



Georgia Statewide Transit Plan
Improving Access and Mobility Through 2050

2022 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 transit 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 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 2**
- 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 with reviewing 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 Measure

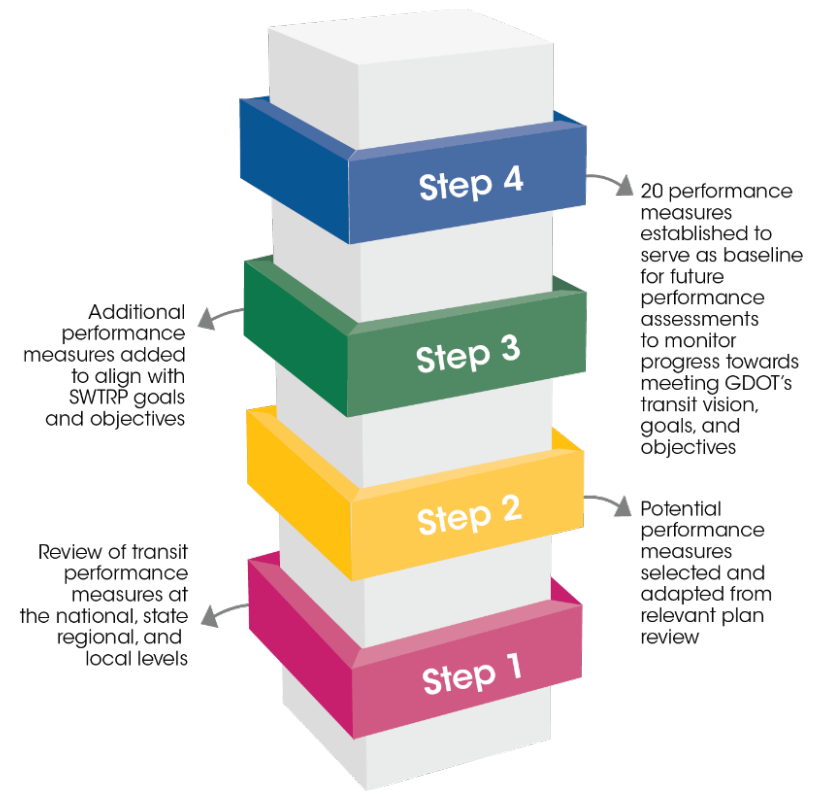


Figure 3: Future transportation center, Albany, GA – An example of the multimodal approach mentioned in the SWTRP vision for transit in 2050. This new center will serve both Greyhound, Albany Transit, and local taxi services. The center is currently under construction and is expected to open in January 2023.

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/SSTP discuss strategies for transportation investment and federal long-range comprehensive transportation planning requirements.

The SWTP/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. By showcasing these impacts, we demonstrate how transit is a component to implementing 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 2020 SWTRP performance measures came from the 2017 5-year American Community Survey, 2017 National Transit Database (NTD), Agency Transit Asset Management (TAM) Plans, the GDOTFY 19-22 Group TAM Plan, and in-house data (publicly available, such as data from agency websites).

Figure 5: SWTRP Performance Measures

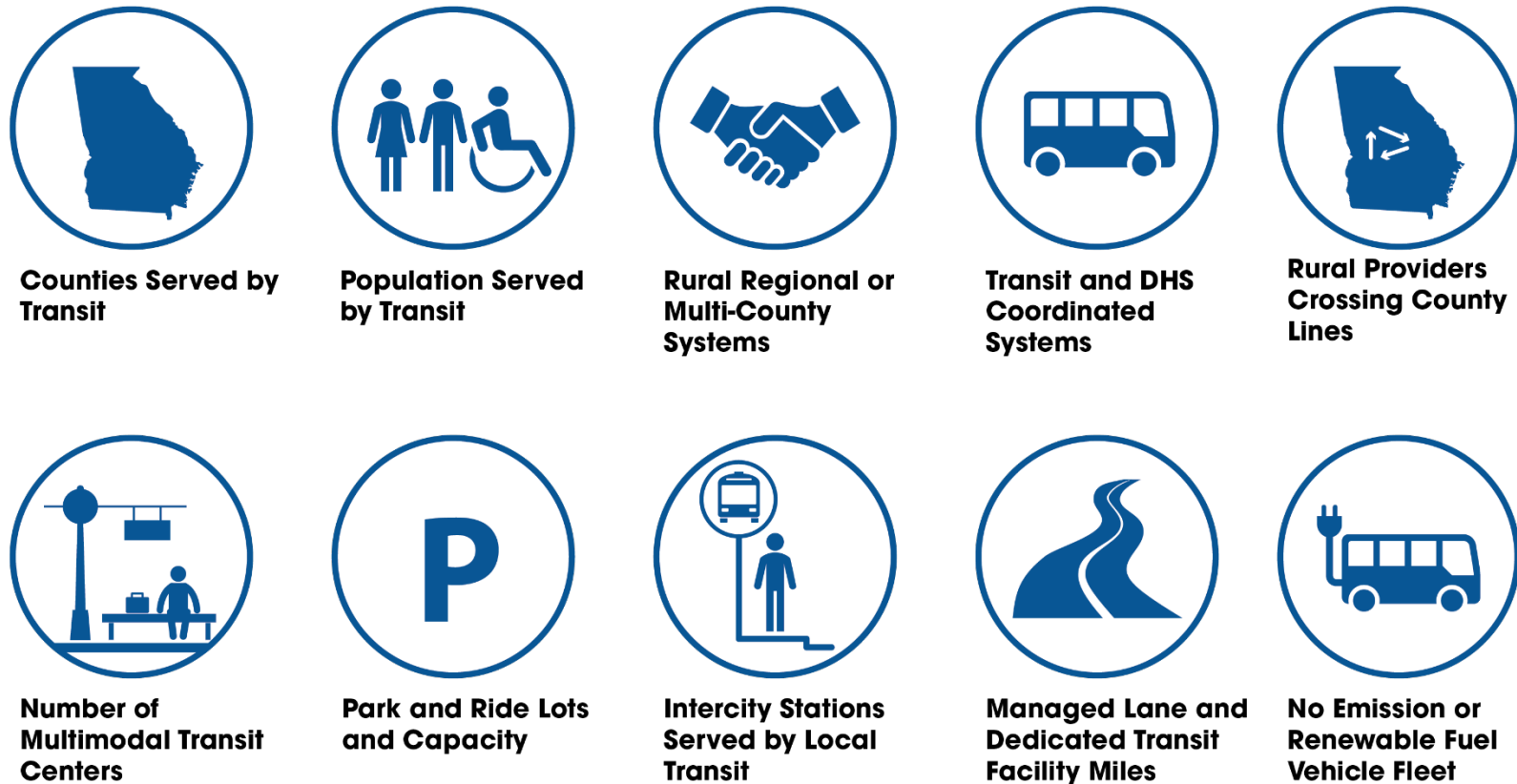


Figure 6: SWTRP Performance Measures (Cont.)



Injuries and Fatalities Per 100,000 Miles



Transit Development Plans Updated Within 5 Years



Agencies with GTFS Data and/or Provided Data to Third-party Platforms



Agencies with Website and/or Smartphone App



Per Capita Transit Operating Expenditures



Revenue Service Hours



Trips Per Service Hour



Revenue Vehicles Meeting or Exceeding ULB



Non-Revenue Vehicles Meeting or Exceeding ULB



Facilities Rated Below Condition 3.0 on TERM Scale

The next section explains how to use this section, followed by the progress of the performance measures. The 2022 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 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 (2021)	Current (2022)	Change
Number of Counties Served by Transit	127	129	+1.6%
Source: GDOT and National Transit Database (NTD)			

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

Note: The years for both points vary based on data sources.

