Funding</th>
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<tr>
<td>2004</td>
<td>$704,205</td>
<td>$237,250</td>
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<td>2005</td>
<td>$737,998</td>
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<td>2006</td>
<td>$770,821</td>
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<td>2007</td>
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<td>$873,913</td>
<td>$320,896</td>
<td>$553,018</td>
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<td>2010</td>
<td>$383,486</td>
<td>$316,767</td>
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<td>2011</td>
<td>$392,602</td>
<td>$376,666</td>
<td>$15,937</td>
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<td>2012</td>
<td>$926,832</td>
<td>$371,002</td>
<td>$555,830</td>
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<td>2013</td>
<td>$1,482,376</td>
<td>$389,067</td>
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<td>2014</td>
<td>$1,534,619</td>
<td>$368,476</td>
<td>$1,166,143</td>
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<tr>
<td>2015</td>
<td>$1,531,289</td>
<td>$367,713</td>
<td>$1,163,576</td>
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<tr>
<td>2016</td>
<td></td>
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<td>TOTAL</td>
<td>$10,518,198</td>
<td>$3,895,772</td>
<td>$6,622,426</td>
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</table>

Gainesville-Hall County Designation Changed from Rural to Small Urban

Money Left On The Table

Gainesville-Hall County Designation Changed from Rural to Small Urban
Your Business Is Our Business.
Private Partnerships for Public Transit

Mincey Marble

Hospitality

Since 1994 we have been a specified supplier to all major and independent hospitality brands throughout the U.S., Canada, Mexico, Puerto Rico & the Virgin Islands.

Learn More
Mincey Marble Product Development

PRODUCTS

Panel Systems
Shower Pans
Shower Enclosures
Accessories

Hospitality Brands
Mincey Marble Office Building & Warehouse

Mincey purchased 80 acres in the Gainesville Business Park, Gainesville, GA, 10 miles north of its current Browns Bridge location.

The new site will house a 350,000 sq. ft., state of the art manufacturing facility along with a 30,000 sq. ft. Corporate Offices and a Design Center.
Gainesville Connection:
Service Expansion Strategy

1. Survey It
2. Map It
3. Design It
4. Customize It
5. Teach & Ride It
SURVEY

Survey employees to check management assumptions

EMPLOYEE TRANSPORTATION SURVEY

Minocy Marble Employees -
Minocy Marble is working with staff of Gainesville Connection with the hope of creating new bus routes and service hours that will help you get to work and back home each day in a safe, comfortable and inexpensive manner. To help us better understand your transportation needs please complete and return this brief survey.

How Do You Get To Work Most Days?
Check as many items as you wish

<table>
<thead>
<tr>
<th></th>
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<th>No</th>
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</thead>
<tbody>
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<td>Taxi</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I drive my own car</td>
<td></td>
<td></td>
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<tr>
<td>I walk</td>
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<td></td>
</tr>
<tr>
<td>Other</td>
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</table>

How Long Does It Take You To Get To Work Each Day?
Check as many items as you wish

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<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
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<td>&lt; 15 MINUTES</td>
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<td>15-30 MINUTES</td>
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<td></td>
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<tr>
<td>30-60 MINUTES</td>
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<td></td>
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<tr>
<td>60+ MINUTES</td>
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</table>

How Much Do You Typically Spend Each Day Getting To And From Work?
Check one

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<thead>
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<td>$1 to $2</td>
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<td>$3 - $4</td>
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<td>$5 - $8</td>
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<tr>
<td>$9 - $12</td>
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<td>$12+</td>
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What Places Would You Most Like To Visit Using The Bus?
Check as many items as you wish

<table>
<thead>
<tr>
<th>Place</th>
<th>Work</th>
<th>Medical</th>
<th>Dental Appointment</th>
<th>Shopping</th>
<th>School</th>
<th>Recreational</th>
<th>Restaurant</th>
<th>Daycare</th>
<th>Government Office</th>
<th>Visit Family and Friends</th>
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</thead>
</table>

