Georgia Statewide Transit Plan

Improving Access and Mobility through 2050

Summary Report of Relevant Transportation Plans and Performance Measures

Final Report

May 2020

The preparation of this report has been financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended, and in part by the taxes of the citizens of the State of Georgia.

GDOT
Georgia Department of Transportation

Let's Ride

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List of Acronyms

ADA	Americans with Disabilities Act
ARC	Atlanta Regional Commission
ATL	Atlanta-region Transit Link Authority
CARTA	Chattanooga Area Regional Transportation Authority
CAT	Chatham Area Transit
CBMPO	Cartersville-Bartow Metropolitan Planning Organization
CDOT	Colorado Department of Transportation
CHCNGATPO	Chattanooga-Hamilton County/North Georgia Transportation Planning Organization
CMP	Congestion Management Process
CORE MPO	Coastal Region Metropolitan Planning Organization
CRC	Coastal Regional Commission
CTP	California Transportation Plan
DHS	Department of Human Services
EJ	Environmental Justice
FHWA	Federal Highway Administration
FAST Act	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
GTFS	General Transit Feed Specification
HAMPO	Hinesville Area Metropolitan Planning Organization
HJAIA	Hartsfield-Jackson Atlanta International Airport
HST	Human Services Transportation
JCT	Jones County Transit
KDOT	Kansas Department of Transportation
LOS	Level of Service
LRTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century Act
MARTA	Metropolitan Atlanta Rapid Transit Authority
MATS	Macon Area Transportation Study
MPO	Metropolitan Planning Organization
MTA	Macon-Bibb County Transit Authority
NTD	National Transit Database
OPTP	Oregon Public Transportation Plan
RC	Regional Commission
RTP	Regional Transportation Plan
SGR	State of Good Repair
SSC	Statewide Steering Committee
SSTP	Statewide Strategic Transportation Plan
STIC	Small Transit Intensive Cities
STIP	Statewide Transportation Improvement Program
SWTP	Statewide Transportation Plan
SWTRP	Statewide Transit Plan
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TDP	Transit Development Plan
TERM	Transit Economic Requirements Model
TIP	Transportation Improvement Plan
TNC	Transportation network company
TRACK	Transportation for Regionally Accessible Communities in Kansas
TWG	Transit Working Groups
ULB	Useful Life Benchmark
USDOT	United States Department of Transportation
VHD	Vehicle Hours of Delay
VLMPO	Valdosta-Lowndes Metropolitan Planning Organization
WRATS	Warner Robins Area Transportation Study

1.0 Executive Summary

This report defines the project vision, goals, and objectives, and identifies performance measures for the Georgia Department of Transportation's (GDOT) Statewide Transit Plan (SWTRP). The goals and objectives, as well as a detailed review of existing planning documents shaped the development of 20 performance measures that will be used to guide future transit programming, and inform future transit investments.

Development of the SWTRP is guided by a Statewide Steering Committee (SSC) and input from the Technical Advisory Committee (TAC). The SSC is comprised of transit stakeholder agencies and organizations with a statewide purview. The TAC consists of transit providers and agencies that have a direct role in delivering or planning for transit at the local and regional level.

Early in the plan development, the SSC convened and established a project vision and goals. The TAC helped to refine those goals and establish specific objectives for each. Existing planning documents were reviewed to help develop performance measures for the SWTRP. Transportation plans reviewed include those developed by the Georgia Department of Transportation (GDOT), Metropolitan Planning Organizations (MPOs), Regional Commissions (RCs), local governments, and transit agencies throughout Georgia. Additionally, transit performance metrics employed by peer states were reviewed.

Performance measures were selected that align with the overall project vision to "Improve the quality of life and economic opportunities for all Georgians by supporting an innovative, connected, reliable, and accessible multimodal public transportation network."

This report details the process taken to develop the goals, objectives, and performance measures included in the SWTRP. It also includes a description of each measure, and the current or baseline metric for each. Multiple future or potential performance measures are also identified. These represent measures for which statewide data are not currently available. Steps are identified to collect and compile the data in the future.

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2.0 Vision, Goals, Objectives and Performance Measures

The Statewide Transit Plan (SWTRP) is part of GDOT's multimodal approach to providing transportation for the State of Georgia. Early in the plan development, the Statewide Steering Committee (SSC) was convened to help shape a vision statement and various project goals. The Technical Advisory Committee (TAC) then helped to refine the goals and establish more specific project objectives. This section provides an overview of the development process for the vision statement, goals, and objectives.

Figure 1 illustrates the model's relationship structure between a vision, goal, and supporting objective. A vision represents a long-term, desired state. Goals support the vision through desired outcomes, and objectives set specific targets within each goal that can be measured over time.

Figure 1. Relationship Pyramid

2.1 Vision and Goal Setting Methodology

The SSC's established role is to provide a statewide perspective in developing a transit vision, and for reviewing and monitoring the strategic direction of the SWTRP. The SSC is comprised of transit stakeholder agencies and organizations with a statewide purview.

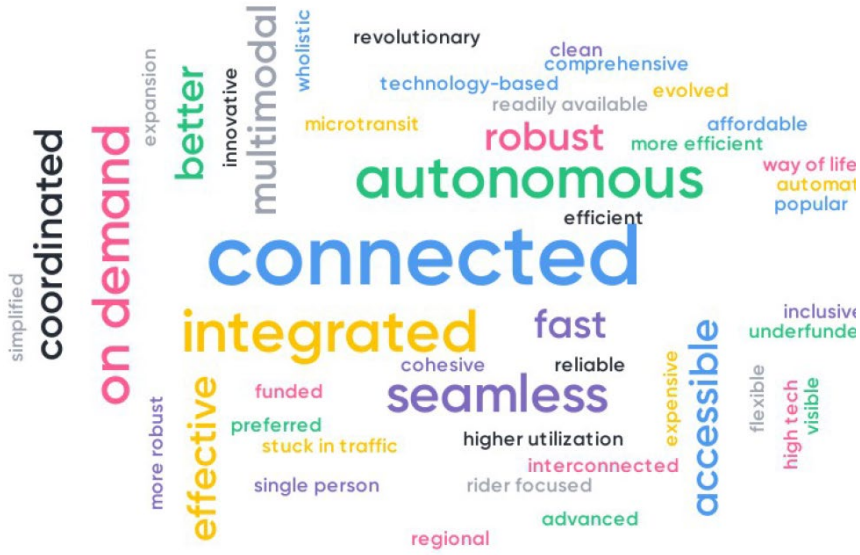
The TAC consists of transit providers and agencies that have a direct role in delivering or planning for transit at the local and regional level. The TAC's role for the SWTRP is to provide insight into daily challenges and needs related to transit in Georgia, serve as a data source and inform strategies for the plan.

The full SSC convened on May 2, 2019 to review initial project team findings and set the future direction of the plan. Most participants attended in person at GDOT's Atlanta Office, and some SSC members participated remotely via web conference.

To develop the SWTRP vision and goals, SSC members were provided information on existing transit conditions and coverage throughout the state, projected future demographic and travel patterns, as well as key transportation trends, opportunities, challenges facing the state and individual transit providers. The US Department of Transportation's (USDOT) national goals and GDOT's existing multimodal statewide goals were shared as well. These items were discussed to provide SSC members with a clear understanding of their responsibilities in shaping the goals for the SWTRP.

The SSC was then engaged with multiple interactive exercises and brainstorming sessions to shape a future vision for transit in Georgia and to establish various priorities in the development of the SWTRP. One visioning exercise utilized Mentimeter, an online tool to poll participants in real-time. SSC members were asked to input three words to describe how they envisioned transit in Georgia in 2050. Their responses formed the word cloud shown in **Figure 2.** More commonly used words appear more prominently in the image. Connected, integrated, coordinated, and accessible are a few of the prominent words used to characterize transit in 2050 by the SSC in this exercise.

Figure 2. SSC Visioning Word Cloud



The SSC was then split into breakout groups to form vision statements using the priorities identified in the word cloud as inspiration.

The breakout group then shared their vision statement and the reasoning behind each. The respective visions were ultimately merged to form a final SWTRP vision statement shown in **Section 2.1.1**.

A goal setting activity followed the visioning exercise with SSC members again split into breakout groups. The groups were tasked with creating three separate outcome-based goals based off their project vision. The groups were also asked to develop objectives tied to the goals. These goals and objectives were to be measurable, achievable, and reflective of specific public, rider, or other transit stakeholder concerns.

Each group shared the results of their sessions which were recorded and used to help shape the SWTRP goals and objectives.

Following the initial SSC meeting, a TAC meeting was convened in June 2019. During which, the final SWTRP vision statement was shared alongside initial goals and objectives. TAC members were asked to review and share feedback and additional goal and objective suggestions with the project team.

Using input from the SSC and TAC, the SWTRP goals and objectives were finalized and can be found in **Section 2.2**.