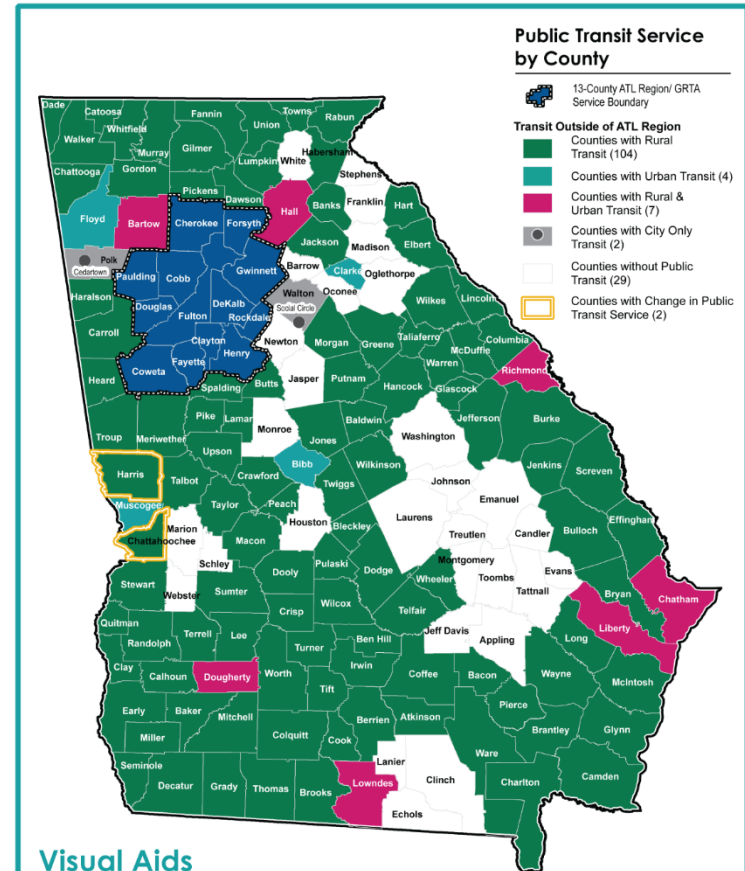
During July 2022, the Lower Chattahoochee Regional Transit Authority added Chattahoochee and Harris counties to the list of counties it provides transit services to: Clay County with Clay County Transit and Quitman, Stewart, and Randolph counties with Pataula Transit.

Explanation of Change in Data

What was achieved?

Transit in Georgia increased by 1.6%.

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

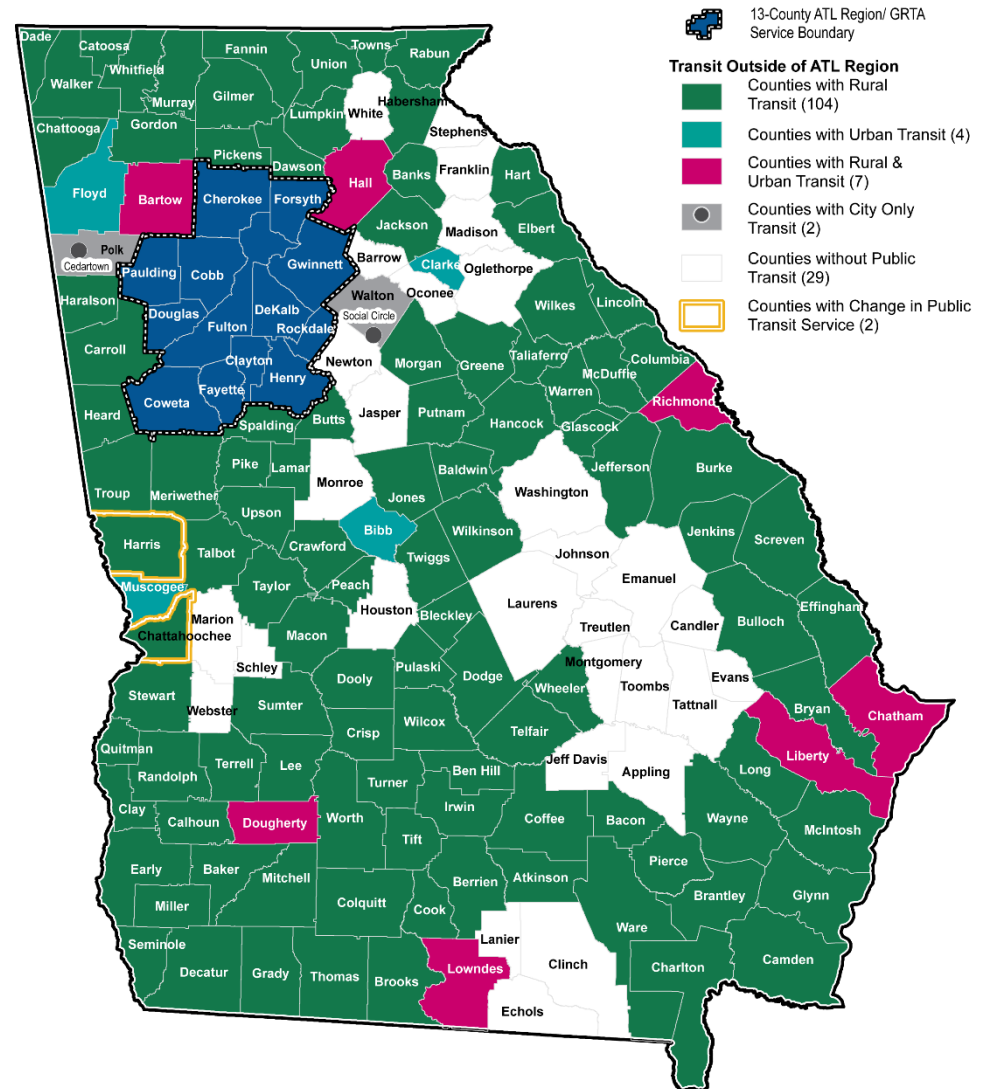
	Past Year (2021)	Current (2022)	Change
Number of Counties Served by Transit	127	129	+1.6%
Source: GDOT and National Transit Database (NTD)			

During July 2022, the Lower Chattahoochee Regional Transit Authority added Chattahoochee and Harris counties to the list of counties it provides transit services to: Quitman, Stewart, and Randolph counties with Pataula Transit.

What was achieved?

Transit in Georgia increased by 1.6%.

Public Transit Service by County



Percent of Population served and of Elderly and Disabled Population Served

The percent of Georgia’s population served indicates how well the existing transit system serves the state’s population, regardless of location within the state. The percent of elderly 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 (2019)	Current (2020)	Change
Percent Population	89.2%	89.6%	+0.4%
Percent Elderly	88.0%	91.4%	+3.4%
Percent Disabled	87.1%	87.9%	+0.8%
Source: American Community Survey 5-Year Estimates			

What was achieved?

- Population in Georgia **increased by 0.4%**.
- Elderly population in Georgia **increased by 3.4%**.
- Disabled population in Georgia **increased by 0.8%**.

For overall population in Georgia, the population increased by 112,732 or 1.08 percent. The following counties had the highest population growth rate: Bryan (+3.4%), Forsyth (+3.6%), and Jackson (+3.8%) counties. Elderly populations grew in Baker (+18.9%), Quitman (+17.2%), and Taliaferro (+0.5%). The following counties saw an increase in populations with disabilities: Lincoln (+22.3%), Putnam (+31.2%), and Telfair (+29.4%) counties.



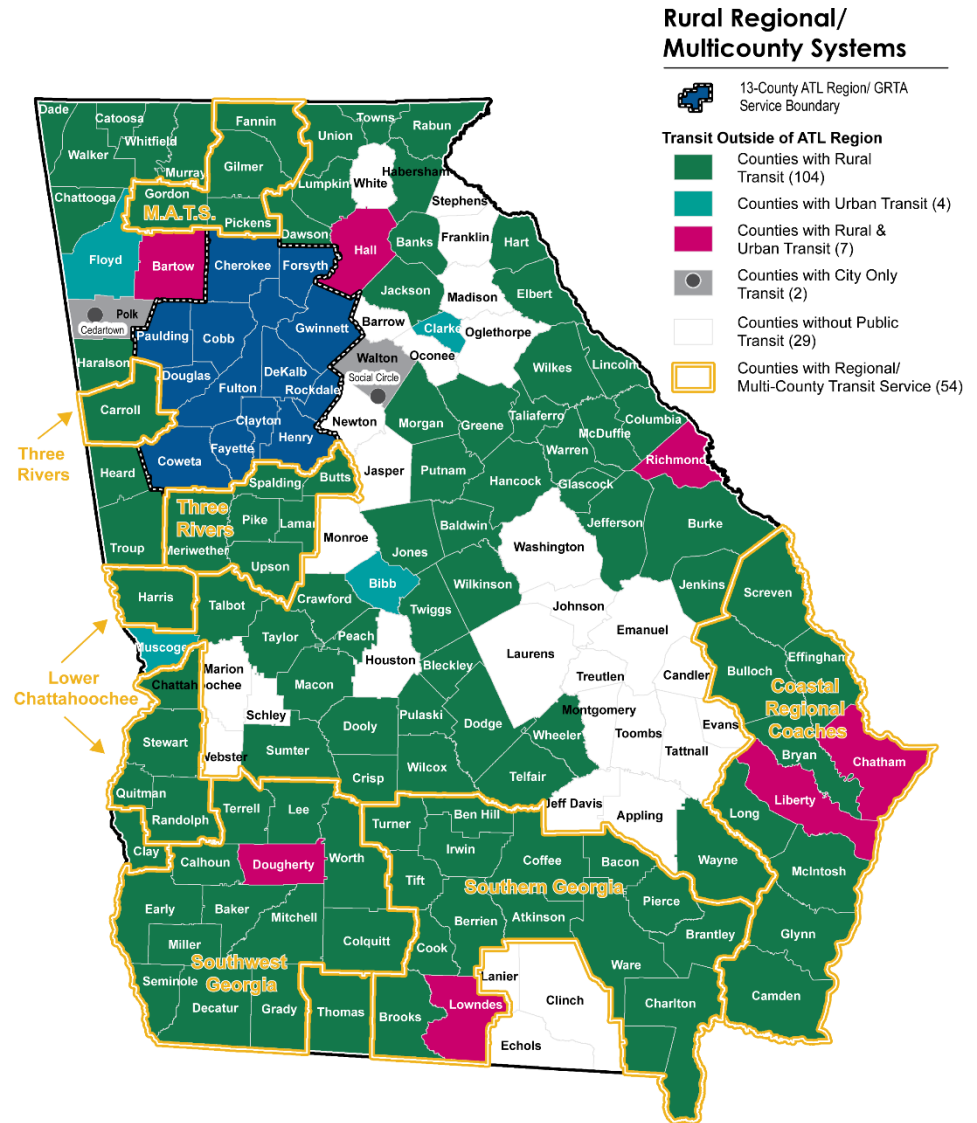
Number and Percent of Rural Regional or Multicounty System Assets, Counties, and Trips

