

Georgia Statewide Transportation Improvement Program

Transit System Performance Report

Updated May 2021



Background

Pursuant to the Moving Ahead for Progress in the 21st Century (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs. On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule¹). This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with 49 CFR Section 625.25, transit providers must inventory capital assets, document the condition of transit assets with respect to required performance measures, set performance targets, and describe capital investments needed. Each Transit Asset Management (TAM) Plan sets performance targets based on realistic assumptions, the recent data available, and the financial resources from all sources that the provider reasonably expects will be available during the TAM Plan horizon period.²

Additionally, 49 CFR Section 673 requires Section 5307 recipient agencies to establish a Public Transportation Agency Safety Plan (PTASP), and mandates state DOTs to assist in the preparation of these plans for all small urban transit agencies. The PTASP establishes safety performance measures and targets for each agency, including safety events, injuries, fatalities, and system reliability.

In accordance with the Planning Rule, the Georgia Department of Transportation (GDOT) publishes a Statewide Transportation Improvement Program (STIP) System Performance Report for highway performance measures. This Transit Edition of the System Performance Report covers the applicable transit performance measures. In the Transit Edition, GDOT describes the performance measures recorded for both TAM and safety activities. Included plans are the GDOT-sponsored Group TAM Plan and targets, which cover all rural providers in the state plus some providers within MPO boundaries, and the PTASP plans for all GDOT's Section 5307 small urban subrecipients and Section 5307 participants with GDOT-prepared and certified plans.

In summary:

- GDOT is the sponsor of a [Group Transit Asset Management Plan](#)³ for 92 participating providers in the state, covering transit providers outside MPO boundaries. See **Exhibit 2** for a full list of participants. The GDOT Group Transit Asset Management Plan was developed in accordance with the requirements in 49 CFR 625.27.⁴
- Providers, who are not participants in the GDOT Group TAM Plan or another group plan, must develop a TAM Plan, set targets, and share those with their MPO.
- GDOT participated in the preparation of PTASPs for all Section 5307 small urban subrecipients. These plans contain safety performance measures and targets certified by GDOT and the individual agencies.
- Each agency is responsible for sharing these performance measures and targets with their MPOs.

- Each MPO in the state is responsible for setting regional transit performance targets and reflecting those in MPO planning documents.

Transit Asset Management Performance Measures

Per the TAM Rule (49 CFR Part 625), FTA establishes four performance measures to evaluate state of good repair for transit assets:

- Rolling Sock: Percentage of revenue vehicles exceeding useful life benchmark
- Equipment: Percentage of non-revenue service vehicles exceeding useful life benchmark
- Facilities: Percentage of facilities rated under 3.0 on the TERM scale
- Infrastructure: Percentage of track segments under performance restriction

Transit Asset Management Performance Targets

The GDOT Group TAM Plan includes performance targets for each applicable asset class based on the assessed performance and condition of the asset inventory in 2020. The “infrastructure” category is not applicable to any of the participating providers and is therefore not included. **Exhibit 1** below provides a summary of the condition of assets in 2020 and the FY 2021 targets presented in the GDOT Group TAM Plan. Targets will be revisited annually.

Exhibit 1: Summary of Asset Performance in GDOT Group TAM Plan (Percent Exceeding Useful Life Benchmark)

Asset Class	Useful Life Benchmark (ULB)	FY 2019		FY 2020		FY 2021
		Performance Target	Actual Performance	Performance Target	Actual Performance	Performance Target
BU – Bus (35’-40’)	14 yrs.	15%	9%	10%	4%	10%
BU- Bus (29’-30’)	12 yrs.	35%	35%	35%	23%	30%
CU – Cutaway Bus	7 yrs.	10%	6%	10%	2%	8%
VN - Van	8 yrs.	50%	50%	35%	35%	35%
EB – Electric Bus (35’-40’)	14 yrs.	n/a	n/a	0%	n/a	0%
RT- Rubber Tired Vintage Trolley	14 yrs.	n/a	0%	0%	n/a	0%
AO – Automobile	8 yrs.	55%	62%	55%	50%	55%
TR- Trucks and Other Rubber Tire Vehicles	10 yrs.	55%	45%	55%	39%	50%

GDOT uses this Group TAM Plan as a tool to inform funding decisions to subrecipient agencies that apply for federal funding through the GDOT Transit Program. This tool will supplement the fair and equitable processes currently utilized for the distribution of funding.

The FY 2021-2024 STIP document includes FTA formula funds that are expected to be available for transit operating, capital, and planning across the state. More specifically, \$119,634,000 in Section

5307 (urbanized area program), \$171,311,000 in Section 5311 (rural area program), and \$23,436,000 in Section 5339 (bus and bus facilities program) are estimated to be programmed for the STIP period. Eligible activities under these programs include vehicle purchases and facility improvements, which will support progress toward meeting transit targets.