2.1.1 Vision Statement

As shaped by the SSC and GDOT project team, the SWTRP vision statement sets the direction for the plan. The statement communicates Georgia's future transit priorities to the public. The SWTRP vision statement is to:

"Improve quality of life and economic opportunities for all Georgians by supporting an innovative, connected, reliable, and accessible multimodal public transportation network."

2.2 Goals and Objectives

2.2.1 SWTRP Goals and Objectives

Through input from the SSC and TAC the following five goals and their corresponding objectives were developed. Many goals and objectives intentionally overlap as none exist in a silo. Instead, they are complimentary and mutually supportive of one another.

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

- 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 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.

- 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

- 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

Goal 4: Connect rural transit to regional and urban centers

- Ensure transit is able to meet travelers' needs across jurisdictional boundaries
- Develop multimodal assets to facilitate transfers and partnerships among transit providers
- Connect intercity service with local public transit systems

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

- 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

2.2.2 Relation to Performance Measures

These developed goals and objectives were used as a foundation for the plan's performance metrics, which will be used to evaluate the plan's implementation and guide future transit investment. The following chapters detail additional inputs used to identify SWTRP performance measures, including existing state, regional, and local plans and federal guidelines.

Many of the performance metrics established in **Section 3.0** of this report are measurable and achievable in the near term. Others are more challenging, long-term priorities that may rely on future technologies or data gathering initiatives to track and implement.

3.0 Relevant Plan Review

Numerous state, regional, and local plans were reviewed to identify performance measures relevant to transit already in use in Georgia. These plans include statewide transportation plans prepared by GDOT, MPO Long Range Transportation Plans (LRTPs), and short and long-range transit service plans developed by regional commissions, urban and rural transit agencies. National Transit Database (NTD) reports and an FTA guidebook for developing transit performance metrics were also reviewed.

If a reviewed plan contained performance measures relevant to transit, an abstract was created and is included in the following sections.

3.1 State Plans

This section includes a list of state plans that were reviewed, as well as abstracts of these respective plans that include information regarding performance measures. While they may inform other components of the Statewide Transit Plan (SWTRP), existing plans that do not include information regarding transit performance measures are not included in this report.

- GDOT, Statewide Transportation Plan (2016)
- GDOT, Statewide Strategic Transportation Plan (2018)
- GDOT, Statewide Transportation Improvement Plan (2018)
- GDOT, Group Transit Asset Management Plan (2018)

3.1.1 Statewide Transportation Plan

Georgia's Statewide Transportation Plan (SWTP), published January 2016, provides context and guidance for transportation investments in Georgia for a planning horizon year of 2040. The plan includes seven aspects of transportation under the purview of GDOT: highways, bridges, transit, freight rail, airports, bike/pedestrian, and marine ports. By examining growth trends and projected funding, the plan recommends investments needed to achieve performance measures, as mandated by the Fixing America's Surface Transportation (FAST) Act.

The SWTP recommends a $5.1 billion state investment in transit over the next 25 years. Transit priorities listed include:

- Continued support for fixed route service in urbanized areas not currently served and expanded/improved transit to underserved portions of urbanized areas.
- Continued support for expansion of rural transit to counties without rural human services transportation.
- Support for transit enhancements to existing service, e.g. new park-and-ride facilities inside and outside of metro Atlanta, and express bus expansion in Atlanta.

Table 1 displays the SWTP's performance measures and current performance.

Table 1. Statewide Transportation Plan Performance Measures

Investment Program	Performance Measure	Current Performance
Pavement	Percent lane-miles fair or better condition	100 percent (federal-aid, GDOT owned)
Bridge	Percent Deck Area on Nonstructural Deficient Bridges	98 percent (federal-aid)
Roadway Capacity and Roadway Operations	User Delay Savings	$32 million lost to delay today $73 million lost to delay in 2040 (under a baseline/no-build scenario)
Safety	Fatality Reduction	1,170 fatalities per year (2014)
Transit Capacity	Percent Population Accessible to Transit	81 percent

3.1.2 Statewide Strategic Transportation Plan

Required by Georgia state law, the Statewide Strategic Transportation Plan (SSTP) identifies "specific investment strategies … to advance economic growth in the state." In relation to transit, the plan highlights the Georgia Express Lanes along I-75 south, which allow transit vehicles (as well as toll-paying private vehicles) to use barrier separated express lanes. Also mentioned is the North Avenue Smart Corridor, a collaborative project with Renew Atlanta to add smart detection and signaling systems along North Avenue, which could benefit surface transit through signal priority and reduced traffic congestion. The SSTP does not directly establish new performance measures.

3.1.3 Statewide Transportation Improvement Plan

GDOT's 2018-2021 Statewide Transportation Improvement Plan (STIP) is a fiscally restrained plan that documents the Federally funded transportation projects planned for areas outside the boundaries of Georgia's Metropolitan Planning Organizations. The plan includes $5.10 billion in federal funds, $1.92 billion in state funds, and $1.32 billion in local funds. The STIP provides allocation for $247.6 million in funds for transit projects, with $128.9 million allocated for MPO areas and $118.8 million allocated for rural areas.

The STIP does not directly establish new performance measures but does touch on some measures established by FHWA's Transportation Performance Management guidelines. The STIP incorporates by reference FHWA's Safety Performance Measures, Highway Asset Management Plan, Pavement and Bridge Condition Measures, and performance measures for the National Highway System, National Freight System, and Congestion Mitigation and Air Quality measures.

The STIP additionally mentions GDOT's Transit Asset Management process, as covered in depth by the Group Transit Asset Management Plan.

3.1.4 Group Transit Asset Management Plan Abstract

The 2018 GDOT Group Transit Asset Management (TAM) Plan inventoried the condition of all assets owned and operated by GDOT's Rural and Small Urban subrecipients, as well as two Large Urban systems. This includes 92 total providers: 82 Rural Section 5311 subrecipients, 8 Small Urban Section 5307 providers, and Columbus METRA and Augusta Public Transit systems. Per MAP-21, all transit agencies receiving Federal funding must prepare a TAM plan every four years, documenting all transit assets as an aid in prioritization of funding allocations. GDOT's TAM Plans allow the agency to focus Federal dollars where they are needed most, helping maintain an overall State of Good Repair (SGR) throughout the system. This plan also satisfies the Federal requirements under FTA's Transit Asset Management Final Rule, 49 CFR Parts 625 and 630.

The TAM Plan provides performance measures and targets to track transit asset's SGR. The three asset types tracked include: rolling stock, equipment and non-revenue vehicles, and facilities totaling over $41 million in equipment. By examining this inventory, the plan is able to guide investment over its four-year horizon.

For rolling stock and equipment, performance is measured by comparing a vehicle's age to its Useful Life Balance (ULB). FTA provides a ULB for each class of transit vehicle (e.g. city bus, cutaway bus, minivan). For FY2017, the TAM Plan sets a statewide performance target of having 15% of transit vehicles and 50% of non-revenue vehicles below their ULB. Actual performance was 12.4% and 42.6%, respectively.

For facilities, performance is measured on FTA's Transit Economic Requirements Model (TERM) scale.

Facilities are ranked on a numeric scale by their condition in excellent condition score a 5.0, with critically damaged equipment ranking a 1.0. For FY 2017, the performance target set by the TAM plan is to have less than 40% of facilities below a 3.0 on the TERM scale. The actual performance was 8.4%. A summary of the performance measures for the TAM Plan can be found below.

- ***Rolling Stock***: The rolling stock performance measure is the percentage of revenue vehicles within an asset class that have either met or exceeded their ULB.
- ***Equipment*:** The performance measure for non-revenue, support service and maintenance vehicle equipment is the percentage of those vehicles that have either met or exceeded their ULB.
- ***Facilities:*** The facilities performance measure is the percentage of facilities within an asset class that are rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale.

3.2 Regional Plans

This section includes an overview of the regional plans developed by Georgia's 16 Metropolitan Planning Organizations (MPOs) and 12 Regional Commissions (RCs). . While the MPO and RC developed plans did not include specific transit performance measures, they did identify needs and challenges regarding transit service. Those needs and challenges helped to inform the performance measures selected for the SWTRP.

The federal legislation that outlines the core functions of an MPO include preparing and maintaining a long-range transportation plan (LRTP) that supports improved mobility access for people and goods and supports a good quality of life. All 16 of Georgia's LRTPs have been updated within the last 5 years and were reviewed for this technical report.

Many MPOs identified the same challenges and needs in their LRTPs. Within the 16 MPO's jurisdictions, fixed route bus service is available in 11 while demand response transit service is available in all 16. Funding constraints were the number one challenge identified in 10 the LRTPs. Nine MPOs noted challenges related to their limited transit service areas, and six mentioned challenges related to multiple service operators. Five MPO LRTPs discussed the challenges of limited transit service hours.

Other challenges identified in MPO LRTPs included first-and-last mile connectivity, high operating costs, and the transition from rural to urban classification due to population growth.

