



September 2025 Service Change

***Requesting public comment on the
Title VI Service Equity Analysis***

September 2026 – Public Hearing

Agenda

- Background, Change, Recommendation
- GTEA Title VI Program requirements
- September 2025 Major Service Change details
- Title VI Service Equity Analysis results
- Next Steps

What we need from you today...

- Consideration and public comment, if desired

September 2025 Major Service Change

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Background

- 1 **Redefining the Ride (RtR)** launched **June 15, 2025** to right-size service
- 2 **Ridership returned higher than projected**, prompting added trips on existing routes effective September 15, 2025
- 3 **This temporary increase exceeded 25% of revenue hours on some routes**, requiring a Title VI service equity analysis. After 12 months, FTA considers the change to be permanent

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Change

- 1 **Required Title VI service equity analysis revealed no disparate impact or disproportionate burden** based on the September 2025 temporary service change
- 2 Both minority focus routes and two of the three low-income focus routes **gained service**

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Recommendation

- ✓ **Conduct 30-day public comment period** for the September 2025 temporary service changes per GTEA Title VI Program and FTA requirements
- ✓ **Board Adoption of the changes** following public comment period and public hearing

Why is it required?

- GTEA Title VI Program Requirements
 - **“Major service change”** defined as 25% increase or decrease in route revenue hours
 - **Title VI equity analysis and 30-day public comment period** required for all major service changes
 - FTA allows **temporary changes for up to 12 months**
- Xpress implemented Redefining the Ride (RtR) in June 2025
 - **21% increase in daily Xpress boardings** in August 2025 due to return-to-office policies and start of school year
 - **25% of trips averaged >40 daily passengers**
- Additional Xpress trips on existing routes **effective September 15, 2025**

Where are GTEA minority park and ride lots?

P&R Lot Service Area Existing Minority Population

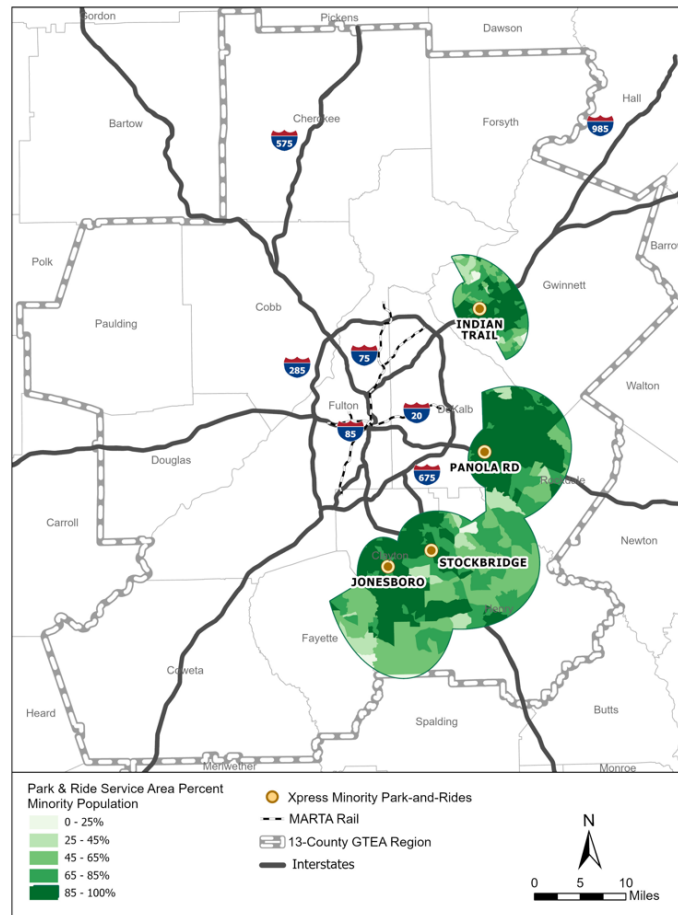
P&R Lot	Total Population	Minority	% Minority
Buford	238,961	116,730	49%
Cumming	124,815	40,252	32%
Dacula	59,084	33,747	57%
Douglas MMTC	141,847	79,648	56%
Hamilton Mill	191,958	90,195	47%
Hewatt Rd	207,069	146,141	71%
Hickory Grove	233,906	85,860	37%
Hiram	118,140	50,836	43%
Indian Trail	184,689	147,790	80%
Jonesboro	198,593	167,071	84%
McDonough	120,866	81,590	68%
Newnan	93,518	37,439	40%
Panola Rd	181,508	167,713	92%
Powder Springs	104,546	68,257	65%
Snellville	154,350	106,876	69%
Stockbridge	227,536	180,978	80%
Sugarloaf Mills	589,342	388,055	66%
Town Center Big Shanty	361,811	133,734	37%
West Conyers	224,820	158,723	71%
West Douglas	138,706	73,628	53%
Systemwide	2,722,574	1,669,935	61.3%

Bolded P&R locations are identified as the "minority", due to their minority percentages being 15% higher than the systemwide minority percentage

Where are the GTEA minority park and ride lots?

