GDOT Georgia Department of Transportation

Georgia Statewide Transit Plan

Improving Access and Mobility Through 2050

2024 Implementation Report

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1.0 Statewide Transit Plan Background

In developing the 2020 *Georgia Statewide Transit Plan* (SWTRP), the Georgia Department of Transportation (GDOT) coordinated with local governments, Regional Commissions, Metropolitan Planning Organizations (MPOs), and transit providers to quantify public transit needs and documented strategies to ensure all Georgians have access to public transit.

The 2020 SWTRP describes the state of transit in Georgia while offering a glance at the future of transportation in the State through 2050. The 2020 SWTRP aims to improve access and connectivity with a particular focus on rural and small urban communities, and it is a component of GDOT's multimodal approach to providing transportation throughout the State of Georgia.

The Annual Implementation Report provides an update on the SWTRP Performance Measures and implementation actions performed. This annual report tracks how transit is performing in different areas such as new service implementation, transit access, and new facilities.

SWTRP Vision, Goals, and Supporting Objectives

The SWTRP vision guides the development of future transit investments in Georgia through 2050. The vision synthesized critical input provided by stakeholders and members of the public.

> ### *Vision for Transit in 2050*
>
> *"Improve the quality of life and economic opportunities for all Georgians by supporting an innovative, connected, reliable, and accessible multimodal public transportation network."*

Corresponding goals, displayed in **Figure 1**, and objectives (provided below) were also developed based on input from stakeholders and public outreach. The goals and supporting objectives intentionally overlap as many of these topics are intertwined and complementary of one another.

Figure 1: SWTRP Goals

Goal 1: Provide a safe and sustainable public transit network.

Objectives:

- Reduce transit-related safety incidents and injuries.
- Support the deployment of innovative technologies and infrastructure upgrades that improve safety for transit users.
- Ensure security for transit riders and system assets
- Support safety through asset management planning, agency safety planning, and emergency preparedness planning.
- Support transit as a method to mitigate traffic congestion and related emissions in urban areas.
- Deploy environmentally sustainable transit assets.

Goal 2: Optimize public transit programs to best meet public transit systems' and travelers' needs.

Objectives:

- Partner with public and private entities to further coordinate transit services at the regional and state level.
- Facilitate partnerships with employers, schools, providers, and the private sector to expand the reach of transit.
- Right-size vehicles and fleets to support efficient use of transit funding.
- Support and maintain regional operations and assets to deliver transit efficiently.
- Attract and retain a transit workforce equipped with the skills needed for an evolving transportation industry.
- Leverage partnerships with local and regional planning agencies to coordinate trends, needs, and plans.

Goal 3: Ensure public transit coverage across the state to support mobility and access for all.

Objectives:

- Ensure public transit service is available to all of Georgia's 159 counties by supporting regional and multi-jurisdictional coordination.
- Ensure first-and-last mile connectivity through innovative strategies, partnerships, and technologies.
- Ensure access to economic opportunity for all Georgians, including underserved and rural communities.
- Ensure access to healthcare, human services, and quality-of-life trips for all, including elderly and disabled populations.
- Support regional and multi-jurisdictional coordination to address unmet needs.
- Optimize scheduling and capacity for demand-response systems.
- Optimize service hours to meet needs for all Georgians.

Goal 4: Connect rural transit to regional and urban centers.

Objectives:

- Ensure transit can meet travelers' needs across jurisdictional boundaries.
- Develop multimodal assets to facilitate transfers and partnerships among transit providers, see **Figure 3.**
- Connect intercity service with local public transit systems.

Goal 5: Leverage technology and innovation to support public transit ridership and performance.

Objectives:

- Provide transit users accurate and real-time service information and updates.
- Implement strategies that improve transit performance, reliability, and convenience.
- Increase awareness and visibility of public transit services available.

Relation to Performance Measures

The SWTRP goals and objectives helped lay the groundwork for the SWTRP performance measures, along a review of existing planning documents and peer states' performance metrics. Each of the performance measures, shown in Section 2.0, relate to one or more goals. For more information on the performance measure development process, please see the SWTRP Summary Report of Relevant Transportation Plans and Performance Measures. The process used for establishing the performance measures is shown in **Figure 2.**

Figure 2: Process for Establishing Performance Measures

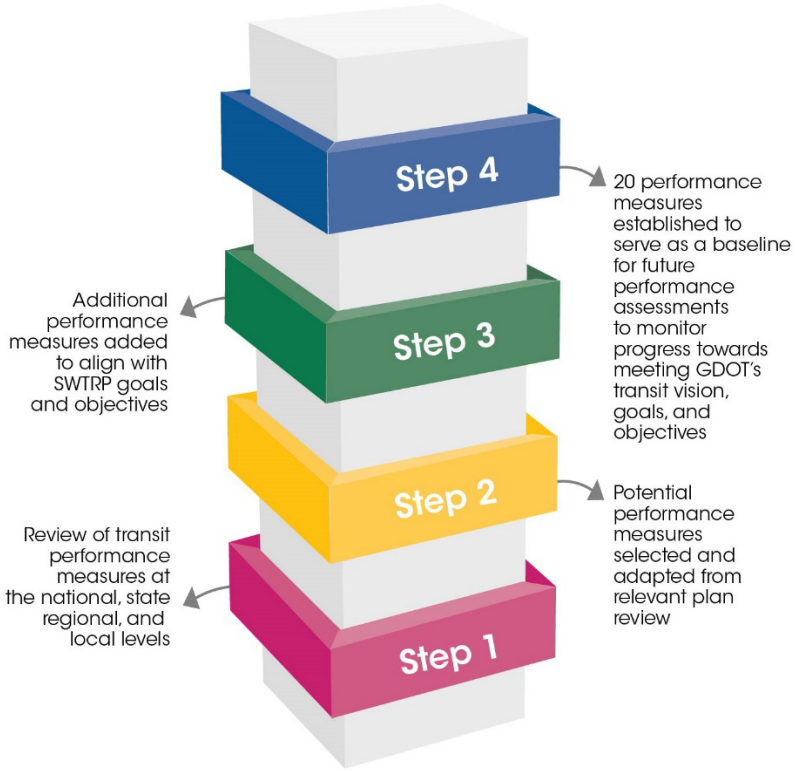


Figure 3*: New Greyhound Bus Station (to the left) – An example of the multimodal approach mentioned in the SWTRP vision for transit in 2050. This new center serves both Greyhound and Southeastern Stages with a connection to the MARTA heavy rail system. The center opened in 2024.*

2.0 SWTRP Alignment with Governor Kemp's Strategic Goals and GDOT Focus Areas

In February of 2021, Governor Kemp and the State Transportation Board approved the combined *2050 Statewide Transportation Plan (SWTP) and the 2021 Statewide Strategic Transportation Plan (SSTP)*. The SWTP and SSTP discuss strategies for transportation investment and federal long-range comprehensive transportation planning requirements.

The SWTP and SSTP feature Governor Kemp's Strategic Goals for the State of Georgia, shown in **Figure 4**, and GDOT's Focus Areas, which support those goals.

This section highlights the relationship among the Governor's Goals, GDOT Focus Areas, and the SWTRP. These impacts demonstrate how transit is a critical component for the implementation of both the Governor's Goals and GDOT's Focus Areas.

Figure 4: Governor's Goals

Governor's Goal 1: Make Georgia #1 for Small Business

- **SWTP/SSTP Focus Area:** Expand Georgia's role as a world-renowned hub for global commerce.
  - **SWTRP Impact:** Increasing transit coverage will provide Georgians with increased access to economic opportunity.
  - **SWTRP Impact:** Intercity bus travel improves accessibility to local tourist attractions.
- **SWTP/SSTP Focus Area:** Develop a skilled workforce to meet current and future needs across the industry spectrum.
  - **SWTRP Impact:** Transit increases access to educational opportunities for Georgia's skilled workforce.
- **SWTP/SSTP Focus Area:** Ensure taxpayers can easily navigate and find necessary information through government interfaces.
  - **SWTRP Impact:** Providing information on GDOT's Intermodal website will ensure that all taxpayers can access topics on public transportation.

Governor's Goal 2: Reform State Government

- **SWTP/SSTP Focus Area:** Maximize taxpayer value with conservative budgeting.
  - **SWTRP Impact:** Improved transit service for riders through transit planning and coordinated service delivery can realize efficiencies.
- **SWTP/SSTP Focus Area:** Expand public-private partnerships and leverage technology to best utilize limited state resources.
  - **SWTRP Impact:** Asset sharing partnerships between providers and other public or private entities for facilities and services may result in cost sharing opportunities.
  - **SWTRP Impact:** In July 2021, GDOT's Office of Intermodal launched the *Let's Ride* website and mobile app to bring rural Georgians a simplified and streamlined way to plan and book their travel with participating rural transit providers.

Governor's Goal 3: Strengthen Rural Georgia

- **SWTP/SSTP Focus Area:** Increase rural broadband access for economic growth.
  - **SWTRP Impact:** Increasing rural broadband access will enable faster upload times to reporting systems and improve rider information for rural transit operators.
- **SWTP/SSTP Focus Area:** Deploy regional strike teams to areas with economic challenges or lessening populations to collaborate with local leaders and seek opportunities for growth.
  - **SWTRP Impact:** The SWTRP identified rural populations to target for increased outreach on transit awareness and mobility opportunities.
  - **SWTRP Impact:** GDOT coordinates with the Georgia Department of Human Services (DHS) which manages Federal Transit Administration's (FTA) Enhanced Mobility of Seniors & Individuals with Disabilities program.

Governor's Goal 4: Put Georgians First

- **SWTP/SSTP Focus Area:** Improve transportation safety and security.
  - **SWTRP Impact:** Transit operators are required to produce a Public Transportation Agency Safety Plan (PTASP) and update the plan every year.
  - **SWTRP Impact:** Local performance analysis and reporting informs the FTA Transit Safety and Oversight (TSO) program.

3.0 Performance Measures

The 2020 SWTRP process led to the development of 20 statewide transit performance measures, as displayed in **Figure 5** and **Figure 6**. Performance measures are metrics created to assess the progress toward meeting goals and objectives. Data for the 2024 SWTRP performance measures came from the 2022 American Community Survey 5-Year Estimates, 2022-2023 National Transit Database (NTD), the GDOT FY 22-25 Group TAM Plan, and in-house data (publicly available, such as data from agency websites).

Figure 5: SWTRP Performance Measures

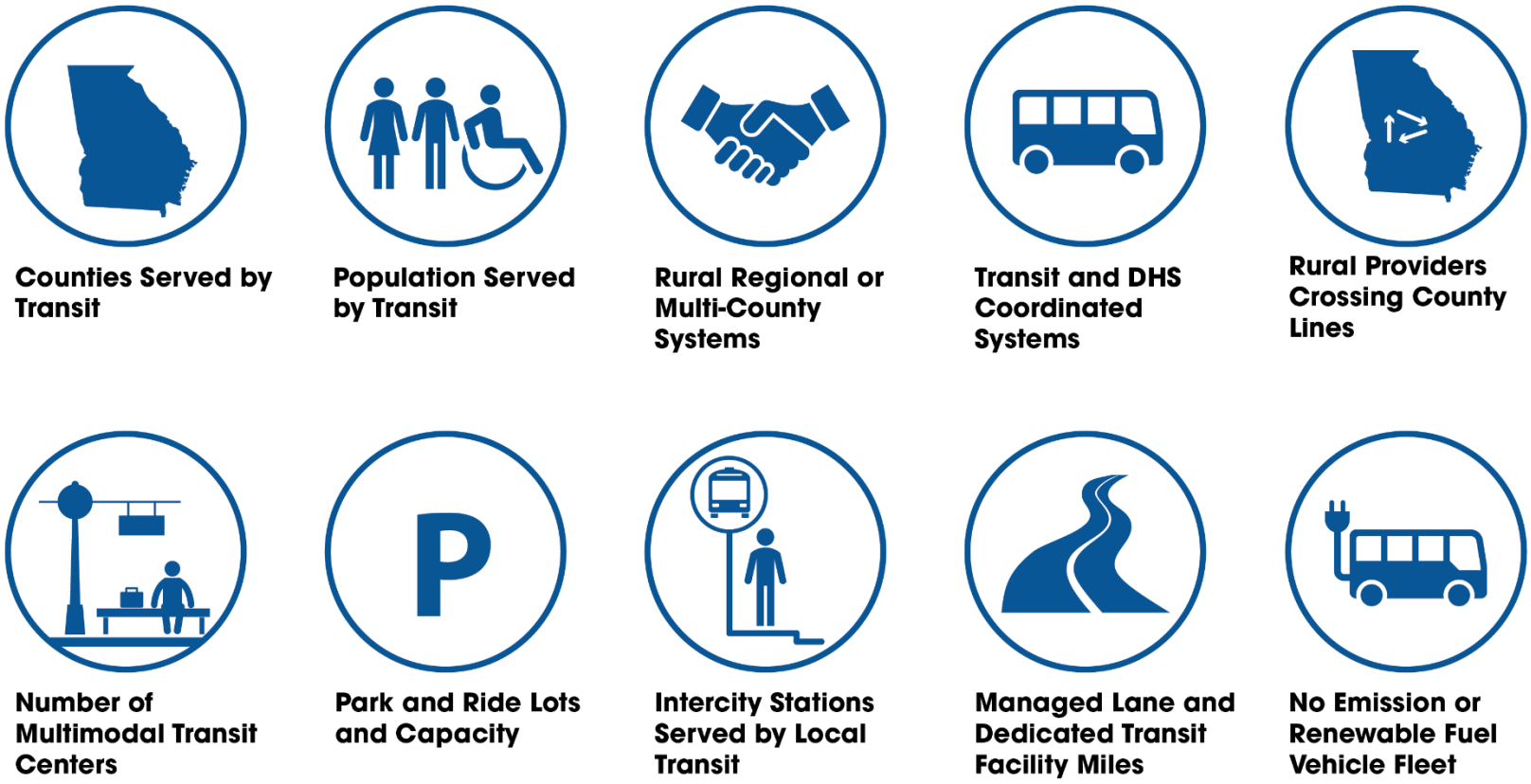


Figure 6: SWTRP Performance Measures (Cont.)