All 16 of the MPOs included the need for an expansion of fixed route bus services as well as a general need for more transit and multimodal transportation in their area. Additionally, all 16 LRTPs noted the need for coordination with bike and pedestrian paths or general upgrades of the transit facilities, including transit stops. Seven of the LRTPs identified the need for improved regional connectivity, and seven LRTPs also mentioned coordinating transportation with future land use and development.

Five of the MPOs mentioned the need for expansion of transit service hours, while five also identified a need for adding commuter or intercity bus service. With many aging Georgians throughout the state, five of the LRTPs mentioned the increased need to serve the elderly populations, and two of the LRTPs highlighted the need for connections to healthcare services.

Many of the needs and challenges identified in MPO LRTPs helped to inform the performance measures selected for the SWTRP.

All 12 of the RCs in Georgia have a long-range plan or comprehensive plan of some sort, however not all of them are transportation specific. Each of the RC's plans have been developed in the last year, and most of them are updated on an annual basis.

Of the 12 plans, they all mention public transit, and acknowledge the need to improve of increase transportation options. Three of the plans mentioned the need to link land use planning with transportation planning in the future. Additionally, 4 of the plans mentioned the possibility of looking into regionally coordinated systems between counties in order to expand service areas. Many of the plans mentioned they are unable to meet the demand for transit due to limited service hours, limited funding, and the lack of general transportation options in their region.

A thorough review of existing County, City and other locally developed plans did not identify transit-related performance measures. As such, the various needs and challenges identified in the MPO LRTPs and RC plans were used to shape the SWTRP performance measures. A further summary of these MPO and RC plans can be found in the Appendix.

3.2.1 List of MPO and Regional Commission Plans

Atlanta Regional Commission, The Atlanta Region's Plan: 2040 Regional Transportation Plan (2018)

Augusta Regional Transportation Study, 2040 Long Range Transportation Plan (2015)

Brunswick Area Transportation Study, 2040 Metropolitan Transportation Plan (2016)

Cartersville-Bartow Metropolitan Planning Organization Policy Committee, Bartow on the Move: CBMPO Long-Range Transportation Plan (2016)

Chattanooga-Hamilton County/North Georgia Transportation Planning Organization, 2045 Regional Transportation Plan Update (2019)

Columbus-Phenix City Metropolitan Planning Organization, 2040 Long Range Transportation Plan (2014)

Coastal Region Metropolitan Planning Organization, Mobility 2045 (2019)

Greater Dalton Metropolitan Planning Organization, 2040 Long Range Transportation Plan (2015)

Dougherty Area Regional Transportation Study, 2040 Long Range Transportation Plan (2014)

Gainesville-Hall Metropolitan Planning Organization, Gainesville-Hall Regional Transportation Plan (2015)

Hinesville Area Metropolitan Planning Organization, Forward 40: 2015-2040 Metropolitan Transportation Plan

Madison Athens-Clarke County Oconee Regional Transportation Study, 2040 MACORTS Long Range Transportation Plan

Macon Area Transportation Study, 2040 Long Range Transportation Plan (2017)

Central Savannah River Area Regional Commission, CSRA Regional Plan 2035

Georgia Mountains Regional Commission, Georgia Mountains Regional Plan (2012)

Heart of Georgia Altamaha Regional Commission, Green with Greener Days Ahead: A Regional Plan for the Heart of Georgia Altamaha Regional Commission (2013)

Middle Georgia Regional Commission, Middle Georgia Regional Plan 2011-2031 (2011)

Northeast Georgia Regional Commission, Comprehensive Economic Development Strategy 2017-2021 (2017)

Three Rivers Regional Commission, Comprehensive Economic Development Strategy 2017-2022 (2017)

Rome-Floyd County Planning Department, Long Range Transportation Plan for 2040 (2016)

Southern Georgia Regional Commission, Rural Public Transit in Southern Georgia: A State of Public Transit Report (2013)

Southern Georgia Regional Commission, 2040 Transportation Vision Plan (2015)

Southern Georgia Regional Commission, Regional Transit Plan: An Analysis and Feasibility Assessment (2019)

Warner-Robins Area Transportation Study, 2040 Long Range Transportation Plan (2015)

3.3 Federal Guidelines and Reports

This section includes a review an FTA issued guidebook for developing transit performance measurement systems. In addition to the guidebook, numerous National Transit Database (NTD) reports were reviewed to gather data used for the performance measure baseline calculations.

3.3.1 FTA, Transit Cooperative Research Program Report 88: A Guidebook for Developing a Transit Performance-Measurement System

This document serves as a guidebook for transit system managers to determine appropriate performance measures during the planning process. It provides a thorough performance measurement system with traditional and non-traditional measures.

The guidebook discusses the advantages of performance measures, the characteristics of a performance-measurement system, the uses of performance measures, and how to develop a performance-measurement program. Case studies are introduced as examples of successful performance-measurement systems.

Transit related performance measures are introduced with corresponding data sources. The guidebook includes a transit performance measure menu, which assists users in locating performance measures to meet their demands.

4.0 Performance Measures

Performance measures are criteria or metrics used to evaluate progress towards achieving goals and objectives in the performance-based planning process.

4.1 Performance Data

The data sources of performance measures vary. They typically include state, local, and regional plans or reports, federal databases, such as the National Transit Database (NTD), or information that individual agencies compile, called in-house data.

4.1.1 Transit Asset Management Plans

All transit agencies that own, operate, or manage capital assets used to provide public transportation and receive federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient are required to develop a transit asset management (TAM) plan. As discussed in Section 3.1.4, GDOT developed a Group Transit Asset Management (TAM) Plan for FY 2019 – FY 2022 on behalf of 92 Georgia transit providers in accordance with FTA requirements.

The FTA establishes State of Good Repair (SGR) performance measures for capital assets and requires group TAM Plan sponsors to set performance targets for each of these measures. The SGR performance measures for capital assets are:

- Rolling Stock: Percentage of revenue vehicles within an asset class that have either met or exceeded their ULB.
- Equipment: Percentage of non-revenue vehicles that have either met or exceeded their ULB.
- Facilities: Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale.
- Infrastructure: Percentage of track segments under performance restriction.

For each asset category, the following attribute information is maintained and reported in the GDOT Group TAM plan:

Rolling Stock and Equipment:

- Record Number
- Vested Title
- Asset Category
- Asset Type
- Make/Model
- Acquisition Year
- ULB
- Funding Type
- VIN Number
- Mileage
- FY18 Replacement Cost
- Vehicle Length (ft.)

Facilities:

- Description
- Address
- Asset Category
- Asset Type
- Year Built/Acquisition Year
- Funding Type
- Condition Rating
- FY18 Replacement Cost

4.1.2 National Transit Database

The NTD is a national repository of transit data including the financial, operating, and asset conditions of transit systems across the nation. Transit agencies receiving federal transit funding from the Urbanized Area Formula Program (5307) or Rural Formula Program (5311) are required to submit data to the NTD in uniform categories.

NTD data products include:

- Transit profiles
- National transit summaries and trends
- Up-to-date time series of monthly ridership data
- Time series of safety data

Transit agencies are required to submit asset inventory, condition assessments, performance targets, and a narrative report to the NTD annually. The NTD is the SWTRP's primary source for many types of data, including service area, ridership, vehicle miles, vehicle hours, mode, operating funds, capital funds, and other operation characteristics.

4.1.3 In-House Data

In-house transit data refers to data obtained from each transit provider individually. In-house data may be obtained by directly contacting the transit agency or may be publicly available on the agency's website. As part of its annual funding application process, GDOT also collects performance, operational, and funding data from Georgia's Rural and Small Urban transit providers.

4.2 Peer States

To inform GDOT's Statewide Transit Plan (SWTRP) development, peer state transit plans were reviewed for transit performance measures. The peer state plans reviewed included California, Colorado, Illinois, Kansas, Oregon, and South Carolina and are described below.

4.2.1 California Statewide Transit Strategic Plan

The 2017 California Statewide Transit Strategic Plan is one of seven statewide modal plans under the umbrella of the California Transportation Plan 2040 (CTP2040). In addition to recommendations for local transit agencies and Caltrans (the state DOT), the plan also includes recommendations for other state departments and the Legislature. The plan is intended to serve as a policy framework to guide transportation-related decisions for the "betterment of all who live, work, and conduct business in California."

California's Statewide Transit Strategic Plan incorporates state-level transit-relevant goals, policies, strategies, modeling assumptions, and measures from legislation, the Governor's Office, the CTP2040, and the Caltrans Strategic Management Plan.

The plan includes a section regarding the state's use of General Transit Feed Specification (GTFS) data and how it could facilitate mapping a statewide transit network, identify gaps, and prioritizing funding for stations and projects, as well as calculate some of the performance metrics from the California Transportation Plan (CTP) 2040.

The full California Statewide Transit Strategic Plan can be found at the following website: https://dot.ca.gov/programs/rail-and-mass-transportation/statewide-transit-strategic-plan.