What Is Your Experience With The Gainesville Connection Bus?
Check as many items as you wish

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>I have never used the bus</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I have used the bus on a regular basis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I have used the bus more than once</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I have family or friends that use the bus</td>
<td></td>
<td></td>
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What Are The Top Five Most Important Features Of The Bus Service?
Check all that apply

<table>
<thead>
<tr>
<th>Feature</th>
<th>The drivers are nice</th>
<th>The drivers are helpful</th>
<th>The buses are clean</th>
<th>The buses are comfortable</th>
<th>The buses are on schedule</th>
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Please describe yourself
Check the boxes that best describe you

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<thead>
<tr>
<th></th>
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<th>No</th>
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<td></td>
<td></td>
</tr>
<tr>
<td>Female</td>
<td></td>
<td></td>
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<tr>
<td>18-24 years old</td>
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<tr>
<td>25-34 years old</td>
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<td>45-54 years old</td>
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<td>55 or older</td>
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<td>Married</td>
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<tr>
<td>Single</td>
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<td>Speak English</td>
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<td>Speak Spanish</td>
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<td>Write English</td>
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<td>Speak Spanish</td>
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<td>Write Spanish</td>
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<td>Asian</td>
<td></td>
<td></td>
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<tr>
<td>Other</td>
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</tbody>
</table>
MAP

Map Employee Addresses onto Existing Bus Routes To Determine Overlap
ROUTE DESIGN

Design Bus Routes to Business Parks, Retail Centers, Government Facilities & High Density Residential Neighborhoods
CUSTOMIZATION

Create detailed bus riding instructions for each employee

Route 20 – Enota Ave NE Bus Stop 4:55 am
Transfer at Gainesville Connection Bus Station from 5:10 – 5:20

Route 60 - Mincey Marble Bus Stop 5:38 am

Route 60 - Mincey Marble Bus Stop 2:38 pm
Transfer at Gainesville Connection Bus Station from 3:10 – 3:20

Route 20 - Dorsey Street Bus Stop 3:55 pm
TEACH & RIDE

Provide Employee Engagement Opportunities to Become Familiar with Transit Service
Are You Ready To Connect?
OLD, BUT DISRUPTIVE INFORMATION
Prediction & Implications of Large Urban Status

• Prediction:
  • By 2020 Census, Hall County, will have reached a population of 200,000+
  • The Office of Management & Budget will designate Gainesville-Hall County as a “Large Urban Area”.

• Implications:
  • The allocation of federal funds to Hall County will increase significantly for many programs/services
  • Reporting for federal funds will shift from state agencies to Gainesville & Hall County as they become direct recipients
  • Transit Operation Funds Go from 50% match to 0% match
    • US Section 5307 Table 3A may offer some relief
Issues & Suggestions for Governance & Funding
Other Issues From Rural & Small Urban Areas

Some transit systems are operating in multiple counties w/ rural and small urban designations w/different & conflicting rules.

As rural areas become more urbanized, they begin to draw down less on Section 5311 funds and more on limited Section 5307 funds where there’s more competition.

Only limited types of buses purchased under section 5311 via GDOT DOAS contract. One size does not fit all.

Dispatching Systems require customization w/o complimentary funds.

Policy conflicts between GDOT Demand Response program and DHS Coordinated Transportation program.
Other Issues From Rural & Small Urban Areas

Increase demand from employer and medical centers
Increase demand from active aging communities w/national standards
Increase in demand from millennials with different transit expectations
No preparation/training or transition period for communities transitioning from rural to small urban to large urban

GDOT uses a compliance/regulatory model compared to other DOTS like Virginia, Florida, NC, Tennessee that use economic development catalyst model

• Note: Rural communities, Small Urban communities, DOT and DHS tend to have limited staff with specialized training in public transit
Suggestions Regarding Transit Governance & Funding

LOCAL GOVERNMENT
- Advertisement Sales
- Fares
- Public-Private Partnerships
- General Fund
- TSPLOST

STATE
- Go Transit!
  - Limitation: Capital Must Have a 10-year Life

• HB 390: The ATL
  - Limitation: Largest focus on metro area
  - Counties outside of the “non-attainment” area may join together for a two-county sales tax to finance transit/TSPLOST. Many counties resistant to new “tax”.
  - Consolidate fixed route, demand response and coordinated transportation funding under one entity with highly experienced transit practitioners who can address regulatory and operating issues equally.
Questions?