The number and percent of assets, counties, and trips 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 (2019-2021)	Current (2020-2022)	Change
Number Assets	176	247	+40.3%
Percent Assets	33.0%	46.5%	+13.5%
Number Counties	51	54	+5.9%
Percent Counties	32.1%	33.3%	+1.9%
Number Trips	519,419	432,485	-16.7%
Percent Trips	28.7%	33.7%	+5.0%

Source: GDOT Group Transit Asset Management (TAM) Plan, Transit Agency Websites, and NTD



Rural Regional/Multicounty System Assets

Possible transit assets for rural regional/multicounty transit systems are listed in the table below. The previous count included the Mountain Area Transportation System (M.A.T.S), which did not report this year. This year’s count, 247 cutaways, does include assets for the Southern Georgia Regional Commission. The data for rural transit assets is documented in the Group TAM Plan, which is currently being updated.

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 was achieved?

The number of rural regional/multicounty system assets has **increased by 40.3%**.
 The percent of rural regional/multicounty system assets has **increased by 13.5%**.

Rural Regional/Multicounty System Counties

The Lower Chattahoochee Regional Transit Authority added Chattahoochee and Harris counties to the list of counties it

provides transit services to: and Quitman, Stewart, and Randolph counties with Pataula Transit in July 2022. Ben Hill County also joined Southern Georgia Regional Transit.

What was achieved?

The number of counties with transit in rural regional/multicounty systems **increased by 5.9%**.
 The percent counties with transit in rural regional/multicounty systems **increased by 1.9%**.

Rural Regional/Multicounty System Trips

The number of trips for rural regional/multicounty systems decreased from 519,419 in 2019 to 432,484 in 2020, a reduction of 16.7 percent. The overall number of rural transit trips also decreased from 1,809,860 to 1,283,629. These reductions in trip numbers are due to the impact of COVID-19, which began affecting transit service in early 2020. Many rural transit agencies were forced to suspend service or only offer critical medical trips for much of the year. The reduction in trips seen in Georgia’s rural agencies are on par with national trends, which say large reductions in transit usage across the board.

What was achieved?

The number of rural regional/multicounty trips **decreased by 16.7%**
 The percent of rural regional/multicounty trips out of all rural transit trips **increased by 5.0%**.

Number and Percent of Counties and Trips served by Rural Public Transit and DHS Coordinated Systems

Rural public transit, overseen by GDOT, and Department of Human Services' (DHS) Coordinated Transportation System expand the reach of the individual rural transit agency. This partnership also 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 percent of counties served indicate the geographic extent of these coordinated systems.

Change

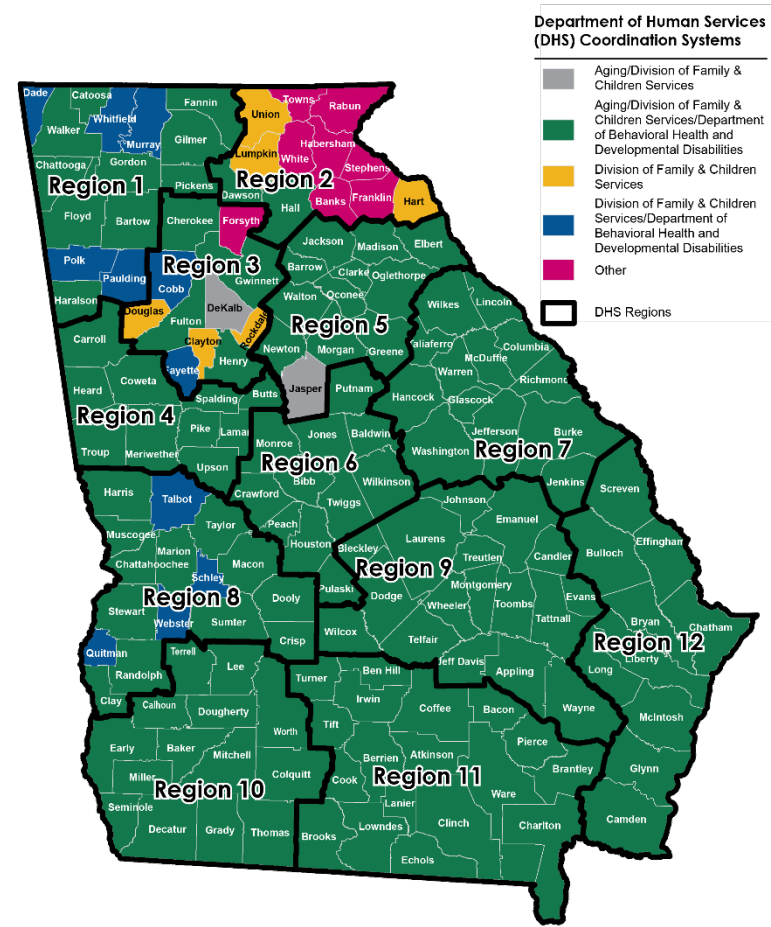
	Past Year (2019)	Current (2022)	Change
Number Counties	97	99	+2.1%
Percent Counties	61.0%	62.3%	+1.3%
Number Trips	1,557,245	1,049,669	-32.6%
Percent Trips	86.0%	81.8%	-4.2%
Source: GDOT and NTD Data			

What was achieved?

The number of counties with rural transit and DHS services increased by 2.1%; the percent of counties with rural transit/DHS increased by 1.3%.

The number of trips by rural transit providers and DHS coordination systems decreased by 32.6; the percent of trips by rural transit/DHS systems decreased by 4.2%.

From 2019 to 2022, the number of counties that have transit access through DHS coordinated systems increased from 97 to 99. The number of trips decreased between 2019 and 2022 from 1,557,245 to 1,049,669 trips provided by rural public transit and DHS coordinated systems. This decrease in ridership could be attributed to the COVID-19 pandemic.



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-boundary or 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.