The information below explains how to use this section, followed by the progress of the performance measures. The 2024 SWTRP Implementation Report is limited by the availability of data at the time of its development. The U.S. Census, Group TAM Plan, and NTD data have been updated to provide current data. Although some measures have decreased, a decrease may not indicate negative process with the performance measure.

How to Use this Section

Number of Counties Served By Transit

Performance Measure Title

The number of Georgia counties served by some form of public transit provides a high-level overview of coverage throughout the state by geographic area.

Performance Measure Description

Change

	Past Year (2023)	Current (2024)	Change
Number of Counties Served by Transit	129	130	+0.8%
Source: GDOT and National Transit Database (NTD)			

Past Year and Current Data Points, Percent Change, and Source

Note: The years for both the past year and current year vary based on data sources.

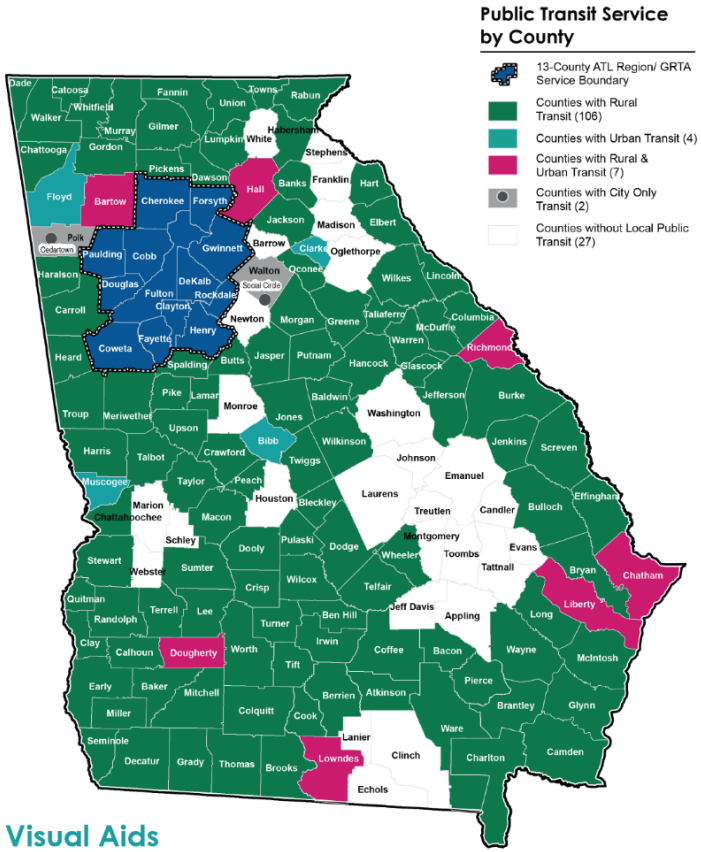
The number of counties served by transit increased by one due to Morgan County Transit now serving both Oconee and Jasper Counties. Previously, Rockdale County was reported as having rural transit; however, it is not served by transit.

Explanation of Change in Data

What changed?

Transit in Georgia increased by 0.8%.

Call-Out Box Summarizing Change Compared to Past Year



Visual Aids

Other visual aids, including maps, tables, or photos, have been added based on the performance measure. Much of the data is dependent on agency or county-level data, meaning maps are categorized by county or system. Many maps reference the 13-County ATL (Atlanta-Region Transit Link Authority) region, like the blue counties in the example above. All performance measures include the ATL Region, unless indicated "for rural counties".

Performance Measures

Number of Counties Served by Transit

The number of Georgia counties served by some form of public transit provides a high-level overview of coverage throughout the state, by geographic area.

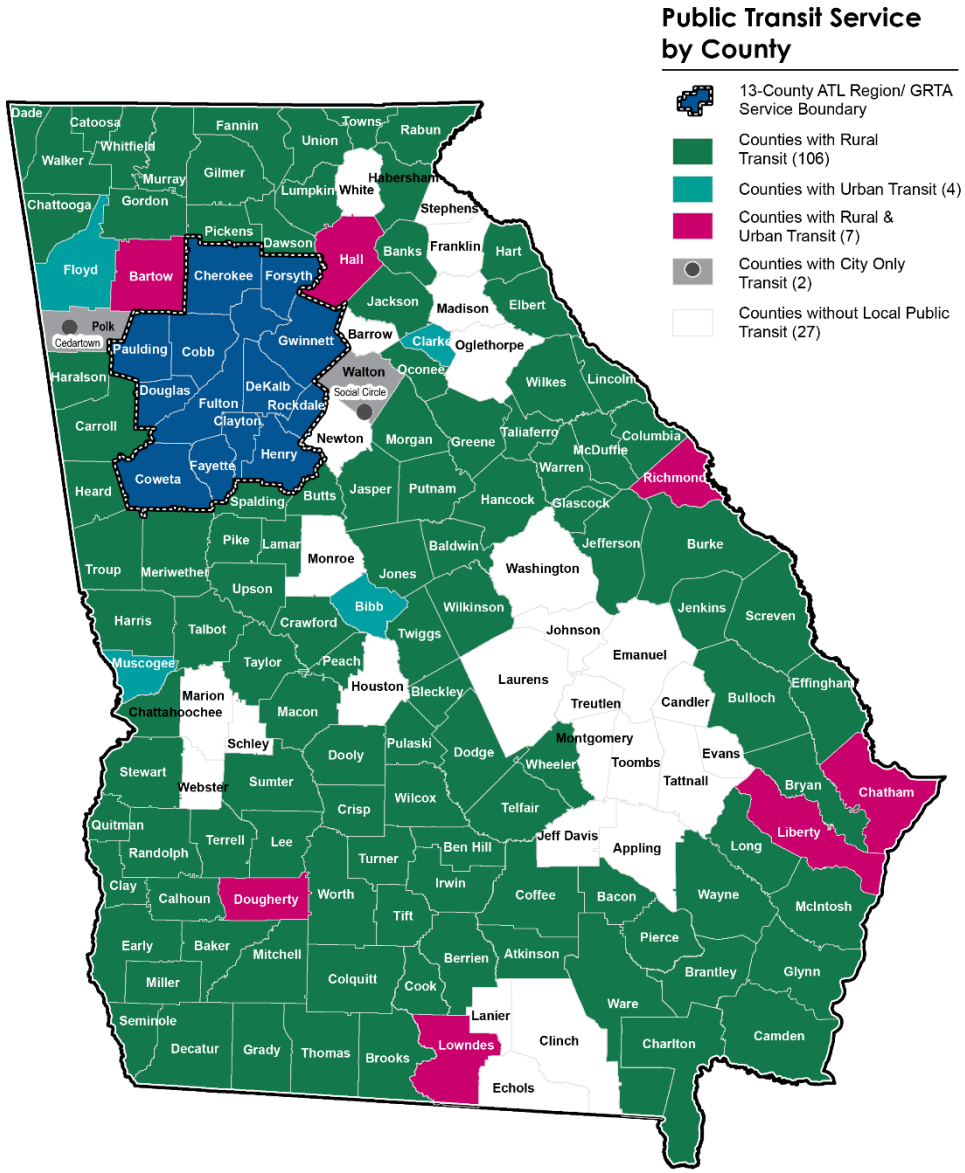
Change

	Past Year (2023)	Current (2024)	Change
Number of Counties Served by Transit	129	130	+0.8%
Source: GDOT and National Transit Database (NTD)			

The number of counties served by transit increased by one due to Morgan County Transit now serving both Oconee and Jasper Counties. Previously, Rockdale County was reported as having rural transit; however, it is not served by transit.

What changed?

Counties served by transit in Georgia increased by 0.8%.



Percentage of Population Served and of Elderly and Disabled Population Served

The percentage of Georgia's population served indicates how well the existing transit system serves the state's population, regardless of location within the state. The percentage of elderly (aged 60+) and disabled population served is useful in understanding how well the transit system serves populations more likely to depend on transit for their transportation needs.

Population served is not a measure of transit users; rather, it indicates the population for whom transit service is available. The entire population of counties with a county-wide transit system is considered served by transit. In areas with city-only systems, only the city population is considered served by transit.

Change

	Past Year (2021)	Current (2022)	Change
Percentage Population Served	90.3%	90.8%	**+0.5%**
Percentage Elderly Served	88.6%	89.9%	**+1.3%**
Percentage Disabled Served	89.7%	90.9%	**+1.2%**
Source: American Community Survey 2022 5-Year Estimates			

What changed?

Population served by transit in Georgia **increased by 0.5%.**

Elderly population served by transit in Georgia **increased by 1.3%.**

Disabled population served by transit in Georgia **increased by 1.2%.**

In 2022, the transit-served population in Georgia increased by 84,356. The state's overall population grew, resulting in an increase of 2.70% population growth in 2022. The following counties had the highest population growth rates: Taliaferro (+3.88%), Bryan (+3.97%), Jackson (+4.33%), and Tattnall (+4.73%) counties. Elderly populations grew in Turner (+12.1%), Treutlen (+14.0%), and Jenkins (+12.8%). The following counties experienced the highest increase in populations with disabilities: Evans (+10.3%), Turner (+12.1%), Jenkins (+12.8%), and Treutlen (+14.0%) counties.