GTEA Minority Park and Ride (P&R) lot locations

1. Indian Trail
2. Panola Road
3. Stockbridge
4. Jonesboro



P&R locations are identified as the "minority", due to their minority percentages being 15% higher than the systemwide average minority percentage. The systemwide average minority percentage = 61.3%

Where are GTEA minority routes and lots?

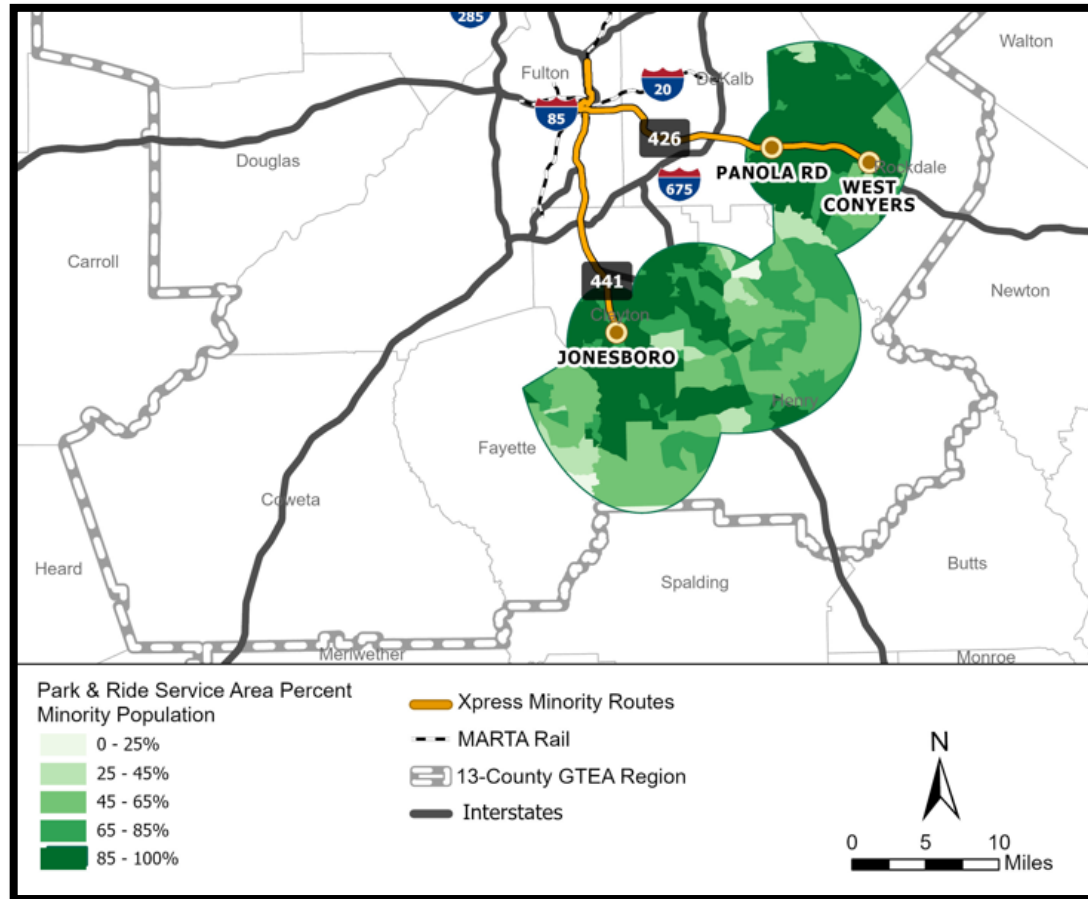
Route Service Area Existing Minority Population

Route	Park-and-ride Served	Total Population	Minority	% Minority
401	Cumming	124,815	40,252	32%
411	Buford, Sugarloaf Mills	678,967	419,731	62.1%
412	Buford, Sugarloaf Mills	678,967	419,731	62.1%
413	Hamilton Mill, Sugarloaf Mills	686,978	423,300	62.1%
414	Hamilton Mill, Sugarloaf Mills	686,978	423,300	62.1%
415	Indian Trail, Sugarloaf Mills	743,531	510,541	69.0%
416	Dacula, Indian Trail	243,773	181,537	74%
419	Snellville, Hewatt Rd	259,008	181,906	70%
426	West Conyers, Panola Rd	383,935	308,571	80%
430	McDonough, Stockbridge	301,100	226,460	75%
441	Jonesboro	198,593	167,071	84%
453	Newnan	93,518	37,439	40%
463	West Douglas, Douglas MMTC	165,489	88,327	53%
476	Hiram, Powder Springs	190,508	102,445	54%
484	Hickory Grove, Town Center Big Shanty	398,563	142,863	36%
Systemwide		2,722,574	1,669,935	61.3%

Bolded routes are identified as the "minority", due to their minority percentages being 15% higher than the systemwide minority percentage

Where are the GTEA minority routes?