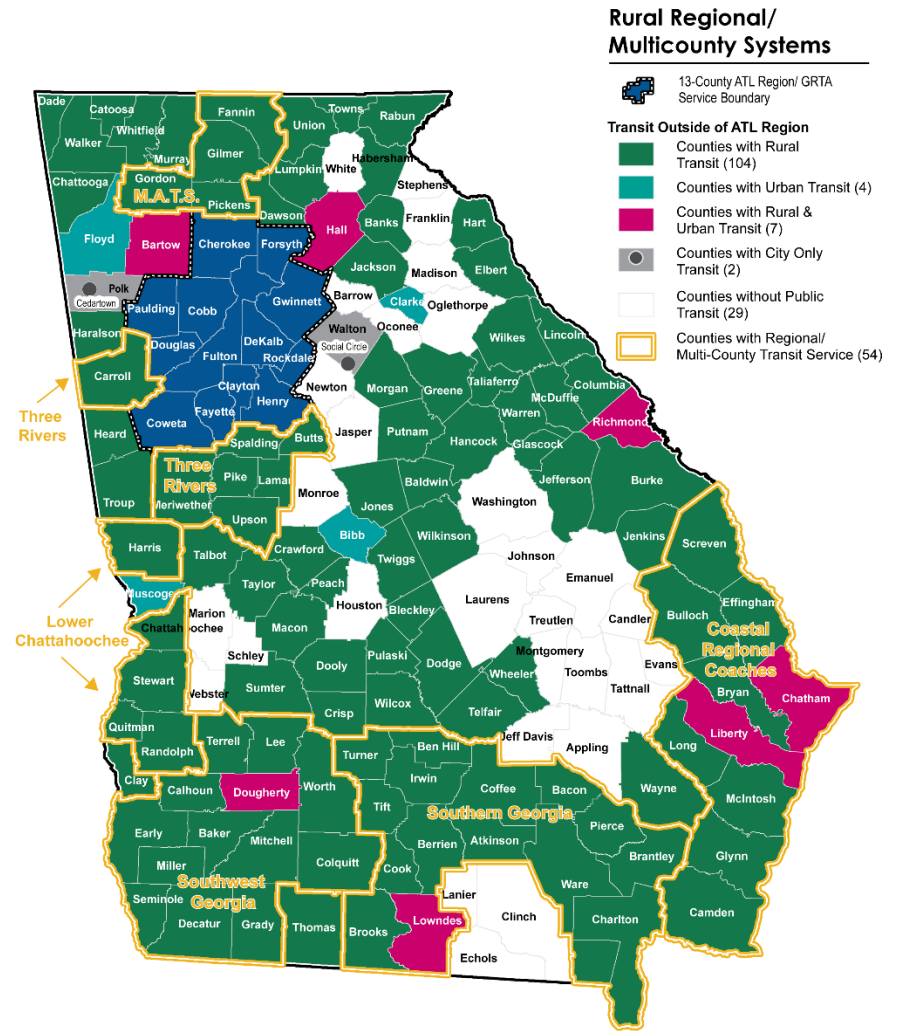
Change

	Past Year (2021)	Current (2022)	Change
Number Providers	58	57	-1.7%

Source: Transit Agency Websites

In 2022, Ben Hill county opted to join the Southern Georgia Regional Transit agency, thus dissolving Ben Hill Transit. The map to the right depicts some of the transit systems that cross county lines due being regional or multi-county transit systems.

What was achieved?
 The number of providers that cross county lines decreased by 1.7%.



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. This measure is a tally of multimodal facilities at which a passenger can switch between transit modes.

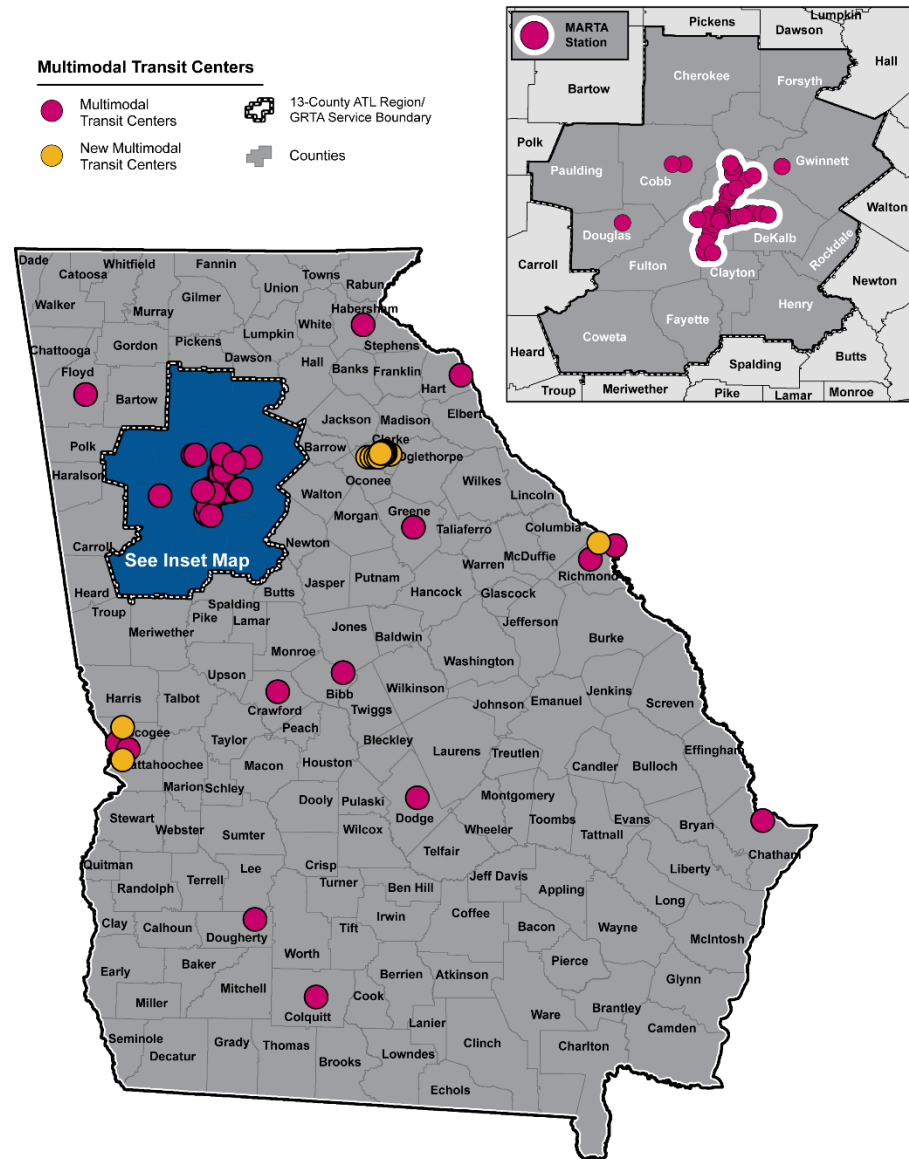
Change

	Past Year (2021)	Current (2022)	Change
Number Multimodal Transit Centers	60	78	+30.0%
Source: GDOT and Transit Agency Websites			

GDOT is currently developing a comprehensive intercity bus study. This study includes information from Groome Transportation and Megabus, providing more station information than known previously. This added 15 more multimodal stations in Athens servicing both Groome Transportation and Athens Clarke County Transit. Also, two additional stations were added in Columbus serving both Groome Transportation and METRA. Another station was added in Augusta at the Groome Transportation Office served by both Groome Transportation and Augusta Public Transit.

What was achieved?

The number of multimodal transit centers **increased by 30.0%**.



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 (2021)	Current (2022)	Change
Number Park and Ride Lots	123	126	+2.4%
Number Parking Spaces	42,387	43,326	+2.2%
Source: Atlanta Regional Commission (ARC), GDOT, Google Earth, Georgia Regional Transportation Authority (GRTA)			

Three additional park and rides were added to the database through research:

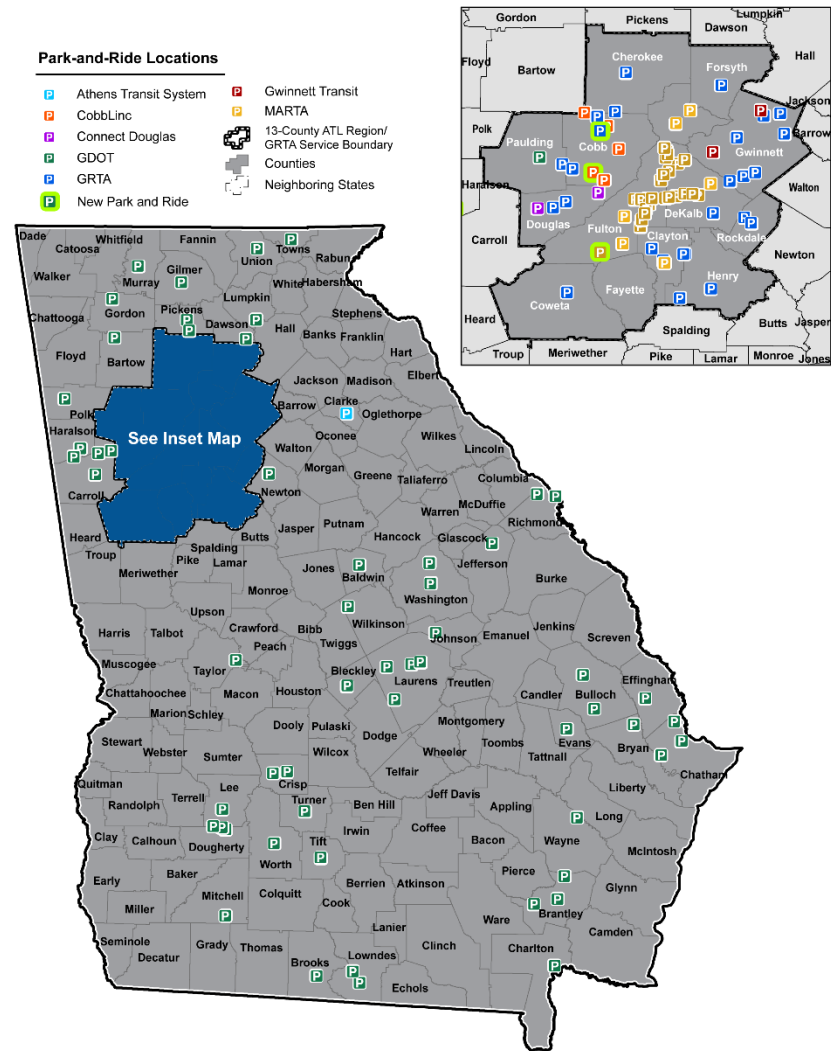
- Fairburn Park and Ride by the City of Fairburn and South Fulton Community Improvement District (CID)
- Floyd Park and Ride by CobbLinc
- Town Center-Big Shanty Park and Ride by Georgia Regional Transportation Authority (GRTA)