4.2.2 Colorado DOT Statewide Transit Plan

The Colorado DOT (CDOT) Statewide Transit Plan establishes a framework for creating an integrated statewide transit system that meets the state's mobility needs, while minimizing duplication of services and leveraging limited funds. It incorporates existing transit-related plans and guides CDOT's transit investments, grant processes and actions over the short-, mid-, and long-term.

The plans' implementation actions align with its goals and objectives and include applicable performance measures. These implementation actions are intended to guide CDOT transportation priorities and investments. A statewide steering committee was established to shape the development of CDOT's plan in addition to transit working groups (TWG) formed in each rural transportation planning region. These committees consisted of stakeholders with an interest or role in providing transit services. CDOT held a public information meeting in each of their 15 transportation planning regions in addition to a public survey for older adults and adults with disabilities.

The plan states that with limited funds, maintenance of existing transit service is a top priority. CDOT intends to work with stakeholders, planning partners, and transit providers throughout the state toward plan implementation. Performance measures identified in the plan will be reported annually, and CDOT will review them every four to five years, in accordance with their Statewide Transit Plan update cycle.

The plan's implementation actions, along with the associated performance measures can be found in CDOT's full Statewide Transit Plan at: https://www.codot.gov/programs/transitandrail/plans-studies-reports/statewidetransitplan/statewide-transit-plan.

4.2.3 Illinois Statewide Public Transportation Plan

The Illinois Department of Transportation's Illinois Statewide Public Transportation Plan is a component of the state's 2040 Long Range Transportation Plan. Focused on "Downstate" Illinois, outside the six-county Chicago metropolitan area. The plan developed a vision for an integrated public transportation system that promotes mobility and access for people living, working, or visiting Illinois.

The plan's Performance Measures Report identifies specific performance measures aligned with objectives in the plan. The three types of measures are: efficiency, availability, and solvency. Transit providers are classified as demand response (long trip and short trip), large city system, medium city system, small city system, suburban system, and university system and then ranked by each of the following measures.

Efficiency:
- Operating Cost per Revenue Hour (Service Efficiency)
- Trips per Revenue Hour (Service Effectiveness)
- Operating Cost per Trip (Cost Effectiveness)

Availability:
- Revenue Hours per Capita (Service Availability)
- Trips per Capita (Market Penetration)

Solvency:
- Fare Revenue Shortfall per Passenger Trip (Subsidy)
- Farebox Recovery Ratio (Share)
- Capital Funding per Capita (Investment)

The full Illinois Statewide Public Transportation Plan can be found at: http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/Statewide%20Public%20Transportation%20Plan%20_%20Final%20Report_2-15-18.pdf.

4.2.4 Kansas DOT Regional Transit Business Model Implementation

The Kansas Department of Transportation (KDOT) Regional Transit Business Model Implementation project develops strategies for the provision of transit services throughout rural Kansas to make the most efficient use of transit funding. Recommended performance measures to aid in the evaluation of the KDOT Regional Transit Business Model Implementation include standard quantity-type measures and five categories of ratio measures: cost effectiveness, cost efficiency, cost recovery, service effectiveness, and customer satisfaction. Several of the ratio measures are derived from KDOT's performance measures system known as Transportation for Regionally Accessible Communities in Kansas (TRACK). The quantity measures indicate the amount of service provided as well as costs to providers and customers. Both types of measures are listed below:

Quantity Measurements:
- Service area (square miles)
- Number of passenger trips
- Number of employers participating in program (or number of employees with access to program through employer participation)
- Farebox revenue
- Operating costs

Cost-effectiveness:
Operating cost per passenger trip

Cost-efficiency:
- Operating cost per mile driven
- Operating cost per square mile of service area
- Operating cost per vehicle trip

Cost-recovery:
- Percent of operating expenses covered by farebox revenue and contracted service

Service Effectiveness:
- Passenger trips per miles driven
- Passenger trips per revenue hour
- Passenger trips per vehicle trip

Customer Satisfaction:
- On-time performance for demand-response service
- On-time performance for fixed-route service
- Number of passenger trips per capita in the service area

The full KDOT Regional Transit Business Model Implementation can be found at: https://www.ksdot.org/Assets/wwwksdotorg/bureaus/burTransPlan/pubtrans/pdf/KDOT%20Regional%20Transit%20Business%20Model%20Implementation%20Volume%20I-II.pdf

4.2.5 Oregon Public Transportation Plan

The Oregon Public Transportation Plan (OPTP) addresses transportation services provided by public agencies and private sector entities such as intercity bus contractors throughout the state. It identifies policies and strategies for traditional public transportation modes, as well as services such as taxis and transportation network companies (TNCs).

Performance measures were selected to meet the statewide need of gauging progress and outcomes of the OPTP. The performance measures include:

- Statewide public transportation ridership per capita
- Public transportation revenue hours per capita

- Cost per boarding for fixed route service (adjusted for inflation)
- "Percent of public transportation vehicle fleet that is low- or zero- emission"
- Transit vehicle condition: percent of public transit buses exceeding useful life

At the time of this report, Oregon DOT has not published its methodology or baseline performance measures but has stated that performance measure targets will be created during OPTP implementation.

The entire plan can be found at the following website: https://www.oregon.gov/ODOT/Planning/Documents/OPTP_V1_FINAL_Feb2019.pdf

4.2.6 South Carolina Multimodal Transportation Plan

The 2040 South Carolina Multimodal Transportation Plan (2040 MTP) identifies existing public transportation services, needs, and strategies through the planning horizon of 2040. The MTP includes three public transportation components: (1) Regional Transit and Coordination Plan Updates developed for each of the 10 Council of Government regions, (2) Statewide Public Transportation Plan Update addressing overall public transportation plan for the state, summarizing existing services, needs and future funding programs, and (3) Multimodal Transportation Plan, which is an overall plan inclusive of all modes of transportation.

The plan's performance measures align with its goals and objectives. South Carolina's performance measures related to public transportation include:

Mobility and System Reliability Goal:

- Percent of transit needs met
  - Measured by operating and capital budgets against the needs identified
- Improve travel time reliability
  - Measured by on-time performance
- Percent increase in transit ridership
  - Measured by annual ridership

Infrastructure Goal:

- State of public transportation infrastructure
  - Percent of active duty vehicles past designated useful life

Economic and Community Vitality Goal:

- Identify transportation investments supporting economic development
  - Measured by identifying transit routes within a ½-mile of re-development or new property development.
- Identify local and regional coordination efforts
  - Measured by number of coordination meetings held annually including all public transportation and human services agencies
  - Measured by annual or ongoing coordination projects among public transportation and human services agencies

The South Carolina Multimodal Transportation Plan can be found online at: https://www.scdot.org/Multimodal/pdf/SC_MTP_Transit_Plan_FINAL.pdf

4.3 GDOT Performance Measures

The GDOT SWTRP process for selecting performance measures began with a thorough review of transit performance measures at the national, state, regional, and local levels, as described in **Sections 3.0** and **4.2**. Potential performance measures were selected and adapted from the relevant plan review, and additional performance measures were added to align specifically with the SWTRP goals and objectives specified in **Section 2.2**.

The GDOT SWTRP Performance Measures and related goals are listed in **Table 2** and described in more detail below.

Table 2. Statewide Transit Plan Performance Measures and Goals

Performance Measures	Goals				
	Provide a safe and sustainable public transit network	Optimize public transit programs to best meet public transit systems' and travelers' needs	Ensure public transit coverage across the state to support mobility and access for all	Connect rural transit to regional and urban centers	Leverage technology & innovation to support public transit ridership and performance
Number of counties served by transit			✓		
Percent of population served; percent of elderly & disabled population served			✓		
Number and percent of rural regional or multicounty system assets; Number and percent of counties served by rural regional/multicounty systems; Number and percent of trips served by rural regional/multicounty systems		✓		✓	
Number and percent of counties served by rural public transit and DHS coordinated systems; Number and percent of rural trips served by rural public transit and DHS coordinated systems		✓		✓	
Number of Rural transit providers that cross service area boundaries			✓		
Number of multimodal transit centers				✓	
Number of park and ride lots and total capacity (parking spaces)			✓	✓	
Number/percent of intercity bus stops with local transit service				✓	
Number of managed lane miles and dedicated transit facility miles	✓	✓			
Percent of transit fleet that is no emission or renewable fuel vehicle	✓				✓
Injuries & fatalities per 100,000 transit vehicle revenue miles	✓				

Performance Measures	Goals				
	Provide a safe and sustainable public transit network	Optimize public transit programs to best meet public transit systems' and travelers' needs	Ensure public transit coverage across the state to support mobility and access for all	Connect rural transit to regional and urban centers	Leverage technology & innovation to support public transit ridership and performance
Number of counties with TDPs, and number updated within the past 5 years		✓	✓		
Number and percent of agencies with GTFS data and/or provided that data to third-party platform					✓
Number/percent of agencies with website, and smartphone app					✓
Per capita expenditures on transit operations		✓			
Number of revenue service hours			✓		
Trips per service hour		✓	✓		
Percent of revenue vehicles (rolling stock) within an asset class that have either met or exceeded their ULB	✓				
Percent of non-revenue service vehicles (equipment) that have either met or exceeded their ULB	✓				
Percent of facilities within an asset class that are rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale	✓				

4.3.1 Performance Measures Descriptions

1. **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. This measure also represents the number of local governments that have prioritized transit in their county.