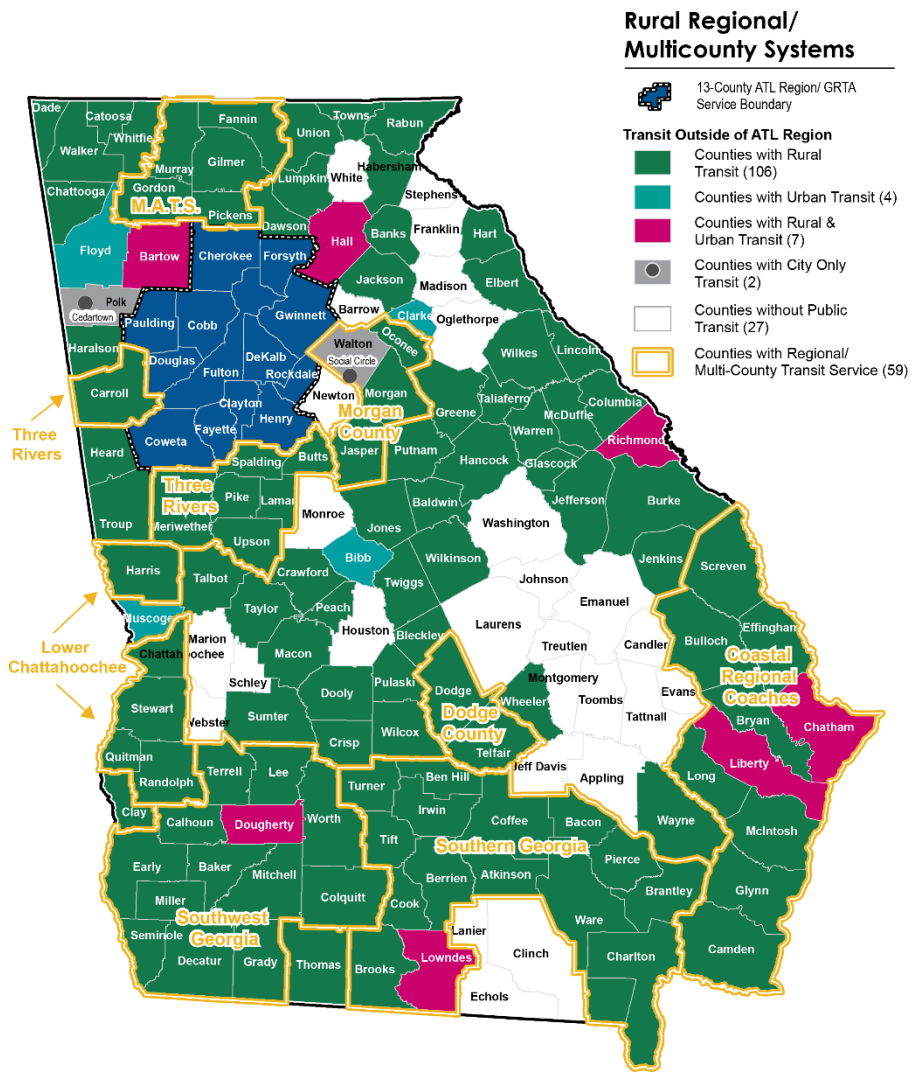
Number and Percentage of Rural Regional or Multicounty System Assets, Counties, and Trips

The number and percentage of assets, counties, and trips in the GDOT Group Transit Assessment Plan served by rural regional or multicounty systems are indicators of connectivity and partnerships among jurisdictions. As the demand for cross-jurisdictional transportation continues to grow, such regional or multijurisdictional systems may facilitate better connected, convenient, and user-friendly service for riders. Assets are defined in the next section.

Change

	Past Year (2023)	Current (2024)	Change
Number Assets	247	258	**+4.5%**
Percentage Assets	46.5%	48.6%	**+2.1%**
Number Counties	54	59	**+9.3%**
Percentage Counties	34.0%	37.1%	**+3.1%**
Number Trips	293,755	550,181	**+87.3%**
Percentage Trips	20.3%*	28.6%	**+8.3%**

Source: GDOT Group Transit Asset Management (TAM) Plan, Transit Agency Websites, and NTD
***Previous report noted number as 15.2%, number should have been reported as 20.3% for 2023.**



Rural Regional/Multicounty System Assets

Possible transit assets for rural regional/multicounty transit systems are listed in the table below. The number of assets between 2023 and 2024 increased due to additional counties joining multicounty systems: Murray County was added to the Mountain Area Transportation System; Jasper, Oconee, and the City of Social Circle were added to Morgan County Transit; and Telfair County was added to Dodge County Transit. The data for rural transit assets is documented in the Group TAM Plan, which was updated in 2022.

Possible Transit Assets		
Bus	Articulated Bus	Over-the-Road Bus
Double Decker Bus	School Bus	Van
Cutaway	Automobile	Minivan
Sports Utility Vehicle	Trolleybus	Heavy Rail Passenger Car
Light Rail Vehicle	Commuter Rail Passenger Coach	Commuter Rail Self-Propelled Passenger Car
Locomotive	Automated Guideway Vehicle	Vintage/Historic Trolley
Streetcar	Aerial Tram	Monorail
Cable Car	Inclined Plane	Ferryboat
Source: NTD		

What changed?

The number of rural regional/multicounty system assets has increased by 4.5%.

The percentage of rural regional/multicounty system assets has increased by 2.1%.

Rural Regional/Multicounty System Counties

The number of counties in rural regional/multicounty systems increased because of the following: Murray County was added to the Mountain Area Transportation System; Jasper, Oconee, and the City of Social Circle were added to Morgan County Transit; and Telfair County was added to Dodge County Transit.

What changed?

The number of counties with transit in rural regional/multicounty systems increased by 9.3%.

The percentage of counties with transit in rural regional/multicounty systems increased by 3.1%.

Rural Regional/Multicounty System Trips

While the overall number of rural transit trips statewide increased from 1,443,878 (2021 unlinked passenger trips) to 1,923,872 (2023 unlinked passenger trips), the number of trips provided by rural regional/multicounty systems increased from 293,755 to 550,181, an increase of 84.7 percent.

What changed?

The number of rural regional/multicounty trips increased by 87.3%.

The percentage of rural regional/multicounty trips out of all rural transit trips (2023 compared to 2024) increased by 8.3%.

Number and Percentage of Counties and Trips Served by Rural Public Transit and DHS Coordinated Systems

Coordination between public transit providers and Department of Human Services' (DHS) Coordinated Transportation System expand the reach of the individual rural transit agency. This partnership increases access and convenience for all rural public transit and human service transportation users. Coordination with DHS and other forms of human service transportation can also result in cost savings and other efficiencies for transit providers. The number and percentage of counties served indicate the geographic extent of these coordinated systems.

Change

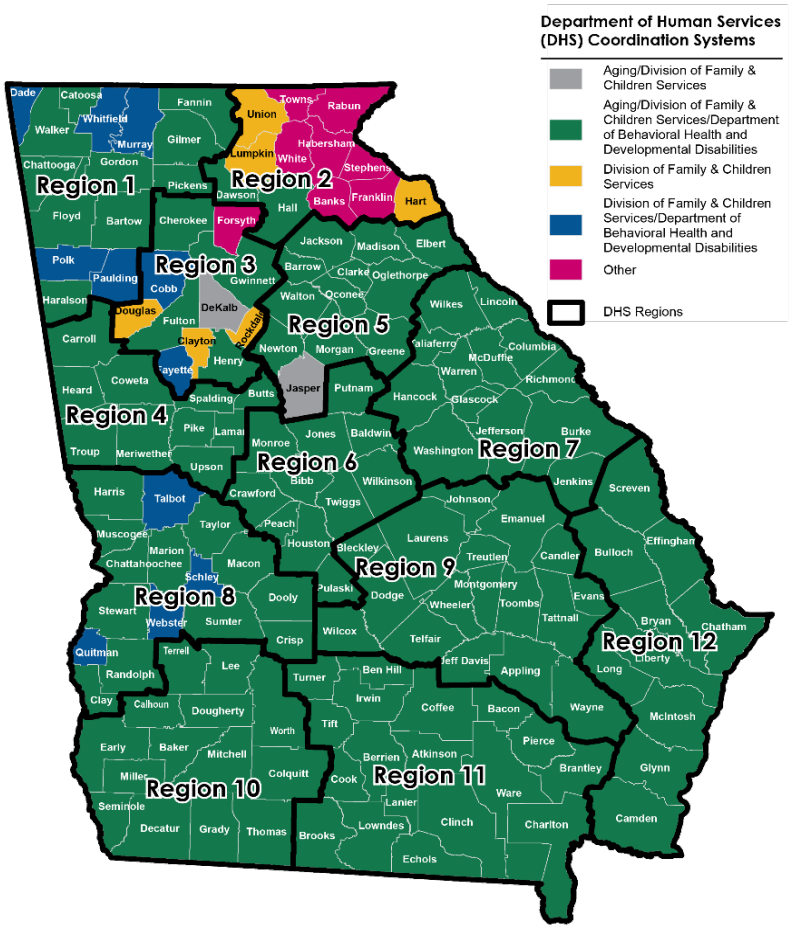
	Past Year (2023)	Current (2024)	Change
Number Counties	99	104	**+5.1%**
Percentage Counties	62.3%	65.4%	**+3.1%**
Number Trips	714,628	1,081,075	**+51.3%**
Percentage Trips	49.5%	56.2%	**+6.7%**
Source: GDOT and NTD Data			

What changed?

The number of counties with rural transit and DHS services increased by 5.1%; the percentage of counties with rural transit/DHS increased by 3.1%.

The number of trips by rural transit providers and DHS coordination system increased by 51.3%; The percentage of trips by rural transit/DHS systems increased by 6.7%

The number of counties that have transit access through DHS coordinated systems increased by four with the addition of Calhoun, Sumter, Terrell, and Worth Counties over the year. The number of trips increased between 2023 and 2024 from 714,628 to 1,081,075 trips provided by rural public transit and DHS coordinated systems.



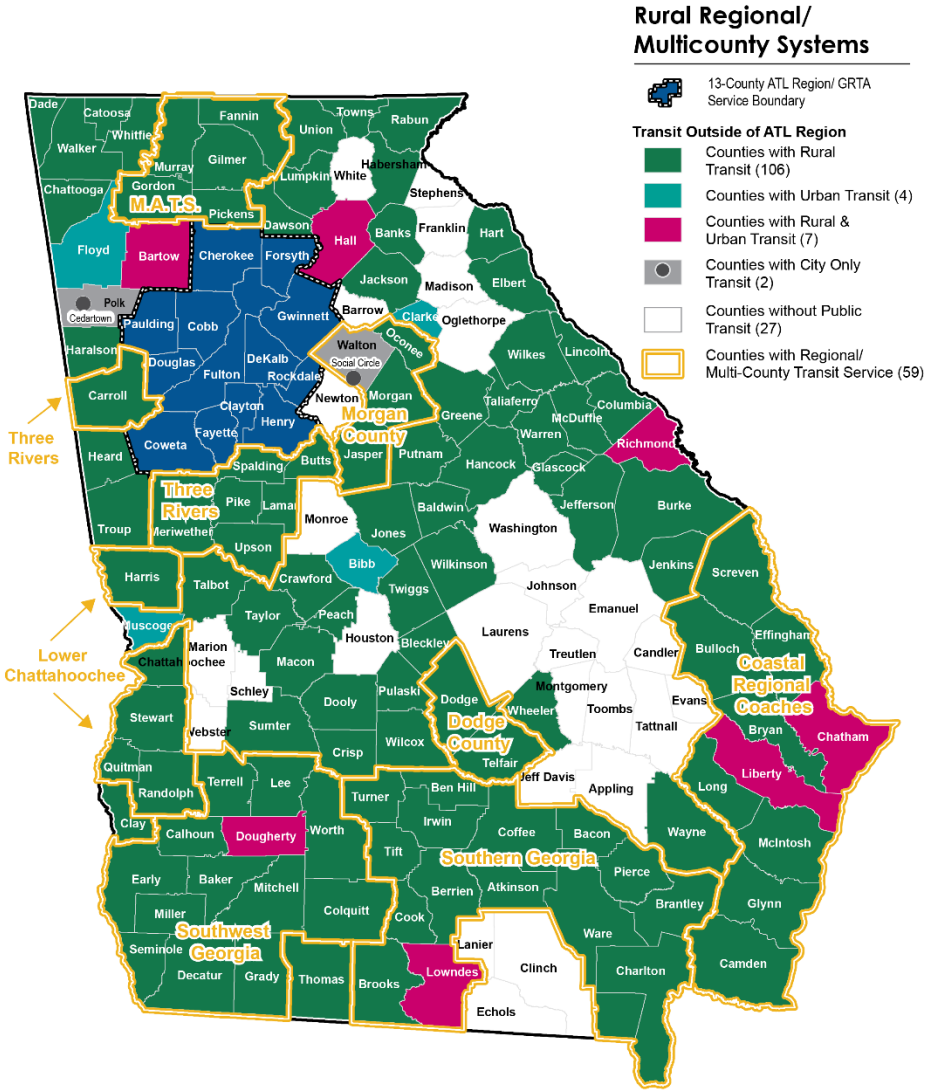
Number of Rural Transit Providers that Cross County Area Boundaries

Rural transit providers sometimes have the flexibility to operate outside their designated service boundary (e.g., county line) when needed. Providing such cross-jurisdictional service can improve rider accessibility to destinations or services not available in their local area. This measure is a tally of all rural systems that report the ability to cross county boundaries when needed and practical.

Change

	Past Year (2023)	Current (2024)	Change
Number Providers	57	58	**+1.8%**
Source: Transit Agency Websites			

The number of providers that cross county lines increase because Dodge County Transit now provides service to both Dodge and Telfair counties. The map to the right depicts some of the regional or multi-county transit systems that cross county lines.



What changed?