GTEA Minority Routes



1. Route 426
2. Route 441

Routes are identified as the "minority", due to their minority percentages being 15% higher than the systemwide average minority percentage.
The systemwide average minority percentage = 61.3%

Where are GTEA low-Income routes and lots?

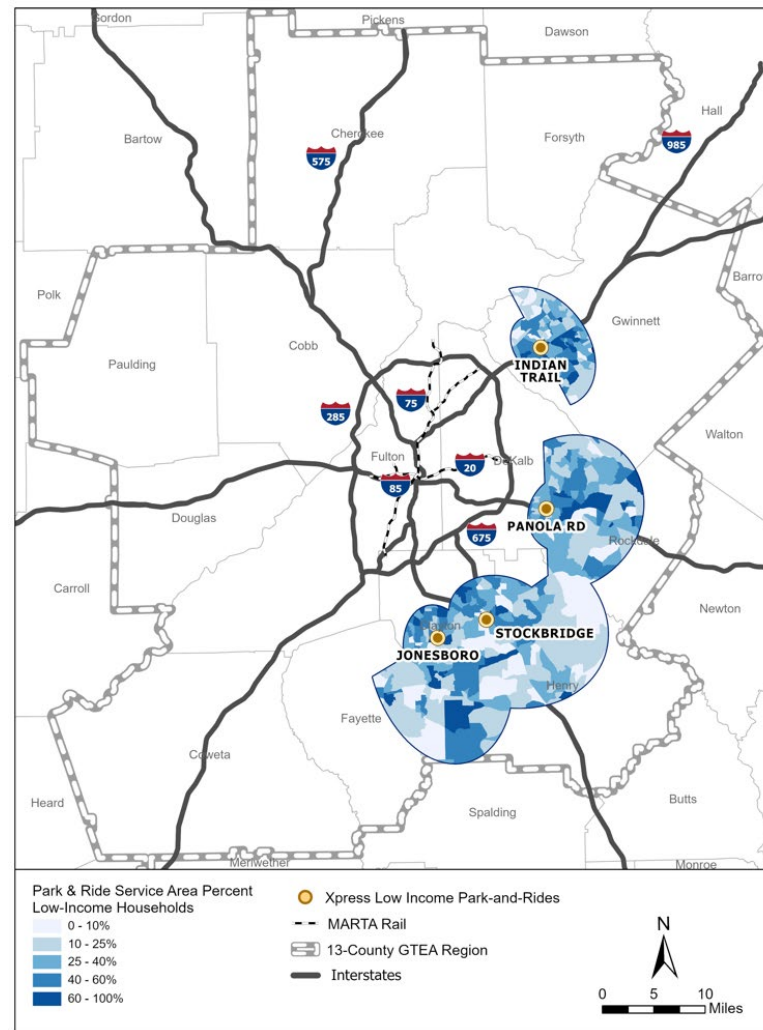
P&R Lot Service Area Existing Low-Income Population

P&R Lot	Total Household	Low-Income	% Low-Income
Buford	78,208	16,682	21%
Cumming	41,816	7,282	17%
Dacula	18,543	4,017	22%
Douglas MMTC	48,010	11,676	24%
Hamilton Mill	62,441	12,505	20%
Hewatt Rd	65,120	12,836	20%
Hickory Grove	83,341	16,318	20%
Hiram	39,350	7,841	20%
Indian Trail	66,060	24,316	37%
Jonesboro	70,357	22,846	33%
McDonough	40,635	9,309	23%
Newnan	35,140	9,052	26%
Panola Rd	61,700	20,721	34%
Powder Springs	37,417	8,212	22%
Snellville	48,726	9,716	20%
Stockbridge	80,327	23,637	29%
Sugarloaf Mills	191,603	43,872	23%
Town Center Big Shanty	132,955	27,813	21%
West Conyers	78,626	22,360	28%
West Douglas	47,180	12,069	26%
Systemwide	934,116	235,704	25.2%

Bolded P&R locations are identified as "low income", due to their low-income percentages being 3% higher than the systemwide low-income percentage

Where are the GTEA low-Income park and ride lots?