Phillippa Lewis Moss
Director, Gainesville-Hall County Community Services
Home to Hall Area Transit
pmoss@gainesville.org
770.503.3340 / 770.503.3350
Coordinated Transportation

Presentation to the House Transit Governance and Funding Committee

Leigh Ann Trainer
Transportation Services Manager
What is DHS Coordinated Transportation?

The statewide Department of Human Services (DHS) Coordinated Transportation System provides access to human services for eligible consumers served by:

- DHS: Division of Aging Services (DAS) & Division of Family and Children Services (DFCS)
- Georgia Vocational Rehabilitation Agency (GVRA)
- Georgia Department of Behavioral Health & Developmental Disabilities (DBHDD)

Benefits:

- Provides increased efficiency in operations
- Eliminates duplication of programs, staff, services, and vehicles
DHS Regions & Service Provision

- Coordinated Transportation operates via purchase of service contracts within each DHS region.
- Providers are a mix of governmental entities, for-profit entities, and private non-profit organizations.
- Contractors are reimbursed for services provided using a fee for service methodology in the form of one way trip rates.
- All consumer groups are not served in every county, but some services are provided in each of the 159 counties.
- Regional Transportation Offices (RTOs) are staffed in each of the 12 DHS regions. Transportation services are designed, coordinated, and monitored through the RTO staff assigned to each DHS region.
Trips Provided by Consumer Group

Consumers Served by Partner

- FY13
- FY14
- FY15
- FY16
- FY17

Division of Aging Services
Division of Family and Children Services
Department of Behavioral Health and Developmental Disabilities
Georgia Vocational Rehabilitation Agency
Other Projects

Trips Provided Annually by Partner

- FY13
- FY14
- FY15
- FY16
- FY17

Division of Aging Services
Division of Family and Children Services
Department of Behavioral Health and Developmental Disabilities
Georgia Vocational Rehabilitation Agency
Other Projects
Historical Funding

Funds Expended by Partner

<table>
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<tr>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
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<tbody>
<tr>
<td>$0</td>
<td>$2</td>
<td>$10</td>
<td>$12</td>
<td>$14</td>
</tr>
</tbody>
</table>

- **Division of Aging Services**
- **Division of Family and Children Services**
- **Department of Behavioral Health and Developmental Disabilities**
- **Georgia Vocational Rehabilitation Agency**
- **Other Projects**

Millions
The system is funded by DHS and partners who purchase services from the system.
Coordination with Other State Agencies

Georgia Department of Transportation (GDOT) Rural Public Transit System (5311)

• In two regions of the state, the same contractor is used for both the DHS Coordinated Transportation System and the GDOT Rural Public Transit System (5311)
  - Increases efficiency:
    ◦ DHS purchases services from 5311 operators
    ◦ GDOT provides capital equipment and maintenance support
  - Enables DHS to provide transportation to more consumers
  - Decreases duplication of services
Challenges in Transportation

Federal funding has declined due to federal grant modifications, constraining our ability to serve those who qualify. Eligible consumers are served based on priorities determined by the funding entity.

In rural areas, consumers often live considerable distances from services. Transportation providers travel long distances between trip origination and destination.