2. **Percent of population served; percent 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 currently with a county-wide system are considered served by transit. In areas with city-only systems, the city population is considered served by transit.

3. **Number and percent of rural regional or multicounty system assets out of all rural transit assets;**

   Number and percent of counties served by rural regional or multicounty systems out of all counties;

   Number and percent of trips served by rural regional or multicounty systems out of all rural transit 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.

4. **Number and percent of counties served by rural public transit and DHS coordinated systems out of all counties;**

   Number and percent of trips served by rural public transit and DHS coordinated systems out of all rural transit trips

Public transit and Department of Human Services (DHS) coordinated systems expand the reach of individual agencies, thereby increasing access and convenience for transit 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.

5. **Number of Rural transit providers that cross service 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 service boundaries when needed and practical.

6. **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.

7. **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.

8. **Number and percent of intercity bus stops with local transit service out of all intercity bus stops**

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.

9. **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 of 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.

10. **Percent of transit fleet that is no emission or renewable fuel vehicle out of all public transit vehicles**

No emission vehicles improve air quality, benefiting the environment and public health. They can also reduce system operating costs. This measure is a 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.

11. Injuries and fatalities per 100,000 transit vehicle 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.

12. 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.

13. Number and percent of agencies with GTFS data and/or provided that data to third-party platform out of all transit agencies

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 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.

14. Number and percent of agencies with website, or with a smart phone application out of all transit agencies

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

15. 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.

16. 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 a high-level representation of the total size and scale of Georgia's transit services.

17. Trips per service hour

Trips per service hours 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.

18. Percent of revenue vehicles (rolling stock) within an asset class that have either met or exceeded their ULB

This category comprises vehicles used in revenue service for public transportation. Rolling stock that has either met or exceeded their Useful Life Benchmark (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 92 providers participating in the GDOT Group TAM Plan.

19. 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. 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 92 providers participating in the GDOT Group TAM Plan.

20. 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 92 providers participating in the GDOT Group TAM Plan.

4.3.2 Potential Performance Measures

During the performance measure evaluation process, additional measures were considered but ultimately not included in the final list due to the limited amount of data and tracking procedures available at the time of this report. These measures have been added to a separate list of future or “Potential” Performance Measures, shown in **Table 3**. Many of the measures are tracked by individual providers, but not yet compiled into a single statewide dataset. GDOT will work with its subrecipients and other transit systems to consolidate the data in future years.

Other measures will require technology upgrades to accurately track statewide. **Table 3** outlines each potential measure, possible data sources, and next steps to begin collecting the data.

Table 3. Statewide Transit Plan Potential Performance Measures

Potential Performance Measures	Data Sources	Next Steps (if applicable)
Rolling Stock: the percentage of revenue vehicles within an asset class that have either met or exceeded their ULB*	In-House Data (transit operator) TAM Plan	Coordinate with all Georgia providers to consolidate TAM Plan data
Equipment: (non-revenue) service vehicles: the percentage of those vehicles that have either met or exceeded their ULB*	In-House Data (transit operator) TAM Plan	Coordinate with all Georgia providers to consolidate TAM Plan data
Facilities: the percentage of facilities within an asset class that are rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale*	In-House Data (transit operator) TAM Plan	Coordinate with all Georgia providers to consolidate TAM Plan data
Infrastructure technology that improves pedestrian safety at transit stops/stations	Transit Operators, GDOT Traffic Operations (state routes), City/County Public Works (off-system)	Work with local transportation agencies to encourage and track pedestrian infrastructure improvements
Jobs within 1/2 mile of transit (urban only)	GIS Data, Employment data	Data sharing collaboration with Georgia Department of Labor
Number of agencies that have at least one spare and/or a plan to continue service via leases, borrowing, or other means	In-House Data (transit operator)	Work with providers to monitor spare ratios
Number of deadhead hours	In-House Data (transit operator), NTD	Implement technology and processes with rural providers to track deadhead hours
Number of incidents of vandalism to system assets	In-House Data	Work with providers to monitor and prevent vandalism
Number of intersections enabled with transit signal priority (TSP)	GDOT Traffic Operations (state routes), local transit operators, local signal operators	Coordinate with local signal owners/operators to identify intersections equipped with TSP technology; Contact transit agencies to compile transit vehicles with TSP on-board units (OBUs);
Number of partnerships with employers, education providers	In-house (transit operator)	Collaborate with providers to monitor partnerships
Number of transit agency-private partnerships to fill service gaps	In-House Data (transit operator)	Collaborate with providers to monitor partnerships

Potential Performance Measures	Data Sources	Next Steps (if applicable)
On-time performance for demand-response service. Calculation: (Number of service stops within designated service window) / (Total number of service stops)	QRyde or other routing and dispatching software	Facilitate driver training to accurately log pick-up and drop-off times
Percent of bus/roadway centerline miles with telecommunications enabling connectivity (DSRC, cellular and/or fiber)	Bus route GIS layer w/ GDOT Traffic Operations (state routes), City/County Public Works (off-system)	Inter-agency coordination to compile data sets
Percent of transit agencies that have emergency preparedness plans	Agency Websites, In-House Data (transit operator)	Work with providers to compile existing plans
Percentage of transit providers with social media presence to engage with riders	Social Media	Monitor transit agencies active on social media platforms
Population within 1/2 mile of transit (urban only)	GTFS/GIS Data, Census data	Compile shapefile of all transit routes and stops
Number of Rural trips for employment, education, and shopping/retail	QRyde	Work with rural providers to accurately monitor trip purposes

*These potential performance measures are also included in the current performance measures as the data is available in the Georgia TAM Plan for 92 providers. The potential measure would include data from the entire state.

5.0 Performance Assessment

This section includes the calculated baseline performance measures for each transit agency in Georgia. **Section 5.1** includes the performance measure results aggregated to a state-level.

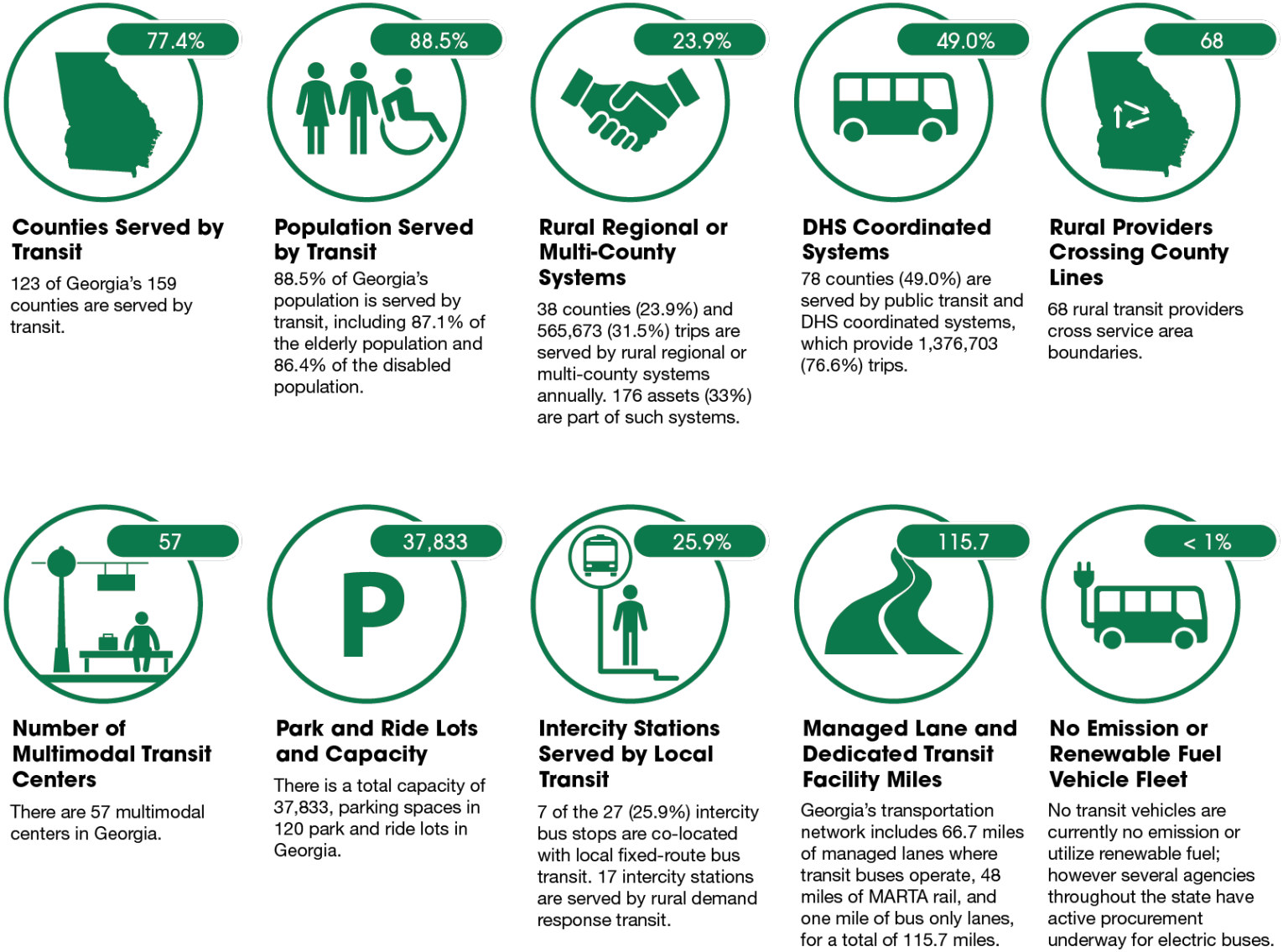
The Statewide Transit Plan (SWTRP) performance measures established in this report will serve as the baseline for future performance measure comparison. The utility and performance of each measure can be continually evaluated and reassessed during future Statewide Transit Plan updates to monitor and measure progress toward meeting GDOT's transit vision, goals, and objectives.