GTEA low-income Park and Ride (P&R) lot locations



Bolded P&R locations are identified as "low income", due to their low-income percentages being 3% higher than the systemwide low-income percentage

Where are GTEA low-Income routes and lots?

Route Service Area Existing low in-come Population

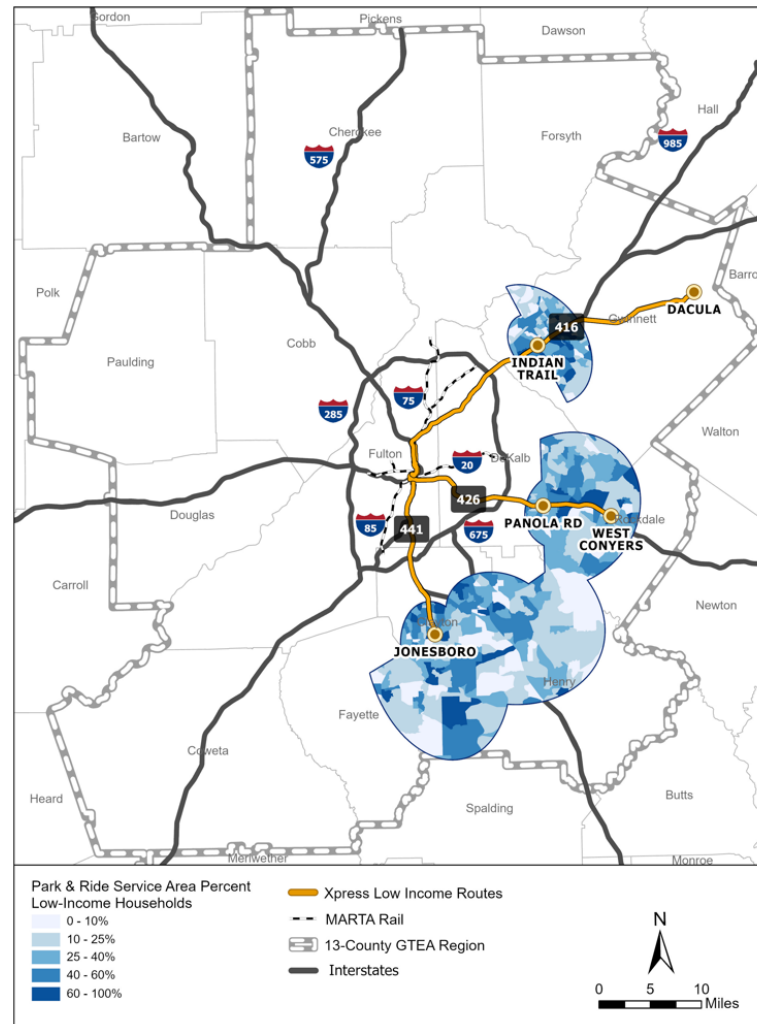
Route	Park-and-ride Served	Total Household	Low-Income	% Low-Income
401	Cumming	41,816	7,282	17%
411	Buford, Sugarloaf Mills	222,091	49,886	22%
412	Buford, Sugarloaf Mills	222,091	49,886	22%
413	Hamilton Mill, Sugarloaf Mills	224,664	50,277	22%
414	Hamilton Mill, Sugarloaf Mills	224,664	50,277	22%
415	Indian Trail, Sugarloaf Mills	245,473	63,381	26%
416	Dacula, Indian Trail	84,602	28,333	33%
419	Snellville, Hewatt Rd	81,145	16,233	20%
426	West Conyers, Panola Rd	132,429	40,402	31%
430	McDonough, Stockbridge	104,713	28,977	28%
441	Jonesboro	70,357	22,846	32%
453	Newnan	35,140	9,052	26%
463	West Douglas, Douglas MMTC	55,950	14,044	25%
476	Hiram, Powder Springs	65,617	13,866	21%
484	Hickory Grove, Town Center Big Shanty	145,612	29,739	20%
Systemwide		934,116	235,704	25.2%

Bolded P&R locations are identified as "low income", due to their low-income percentages being 3% higher than the systemwide low-income percentage

Where are the GTEA low-income routes?