• For example, in Savannah, individuals live an average of 10 miles from the senior center and have an average trip time of 20 minutes. In the rural area of Effingham County, individuals live an average of 20 miles from the senior center and have an average trip time of up to an hour.
Challenges in Transportation

According to Savannahnow.com (June 2018), the decline in federal funds dispersed by GDOT will constrain the ability of the transportation system in Coastal Georgia to serve eligible low income, elderly, and disabled citizens.

Coastal Regional Commission, the entity responsible for management of the system, does not know the impact the reduction of approximately $400,000 will have on services.

The nine coastal counties currently contribute over $405,000 to the system, but are unable to make up the $400,000 decrease in federal funds.

According to the article, “Just how many of the 62 buses operated by the Coastal Regional Commission will be cut has not yet been determined, but there will be some impact on people who pay $3 each way to visit a doctor in their own county, according to Allen Burns, executive director of the commission.”

Sixty-five percent of the riders come from DHS, while the public makes up the balance of riders. For example, individuals served by EmployAbility utilize the transit system to commute to work.

The challenge facing all is how to maintain transportation services.
Current Initiatives to Improve Transportation

Implement transportation projects identified in coordination with partners to increase transportation options and allow access to needed services within local communities.

- “Senior Shuttle” projects are planned for implementation in Vidalia and Waycross. The shuttles will operate one day per week for approximately 6 hours, making the same stops each hour. Seniors are involved in determining the shuttle “stops”. Current plans include stops at the pharmacy, post office, library, utility company, and Walmart.
- The feasibility of implementing a pilot project with Lyft is in the beginning planning stages.

Additional proposed initiatives for rural areas:

- Implement volunteer driver programs in areas where the need exceeds available funds.
- Implement voucher programs that reimburse non-family members to transport a consumer to services.
Questions?

For additional information, please contact:

Leigh Ann Trainer
Transportation Services Manager
404.657.6211
leighann.trainer@dhs.ga.gov
Lunch
Next Steps
Project Objectives

The objectives for the next phase of the project establish the design and legislative support for a new governance and funding model for rural transit in Georgia.

1. Design a new governance model for rural transit for better service delivery that meets future needs of people across the state.

2. Create an innovative funding approach for rural transit that effectively utilizes all possible public funding sources (State, Local, and Federal) and encourages private sector investment using new technologies (e.g., ride sharing/hailing, EV, AV, etc.).

3. Support the legislative process through stakeholder outreach and communications to promote the implementation of the desired governance and funding models.

Do these objectives seem like the right ones for the next phase of the transit study?
# High Level Project Approach

<table>
<thead>
<tr>
<th>Key Activities</th>
<th>Description</th>
<th>Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Conduct detailed analysis of current rural transit system</strong></td>
<td>Analyze detailed data from agencies/providers to evaluate current transit structures, service levels, and funding receipt and distribution across transit programs and regions. Define specific metrics and criteria by which to evaluate alternative models.</td>
<td>• Detailed Rural Transit Assessment</td>
</tr>
<tr>
<td><strong>Assess rural transit innovations &amp; best practices</strong></td>
<td>Conduct interviews &amp; deep dive assessment of leading practice alternatives used by 2-3 other states with high performing rural transit. Research options for integrating new modes and tech pilots (e.g., ride share, connected &amp; autonomous vehicles, etc.) for rural delivery &amp; private sector partnership.</td>
<td>• Rural Transit Innovation &amp; Best Practices Report</td>
</tr>
<tr>
<td><strong>Develop rural transit strategy &amp; alternatives for governance &amp; funding</strong></td>
<td>Evaluate governance options and define alternative structures for rural transit, including specific roles and responsibilities at the local, regional, and state levels. Define funding model alternatives and evaluate new sources for rural transit, including opportunities to pilot new private sector solutions to complement public transit.</td>
<td>• Recommended Governance &amp; Funding Model Design</td>
</tr>
<tr>
<td><strong>Support legislative activities for new governance &amp; funding model</strong></td>
<td>Work with State leadership to determine scope of policy recommendations and implementation approach for the proposed governance and funding model changes. Create and execute stakeholder engagement plan, including communications.</td>
<td>• House Commission Meeting Materials • Outreach &amp; engagement plan • Communications materials • Rural governance &amp; funding model implementation plan</td>
</tr>
</tbody>
</table>