What was achieved?

The number of Park and Ride Lots **increased by 2.4%**.
The number of parking spaces **increased by 2.2%**.

Park and Ride Lots and capacity were compiled through data by the Atlanta Regional Commission (ARC), GDOT, and

GRTA, then verified by Google Earth. All three Park and Ride lots are served by transit agencies in the metropolitan Atlanta area. The number of parking spaces increased by 939 parking spaces because of the additional Park and Ride Lots.



Number and Percent 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 (2021)	Current (2022)	Change
Number Intercity Bus Stops with Local Service	7	31	+342.9%
Percent Intercity Bus Stops with Local Service	25.9%	36.9%	+11.0%

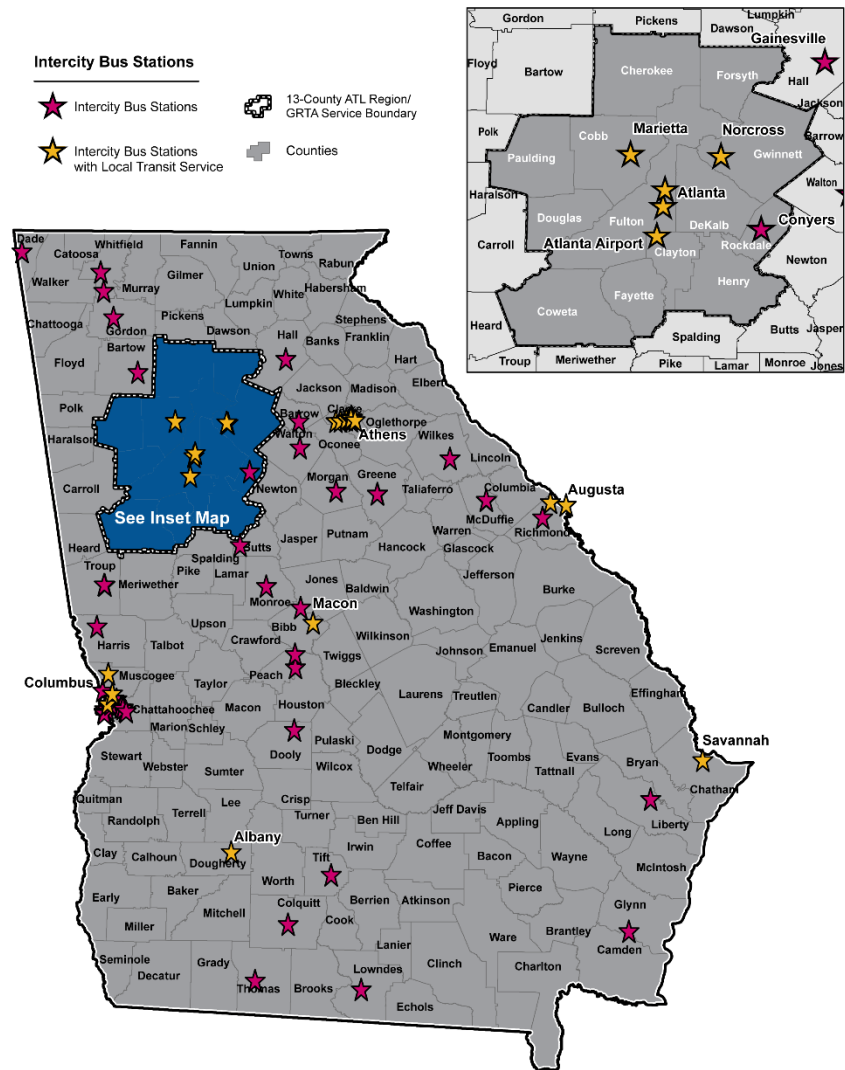
Source: Greyhound, Groome Transportation, Southeastern Stages, Inc. and Megabus

Because of the comprehensive intercity bus study under development, more information from Groome Transportation and Megabus has been provided than the previous year. The stations in Georgia with local transit service are Albany, Athens, Atlanta, Atlanta Airport, Augusta, Columbus, Macon, Marietta, Norcross, and Savannah. Most cities have one or two stations except for Athens, which has 15 stations.

What was achieved?

The number of intercity bus stops with local service **increased by 342.9%**.

The percent of intercity bus stops with local service **increased by 11.0%**.



Number of Managed Lane Miles and Dedicated Transit Facility Miles

Managed lanes limit vehicle eligibility 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 (2021)	Current (2022)	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 2019 and 2021. 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 and 1-mile of bus only lanes.

What was achieved?

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



Percent 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 (2021)	Current (2022)	Change
Percent No Emission or Renewable Fuel Vehicles	1.0%	1.0%	0.0%
Source: GDOT			

In 2021, 8 out of 807 buses were no emissions. In 2022, the Federal Transit Administration issued the Bus and Low- and No-Emissions Grant. This grant will provide over \$31 million to MARTA, Augusta Richmond County, and Chatham Area Transit Authority (CAT) for the purchase of battery electric buses. Today, the Macon-Bibb Transit Authority (MTA) has two electric buses. MARTA has 6 buses that are no emissions, with 3 currently in operation. In 2022, 8 out of 833 buses are no emissions.

What was achieved?

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 (2019)	Current (2020)	Change
Rate Injuries	0.65	0.023	-96.5%
Rate Fatalities	0.01	0.0044	-56.5%
Source: NTD			

Transit agencies in Georgia reported 643 injuries and 6 fatalities with 99,318,349 vehicle miles in 2019. In 2020, those numbers decreased to 21 injuries, 4 fatalities, and 91,908,802 vehicle miles. The totals for 2019 and 2020 do not include data for the City of Atlanta or M.A.T.S. (Fannin, Gilmer, Gordon, and Pickens Counties) due to the agencies not reporting in both years. The City of Atlanta formally operated the Atlanta Streetcar prior to MARTA’s takeover in 2018. Although the numbers decreased, ideally safety indicators (rates of injuries and fatalities) should decrease as an indication of safer transit rides.

What was achieved?

- The rate of injuries **decreased by 96.5%**.
- The rate of fatalities **decreased by 56.5%**.



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 ten-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.