Each Metropolitan Planning Organization in the state develops and adopts a Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP). The TIPs are included in the STIP by reference without modification once approved by the MPO and the Governor, or his designee. Each locally adopted TIP and LRTP must reflect a performance-based planning process, which includes setting regional TAM targets and documenting investments that work toward meeting those targets.

Exhibit 2: List of Participating transit providers under GDOT’s Group TAM Plan

Rural (5311) Program Participants	
1. Americus, City of	42. Jenkins County Transit
2. Bacon County	43. Jones County Transit
3. Baldwin County Transit	44. Lincoln County Transit
4. Banks County Transit	45. Lower Chattahoochee Regional Transit Authority
5. Bartow Transit	46. Lowndes County
6. Ben Hill County Transit	47. Lumpkin County
7. Berrien County	48. Macon County Transit
8. Bleckley County Transit	49. McDuffie County Commission Transit
9. Brantley County	50. Morgan County Transit
10. Brooks County Transit	51. Murray County Transportation System
11. Burke County Transit	52. Paulding County
12. Catoosa County	53. Peach County Transit
13. Cedartown, City of	54. Pickens County
14. Chattooga County Transit	55. Pierce County Transit
15. Cherokee County	56. Pulaski County Transit
16. Clay County	57. Putnam County Commission Transit
17. Coastal Regional Commission	58. Rabun County
18. Columbia County Commission Transit	59. Richmond County
19. Cook County Transit	60. Social Circle Area Transit
20. Coweta County	61. Southwest Georgia Regional Commission
21. Crawford County Transit	62. Talbot County Transit
22. Crisp County Transit	63. Taliaferro County Board of Commissioners
23. Dade County Transit	64. Taylor County Transit
24. Dawson County Transit	65. Telfair County Transit
25. Dodge County Transit	66. Thomas County Transit
26. Dooly County	67. Three Rivers Regional Commission
27. Elbert County	68. Tift Transit System
28. Fannin County	69. Towns County
29. Forsyth County Public Transportation	70. Troup County Transit
30. Gilmer County Transit System	71. Turner County

31. Glascock County Transit	72. Twiggs County Transit
32. Gordon County Transit	73. Union County Transit
33. Greene County Commission Transit	74. Walker County
34. Habersham County Transit	75. Ware County
35. Hall County Transit	76. Warren County Commission Transit
36. Hancock County Transit	77. Wayne County Transit
37. Haralson County Transit	78. Wheeler County Transit
38. Hart County Public Transit	79. Whitfield County W.T.S.
39. Heard County Transit	80. Wilcox County Transit
40. Jackson County	81. Wilkes County Commission Transit
41. Jefferson County Transit	82. Wilkinson County Commission Transit
Urban (5307) Program Participants	
1. Albany Transit System	6. Liberty Transit
2. Athens Transit System	7. Macon-Bibb County Transit Authority
3. Bartow County Transit	8. Rome Transit Department
4. Cherokee Area Transportation System	9. Augusta Public Transit
5. Hall Area Transit	10. Columbus METRA

Public Transportation Safety Performance Measures

Per the PTASP Rule (49 CFR Part 673), FTA establishes four performance measures to evaluate safety performance for transit agencies:

- Fatalities – death confirmed within 30 days of a safety event
- Injuries – harm to a person requiring immediate medical attention away from the scene of a safety event
- Safety Events – major events such as collisions, fires, or maintenance-related events, as defined by the National Transit Database, resulting in fatality, injury, evacuation, or significant property damage
- System Reliability – the average distance, in miles, between major mechanical failures.

These performance measures help to quantify the overall safety of a given transit system, which can be used alongside TAM performance measures to plan future capital investments. Safety performance can be tied to state of good repair, as newer vehicles may require less maintenance and operate more reliably. When drafting their Transportation Investment Plans, MPOs may use the safety performance metrics of their relevant transit systems to prioritize investment in order to ensure safe service. Examples of safety-related capital investments could include:

- Personal protective equipment (PPE) for drivers and maintenance staff,
- Safety technology systems such as lane departure warning systems or collision avoidance systems,
- Security features such as cameras and audio warning alert systems, or
- General state-of-good-repair projects that ensure safe and reliable operation.

GDOT uses PTASPs to inform funding decisions to subrecipient agencies that apply for federal funding through the GDOT Transit Program, as a supplement to the fair and equitable processes currently

utilized for the distribution of funding. Links to the Georgia STIP and relevant MPO TIPs can be found in Appendix A.