The number of providers that cross county lines **increased by 1.8%.**

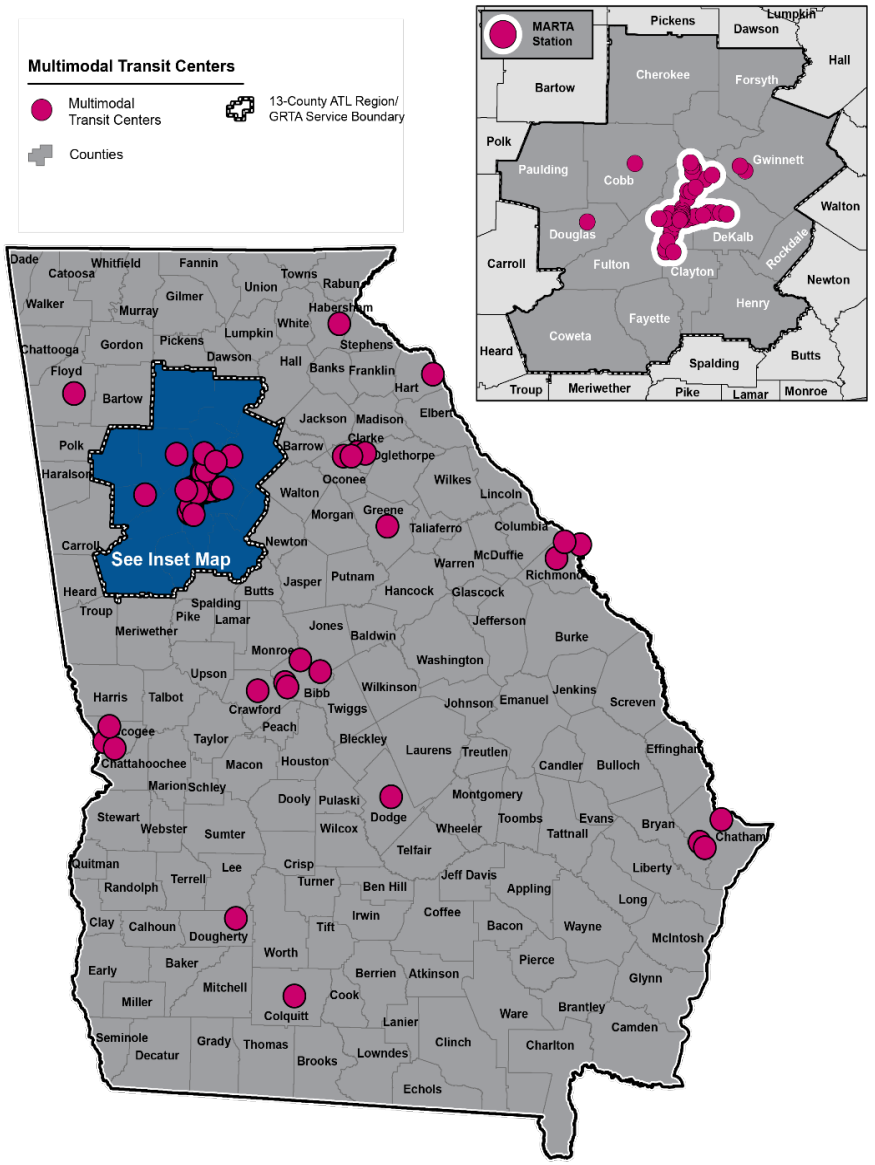
Number of Multimodal Transit Centers

Multimodal transit centers offer connections between systems, service types, and modes, thereby improving access, connectivity, and mobility options for riders. Multimodal centers typically have local public transit and intercity bus service. This measure is a tally of multimodal facilities at which a passenger can switch between transit modes.

Change

	Past Year (2023)	Current (2024)	Change
Number Multimodal Transit Centers	78	75	**-3.8%**
Source: GDOT and Transit Agency Websites			

The number of intercity bus stations near transit stops decreased, because the intercity bus stations relocated from transit centers. This change resulted in the number of multimodal transit centers in Georgia decreasing from 78 to 75 over the past year. A list of these transit centers is provided in **Appendix A**.



What changed?

The number of multimodal transit centers **decreased by 3.8%.**

Number of Park and Ride Lots and Total Parking Capacity

Park and ride lots can improve access to transit in suburban and lower density areas. The lot capacity (total parking spaces) indicates the number of potential transit (or carpool) riders.

Change

	Past Year (2023)	Current (2024)	Change
Number Park and Ride Lots	127	128	**+0.8%**
Number Parking Spaces	44,106	44,463	**+0.8%**
Source: Atlanta Regional Commission (ARC), GDOT, Google Earth, Georgia Regional Transportation Authority (GRTA)			

One additional park and ride lot was added to the database through research:

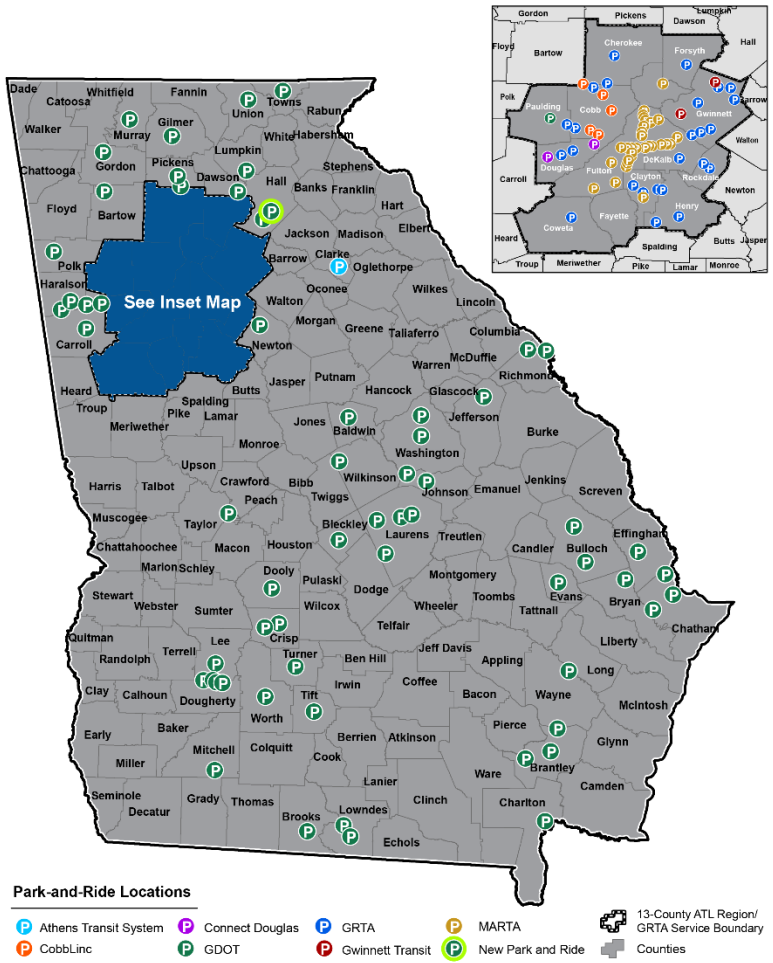
- Thurmon Tanner Pkwy & Atlanta Hwy, Exit No: 17 in Oakwood (Owned by GDOT)

What changed?

The number of park and ride lots **increased by 0.8%.**

The number of parking spaces **increased by 0.8%.**

Park and ride lots and capacity were compiled from data by the Atlanta Regional Commission (ARC), GDOT, and GRTA, then verified by Google Earth. The number of parking spaces increased by 357 parking spaces because of the additional park and ride lots.



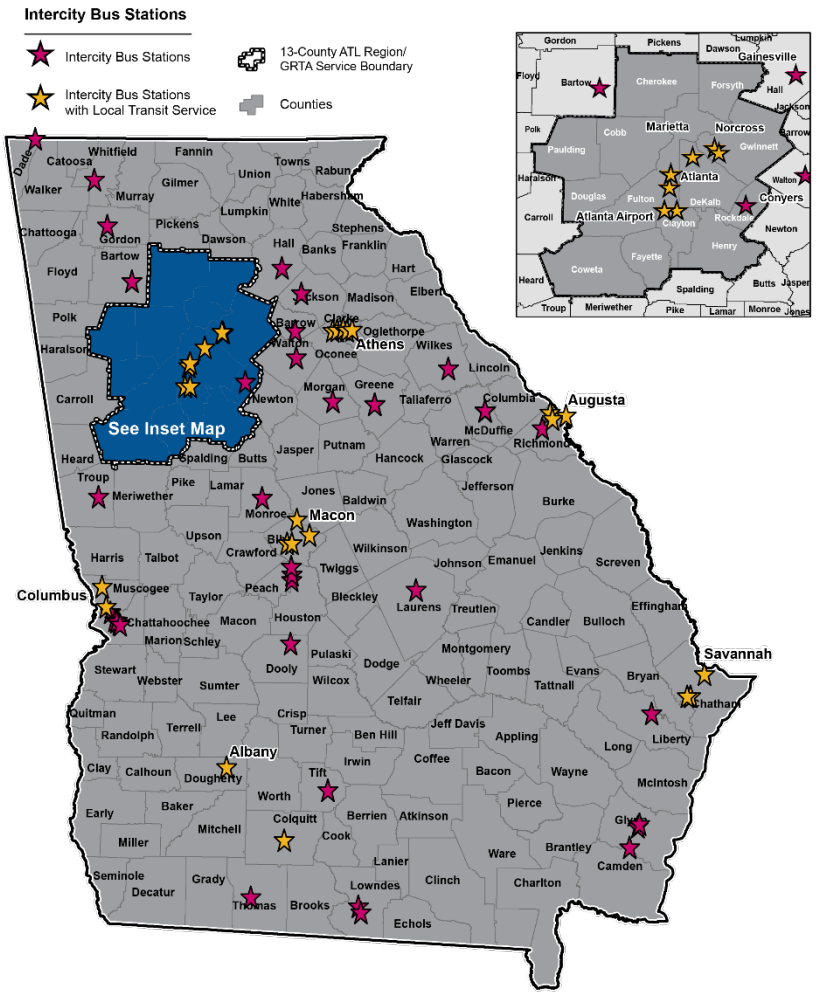
Number and Percentage of Intercity Bus Stops with Local Transit Service

Co-locating local transit service at intercity bus stops offers travelers additional accessibility and improves connectivity of the overall transit network. This measure tallies the number of Georgia's intercity bus stops paired with local fixed route transit service.

Change

	Past Year (2023)	Current (2024)	Change
Number Intercity Bus Stops with Local Service	31	26	**-16.1%**
Percentage Intercity Bus Stops with Local Service	36.9%	44.8%	**+7.9%**
Source: Greyhound/FlixBus, Groome Transportation, Southeastern Stages, Inc., Megabus*, RedCoach, and Wanda Coaches. *Megabus ended services in 2024.			

Between 2023 and 2024, the number of intercity bus stops decreased from 81 to 58 stops, due station reductions in Groome's service. Of the 58 stops, 26 stops are adjacent to bus or rail stops. The percentage of bus stops near local transit service increased from 36.9 percent to 44.8 percent.



What changed?

The number of intercity bus stops with local service **decreased by 16.1%.**

The percentage of intercity bus stops with local service **increased by 7.9%.**

Number of Managed Lane Miles and Dedicated Transit Facility Miles

Managed lanes can reduce travel time for some users by limiting access based on tolling, occupancy, or vehicle type. In Georgia, transit vehicles are allowed in all the state's existing managed lanes for free, improving transit travel time and reliability. Dedicated transit facility miles offer similar benefits by separating transit from (non-transit) roadway congestion.

Change

	Past Year (2023)	Current (2024)	Change
Number Managed Lane Miles	66.7 miles	66.7 miles	**0.0%**
Number Dedicated Transit Facility Miles	48 miles heavy rail, 1-mile bus only	48 miles heavy rail, 1-mile bus only	**0.0%**
Source: GDOT			

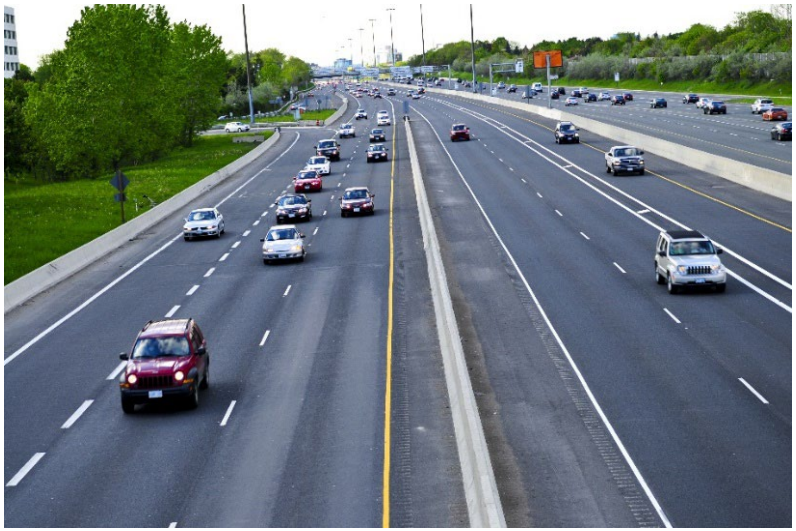
There was no change in managed lane miles in Georgia between 2023 and 2024. Several managed lanes projects are in development in the ATL region: I-285 Eastside Express Lanes, I-285 Top End Express Lanes, I-285 Westside Express Lanes, and SR 400 Express Lanes. There was also no change in the number of dedicated transit facility miles: 48 miles of MARTA heavy rail and 1-mile of bus only lanes.