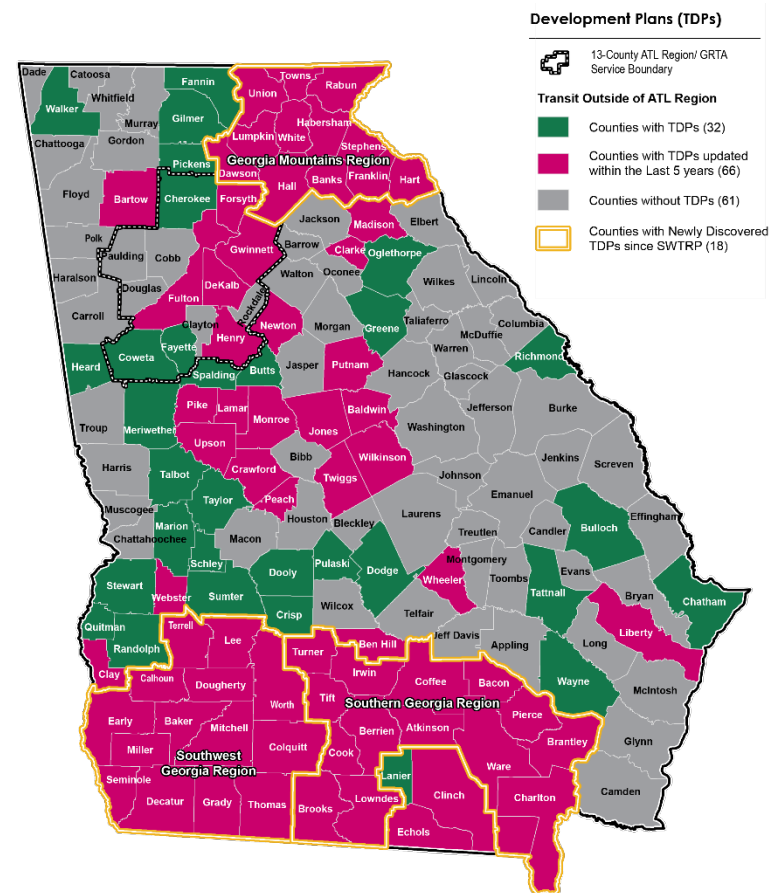
Change

	Past Year (2021)	Current (2022)	Change
Number Counties with TDPs	80	98	+22.5%
Number TDPs updated within last 5 years	46	66	+43.5%
Source: GDOT and Transit Agency Websites			

What was achieved?

The number of counties with TDPs **increased by 22.5%**.
 The number of counties with TDPs updated in last 5 years **increased by 43.5%**.

In 2022, two regions decided to create regional TDPs: Georgia Mountains and Southwest Georgia. These TDPs added 25 additional counties to the overall number of counties with TDPs. All individual counties within the Southern Georgia region had TDPs, but in 2020, the region released its Regional Transit plan including all counties except Ben Hill, Clinch, Echols, and Lanier counties.



Number and Percent 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

	SWTRP (2021)	Current (2022)	Change
Number Agencies with GTFS Data	5	8	+60.0%
Percent Agencies with GTFS Data	6.3%	9.6%	+3.3%
Source: Transit Agency Websites, ARC Open Data & Mapping Hub			

What was achieved?

The number of agencies with GTFS data **increased by 60.0%**. The percent of agencies with GTFS data **increased by 3.3%**.

In 2021, five agencies provided GTFS data:

- MARTA;
- SRTA Xpress;
- CobbLinc;
- Gwinnett County Transit; and
- Cherokee Area Transportation System (CATS).

Since then, METRA, Athens Transit System, and Chatham Area Transit, have all made GTFS data available, increasing the number of agencies in Georgia with GTFS data to 8 agencies in 2022.



Number and Percent of Agencies with Website, or with a Smart Phone Application

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

Change

	SWTRP (2021)	Current (2022)	Change
Number Agencies with Website	79	82	+3.8%
Percent Agencies with Website	97.5%	97.6%	+0.1%
Number Agencies with Smart Phone App	16	16	0.0%
Percent Agencies with Smart Phone App	19.8%	19.0%	-0.8%
Source: Provider websites			

What was achieved?

The number of agencies with website **increased by 3.8%**; percent of agencies with Smart Phone app **increased by 0.1%**.

The number of agencies with Smart Phone app **neither increased nor decreased**; percent of agencies with website **decreased by 0.8%**.

On July 1, 2021 the Southern Georgia Regional Commission decided to consolidate transit services in their region. This change added transit to several counties in that region but resulted in a net reduction of transit agencies to the state. While Tift and Lowndes Counties are included in this service area, the counties operate their own transit services (Tift Lift Transit and Lowndes County Transit, respectively). As of 2021, only two agencies in Georgia did not have a public-facing website.

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 remain the same between 2021 and 2022, with a total of 16 statewide. Including transit services from Tift and Lowndes Counties, the percentage of agencies reduces slightly from 2021. Some agencies have developed their own applications in-house and others contract with transit technology companies.

Three agencies have begun using 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.

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* (2019)	Current* (2020)	Change
Per Capita Expenditures	\$69.42	\$70.71	+1.9%
Source: NTD			

In 2019, the per capita expenditures total was \$69.42. The amount increased 1.9% to \$70.71. Both the population served (9,281,035 in 2019 and 9,382,667 in 2020) and the total operating expenses of all transit agencies (\$644,299,385 in 2019 and \$663,464,381 in 2020) rose as well.

** The totals for 2019 and 2020 do not include data for the City of Atlanta or M.A. T.S. (Fannin, Gilmer, Gordon, and Pickens Counties) due to the agencies not reporting in 2019. The City of Atlanta formally operated the Atlanta Streetcar prior to MARTA's takeover in 2018.*

What was achieved?

Per capita expenditures **increased by 1.9%**.



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.

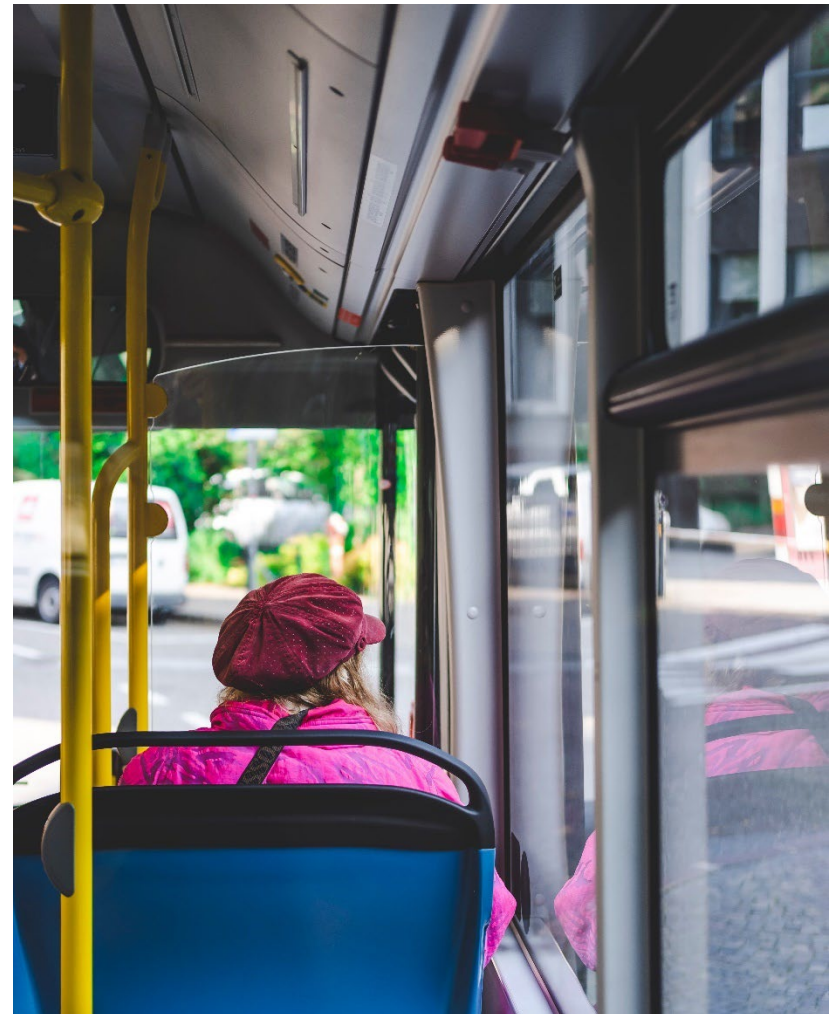
Change

	Past Year (2019)	Current (2020)	Change
Number Revenue Service Hours	5,986,641	5,761,270	-3.8%
Source: NTD			

Overall, the number of revenue service hours in Georgia decreased by 225,371 hours. The decrease can likely be attributed to the impacts from Novel Coronavirus (COVID-19), resulting in reduced services.

What was achieved?

The number of revenue service hours **decreased by 3.8%**.



Trips per Service Hour

Trips per service hour measures the overall frequency 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 (2019)	Current (2020)	Change
Number Trips per Service Hour	22.8	18.8	-17.2%
Source: NTD			

In 2019, the total unlinked passenger trips were 136,244,345 and the vehicle revenue hours were 5,986,641. The unlinked passenger trips divided by the vehicle revenue hours resulted in 22.8 trips per service hour. In 2020, the total unlinked passenger trips decreased to 108,510,657, and the vehicle revenue hours decreased to 5,761,270. The new trips per service hour rate is 18.8. Although the number of service hours decreased by 335,371, the number of unlinked passenger trips decreased by 27,733,688, which is a greater percentage of change. This change is an indication that the overall frequency of the transit system has decreased.