GTEA low- income routes

1. Route 416
2. Route 426
3. Route 441

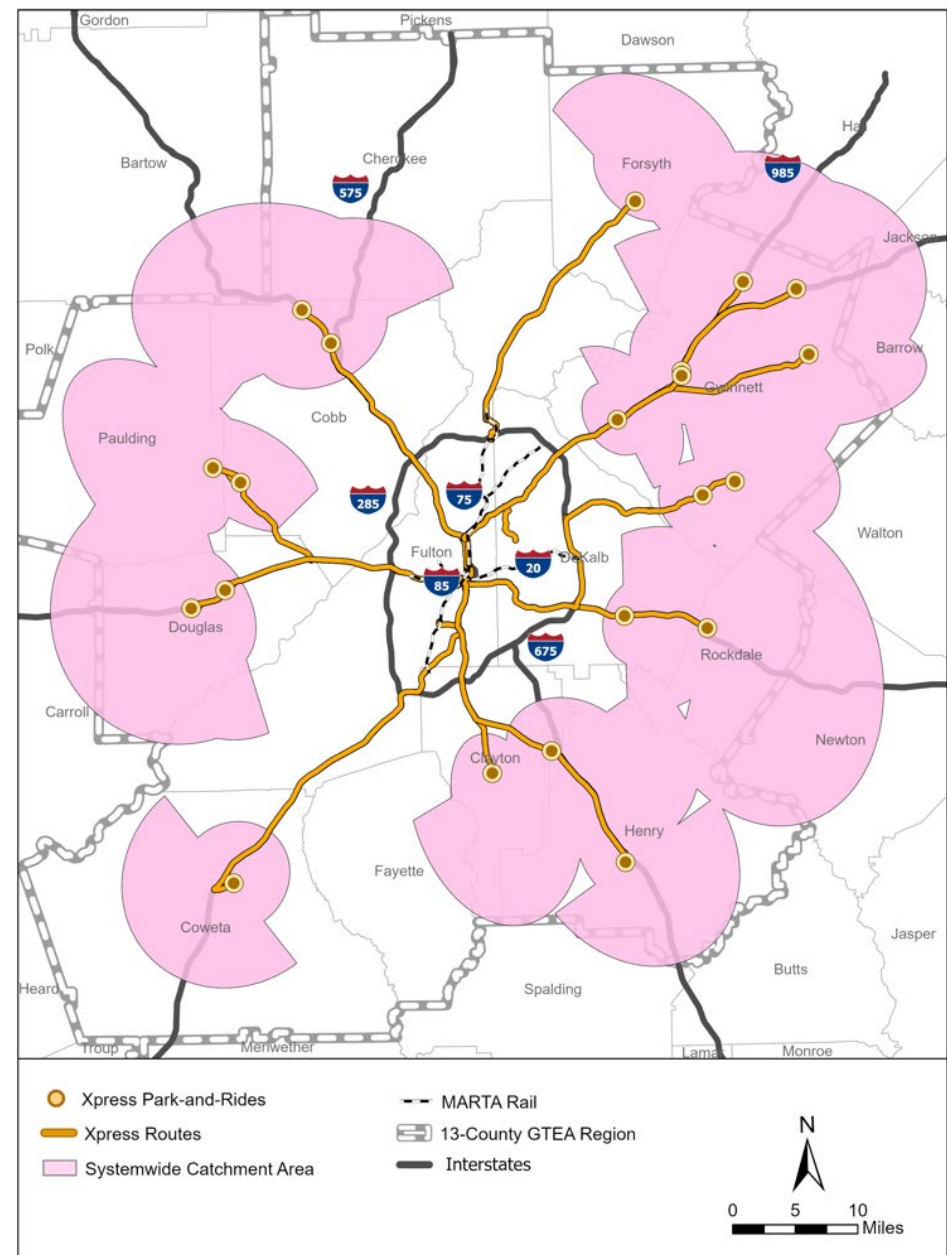


Routes are identified as "low income", due to their low-income percentages being 3% higher than the systemwide low-income percentage