- Detailed Rural Transit Assessment
- Rural Transit Innovation & Best Practices Report
- Recommended Governance & Funding Model Design
- House Commission Meeting Materials
- Outreach & engagement plan
- Communications materials
- Rural governance & funding model implementation plan
**Next Steps**

Rural transit will be the focus for near term activities

**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

### In-Depth Rural Study

#### High Level Timeline

<table>
<thead>
<tr>
<th>High-Level Tasks</th>
<th>2018</th>
<th>2019</th>
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<tr>
<td></td>
<td>July</td>
<td>Aug</td>
</tr>
<tr>
<td>Data Collection and Detailed Analysis</td>
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<td>Strategy and Alternatives Development</td>
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<tr>
<td>Legislative and Implementation Support</td>
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<td></td>
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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 and best practice in-depth analysis findings

- **October 2018**
  - Highlight recommendations and summary of Commission report

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

- **June 2019**
  - Goals and objectives for 2020
Rural Transit Stakeholder Outreach Approach
Our team will conduct outreach and engage stakeholders to find solutions, solicit input, and validate recommendations

<table>
<thead>
<tr>
<th><strong>Target Audiences</strong></th>
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<tbody>
<tr>
<td><strong>1. Transit operators, planners, and leaders</strong></td>
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<tr>
<td>- Agencies, including State entities like GDOT, DCH, DHS, DBHDD, and local regulators</td>
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<tr>
<td>- Transit operators like local providers (e.g., Athens Transit) and private providers of transport and car/bike sharing</td>
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<tr>
<td>- Planners including MPOs, Regional Commissions, and local planning entities</td>
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<tr>
<td><strong>2. Transit beneficiaries</strong></td>
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<tr>
<td>- Business community like Chambers of Commerce, Workforce Leadership Association, major employers</td>
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<td><strong>3. Transit users</strong></td>
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<td>- Regular commuters like workers and college students</td>
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<td>- Transit dependent groups including aged, blind, disabled, unemployed, and underemployed</td>
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</table>
The following states exhibit transit governance best practices that were favorable to Greenhouse lab participants and will be further examined during the in-depth analysis.

<table>
<thead>
<tr>
<th>Primary States To Consider</th>
<th>Population Similar to GA</th>
<th>Significant State Funding</th>
<th>Significant Transit Coordination</th>
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</thead>
<tbody>
<tr>
<td>Massachusetts (MA)</td>
<td>6.86 million</td>
<td>Operating – 50% Capital – 36%</td>
<td>MassDOT provides liaisons and state matching funds to all of the state’s 13 regional planning agencies (RPAs) to implement transportation planning</td>
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<tr>
<td>Maryland (MD)</td>
<td>6.05 million</td>
<td>Operating - 61% Capital – 53%</td>
<td>The state provides Offices of Local Transit Support (OLTS) to provide a variety of technical assistance services to the Local Operating Transit Systems (LOTS) operating in the state. These include: federal and state regulatory compliance, operations, management, planning, and training</td>
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<tr>
<td>Kansas (KS)</td>
<td>2.9 million</td>
<td>Operating – 14% Capital - ~0%</td>
<td>The state has created 10 transit districts and incentivizes consolidation across agencies. The state designed unique regional routes, coordinated schedules, mobility management technology, regional governance structures, and consistent branding</td>
</tr>
</tbody>
</table>

*Minnesota, Colorado, and Illinois were also noted as states that exhibit best practices in transit governance relevant to Georgia’s rural environment.

**The listed states may be subject to change based upon subsequent findings.
Questions?

1. What are the most important considerations when we look at opportunities to improve rural transit, or connect rural to other metro areas?

2. What are the most critical challenges for rural transit from your perspectives?