5.1 Performance Assessment Overview

Figure 3 shows a summary of the most recently available, or baseline performance data for each measure.

Table 4 and **Table 5** include the performance measures and statewide results, as well as a breakdown of the data for the area of Georgia outside the 13-county Atlanta-region Transit Link Authority (ATL) jurisdiction.

Figure 3. SWTRP Performance Measures



Injuries and Fatalities Per 100,000 Miles

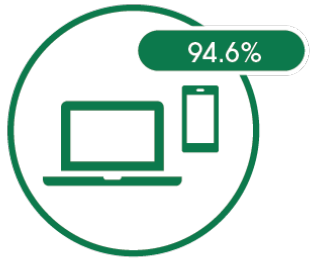
In 2017, there were 0.3344 injuries or fatalities for every 100,000 transit vehicle revenue miles traved. Of those, 0.33 were injuries and 0.0044 were fatalities.

Transit Development Plans Updated Within 5 Years

48 counties (30.2%) have a Transit Development Plan (TDP) updated within the past 5 years, while 73 counties (45.9%) have a TDP.

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

4 agencies (5.4%) currently have General Transit Feed Specification (GTFS) data and/or provide that data to third-party platforms.



Agencies with Website and/or Smartphone App

87 agencies (94.6%) have a website, and four (4.4%) have an app.

Per Capita Transit Operating Expenditures

The statewide average per capita expenditure on transit is $64.99.

Revenue Service Hours

The total number of revenue service hours in 2017 was 5,613,221.

Trips Per Service Hour

The average number of trips per (revenue) service hour is 25.8.

Revenue Vehicles Meeting or Exceeding ULB

12.4% of revenue vehicles (rolling stock) have either met or exceeded their useful life benchmark (ULB).

Non-Revenue Vehicles Meeting or Exceeding ULB

42.6% of non-revenue service vehicles (equipment) have met or exceeded their useful life benchmark (ULB).

Facilities Rated Below Condition 3.0 on TERM Scale

8.4% of facilities are rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale.

Table 4. SWTRP Performance Measure Calculation Results

Performance Measure		Calculation Results (including ATL-region)	Calculation Results (NOT including ATL-region)	Data Source and Year
Number of counties served by transit		123 counties	111 counties	2019 Existing Conditions
Percent of population served; percent of elderly & disabled population served	Population (for whom transit service is available)	88.5%	79.8%	2017 ACS and NTD
	Elderly Population (for whom transit service is available)	87.1%	80.1%	
	Disabled Population (for whom transit service is available)	86.4%	79.7%	
Regional or Multicounty Systems	Number and percent of rural regional or multicounty system assets out of all regional or multicounty assets	176 of 534 rural assets (33%)	176 of 503 rural assets (35%)	2017 NTD
	Number and percent of counties served by rural regional/multicounty systems out of all counties	38 of 159 counties (23.9%)	38 of 146 counties (26%)	
	Number and percent of trips served by rural regional/multicounty systems out of all transit trips	565,673 of 1,797,212 rural trips (31.5%)	565,673 of 1,668,913 rural trips (33.9%)	
DHS coordinated systems	Number and percent of counties served by rural public transit and DHS coordinated systems out of all counties	78 counties (49.0%)	76 counties (47.7%)	2017 NTD
	Number and percent of trips served by rural public transit and DHS coordinated systems out of all rural transit trips	1,376,703 trips (76.6%)	1,248,404 trips (74.8%)	
Number of rural transit providers that cross service area boundaries		68 providers	67 providers	2019 existing conditions
Number of multimodal transit centers		57	15	2019 existing conditions
Number of park and ride lots and total capacity (parking spaces)	Number	120	58	2019 existing conditions
	Total Capacity	37,833	2,014	

Performance Measure		Calculation Results (including ATL-region)	Calculation Results (NOT including ATL-region)	Data Source and Year
Number/percent of intercity bus stops with local transit service out of all intercity bus stops		7 stops (25.9%)	5 stops (22.7%)	2019 existing conditions
Number of Managed Lane miles and dedicated transit facility miles	ML Miles	66.7 miles	11.7 miles	2019 existing conditions
	Dedicated Transit Facility Miles	48 miles heavy rail, 1-mile bus-only	0	
Percent of transit fleet that are no emission or renewable fuel vehicle out of all public transit vehicles		<1%	<1%	2019 existing conditions*
Injuries & fatalities per 100,000 transit vehicle revenue miles	Injuries per 100,000 Transit Revenue Miles	0.33	0.14	2017 NTD
	Fatalities per 100,000 Transit Revenue Miles	0.0044	0.0	
Number of counties with TDPs, and number updated within the past 5 years	Number of counties with TDPs	73 Counties (45.9%)	69 Counties (47.3%)	Through 2019
	Number of TDPs updated within the past 5 years	48 Counties (30.2%)	44 Counties (30.1%)	
Number and percent of agencies with GTFS data and/or provided that data to third-party platform out of all transit agencies	GTFS	4 agencies (4.3%)	0 (0.0%)	Through 2019
Number/percent of agencies with website, and with app out of all transit agencies	Website	87 agencies (94.6%)	77 agencies (93.9%)	Through 2019
	App	5 agencies (5.4%)	3 agencies (3.6%)	
Per capita expenditures on transit operations (annual)		$64.99	$19.35	2017 NTD
Number of service hours	Vehicle Revenue Hours (annual)	5,613,221	1,623,684	2017 NTD
Trips per service hour	Unlinked Passenger Trips/Vehicle Revenue Hours (annual)	25.79	7.27	2017 NTD

*Macon Transit Authority, MARTA, and Chatham Area Transit currently have procurements for electric vehicles that will be included in this calculation in future SWTRP updates. HJAIA and the University of Georgia have also begun using electric vehicles or have procurements in place.

Table 5. SWTRP Performance Measure Calculation Results (TAM Plan)

Performance Measure		Calculation Results (92 Providers)**	Data Source and Year
Percentage of revenue vehicles (rolling stock) within an asset class that have either met or exceeded their ULB	Rolling Stock	12.4%	2018 TAM Plan
	BU-Bus (35' – 40')	9.8%	2018 TAM Plan
	BU-Bus (29' – 30')	38.9%	2018 TAM Plan
	CU-Cutaway bus	8.8%	2018 TAM Plan
	MV-Minivan	100.0%	2018 TAM Plan
	VN-Van	50.0%	2018 TAM Plan
Percentage of non-revenue service vehicles (equipment) that have either met or exceeded their ULB		42.6%	2018 TAM Plan
Percentage of facilities within an asset class that are rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale	Facilities	8.4%	2018 TAM Plan
	Administration	3.2%	2018 TAM Plan
	Maintenance	45.5%	2018 TAM Plan
	Passenger / Parking Facilities	0%	2018 TAM Plan

**These calculations are based on the information in the 2018 Georgia TAM Plan, which includes statistics from 82 rural providers, 8 small urban providers, and 2 large urban providers. These calculating results that do not include the ATL-region are partial calculations as the remaining providers information is not available at this time.

Appendix A: MPO Information

A.1 Cartersville-Bartow (CBMPO): 2040 LRTP

Located in northwest Georgia, the Cartersville-Bartow Metropolitan Planning Organization (CBMPO) consists of Bartow County, and the City of Cartersville. Bartow County Transit operates demand response rural transit services. Bartow does not currently have a fixed route bus service although it does have one vehicle providing Urban public transit.