What changed?

Managed lane mileage neither increased nor decreased.

Dedicated transit facility mileage neither increased nor decreased.

Managed Lanes			
Highway	Miles	Segment within ATL Region	Segment outside ATL Region
I-75 South Metro Express Lanes	12	0.3	11.7
I-85 Express Lanes	15	15	0
I-85 Express Lanes Extension	10	10	0
Northwest Corridor	29.7	29.7	0
Total	**66.7**	**55**	**11.7**



Percentage of Transit Fleet that is No Emission or Renewable Fuel Vehicle

No emission vehicles improve air quality, benefiting the environment and public health. They can also reduce system operating costs. This measure is the share of public transit vehicles operating in the state that are electric vehicles or fuel cell vehicles out of all public transit vehicles in the state.

Change

	Past Year (2022)	Current (2023)	Change
Percentage No Emission or Renewable Fuel Vehicles	4.0%	4.0%	**+0.0%**
Source: GDOT			

There was no change in the number of no-emission vehicles between 2023 and 2024. Several urban agencies have electric buses:

- Macon-Bibb Transit Authority (MTA) has 4 buses
- MARTA has 6 buses, with 3 currently in operation
- Athens-Clarke County has 12 buses
- Augusta Transit has 5 buses
- CAT has 6 buses

What changed?

The number of no emissions vehicles neither increased nor decreased.

Injuries and Fatalities per 100,000 Transit Vehicles Revenue Miles

Rates of injuries and fatalities are essential safety indicators. This is a measure of injury and fatality rates per 100,000 transit vehicle miles, as reported to the NTD.

Change

	Past Year (2021)	Current (2022)	Change
Rate Injuries	0.75	0.79	**+5.3%**
Rate Fatalities	0.0076	0.0114	**+50.0%**
Source: NTD			

Transit agencies in Georgia reported 587 injuries and 6 fatalities with 78,636,317 vehicle miles in 2021. In 2022, those numbers increased to 621 injuries and 9 fatalities with 78,933,367 vehicle miles. The totals for 2021 and 2022 do not include data for the City of Atlanta. The City of Atlanta formally operated the Atlanta Streetcar prior to MARTA's takeover in 2018. The safety indicators (rates of injuries and fatalities) significantly increased potentially indicating more dangerous transit rides, and part of reason could come from an increasing recovery in the ridership since 2021 post-pandemic.

What changed?

The rate of injuries **increased by 5.3%.**

The rate of fatalities **increased by 50.0%.**

Number of Counties with TDPs, and the Number of TDPs updated within the Last 5 Years

Transit Development Plans (TDPs) document transit needs and opportunities as well as inform future transit system investments. GDOT encourages each agency to prepare a TDP to support effective public transit. Typically, these strategic plans have a 20-year planning horizon and are to be updated every five years. TDPs can cover a single county or a multi-county area.

This measure is a tally of the number of Georgia counties that have completed a TDP and the number of TDPs completed in the previous 5 years.

Change

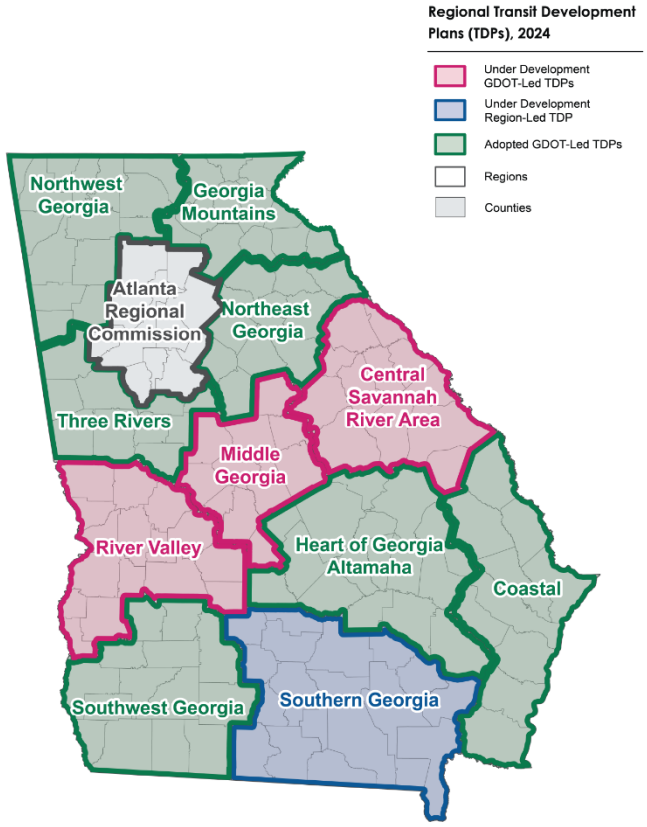
	Past Year (2023)	Current (2024)	Change
Number Counties with TDPs	145	159	**+9.7%**
Number TDPs updated within last 5 years	140	159	**+13.6%**
Source: GDOT and Transit Agency Websites			

What changed?

The number of counties with TDPs **increased by 9.7%.**

The number of counties with TDPs updated in last 5 years **increased by 13.6%.**

As of 2024, all regional commissions in Georgia have completed or in-progress regional TDPs. The Georgia Mountains and Southwest Georgia Regional Commissions were the first to be completed and adopted. Recently, four Regional TDPs have been adopted: Coastal, Heart of Georgia Altamaha, Northeast Georgia, and Northwest Georgia. Currently, five Regional TDPs are underway: Central Savannah River Area, Middle Georgia, River Valley, Southern Georgia, and Three Rivers.



Number and Percentage of Agencies with GTFS Data and/or Provided that Data to Third-Party Platform

General Transit Feed Specification (GTFS) is a standardized format for transit schedules and route mapping information. GTFS data is a prerequisite for transit app development and accurate fixed-route trip planning service. Accurate and publicly available GTFS data can facilitate better awareness and usability of transit service for the public. Similarly, uploading GTFS files to an open source or third-party platform can help ensure transit is presented as a modal option to the traveling public.

This is a measure of Georgia transit providers that have compiled GTFS data for their systems and those that uploaded the data into an open source or third-party platform for trip planning purposes.

Change

	Past Year (2023)	Current (2024)	Change
Number Agencies with GTFS Data	9	10	**+11.1%**
Percentage Agencies with GTFS Data	10.7%	11.9%	**+1.2%**
Source: Transit Agency Websites, ARC Open Data & Mapping Hub			

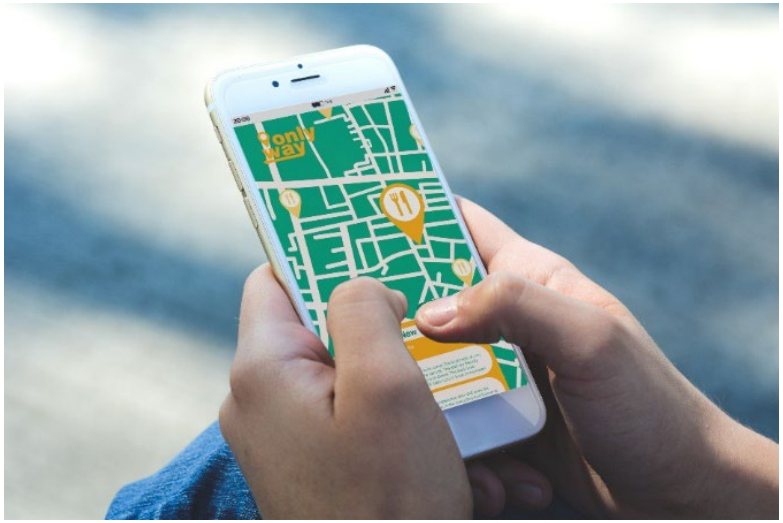
What changed?

The number of agencies with GTFS data increased by 11.1%.
The percentage of agencies with GTFS data increased by 1.2%.

In 2023, nine agencies provided GTFS data:

- Athens-Clarke County (ACC) Transit
- Chatham Area Transit (CAT)
- Cherokee Area Transportation System (CATS)
- Cobb Community Transit (CobbLinc)
- Columbus Metropolitan Transit System (METRA)
- Ride Gwinnett
- MARTA
- GRTA Xpress/the ATL
- Connect Douglas

Augusta Transit now provides GTFS data, increasing the number of agencies in Georgia with GTFS data to 10 agencies in 2024.



Number and Percentage of Agencies with Website or Smart Phone Application

Transit provider websites and smart phone applications improve access to transit information, increasing awareness and knowledge of the system.

Change

	Past Year (2023)	Current (2024)	Change
Number Agencies with Website	84	81	**-3.6%**
Percentage Agencies with Website	98.8%	97.6%	**-1.2%**
Number Agencies with Smart Phone App	19	19	**0.0%**
Percentage Agencies with Smart Phone App	22.6%	22.9%	**+0.3%**
Source: Provider Websites			

What changed?

The number of agencies with website decreased by 3.6%; percentage of agencies with website decreased by 1.2%.

The number of agencies with smartphone app neither increased nor decreased; percentage of agencies with smartphone app increased by 0.3%.

One additional agency has a website, Telfair County Transit. Only two agencies out of the 83 agencies researched do not have websites: Wheeler County and City of Social Circle. The City of Social Circle is now being served by Morgan County Transit. Also, Tift Transit System, Turner County, and Ben Hill County Transit consolidated into Southern Georgia Regional Commission, futher decreasing the number of websites.

Several agencies have made their schedules and route mapping information available to the public through smart phone applications. The number of agencies with a smart phone app stayed the same between 2023 and 2024, with 19 statewide. However, the percentage of agencies increased during this timeframe by 1.3 percent because fewer individual agencies were counted due to some being incorporated into regional services. Some agencies have developed their own applications in-house and others contract with transit technology companies.

Three agencies use the GDOT *Let's Ride* mobile app to book trips through their rural transit service provider. The agencies using *Let's Ride* are Morgan County Transit, the Coastal Regional Commission, and the Southern Georgia Regional Commission. Although one less agency (Southwest Georgia) has a smartphone app, one additional agency now has a smart phone app, Access Forsyth operated by the Forsyth County Department of Public Transportation.

Per Capita Expenditures on Transit Operations

Per capita expenditures indicate the relationship between cost and use of the transit system and overall transit cost effectiveness. The measure is the total operation expenses for all transit agencies in the state, divided by the total population served by transit.

Change

	Past Year* (2021)	Current** (2023)	Change
Per Capita Expenditures	$70.70	$81.67	**+15.5%**
Source: NTD			

In 2021, the per capita expenditures total was $70.70. The amount increased in 2023 to $81.67. Both the population served (9,534,792 in 2021 and 9,607,765 in 2023) and the total operating expenses of all transit agencies ($673,383,842 in 2021 and $784,671,656 in 2023) increased.

**The totals for 2021 do not include data for the City of Atlanta or Murray County Transportation System due to the agencies not reporting in 2021. The City of Atlanta formally operated the Atlanta Streetcar prior to MARTA's takeover in 2018.*
**Several counties that previously reported separately have consolidated to form the Southern Georgia Regional Commission Transit System.

What changed?

Per capita expenditures increased by 15.5%.

Number of Revenue Service Hours

A system's operating service hours are indicative of the ridership demographics or markets it can serve. For example, systems operating in the early morning or overnight hours can meet the needs of early or late shift workers. Similarly, systems with more vehicles operating simultaneously can serve more riders.

This measure is a sum of all revenue vehicle service hours annually. It is a high-level representation of the total size and scale of Georgia's transit services.