Public Transportation Safety Performance Targets

GDOT assisted in the preparation and certified the PTAS plans for 14 urban transit systems in Georgia, including seven Section 5307 small urban subrecipients and seven Section 5307 large urban direct recipients. **Exhibit 3** below shows the Public Transportation Safety Performance Targets from all systems that worked with GDOT on PTASP preparation. PTASPs for large urban transit providers in the Atlanta and Savannah metro areas, who certify directly to FTA, can be found on their agency websites and are incorporated herein. These targets are to be revised annually and certified with FTA by the individual transit systems.

Exhibit 3: Safety Performance Targets for Agencies with GDOT-Prepared Plans

Transit Provider	Mode of Transit Service	Fatalities (total)	Fatalities (per 100,000 VRM)	Injuries (total)	Injuries (per 100,000 VRM)	Safety Events (total)	Safety Events (per 100,000 VRM)	System Reliability (VRM/Failures)
GDOT Section 5307 Subrecipients								
Rome Transit Department	Fixed Route Bus	0	0	1	0.2	1	0.2	3,953
	ADA Paratransit	0	0	0	0	0	0	20,351
Liberty Transit	Fixed Route Bus	0	0	0	0	3	4.5	3,982
	ADA Paratransit	0	0	0	0	1	5.9	1,690
Bartow County Transit	Demand Response	0	0	0	0	0	0	30,000
Albany Transit System	Fixed Route Bus	0	0	0	0	3	0.5	6,506
	ADA Paratransit	0	0	0	0	0	0	5,000
Athens Transit System	Fixed Route Bus	0	0	3	0.3	3	0.3	5,645
	ADA Paratransit	0	0	0	0	0	0	56,384
Hall Area Transit	Fixed Route Bus	0	0	4	1.5	5	1.9	26,000
	ADA Paratransit	0	0	5	4.5	6	5.4	22,000
Macon-Bibb County Transit Authority	Fixed Route Bus	0	0	2	0.11	7	0.8	36,363
	ADA Paratransit	0	0	0	0	2	0.2	22,006
Section 5307 Direct Recipients								
Cherokee Area Transportation System	Fixed Route Bus	0	0	1	1.2	1	1.2	64,028
	ADA Paratransit	0	0	3	1	3	1	89,387
Augusta Transit	Fixed Route Bus	0	0	3	0.22	1	0.19	2,859
	ADA Paratransit	0	0	2	0.17	0	0.17	12,770
Connect Douglas	Fixed Route Bus	0	0	4	0.81	5	1.01	41,102
	ADA Paratransit	0	0	1	2.18	1	2.18	22,296
CPACS	Fixed Route Bus	0	0	0	0	0	0	28,253
Henry County Transit	ADA Paratransit	0	0	0	0	0	0	46,905
	ADA Paratransit	0	0	1	0.1	1	0.1	50,000
METRA	Fixed Route Bus	0	0	3	0.266	5	0.5	28,512
	ADA Paratransit	0	0	1	0.266	1	0.5	28,512

Appendix A – Relevant STIP and TIP Reports

Exhibit 3: List of Transportation Improvement Programs for Relevant Transit Agencies and Links to Plans

Agency	TIP/STIP Link
GDOT	GDOT 2021-2024 Statewide Transportation Improvement Program
Rome Transit Department	Rome/ Floyd CPC 2021-2024 TIP
Liberty Transit	Hinesville Area MPO 2021-2024 TIP
Bartow County Transit	Cartersville-Bartow MPO 2021-2024 TIP
Albany Transit System	Dougherty Area Regional Transportation Study FY 2021-2024 TIP
Athens Transit System	Madison Athens-Clarke Oconee Regional Transportation Study FY 2021-2024 TIP
Hall Area Transit	Gainesville-Hall MPO FY 2021-2024 TIP
Macon-Bibb County Transit Authority	Macon Area Transportation Study FY 2021-2024 TIP
Cherokee Area Transportation System	Atlanta Regional Commission FY 2020-2025 TIP
Augusta Transit	Augusta Regional Transportation Study FY 2021-2024 TIP
Connect Douglas	Atlanta Regional Commission FY 2020-2025 TIP
CPACS	Atlanta Regional Commission FY 2020-2025 TIP
Henry County Transit	Atlanta Regional Commission FY 2020-2025 TIP
METRA	Columbus-Phenix City MPO FY 2021-2024 TIP

¹ 23 CFR 450.314

² 49 CFR 625.45

³ <http://www.dot.ga.gov/InvestSmart/Transit/Documents/TAMP.pdf>

⁴ 49 CFR 625.27