September 2025 Major Service Change details

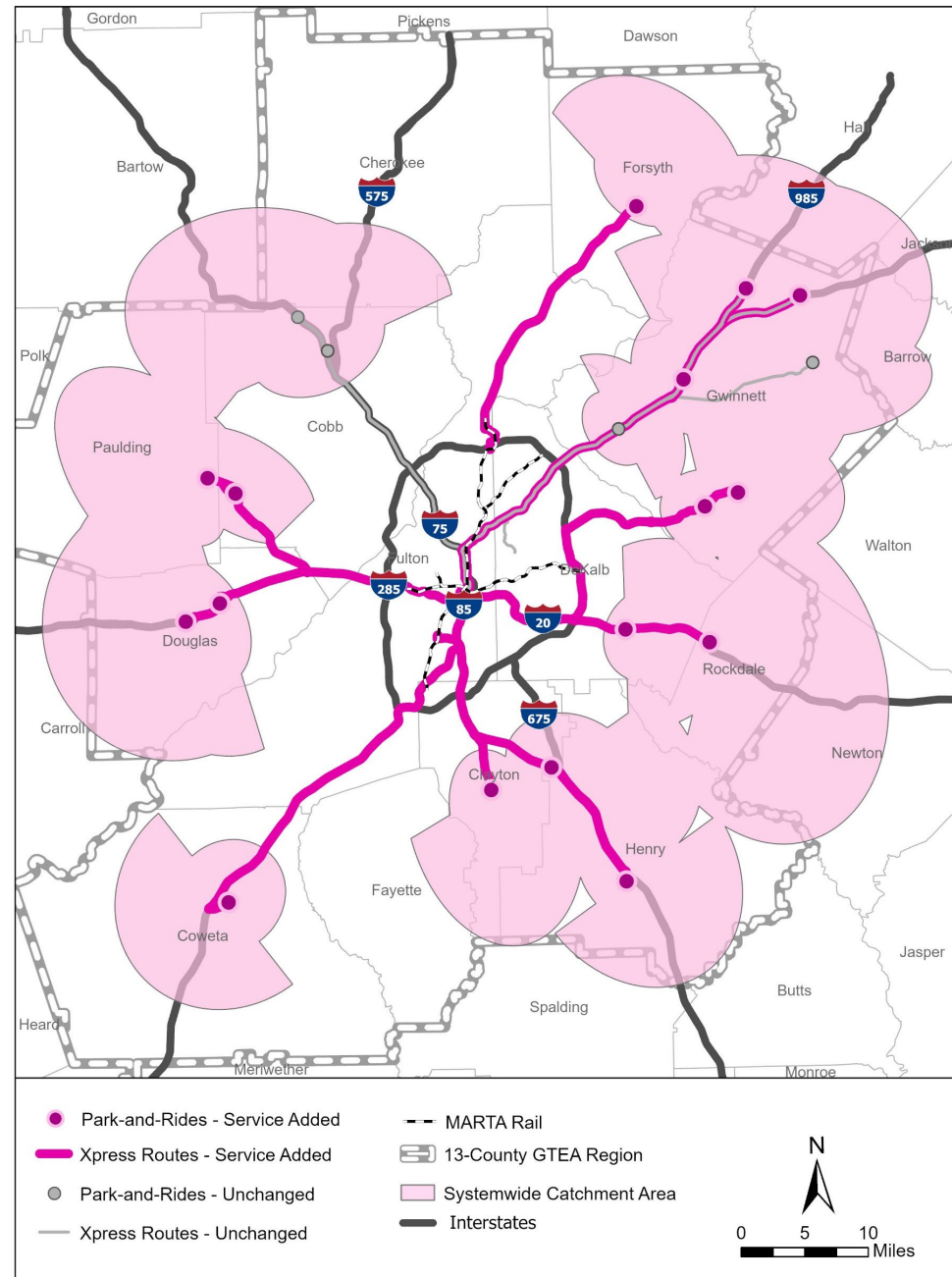
GTEA Systemwide Map

- **Additional trips added to existing routes only**
 - No park-and-ride lots added, removed, or relocated
 - No routing or stop changes