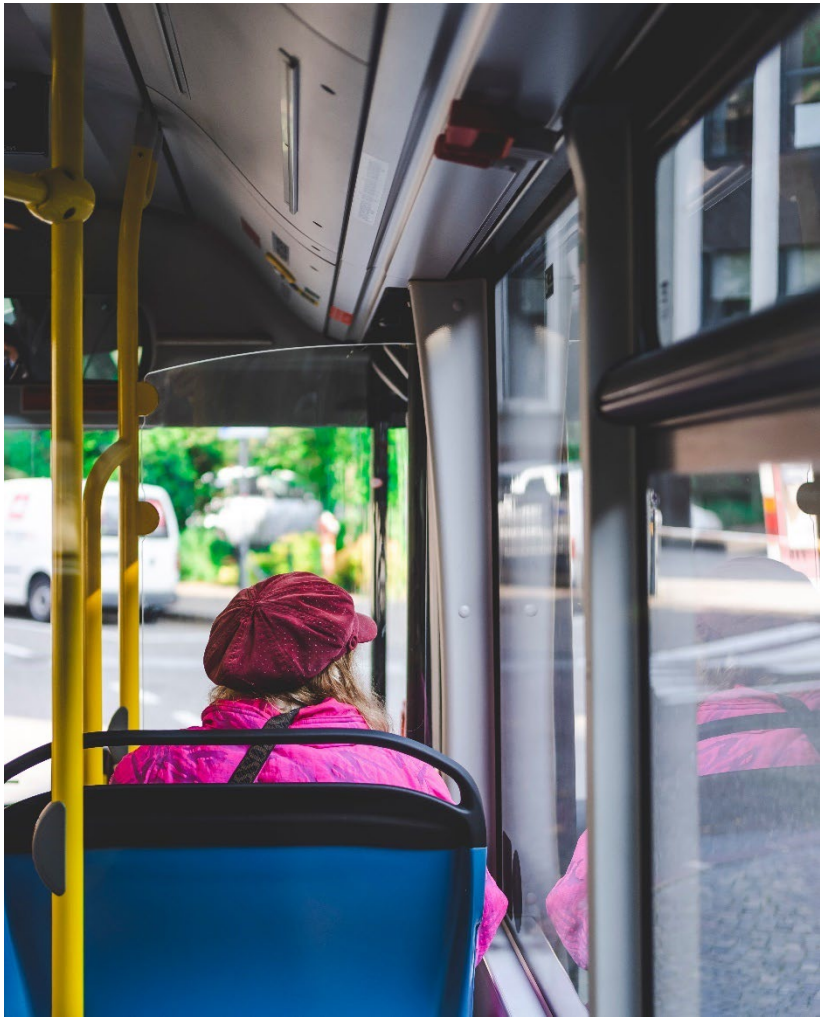
Change

	Past Year (2021)	Current (2023)	Change
Number Revenue Service Hours	4,875,026	5,003,226	**+2.6%**
Source: NTD			

Overall, the number of revenue service hours in Georgia increased by 128,200 hours. This increase is evidence that transit systems are slowly recovering from COVID-19 and providing more services.

What changed?

The number of revenue service hours increased by 2.6%.



Trips per Service Hour

Trips per service hour measures the overall ridership of the transit system. This performance measure represents the total number of unlinked passenger trips divided by the total number of (revenue) service hours.

Change

	Past Year (2021)	Current (2023)	Change
Number Trips per Service Hour	11.2	14.4	**+29.1%**
Source: NTD			

In 2021, the total unlinked passenger trips were 54,381,400 and the vehicle revenue hours were 4,875,026. The unlinked passenger trips divided by the vehicle revenue hours resulted in 11.2 trips per service hour. In 2023, the total unlinked passenger trips increased to 72,215,610, and the vehicle revenue hours increased to 5,003,226. The new trips per service hour rate is 14.4. These increased are an indication that the overall ridership and efficiency of the transit system has increased.

What changed?

The number of trips per service hour increased by 29.1%.

Percentage of Revenue Vehicles (Rolling Stock) Within an Asset That Have Either Met or Exceeded Their Useful Life Benchmark (ULB)

This performance measure analyzes the age of vehicles used in revenue service for public transportation, meaning the rolling stock that has either met or exceeded their ULB. ULB represents the expected lifecycle of a capital asset given its operating environment and characteristics. Meeting or exceeding ULB indicates that an asset may need refurbishment or replacement soon. This measurement currently includes the 93 providers participating in the GDOT Group TAM Plan, along with MARTA, CAT, and seven providers participating in the 2022 ATL Group TAM Plan: Cherokee Area Transportation System (CATS), CobbLinc, Connect Douglas, Forsyth County, Ride Gwinnett, Henry County Transit, and Paulding Transit.

Change

	Past Year (2023)	Current (2024)	Change
Percentage Revenue Vehicles Met or Exceeded ULB	12.0%	16.6%	**+4.4%**
Source: GDOT Group TAM Plan, National Transit Database, ATL Group TAM Plan			

What changed?

The percentage of revenue vehicles that have met or exceeded their ULB increased by 4.4%.

The table below shows the percentages of rolling stock by vehicle type that have met or exceeded their ULB. In 2023, 250 of 2,056 revenue vehicles or (12.2 percent) met or exceeded their ULB. In 2024, information from the ATL Group TAM Plan was added. Now, 374 of 2,250 vehicles or (16.6 percent) met or exceeded their ULB. Over the previous year, the number of cutaway buses, vans, buses, and heavy rail vehicles decreased. The number of vehicles that exceeded their ULB increased by 124, while the rolling stock increased by 194.

Percentage of revenue vehicles (rolling stock) within an asset class that have either met or exceeded their ULB	
Total	**16.6%**
Heavy Rail	32.6%
Light Rail	0.0%
Trolley	0.0%
Bus	7.9%
Cutaway Bus	16.9%
Minivan	72.7%
Van	6.1%
Ferryboat	0.0%
School Bus	26.7%
Source: GDOT Group TAM Plan, National Transit Database	

Percentage of Non-Revenue Service Vehicles (Equipment) That have Either Met or Exceeded their ULB

Non-revenue service vehicles or equipment with an acquisition value over $50,000 are included in this measure. Non-revenue service vehicles include automobiles, trucks and other rubber tire vehicles, and steel wheel vehicles. According to FTA, these vehicles indirectly deliver transit service, maintain revenue vehicles, and perform transit-oriented administrative activities. Equipment that has either met or exceeded their ULB is an indicator of large capital costs that may impact the provider. This measurement currently includes the 93 providers participating in the GDOT Group TAM Plan and MARTA, CAT, and seven providers participating in the 2022 ATL Group TAM Plan.

Change

	Past Year (2023)	Current (2024)	Change
Percentage Non-Revenue Vehicles Met or Exceeded ULB	19.6%	19.5%	**-0.1%**
Source: GDOT Group TAM Plan, National Transit Database, ATL Group TAM Plan			

In 2023, 108 out of 551 non-revenue vehicles (19.6%) met or exceeded their ULB. In 2024, that number has changed to 99 out of 508 non-revenue vehicles (19.5%) meeting or exceeded their ULB.

What changed?

The percentage of non-revenue vehicles that have met or exceeded their ULB **decreased by 0.1%.**

Percentage of Facilities within an Asset Class That are Rated Below Condition 3.0 on the Transit Economic Requirements Model (TERM) Scale

The asset inventory contains a listing of all facilities that support the provision of public transportation, including administrative, maintenance, parking, and passenger facilities. As these items are rated below condition 3.0 on the TERM Scale, it will affect the provider's ability to provide public transportation. This measurement currently includes the 93 providers participating in the GDOT Group TAM Plan and MARTA, CAT, and seven providers participating in the 2022 ATL Group TAM Plan.

Change

	Past Year (2023)	Current (2024)	Change
Percentage Facilities Rated Below Condition 3.0	4.8%	3.3%	**-1.5%**
Source: GDOT Group TAM Plan, National Transit Database			

In 2023, the number of facilities that rated below condition 3.0 was 11 out of 227 facilities (4.6%). That number has changed to 8 out of 245 facilities or 3.3 percent, causing a decrease of 1.5 percent in 2024.

What changed?

The percentage of facilities rated below condition 3.0 out of all transit facilities decreased by 1.5%.

4.0 Near-Term Strategies Progress

The SWTRP developed strategies to advance and implement transit within the State of Georgia. These strategies were classified by the length of time estimated for implementation. Ten strategies were identified as implementable within five years. The statuses of these strategies are detailed below.

Administrative Tools and Guidance

Three near-term strategies involved state support for improving the efficiency and effectiveness of planning, development, and administration of transit systems.

Implement State-Level Mobility Management Program

Strategy: The SWTRP calls for the creation of a Mobility Management Program to provide regional coordination among transit agencies, employers, healthcare providers, and educational institutions, with the goal of linking community members with available transportation services. The plan calls for the hiring of 11 mobility managers, one for each Regional Commission (RC) outside of the Atlanta metro area, to provide guidance, planning assistance, and other resources to transit providers as needed.

Implementation: In the Spring of 2021, GDOT hired a Statewide Transit Mobility Manager to develop a Mobility Management Program and oversee future regional mobility managers. As of the publishing of this report, the Southern Georgia Regional Commission and the Three Rivers Regional Commission currently employ regional mobility managers. Through the Regional TDP process, GDOT is engaging regional commissions in discussions about regional mobility programs.

Develop Transit Development Plan (TDP) Guidance and Regional TDPs

Strategy: The *SWTRP Needs Assessment Report* determined that most of Georgia's rural counties had not completed a TDP in the previous five years. In response, the SWTRP proposed the creation of a guidebook for TDP development that will support effective transit planning by providing agencies and communities with an outline to follow, core components, and considerations for TDP development, as well as best practices and other supportive tools.

Though single-county TDPs are the historical norm in Georgia, the SWTRP proposes a shift to more regional TDPs, which would consider regional needs and travel patterns, but still be granular enough to focus on local transportation issues and concerns. These regional TDPs would be drafted by Georgia's RCs, with support from GDOT's Office of Intermodal.

Implementation: In November 2021, GDOT published the final draft of the *Transit Development Plan Guidebook*, providing Regional Commissions, Metropolitan Planning Organizations (MPOs), transit providers, and any other entity looking to produce a TDP, with the methodologies, resources,

and data necessary for robust, consistent, implementable, and regionally focused TDPs.

As of 2024, all regional commissions in Georgia have completed or in-progress regional TDPs. In 2022, GDOT began assisting two regional commissions to draft their first regional TDPs. The Southwest Georgia Regional Commission and the Georgia Mountains Regional Commission published their final TDPs in early 2023. GDOT began working with other regional commissions to help produce regional TDPs in Summer 2023. The Georgia Mountains and Southwest Georgia Regional Commissions were the first to be completed and adopted. Recently, four Regional TDPs have been adopted: Coastal, Heart of Georgia Altamaha, Northeast Georgia, and Northwest Georgia. Currently, five Regional TDPs are underway: Central Savannah River Area, Middle Georgia, River Valley, Southern Georgia, and Three Rivers.

Support General Transit Feed Specification (GTFS) Data Development

Strategy: General Transit Feed Specification (GTFS) is a data format that allows public transit agencies to publish their route and service data in a manner that can be consumed by a wide variety of software applications. Rural and urban transit agencies can use GTFS data for trip planning and maps, data visualization, timetables, accessibility, and real-time transit information. In many cases, the GTFS data is posted on third-party trip planning websites such as Google Transit. GTFS data is most widely useful when datasets are consistent among agencies.

The SWTRP recommends that GDOT assist agencies with support and technical assistance in GTFS data development and maintenance to ensure consistency among systems and facilitate the development of trip planning applications.

Implementation: Previously, nine transit agencies published GTFS data. As of 2024, ten agencies provide GTFS data including Augusta Transit.

Service Expansion

Four near-term strategies target transit service expansion, seeking to increase transit coverage through the implementation of new routes or services.

Expand Hours to Better Align with Workforce Needs

Strategy: The SWTRP identified a mismatch between the service hours offered by many transit systems and the hours worked by commuters across the state. This discrepancy was noticed acutely among Georgia's rural transit providers who typically offer service on weekdays only with hours beginning between 7:00 and 8:00 AM and the final pickups for passengers occur between 4:00 and 5:00 PM.

The SWTRP proposes extending service hours by 20% to better meet the transportation needs of workers by allowing all operators to begin providing service between 5:00 and 6:00 AM, and to end service at 11:00 PM. Such service schedules would be coordinated with major employers and would require expanding service hours, additional staff time, and additional operational investment.

Implementation: The onset of the COVID-19 pandemic resulted in the reduction or suspension of transit services in all parts of the state, and transit services are only now returning to pre-pandemic levels. Through the Regional TDP process, some TDPs are recommending transit agencies in their regions consider extending their service hours or consider Saturday service. Recently, Jones County Transit used Transit Trust Fund Program (TTFP) funds to enact Saturday service.