The CBMPO LRTP includes the need to connect more pedestrian facilities and bike paths throughout the county. Additionally, the plan highlights urbanization occurring in the county and identifies the potential future transition from a rural to urban transit funding as a future challenge. The LRTP also highlights the need for local transit funding.

CBMPO's LRTP outlines their transportation performance measures into three categories: roadway capacity, safety and operations, and bicycle and pedestrians. These performance measures are used to score their LRTP projects based on measurable data. Each project category was evaluated, scored, and tiered separately. The following tables display their performance measure, description, and how they score each measure.

Table 6. CBMPO Roadway Capacity Performance Measures

Performance Measure	Description	Scoring
Level of Service (LOS)	Prioritizes projects with a greater difference in V/C ratio from 2040 No Build Network and Unconstrained Transportation Plan Network.	Top 1/3rd = 3 Middle 1/3rd = 2 Lowest 1/3rd = 1
Vehicle Hours of Delay (VHD)	Prioritizes projects with a greater difference in VHD ratio from 2040 No Build Network and Unconstrained Transportation Plan Network.	Top 1/3rd = 3 Middle 1/3rd = 2 Lowest 1/3rd = 1
Is the proposed project on an NHS highway or a freight corridor identified in previous plans?	Prioritizes projects that are on the NHS or freight corridors.	Proposed project is on an NHS highway and freight corridor = 3 On the NHS or a freight corridor = 2 Neither = 1
Is the proposed project on a segment or an intersection with a high number of crashes?	Prioritizes projects that are at or intersect high crash locations.	Yes = 3 No = 1
Does the proposed project improve existing facilities between community resources?	Project is within a half mile of a city, Cartersville Medical Center, LakePoint, Avatron, Schools, Allatoona Resource Center, or North Bartow Community Services Center	3 or more = 3 2 = 2 1 or less= 1
Does the proposed project impact streams, historic facilities/areas, or state parks?	Prioritizes projects that have limited potential environmental or historical resource impacts.	No potential impacts identified = 3 Limited potential impacts (1) = 2 significant potential impacts (>=2) = 1
Population served by the proposed project.	Prioritizes projects that will affect the most amount of people.	Top 1/3rd = 3 Middle 1/3rd = 2 Lowest 1/3rd = 1
Does the project connect to a state or national highway either directly or indirectly?	Prioritizes projects that connect directly to a state or the national highway system.	On a state or national highway = 3 Connects with a state or national highway = 2 Connection to facility that connects to state or national highway = 1

Table 7. CBMPO Safety and Operations Performance Measures

Performance Measure	Description	Scoring
Level of Service (LOS)	Prioritizes that are on or adjacent to a facility with a high LOS.	LOS of F = 3 LOS E or D = 2 LOS C or better = 1
Ratio of congested travel time to free flow travel time	Prioritizes projects that have a high ratio of congested travel time to free flow travel time.	Ratio of 3 or more = 3 Between 2 and 3 = 2 1 or less = 1
Is the proposed project on an NHS highway or a freight corridor identified in previous plans?	Prioritizes projects that are on the NHS or freight corridors.	Proposed project is on an NHS highway and freight corridor = 3 On the NHS or a freight corridor = 2 Neither = 1
Is the proposed project on a segment or an intersection with a high number of crashes?	Prioritizes projects that are at or intersect high crash locations.	Yes = 3 No = 1
Does the proposed project come within 200 feet of national hydrography dataset, historic facilities/areas, or state parks?	Prioritizes projects that have limited potential environmental or historical resource impacts.	No potential impacts identified = 3 Limited potential impacts (1) = 2 Significant potential impacts (>=2) = 1
Population served by the proposed project.	Prioritizes projects that will affect the most amount of people.	Top 1/3rd = 3 Middle 1/3rd = 2 Lowest 1/3rd = 1
Does the project match the goals and objectives of Community and Statewide Plans?	Prioritizes projects that support the goals and objectives of Bartow County's Comprehensive and Economic Development Plans as well as those of the Statewide Strategic Transportation Plan while complementing those of adjacent regions	Mostly = 3 Somewhat = 2 Not at all = 1

Table 8. CBMPO Bicycle and Pedestrian Performance Measures

Measure	Description	Scoring
Does the proposed project connect with any existing bike/pedestrian trails or schools?	Prioritizes projects that connect to more existing bike/pedestrian facilities, and schools.	2 or more = 3 1 = 2 0 = 1
Is the proposed project on a segment or an intersection with a high number of crashes?	Prioritizes projects that are at or intersect high crash locations.	Yes = 3 No = 1
Does the proposed project improve existing facilities between community resources?	Project is within a half mile of a city, Cartersville Medical Center, LakePoint, Avatron, Schools, Allatoona Resource Center, or North Bartow Community ServicesCenter	3 or more = 3 2 = 2 1 or less= 1
Does the proposed project come within 200 feet of national hydrography dataset, historic facilities/areas, or state parks?	Prioritizes projects that have limited potential environmental or historical resource impacts.	No potential impacts identified = 3 Limited potential impacts (1) = 2 Significant potential impacts (>=2) = 1
Population served by the proposed project.	Prioritizes projects that will affect the most amount of people.	Top 1/3rd = 3 Middle 1/3rd = 2 Lowest 1/3rd = 1
Does the project match the goals and objectives of Community and Statewide Plans?	Prioritizes projects that support the goals and objectives of Bartow County's Comprehensive and Economic Development Plans as well as those of the Statewide Strategic Transportation Plan while complementing those of adjacent regions.	Mostly = 3 Somewhat = 2 Not at all = 1

A.2 Hinesville Area (HAMPO): Forward 40

HAMPO includes Liberty County and the urbanized area of Long County, located in the Coastal Region of Georgia. Liberty Transit operates a fixed route bus system in the City of Hinesville. Coastal Regional Coaches provides demand response rural transit service to HAMPO and the entire Coastal Regional Commission (CRC). Additionally, Greyhound buses provide intercity bus services in the area.

Liberty Transit's fixed route bus service began service in 2010. The LRTP identifies challenges increasing ridership and with having multiple service operators. Some of the needs of HAMPO include expanding fixed route services, especially to disadvantaged communities, and the general need for more transit and multimodal transportation. The LRTP focuses on the ability to connect with better pedestrian and bike pathways as well as upgrading the existing transit stops.

The HAMPO Policy Committee adopted a prioritization process in June 2014. This process includes using a tiering system based on goals and objectives for the area. Projects were evaluated and scored based on empirical and subjective factors. Some of these factors include safety, maintenance, congestion, and economic development.

Their tiered goals include measurable factors and the source of data that is used to measure each goal. One of these performance measures, invest in mobility options, is directly related to transit. Their performance measures are included in Table 9.

Table 9. HAMPO Transportation Performance Measures

Tier 1 Goals	Factors	Source
Promote economic development	Connecting population and employment	Travel Demand Model GIS
Support local planning initiatives	Project Status Local priority	Planning partners
Encourage coordination	Consistency with other plans	Planning partners
Protect natural, social, and cultural resources	Impacts to resources	GIS
Implement projects to support freight movement	Freight connections to strategic infrastructure Truck Traffic	GDOT GIS
Tier 2 Goals	**Factors**	**Source**
Invest in mobility options	Level of service Truck traffic Multimodal alternatives / priorities	GDOT Travel demand model Modal plans
Promote quality of life	Accessibility for under-served populations Community enhancements	GIS Planning Partners
Improved safety and security	Crash rates Designated evacuation route Bridge sufficiency rating	GDOT Emergency Management
Education	Consistency with public involvement plan Coordination with local partners	HAMPO Planning partners
Tier 3 Goals	**Factors**	**Sources**
Promote community and public relations	Community enhancement Public involvement and input	HAMPO Planning partners

A.3 Macon Area Transportation Study (MATS): 2040 LRTP

The Macon Area Transit Study (MATS) includes Macon-Bibb County as well as parts of Jones County. Macon Transit Authority (MTA) provides fixed route bus and paratransit services in Bibb County. A Greyhound stop at the Macon Terminal Station connects to MTA's fixed route service. Jones County Transit (JCT) operates demand response services separately. Currently, Monroe County does not have any form of public transit service within its jurisdiction.

Coordination between multiple transit providers is a key challenge identified in the LRTP. Additionally, the LRTP discusses the need to expand transit in general, specifically the expansion of fixed routes. MATS also discusses the need to leverage future local or federal funding options and the desire to increase and improve the number of shelters and benches at existing transit stops. Lastly, MTA would like to encourage an interconnection of bicycle and pedestrian facilities with alternative forms transportation, such as public transit, to reduce dependence on private transportation (single occupancy vehicles), reduce traffic, and improve air quality.

Certain regional challenges helped to create and shape the goals and objectives included in the LRTP. These key challenges include sprawling development and population movement, economic development, fulfilling investment commitments, and funding challenges.