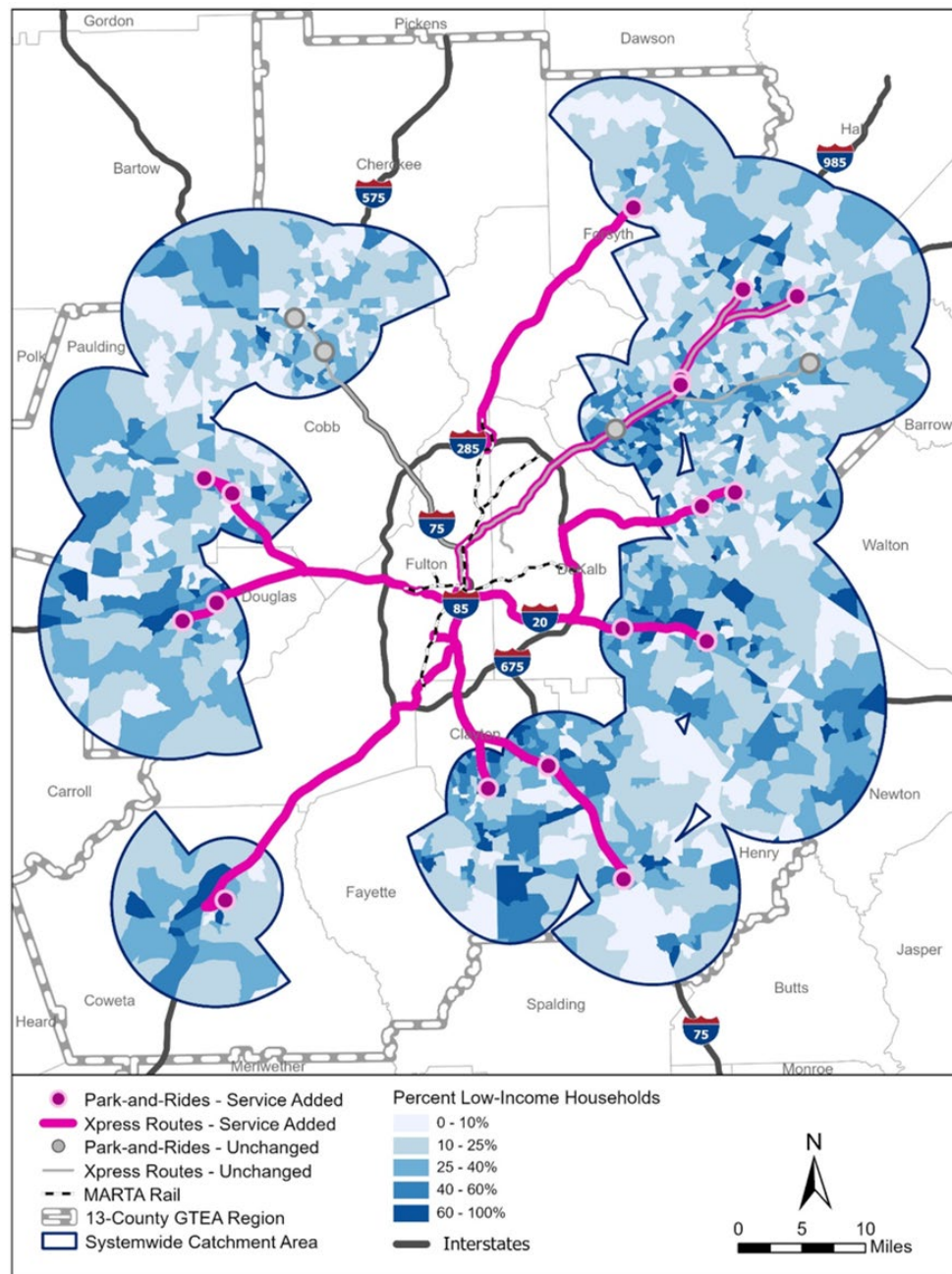
What changed?

- Additional trips on existing routes
- Trips added to:
 1. Route 401
 2. Route 412
 3. Route 414
 4. Route 419
 5. Route 426
 6. Route 430
 7. Route 441
 8. Route 453
 9. Route 463
 10. Route 476



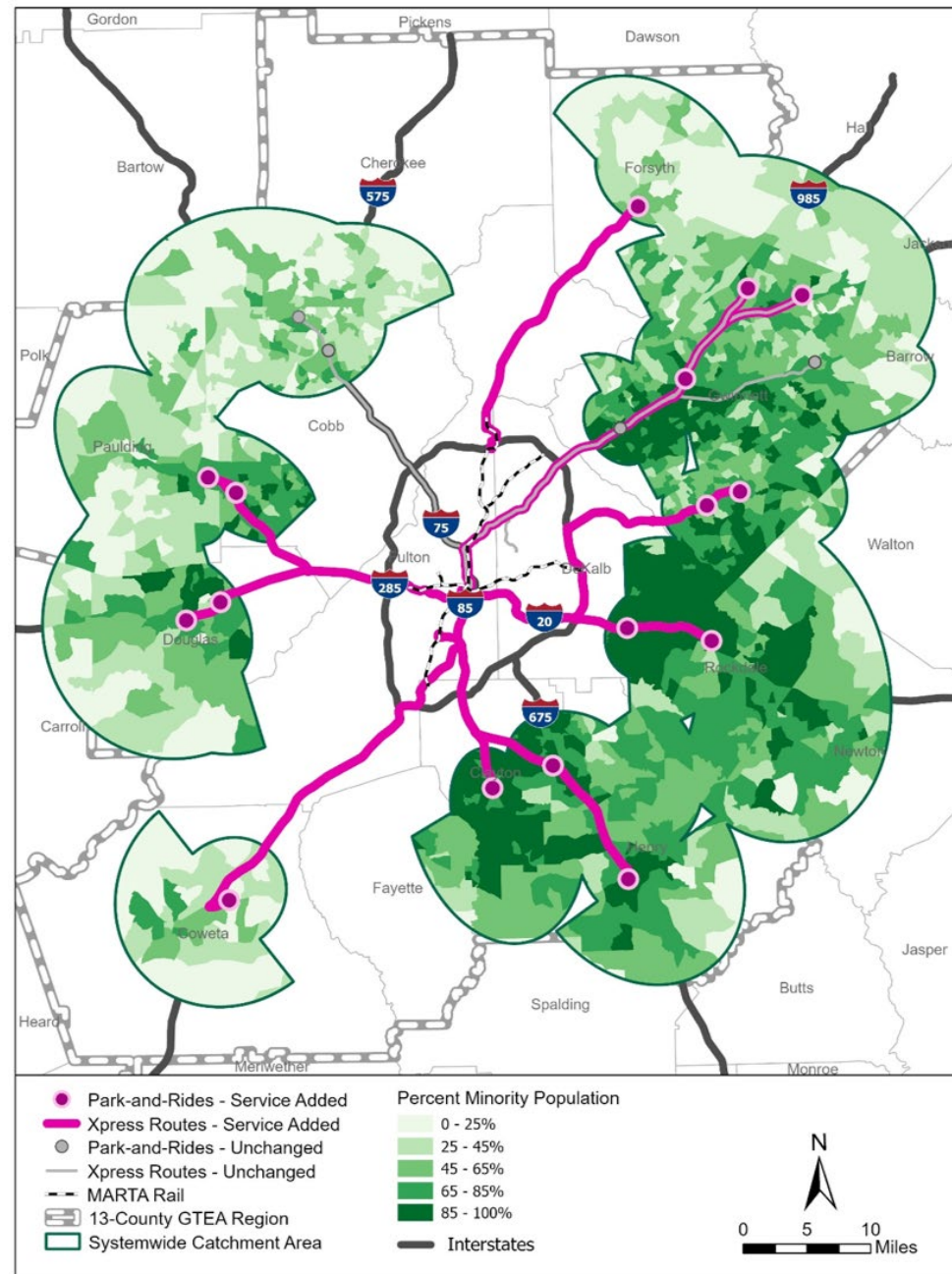
What changed?