Expand Rural Service to the 37 Counties without Local Public Transit

Strategy: When the SWTRP was published in 2020, 37 Georgia counties did not have local public transit service. Creating transit opportunities in these areas was identified as a major priority.

Unserved counties were concentrated in the Heart of Georgia Altamaha, Southern Georgia, Northeast Georgia, and River Valley regions of the state. The SWTRP identified rural regional transit service as a cost-effective and rider focused means of providing transit to these unserved communities. Georgia's regional commissions were envisioned as the primary planning and operating partner for these services, though other partners and stakeholders may participate in planning or providing service.

Implementation: TTFP funds were used to expand service for Morgan County Transit into Jasper and Oconee counties and the City of Social Circle. Previously, Jasper and Oconee counties did not have transit service. Additionally, through the development of additional regional TDPs, GDOT plans to support the creation of additional rural transit services in 2025 and beyond.

Launch Urban Service for Cities without Service

Strategy: In addition to expanding transit service to the rural areas of Georgia, the SWTRP called for the creation of transit systems in urban areas that lacked service. The need for local transit service was identified in six urbanized areas: Brunswick, Cartersville, Griffin, Dalton, Warner Robins, and Valdosta. Establishing service in these areas would extend transit opportunities to around a half-million Georgians that currently lack transit access.

Implementation: Cartersville currently has service through Bartow Transit, Bartow County's demand response service. Also, the City of Valdosta launched its Valdosta On-Demand, an app-based microtransit service offering real-time demand-response service within the city limits in 2021. The city of Griffin, in Spalding County, is now considered to be rural and is covered through Three Rivers Transit's demand response service.

Although Statesboro, GA was not one of the cities identified in the SWTRP, the city began a fixed route service called Statesboro Area Transit in 2023. The system is currently operated by the Coastal Regional Commission of Georgia and has more than 30 stops on two routes. Statesboro is home to more than 32,000 people and the Georgia Southern University.

Statesboro Area Transit Stop in Statesboro, GA.

Expand Capacity of Existing Rural Systems to Serve Unmet Trip Demand

Strategy: Analysis conducted for the SWTRP determined that an annual unmet rural transit trip demand of 5.2 million trips existed within the service areas of Georgia's rural transit systems. By expanding capacity, rural systems can improve mobility, accessibility, and economic opportunities for rural communities across the state, and fully deliver on the unmet trip demand quantified in the *SWTRP Transit Needs Assessment Report*.

Capacity expansion can include adding vehicles, hours of service, and enhancing operational staff. The expansions should also be paired with improved administrative tools, guidance, and best practices, including marketing support and mobility management, to ensure riders are aware of the services offered and that those services are coordinated for efficient operations. The transit workforce will also need to implement best practices for scheduling and dispatching and asset management to ensure the expanded fleets are maintained in a state-of-good-repair.

Implementation: Unmet trip demand is being considered in regional TDPs across the State of Georgia. All of the TDPs are proposing recommendations to address this demand. Ridership in rural transit agencies is growing: The number of trips increased between 2023 and 2024 from 714,628 to 1,081,075 trips provided by rural public transit and DHS coordinated systems, an increase of 51.3%. Implementation of the recommendations could help with the losses in revenue due to the pandemic and help rural systems expand capacity by adding vehicles, hours, and additional staff.

Service Enhancement

Five of the near-term strategies focus on enhancing transit service through the implementation of new technologies and the adoption of additional rider amenities.

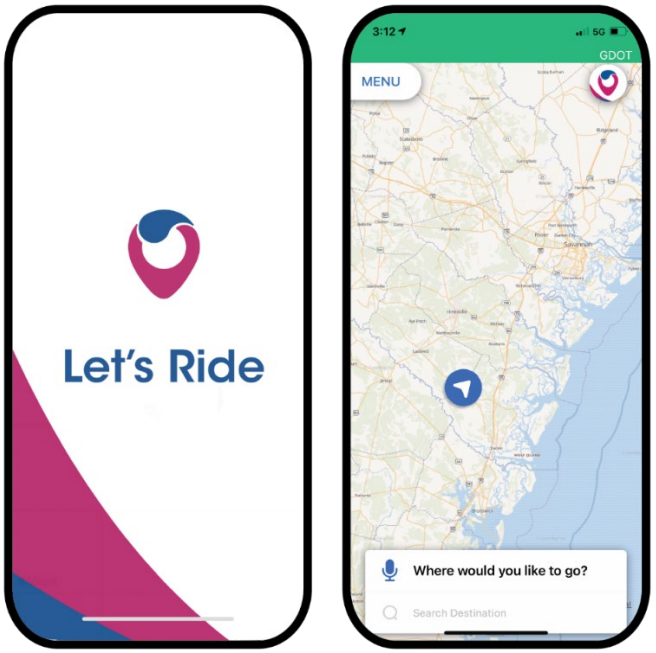
Implement Statewide Trip Planning App and Website

Strategy: Trip planning services provide a platform for passengers to arrange their transit trips in advance. The SWTRP recommended the implementation of a statewide trip planning app and website that would assist passengers in planning their transit trips. This app would access the rural transit scheduling and dispatching services and coordinated HST services and allow for seamless cross-jurisdictional trip planning as well as booking of rural and paratransit services. Such an app would help to reduce advance booking times by

automatically assigning riders to the optimal vehicle for their trip.

Implementation: In 2021, GDOT launched the *Let's Ride* mobile application which allows rural transit riders to book and pay for trips with participating transit providers. This app is integrated to the QRyde booking system used by GDOT's rural public transit subrecipients and serves as an alternative to the traditional "dial-a-ride" method of trip booking.

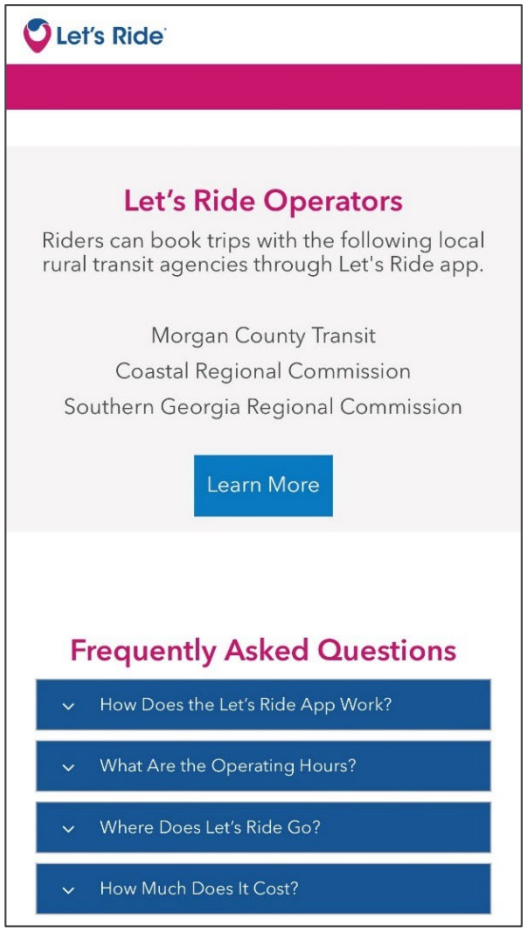
Currently, Morgan County Transit, Coastal Regional Coaches, and Southern Georgia Regional Transit (25 counties total) allow rural public transit trips to be booked through the *Let's Ride* mobile application, on either the Apple App Store or Google Play Store. GDOT is working with providers across the state to expand the *Let's Ride* application to additional operators. In 2022, GDOT delivered 41 vehicles to rural transit operators that were designed with the *Let's Ride* logo, implementing the marketing campaign to expand awareness of this application.



The Let's Ride app, launched by GDOT in 2021.

Vehicles with the Let's Ride logo.

The Let's Ride website provides information on the 3 operators who allow rural public transit trips to be booked through the *Let's Ride* mobile application. The website also provides riders information on how to download and use the mobile application. GDOT is working to update the website to provide information on all rural public transit operators in Georgia.



The Let's Ride website.

Implement Automatic Vehicle Locators (AVL) and Automatic Passenger Counter (APC) Systems

Strategy: Automatic Vehicle Location (AVL) is a means for automatically determining and transmitting the geographic location of a vehicle. Automatic Passenger Counters (APC) count the number of passengers that board or disembark at every stop. When paired together, these systems can assist transit agencies with service planning and route optimization by providing data on the ridership for each stop. AVLs and APCs simplify reporting practices and assist in providing more accurate data for future analysis and real-time trip planning apps.

Implementation: GDOT has supported the implementation of AVLs and APCs through capital procurements for its Section 5311 Rural and Section 5307 Small Urban subrecipients. All but three of Georgia's rural transit providers are utilizing the GDOT-procured QRyde scheduling and dispatching software. As of 2022, all rural operators are using AVL equipped vehicles, and all new rural vehicles procured by GDOT have this capability.

Enhance Transit Stops with Amenities and Ensure ADA Compliance

Strategy: To improve safety, comfort, accessibility, and transit usability for riders, the SWTRP recommends the improvement of stops and stations, including the installation of shelters, signage, and benches, as well as the construction of new multimodal centers and transfer facilities where applicable. In addition to the built infrastructure, transit vehicles should also be ADA compliant, ensuring transit service is available to all riders. Vehicles equipped with wheelchair lifts are particularly important for making transit accessible to all.

Implementation: Albany Transit System (ATS) in Albany, GA opened the $13 million Albany Multi-Modal Transportation Center on March 27, 2023. This facility will serve as a major transfer center for their buses, as well as the Albany area's intercity bus station for Greyhound. GDOT assisted ATS throughout the design phase of this facility through subrecipient oversight.

On March 27, 2023, Albany Transit System opened the downtown multimodal transit facility at 300 West Oglethorpe Blvd.

The new Greyhound station in Atlanta is now complete. The previous station was initially built as a temporary structure in the lead-up to the 1996 Olympics, though service continued out of this facility for the subsequent 25 years.

The new 12,000 square-foot intercity bus station is also served by Southeastern Stages and features eight intercity bus slips. The station is directly integrated into Atlanta's transit network with two on-site MARTA bus stops and a direct pedestrian connection to MARTA's Garnet heavy rail station.

Atlanta is currently the second-busiest Greyhound destination in the United States and this FTA-funded facility will provide improved waiting facilities and other amenities for passengers.

New Greyhound facility in Downtown Atlanta. Source: Niles Bolton Associates

Implement No-Emission Transit Vehicles

Strategy: The SWTRP recommends the implementation of battery-electric buses, as these vehicles are becoming increasingly cost-effective as the price of batteries continues to decline, and their range continues to increase. Battery-electric vehicles have a higher up-front purchase price and require the installation of dedicated charging infrastructure. However, they can have lower operating and maintenance costs than conventionally powered transit buses.

In addition to lifecycle cost savings, no-emission vehicles provide other benefits where deployed. Battery-electric buses produce less vibration and noise, improving rider experience and reducing noise pollution in the community. Zero tailpipe emissions improve air quality and can be particularly beneficial in an urban core.

Implementation: In 2022, three transit agencies, MARTA, Augusta Richmond County, and Chatham Area Transit Authority, were awarded more than $31 million through the FTA Low- and No-Emission Grant to purchase battery electric buses and charging equipment. Some of the electric buses will replace aging gasoline or diesel-fueled buses that have exceeded their useful life. As a result of this grant, the agencies will have a total of 17 electric buses.

Improve First-and-Last-Mile Connectivity

Strategy: The SWTRP established the improvement of first-and-last-mile connections to transit through pedestrian and bike infrastructure upgrades as a critical strategy for increasing viability of transit as a modal option. Suggested improvements include new or rehabilitated ADA compliant sidewalks, ramps, and crossings, as well as bike lanes, bike racks, and other similar infrastructure. These improvements could increase transit access for everyone, particularly people with physical disabilities and those traveling by bicycle or by foot.

Implementation: Two projects supported by the Transportation Funding Act (TFA) will provide first-and-last mile connectivity to transit routes in Georgia. TFA was signed in 2015 to advance transportation and assist GDOT in addressing infrastructure needs. In Statesboro, a pedestrian path project will connect two bus stops along its Blue route. The shared-use path will be constructed parallel to Little Lotts Creek, with lighting, landscaping, benches and transit receptacles; preliminary engineering started in 2024.

In the next year, preliminary engineering will start on a recommended safety project along State Route 234/South Slappey Blvd in Albany, GA. The project will involve the removal of a southbound through lanes and add sections of a median. Pedestrian hybrid beacons will also be installed at three locations on the road from Cedar Ave to Whitney Ave. This project will allow for safer crossing of S. Slappey Blvd on to five different bus stops along Route 7 Brown Line: Newton & Oakridge of the Albany Transit System.