What was achieved?

The number of trips per service hour **decreased by 17.2%**.



Percent of Revenue Vehicles (Rolling Stock) within an Asset that have either Met or Exceeded their Useful Life Bracket (ULB)

This performance measure comprises of vehicles used in revenue service for public transportation. 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 repairs or replacement soon that would remove it from providing public transportation. This measurement currently includes the 93 providers participating in the GDOT Group TAM Plan and MARTA, CAT, and CobbLinc.

Change

	Past Year (2021)	Current (2022)	Change
Percent Revenue Vehicles Met or Exceeded ULB	12.4%	12.0%	-0.4%
Source: GDOT Group TAM Plan, National Transit Database			

The table below shows the percentages of rolling stock by vehicle type that have met or exceeded their ULB. The 2021 percentage only included the 92 providers from the Group TAM Plan, as compared to the 93 providers in 2022. That year, 96 of 775 revenue vehicles (12.4%) met or exceeded their ULB. In 2022, asset information from MARTA, CAT, and CobbLinc was added, changing the numbers to 248 vehicles out of 2,063 vehicles (12.0%) that have exceed their ULB.

Percentage of revenue vehicles (rolling stock) within an asset class that have either met or exceeded their ULB	
Rolling Stock	12.0%
Heavy rail	25.8%
Light rail	0.0%
Trolley	0.0%
Bus	5.2%
Cutaway bus	14.7%
Minivan	6.7%
Van	5.4%
Ferryboat	0.0%
School Bus	26.7%
Source: GDOT Group TAM Plan, National Transit Database	

What was achieved?

The percent of revenue vehicles that have met or exceeded their ULB **decreased by 0.4%**.

Percent 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 are categorized as 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 CobbLinc.

Change

	Past Year (2021)	Current (2022)	Change
Percent Non-Revenue Vehicles Met or Exceeded ULB	42.6%	21.3%	-21.3%
Source: GDOT Group TAM Plan, National Transit Database			

In 2021, 23 out of 54 non-revenue vehicles (42.6%) met or exceeded their ULB. In 2022, with the additional agencies' information, that number has changed to 108 out of 507 non-revenue vehicles meeting or exceeded their ULB.

What was achieved?

The percent of non-revenue vehicles that have met or exceeded their ULB **decreased by 21.3%**



Percent 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 CobbLinc.

Change

	Past Year (2021)	Current (2022)	Change
Percent Facilities Rated Below Condition 3.0	8.4%	4.6%	-3.8%
Source: GDOT Group TAM Plan, National Transit Database			

In 2021, the number of facilities, that rated below condition 3.0 was 7 out of 84 facilities (8.4%). The additional of the information from the agencies has changed that number to 11 out of 238 facilities or 4.6 percent, causing a decrease of 3.8%

What was achieved?

The percent of facilities rated below condition 3.0 out of all transit facilities **decreased by 3.8%**.



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 Coastal Regional Commission, the Southern Georgia Regional

Commission, and the Three Rivers Regional Commission currently employ regional mobility managers.

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.

The *TDP Guidebook* provides up-to-date guidance regarding the development of TDPs, incorporates a toolkit providing templates of key elements for use and guidance during the TDP development process, and offers technical assistance for maintaining compliance with the laws and regulations associated with 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 will publish their final TDPs in early 2023. Additionally, GDOT will work with three other regional commissions to launch the TDP process in 2023. These regions are the Heart of Georgia-Altamaha Regional Commission, the Middle Georgia Regional Commission, and the Northeast Georgia Regional Commission.

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, five Atlanta area transit agencies published GTFS data. Three transit agencies outside of the Atlanta region now publish GTFS: METRA, Chatham Area Transit, and Athens-Clarke County 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 begin ending service after 11:00 PM. Such service schedules would be coordinated with major employers and would require expanding service hours will require 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. Due to the challenges brought on by COVID-19 extended service hours have not been implemented.

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: In 2022, the Lower Chattahoochee Transit Authority began providing service to Chattahoochee and Harris counties, which did not previously have transit service, reducing the number of counties without public transit to 29 counties.

Through the development of additional regional TDPs, GDOT plans to support the creation of additional rural transit services in 2023 and beyond.

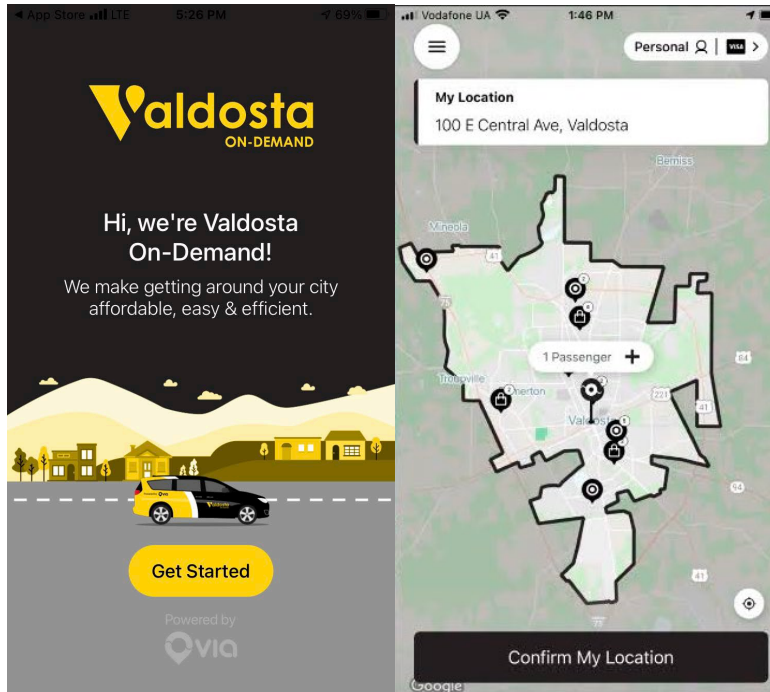
Launch Urban Service for Cities without Service

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: As of 2022, transit service has been initiated in one of these targeted urban areas, and another is in the process of standing up a system. In 2021, the City of Valdosta launched its Valdosta On-Demand, an app-based microtransit service offering real-time demand-response service within the city limits. The City of Brunswick completed their Transit Service Plan in May 2022. The plan recommends a unified city/Glynn County microtransit service and flex bus route to Saint Simons Island, with the system to start in late 2022.

Forsyth County, which previously operated Section 5311-funded rural service, has switched to Section 5307-funded urban service in 2022. As a part of the Atlanta urbanized area, Forsyth was not specifically identified in the SWTRP. Forsyth is a growing suburban county in the northern Atlanta region, and the transition to urban service will allow greater access to funding and increased operational opportunities as the county continues to urbanize. GDOT also assisted Forsyth County

with the Public Transportation Agency Safety Plan (PTASP) which includes processes and procedures to implement Safety Management Systems (SMS) and safety performance targets.



The Valdosta On-Demand app for microtransit service in Valdosta, 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: Reduced ridership totals are expected for 2020 and 2021 due to the impacts of the COVID-19 pandemic. The pandemic resulted in the reduction or suspension of transit services in all parts of the state. In 2020, Georgia’s rural transit providers reported a total of 1,283,629 trips to the National Transit Database. This is a decrease of 526,231 trips (-29.1%) from the base year of 2019 (1,809,860 reported trips) likely due to the COVID-19 pandemic. Georgia’s rural areas saw a decrease in trips provided, unlike the national trend which saw rural trips increase by 16.3%, however total transit trips declined by -42.0%. Due to the reduced ridership caused by the COVID-19 pandemic, agencies also saw losses in revenue. Because of the losses in revenue, rural systems were unable to 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.

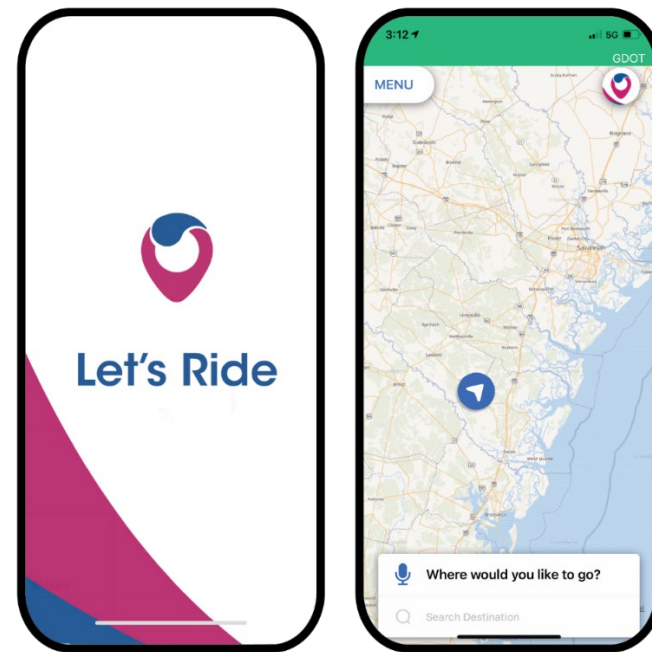
Implement Statewide Trip Planning App and Website

Strategy: Trip planning services provide a platform for passengers to plan 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 our rural transit operators that were designed with the *Let's Ride* logo. Implementing our marketing campaign to expand awareness of this application.