- **Additional trips on existing routes only**
 - No park-and-ride lots added, removed, or relocated
 - No routing or stop changes
- Additional trips on Routes 412, 414, 419, 426, 430, 441
- Additional Monday/Friday trips on Routes 401, 419, 426, 430, 441, 453, 463, 476



What changed?

- **Additional trips on existing routes only**
 - No park-and-ride lots added, removed, or relocated
 - No routing or stop changes
- Additional trips on Routes 412, 414, 419, 426, 430, 441
- Additional Monday/Friday trips on Routes 401, 419, 426, 430, 441, 453, 463, 476



Before and after

Route	June RtR Weekly Trips (Existing 6/15/2025)	Sept RtR+ Weekly Trips (Proposed 9/15/2025)	Additional Weekly Trips (Sept vs June)	Type of Added Service
401	26	30	+4	<i>Monday/Friday trips</i>
411	50	50	-	No change
412	30	40	+10	<i>Additional daily trips</i>
413	30	30	-	No change
414	30	40	+10	<i>Additional daily trips</i>
415	40	40	-	No change
416	30	30	-	No change
419	36	40	+4	<i>Additional daily trips + Monday/Friday trips</i>
426	46	60	+14	<i>Additional daily trips + Monday/Friday trips</i>
430	36	60	+24	<i>Additional daily trips + Monday/Friday trips</i>
441	26	40	+14	<i>Additional daily trips + Monday/Friday trips</i>
453	26	30	+4	<i>Monday/Friday trips</i>
463	26	30	+4	<i>Monday/Friday trips</i>
476	26	30	+4	<i>Monday/Friday trips</i>
484	65	65	-	No change
Systemwide	523 trips each week	615 trips each week	92 additional trips each week	

Results of Title VI Service Equity Analysis

Title VI Service Equity Analysis Results

- ✓ The temporary September 2025 major service change result in **no disparate impact and no disproportionate burden**
- ✓ Both minority and low-income shares of the added service exceed the existing baseline

	Minority	Low-Income
Existing Service (Baseline)	62.1%	21.5%
Title VI Threshold (Lower Bound)	47.1%	18.5%
Title VI Threshold (Higher Bound)	77.1%	24.5%
Impacted Population	69.0%	23.1%
Difference from Baseline	 +6.9%	 +1.6%

Summary

- September 2025 frequency increases added trips to existing Xpress routes with no park-and-ride, routing, or stop changes
- Title VI service equity analysis finds **no disparate impact** on minority populations and **no disproportionate burden** on low-income populations
- Minority and low-income riders benefit from the added service at a higher rate than the systemwide average
 - **69.0%** of added service reaches minority populations vs. **62.1%** of existing service
 - **23.1%** of added service reaches low-income households vs. **21.5%** of existing service
- Results of Title VI service equity analysis must be presented to GTEA Board for formal adoption of major service change
- After 12 months, FTA considers the temporary change to be permanent

Next Steps

- **30-day public comment period:** September 1 – September 30, 2026
- **GTEA Board considers permanent adoption** of temporary September 2025 service changes