5.0 Summary

Throughout 2024 significant progress has been made in implementing the strategies of the SWTRP. Major advancements in transit across the state include:

- Adoption of five Regional TDPs
- Update of a Multi-Modal Center
- Addition of a Fixed Route System
- Increase in number of Counties and Trips in Regional/Multicounty Transit Systems
- Increase in number of Agencies that provide GTFS data

Although some performance measures have decreases in measurement, the decreases do not mean transit is moving in a negative direction. As more counties consider regionalization or consolidation, more performance measures could see a decrease in their measurements.

GDOT will continue to monitor transit progress yearly in accordance with the SWTRP and other statewide goals regarding transportation.

The table below is a summary table of all performance measures and their changes from the past year to current year.

Performance Measures Progress			
Performance Measure	**Past Number/ Percent**	**Current Number/ Percent**	**Change**
Number of Counties Served by Transit	129	130	**+0.8%**
Percentage of Population Served and of Elderly and Disabled Population Served			
Percentage of population served	90.3%	90.8%	**+0.5%**
Percentage of elderly population served	88.6%	89.9%	**+1.3%**
Percentage of disabled population served	89.7%	90.9%	**+1.2%**
Number and Percentage of Rural Regional or Multicounty System Assets, Counties, and Trips			
Number of rural regional or multicounty system assets	247	258	**+4.5%**
Percentage of rural regional or multicounty system assets	46.5%	48.6%	**+2.1%**
Number of counties served by rural regional/multicounty systems	54	59	**+9.3%**
Percentage of counties served by rural regional/multicounty systems	34.0%	37.1%	**+3.1%**
Number of trips served by rural regional/multicounty systems	293,755	550,181	**+87.3%**
Percentage of trips served by rural regional/multicounty systems	20.3%	28.6%	**+8.3%**
Number and Percentage of Counties and Trips Served by Rural Public Transit and DHS Coordinated Systems			
Number of counties served by rural public transit and DHS coordinated systems	99	104	**+5.1%**
Percentage of counties served by rural public transit and DHS coordinated systems	62.3%	65.4%	**+3.1%**
Number of rural trips served by rural public transit and DHS coordinated systems	714,628	1,081,075	**+51.3%**
Percentage of rural trips served by rural public transit and DHS coordinated systems	49.5%	56.2%	**+6.7%**
Number of Rural Transit Providers That Cross County Area Boundaries	57	58	**+1.8%**
Number of Multimodal Transit Centers	78	75	**-3.8%**

Performance Measures Progress			
Performance Measure	**Past Number/ Percent**	**Current Number/ Percent**	**Change**
Number of Park and Ride Lots and Total Parking Capacity			
Number of park and ride lots	127	128	**+0.8%**
Total park and ride lot capacity (parking spaces)	44,106	44,463	**+0.8%**
Number and Percentage of Intercity Bus Stops with Local Transit Service			
Number of intercity bus stops with local transit service	31	26	**-16.1%**
Percentage of intercity bus stops with local transit service	36.9%	44.8%	**+7.9%**
Number of Managed Lane Miles and Dedicated Transit Facility Miles			
Number of managed lane miles	66.7	66.7	**0.0%**
Number of dedicated transit facility miles	48 miles heavy rail, 1-mile bus-only	48 miles heavy rail, 1-mile bus-only	**0.0%**
Percentage of Transit Fleet That Is No Emission or Renewable Fuel Vehicle	4.0%	4.0%	**0.0%**
Injuries and Fatalities per 100,000 Transit Vehicles Revenue Miles			
Injuries per 100,000 transit vehicle revenue miles	0.75	0.79	**+5.3%**
Fatalities per 100,000 transit vehicle revenue miles	0.0076	0.0114	**+50.0%**
Number of Counties with TDPs, and the Number of TDPs Updated Within the Last 5 Years			
Number of counties with TDPs	145	159	**+9.7%**
Number of counties with TDPs updated within the past 5 years	140	159	**+13.6%**
Number and Percentage of Agencies with GTFS Data and/or Provided That Data to Third-Party Platform			
Number of agencies with GTFS data and/or provided that data to third-party platform	9	10	**+11.1%**
Percentage of agencies with GTFS data and/or provided that data to third-party platform	10.7%	11.9%	**+1.2%**
Number and Percentage of Agencies with Website, or with a Smart Phone Application			

Performance Measures Progress			
Performance Measure	Past Number/ Percent	Current Number/ Percent	Change
Number of agencies with website	84	81	-3.6%
Percentage of agencies with website	98.8%	97.6%	-1.2%
Number of agencies with a smart phone application	19	19	0.0%
Percentage of agencies with a smart phone application	22.6%	22.9%	+0.3%
Per Capita Expenditures on Transit Operations	$70.70	$81.67	+15.5%
Number of Revenue Service Hours	4,875,026	5,003,226	+2.6%
Trips per Service Hour	11.2	14.4	+29.1%
Percentage of Revenue Vehicles (Rolling Stock) Within an Asset That Have Either Met or Exceeded Their Useful Life Bracket (ULB)	12.2%	16.6%	+4.4%
Percentage of Non-Revenue Service Vehicles (Equipment) That Have Either Met or Exceeded Their ULB	19.6%	19.5%	-0.1%
Percentage of Facilities Within an Asset Class That are Rated Below Condition 3.0 on the Transit Economic Requirements Model (TERM) Scale	4.8%	3.3%	-1.5%

Appendix A: List of Multimodal Transit Centers

Name of Station	Address	County	Nearby Provider
ACC (Athens-Clarke County) Multi-Modal Center	775 E Broad St, Athens, GA 30601	Clarke	Athens Clarke County Transit
Albany Bus Station	1629 Clark Ave, Albany, GA 31705	Dougherty	Albany Transit System
Arts Center	Atlanta MARTA Station	Fulton	MARTA
Ashby	Ashby MARTA Station	Clarke	MARTA
Athens	4020 Atlanta Highway, Athens, GA 30601	Clarke	Athens Clarke County Transit
Atlanta	435 W Peachtree St NW Atlanta, GA 30308	Fulton	MARTA
Atlanta	241-265 Brotherton Transportation Mall, Atlanta, GA 30303	Fulton	MARTA
Atlanta Airport	6000 N Terminal Pkwy, Atlanta, GA 30320	Clayton	Greyhound
Atlanta Bus Station	232 Forsyth St SW Atlanta, Georgia 30303	Fulton	MARTA
Atlanta HJAIA	30354 Maynard H. Jackson Jr. Blvd, Atlanta, GA 30320	Clayton	MARTA
Avondale	Avondale MARTA Station	DeKalb	MARTA
Bankhead	Atlanta MARTA Station	Fulton	MARTA
Brookhaven	Brookhaven MARTA Station	DeKalb	MARTA
Buckhead	Atlanta MARTA Station	Fulton	MARTA
Chamblee	Chamblee MARTA Station	DeKalb	MARTA

Chamblee	3146 Chamblee Dunwoody Rd, Chamblee, GA 30341	DeKalb	MARTA
City of Rome Passenger	216 East 1st Street, Rome GA 30161	Floyd	Rome Transit
Civic Center	Atlanta MARTA Station	Fulton	MARTA/Megabus
College Park	Atlanta MARTA Station	Fulton	MARTA
Columbus Bus Station	4108 St Marys Rd. Columbus, GA 31907	Muscogee	METRA
Connect Douglas Multi-Modal Transportation Center	8800 Dorris Road Douglasville, GA 30134	Douglas	Connect Douglas
Crawford County Development Authority	1011 Highway 341 North, Roberta GA 31078	Crawford	Crawford County
Decatur	Decatur MARTA Station	DeKalb	MARTA
Dodge County Transit Office	324 Pine Street, Eastman GA 31023	Dodge	
Dome/GWCC/Philips/CNN	Atlanta MARTA Station	Fulton	MARTA
Doraville	Doraville MARTA Station	DeKalb	MARTA
Dunwoody	Dunwoody MARTA Station	Fulton	MARTA
East Lake	Atlanta MARTA Station	DeKalb	MARTA
East Point	Atlanta MARTA Station	Fulton	MARTA
Edgewood-Candler Park	Atlanta MARTA Station	DeKalb	MARTA
Five Points	Atlanta MARTA Station	Fulton	MARTA
Garnett	Garnett MARTA Station	Fulton	MARTA
Georgia State	Atlanta MARTA Station	Fulton	MARTA
Greene County Mental Health	1040 Silver Rd., Greensboro GA	Greene	Greene County Transit
Groome Transportation	3190 Atlanta Hwy. Suite 20, Athens, GA 30606	Clarke	Athens Clarke County Transit
Groome Transportation	615 NW Frontage Rd, Augusta, GA 30907	Richmond	Augusta Transit

Groome Transportation	2800 Harley Ct, Columbus, GA 31909	Muscogee	Groome
Groome Transportation Macon	4540 Sheraton Dr, Macon, GA 31210	Bibb	Macon Transit Authority
Habersham County Facilities Management and Transit	4306 Toccoa Hwy., Clarkesville GA 30523	Habersham	Habersham County
Hamilton E. Holmes	Atlanta MARTA Station	Fulton	MARTA
Hart County Senior Center / Transit	139 Clay Street, Hartwell GA 30643	Hart	Hart County
Indian Creek	Atlanta MARTA Station	DeKalb	MARTA
Inman Park-Reynoldstown	Atlanta MARTA Station	Fulton	MARTA
Kensington	Atlanta MARTA Station	DeKalb	MARTA
King Memorial	Atlanta MARTA Station	Fulton	MARTA
Lakewood-Ft. McPherson	Atlanta MARTA Station	Fulton	MARTA
Lenox	Atlanta MARTA Station	Fulton	MARTA
Lindbergh Center	Atlanta MARTA Station	Fulton	MARTA
Macon	4961 Romeiser Dr, Macon, GA 31206	Bibb	Macon Transit Authority
Macon Bus Station	200 Cherry Street, Macon, GA 31201	Bibb	Macon Transit Authority
Marietta Transfer Center	800 South Marietta Pkwy SE, Marietta, GA 30060	Cobb	CobbLinc
Medical Center	Dunwoody MARTA Station	Fulton	MARTA
METRA Transfer Center	814 Linwood Blvd., Columbus GA 31901	Muscogee	METRA
Midtown	Atlanta MARTA Station	Fulton	MARTA
Moultrie Transit Center	35 2nd St SE, Moultrie, GA 31768		MIDS
Norcross	1900 Indian Trail Lilburn Rd NW, Norcross, GA 30071	Gwinnett	Ride Gwinnett

Norcross Bus Station	2125 Beaver Ruin Rd, Norcross, GA 30071	Gwinnett	Ride Gwinnett
North Avenue	Atlanta MARTA Station	Fulton	MARTA
North Springs	Sandy Springs MARTA Station	Fulton	MARTA
Oakland City	Atlanta MARTA Station	Fulton	MARTA
Oconee Loop - Marathon Gas	1590 Lexington Rd, Athens, GA 30605	Clarke	Athens Clarke County Transit
Oconee Street Park-N-Ride Site	1323 Lexington Road, Athens, GA 30601	Clarke	Athens Clarke County Transit
Peachtree Center	Atlanta MARTA Station	Fulton	MARTA
Sandy Springs	Sandy Springs MARTA Station	Fulton	MARTA
Savannah	1 A Gateway Blvd E, Savannah, GA, 31419	Chatham	Chatham Area Transit
Savannah Bus Station	610 W Oglethorpe Ave Savannah, Georgia 31401	Chatham	Chatham Area Transit
Southeasterm Stages Inc	1546 Broad St Augusta, Georgia 30904	Richmond	Augusta Transit
SpringHill Suites by Marriott Athens Downtown/University Area	220 S Hull St, Athens, GA 30605	Clarke	Athens Clarke County Transit
UGA Georgia Center	1197 S Lumpkin St, Athens, GA 30605	Clarke	Athens Clarke County Transit
Vine City	Atlanta MARTA Station	Fulton	MARTA
Wanda Coach	3338 Wrightsboro Rd, Augusta, GA 30909	Richmond	Augusta Transit
West End	Atlanta MARTA Station	Fulton	MARTA
West Lake	Atlanta MARTA Station	Fulton	MARTA
West Macon	4775 Chambers Rd, Macon, GA 31206	Bibb	Macon Transit Authority
West Savannah	1 Gateway Blvd S, Savannah, GA 31419	Chatham	Chatham Area Transit