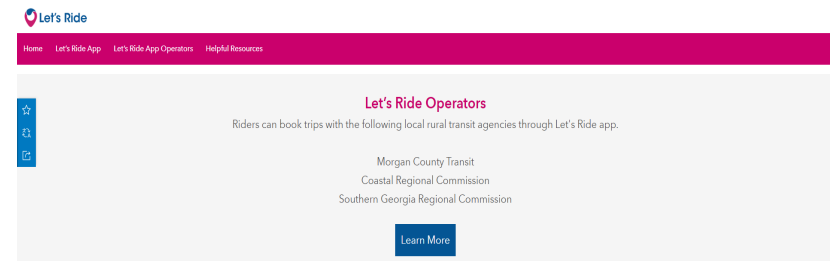


The Let's Ride app, launched by GDOT in 2021.



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.



Frequently Asked Questions

- How Does the Let's Ride App Work?
- What Are the Operating Hours?
- Where Does Let's Ride Go?
- How Much Does It Cost?

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: In October of 2021, ATS in Albany, GA began construction on a new \$13 million central transit facility that will serve as a major transfer center for their buses, as well as the Albany area’s intercity bus station for Greyhound. GDOT has assisted ATS throughout the design phase of this facility through subrecipient oversight.



On October 4th, 2021, Albany Transit System broke ground on a new downtown multimodal transit facility at 300 West Oglethorpe Blvd.

In November of 2021, construction began on a new \$12 million intercity bus facility to replace Atlanta’s aging Greyhound bus station. The current station was initially built as a temporary structure in the lead-up to the 1996 Olympics, though service has continued out of this facility for the subsequent 25 years.

The new 12,000 square-foot intercity bus station will also be served by Southeastern Stages and features eight intercity bus slips. The station will also be directly integrated into Atlanta’s transit network, including 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.



Rendering of the new Greyhound facility in Downtown Atlanta, replacing the current station

Implement Zero-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 typically have lower operating and maintenance costs than conventionally powered transit buses.

In addition to lifecycle cost savings, zero-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 over \$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.

In addition to that effort, MTA issued a request for proposal for the building and delivering of up to seven paratransit electric buses and all associated equipment over the next three years. The agreement would be in partnership with both MTA and GDOT, which are both authorized locally operated Georgia State Paratransit systems.

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: As of 2022, there are no new GDOT sponsored pedestrian projects near transit stations according to the ARC List of FY2022 Federally Funded Projects. Construction is ongoing on two bicycle and pedestrian infrastructure projects designed to improve first-and-last-mile access to transit routes in the cities of Doraville and Decatur. FTA grant funds are providing 90% and 85% of construction funds for these respective projects, for a combined total of over \$6 million in federal funding.

In Decatur, this project will add bicycle lanes along Church Street and improve sidewalks and pedestrian infrastructure in the area, providing improved multimodal connections between North Decatur and downtown, including the Decatur MARTA heavy rail station.

Doraville’s project includes context-sensitive approaches, bike lanes, and new street trees along New Peachtree Road to create a safer and more inviting environment for pedestrians and cyclists. This project will improve multimodal

connectivity to the Doraville MARTA station and allow heavy rail riders to access more destinations around the station in a safer manner.



Renderings of the New Peachtree Road project in Doraville. Source: Keck and Wood

5.0 Summary

Throughout 2022 significant progress has been made in implementing the strategies of the SWTRP. Major advancements in transit across the state include:

- Addition of rural transit service in two counties
- Expansion of counties with TDPs, 98 counties
- Addition of two Regional TDPs
- Expansion of providers using GTFS data and/or providing data to third-party platforms
- Expansion of providers with websites, 84 providers

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. In March of 2020, the COVID-19 pandemic reduced and halted transit services. COVID-19 has impacted the following performance measures due to 2020 data from the U.S. Census Bureau and NTD being best available:

- Rural Regional/Multicounty number and percent of trips
- Rural Public Transit and DHS number and percent of trips
- Number of Revenue Service Hours
- Trips per Service Hour



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	127	129	+1.6%
Percent of Population served and of Elderly and Disabled Population Served			
Percent of population served	89.2%	89.6%	+0.4%
Percent of elderly population served	88.0%	91.4%	+3.4%
Percent of disabled population served	87.1%	87.9%	+0.8%
Number and Percent of Rural Regional or Multicounty System Assets, Counties, and Trips			
Number of rural regional or multicounty system assets	176	247	+40.3%
Percent of rural regional or multicounty system assets	33.0%	46.5%	+13.5%
Number of counties served by rural regional/multicounty systems	51%	54	+5.9%
Percent of counties served by rural regional/multicounty systems	32.1%	34.0%	+1.9%
Number of trips served by rural regional/multicounty systems	519,419	432,485	-16.7%
Percent of trips served by rural regional/multicounty systems	28.7%	33.7%	+5.0%
Number and Percent 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	97	99	+2.1%
Percent of counties served by rural public transit and DHS coordinated systems	61.0%	62.3%	+1.3%
Number of rural trips served by rural public transit and DHS coordinated systems	1,557,245	1,049,669	-32.9%
Percent of rural trips served by rural public transit and DHS coordinated systems	86.0%	81.8%	-4.2%
Number of Rural Transit Providers that Cross County Area Boundaries	58	57	-1.7%
Number of Multimodal Transit Centers	60	78	+30.0%
Number of Park and Ride Lots and Total Parking Capacity			
Number of park and ride lots	123	126	+2.4%
Total park and ride lots capacity (parking spaces)	42,387	43,326	+2.2%

Performance Measures Progress			
Performance Measure	Past Number/ Percent	Current Number/ Percent	Change
Number and Percent of Intercity Bus Stops with Local Transit Service			
Number of intercity bus stops with local transit service	7	29	+314.3%
Percent of intercity bus stops with local transit service	25.9%	35.4%	+9.4%
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%
Percent of Transit Fleet that is No Emission or Renewable Fuel Vehicle	1.0%	1.0%	0.0%
Injuries and Fatalities per 100,000 Transit Vehicles Revenue Miles			
Injuries per 100,000 transit vehicle revenue miles	0.65	0.023	-96.5%
Fatalities per 100,000 transit vehicle revenue miles	0.01	0.004	-56.5%
Number of Counties with TDPs, and the Number of TDPs updated within the Last 5 Years			
Number of counties with TDPs	80	98	+22.5%
Number of counties with TDPs updated within the past 5 years	46	66	+43.5%
Number and Percent 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	5	8	+60.0%
Percent of agencies with GTFS data and/or provided that data to third-party platform	6.3%	9.6%	+3.3%
Number and Percent of Agencies with Website, or with a Smart Phone Application			
Number of agencies with website of all transit agencies	79	84	+6.3%
Percent of agencies with website of all transit agencies	97.5%	97.6%	+0.1%
Number of agencies with a smart phone application out of all transit agencies	16	16	0.0%

Performance Measures Progress			
Performance Measure	Past Number/ Percent	Current Number/ Percent	Change
Percent of agencies with a smart phone application out of all transit agencies	19.8%	19.0%	+0.8%
Per Capita Expenditures on Transit Operations	\$69.42	\$70.71	+1.9%
Number of Revenue Service Hours	5,986,641	5,761,270	-3.8%
Trips per Service Hour	22.8	18.8	-17.2%
Percent of Revenue Vehicles (Rolling Stock) within an Asset that have Either Met or Exceeded their Useful Life Bracket (ULB)	12.4%	12.0%	-0.4%
Percent of Non-Revenue Service Vehicles (equipment) that have Either Met or Exceeded their ULB	42.6%	21.3%	+1.8%
Percent of Facilities within an Asset Class that are Rated Below Condition 3.0 on the Transit Economic Requirements Model (TERM) Scale	8.4%	4.6%	-1.2%