MATS staff also took into account the 2040 LRTP goals and reevaluated them based upon the national and state goals set forth by the FAST Act and Georgia SWTP.

The MATS LRTP includes 10 goals and respective objectives and performance measures, with some goals including multiple objectives and performance measures. Two objective and four performance measures are directly tied to transit service, while many additional multimodal objectives and measures would benefit from transit service. These performance measures are included in **Table 10**.

Table 10. MATS Transportation Performance Measures

Goal	Objectives	Performance Measures
Promote Multimodal and Affordable Travel Choices	Enhance transit services, amenities and facilities	Local per capita expenditures on transit operations
		Per capita transit service hours
		Total transit boardings
	Improve bicycle and pedestrian facilities	Local per capita expenditures on bicycle and pedestrian facilities
		Miles of dedicated bicycle facilities
		Percentage of roadways within urbanized area (UA) that have sidewalks
	Increase utilization of affordable non-auto travel modes	Percentage of transit, bicycle and pedestrian mode shares
		Percentage of transit, bicycle and pedestrian mode shares in transit corridors
		Percentage of transit, bicycle and pedestrian mode shares for work commute
	Improve efficient movement of goods and services within and through the region	Tonnage of freight by mode moving through the region
		Value of goods shipped from origin within the region to outside areas, by mode
		Value of goods from outside the region arriving here as final destination, by mode
	Support the development of passenger rail between downtown Macon and Atlanta	TBD
Manage Congestion & System Reliability	Allow people and goods to move with minimal congestion and time delay, and greater predictability.	Average work-trip travel time during peak hours for each mode
		Percentage of peak period VMT at congestion (Volume/Capacity > =1.2)
		Average clearance time for crashes on principal roadways
		Annual hours of delay per auto commuter
	Promote ride sharing, such as carpool, vanpool and park-and-ride.	Percentage of commuter driving alone
		Average number of vehicle occupants
		Number of work places promoting ride sharing

Goal	Objectives	Performance Measures
	Enhance Intelligent Transportation Systems (dynamic signal phasing and vehicle detection systems)	Percentage of VMT on roadways with real-time travel information
Improve Air Quality, Protect the Environment, Improve Quality of Life, and Promote Good Land Use Planning	Reduce mobile source emissions, GHG, and energy consumption	Transportation GHG emissions per capita
		Transportation ozone and PM-2.5 emissions per capita
		Mobile energy consumption per capita
	Reduce the impact on the natural and cultural environment	Lane miles per capita
		Proportion of transportation projects that don't need an environmental permit
	Link land use and transportation	Vehicle Miles Traveled (VMT) per capita
		Average trip time (in minutes) for each mode
		Average trip distance for each mode
		Percentage of population within ½ mile of bus transit service
		Mode share in transit corridors for transit, bicycle and walking
		Percentage of population within ¾ mile of bike facilities
Access to Essential Services	Connect people to jobs, education and other important destinations using all modes	Percentage of work and non-work trips by auto less than 30 minutes
		Percentage of work and non-work trips by transit less than 45 minutes
		Average bicycle and pedestrian trip time
		Miles of sidewalks and bike lanes
		Ratio of sidewalk, bike lanes and multi-use paths to population
		Proportion of TIP projects with bicycle and pedestrian elements
Improve Infrastructure Condition	Increase proportion of highways and highway assets in 'Good' condition	Lane miles of streets (thoroughfare and above) with unacceptable pavement condition ratings by GDOT
		Percent of structurally deficient and functionally obsolete bridges
		Transportation Improvement Program (TIP) (4-year) expenditures in MPO for roadway maintenance
	Maintain transit vehicles, facilities and amenities in the best operating condition.	Percentage of transit vehicles being used beyond life cycle
	Improve the condition of bicycle and pedestrian facilities and amenities	TBD
	Improve response time to infrastructure repairs	TBD

Goal	Objectives	Performance Measures
Ensure Equity	Ensure transportation needs are met for all populations (especially the aging and youth, economically disadvantaged, mobility impaired, and minorities).	Percentage of Environmental Justice (EJ) population and total population within census-defined urban area (UA) that is within ½ mile of bus transit service
		Highway and transit investment in communities of concern are similar to the general population in the Macon Area Transportation Study (MATS)
	Enhance public participation among all communities.	Number of participants in public meetings, public hearings and surveys during the 2040 MATS LRTP update development process
		Number of Web site views and participation level in social media promote
Increase Safety, Health and Security	Increase safety of travelers and residents	Number of vehicle crashes, serious injury and fatalities per million vehicle miles traveled
		Pedestrian and bicycle crashes, serious injuries and fatalities per capita
		Transportation Improvement Program (TIP) (4-year) expenditures in MPO for intersection/safety improvement projects.
	Promote public health through transportation choices (particularly for school age populations)	Percentage of adults who are physically inactive in the region
		Number of projects receiving support through Safe Routes to School program
Support Economic Vitality	Improve freight movement	Truck hours of delay per trip
		Average truck speed on appropriate freight corridors
	Increase funding and funding sources for all transportation modes	Transportation Improvement Program (TIP) (4-year) expenditures in MPO as a percent of the 2040 MATS LRTP costs
	Improve project delivery for all modes	Percentage of TIP highway projects completed on-time (or, GDOT project delivery measure)
Improve Resiliency and Reduce Storm Water Impacts	Reduce the number of bridges and roadways vulnerable to natural disaster.	Miles of roadway subject to impass by a 100 yr, 500 yr or 1,000 yr flood event
		Number of bridges at risk of washout by a 100 yr, 500 yr or 1,000 yr flood event
	Enhance environmental mitigation related to storm water management and habitat connectivity.	Number of road projects addressing environmental mitigation related to storm water, habitat connectivity and/or adopting context sensitive design solutions.
Enhance Travel and Tourism	Increase funding and identify greater variety of funding sources for transportation projects such as pedestrian and bicycle facilities, recreational trails, community and improvements such as historic preservation and vegetation management,	Number of pedestrian facilities upgrades/additions
		Number of bicycle facilities upgrades/additions
		Number of projects addressing historic preservation

A.4 Coastal Region (CORE) MPO: Mobility 2045 Metropolitan Transportation Plan

The CORE MPO includes Chatham, Bryan, and Effingham Counties in the coastal region of Georgia. The Chatham Area Transit (CAT) operates fixed bus routes and express shuttles within the Savannah area. Greyhound and Southeastern Stages' intercity bus station is located at the Joe Murray Rivers, Jr. (JMR) Intermodal Transit Center, which connects to the CAT fixed routes. The Coastal Regional Commission (CRC) also operates a rural demand response bus service throughout the entire region.

Savannah, Chatham County and the surrounding areas are growing in population due to increases in tourism and employment opportunities. This creates a need for additional bus routes in Savannah as well as more regional commute express service to/from Chatham's neighboring counties. The LRTP expressed their challenges including limited service hours, and the need to expand service hours as well as the fixed routes and more transit and multimodal transportation.

CORE's LRTP includes the area's transportation performance measures and project prioritization process. The measures were identified by stakeholders and the general public. The project prioritization includes two different screens, need and sustainability. The first screen includes economic vitality, safety, security, accessibility, mobility and connectivity. The second screen contains goals related to the environment and quality of life, system management and maintenance, and intergovernmental coordination. The highest scoring projects will be prioritized in future planning efforts.

The CORE MPO recognizes that there are other factors that need to be considered such as project benefits and costs, existing project status, local priority, consistency with other local, regional and state plans, as well as financial feasibility.

Many of the goals in CORE's LRTP align with the goals of the GDOT SWTRP. One goal, Accessibility, Mobility and Connectivity, and three of its respective objectives, is directly related to transit. The CORE MPO goals, objectives and performance measures can be found in **Table 11**.

Table 11. Coastal Region Transportation Performance Measures

Goal	Objectives	Performance Measures
Safety and Security: A safe, secure, and resilient transportation system for all users	Eliminate at-grade railroad crossings Minimize frequency and severity of vehicular accidents Minimize conflicts and increase safety for non-motorized users Promote projects which aid in hurricane evacuation Adequately prepare for coordinated responses to incidents Enhance tourism by offering safe multimodal options to visit the region	Reduction in fatalities Reduction in injuries Increased implementation of safety projects Reduction in at-grade crossings Reduction in rate of serious injuries per 100 million Vehicle Miles Traveled (VMT) Reduction of rate of fatalities per 100 million VMT Reduction in number of non-motorized fatalities and serious injuries Hurricane evacuation route status (Enhances or improves reliability on a hurricane evacuation route) Improved emergency responses Minimize clearance times during disruptive events to avoid secondary crashes Reduction in vulnerability of the transportation system
State of Good Repair and System Preservation: Maintain a state of good repair for all transportation systems	Maintain a state of good repair for bridges Maintain a state of good repair for pavement Maintain a state of good repair for non-motorized facilities Maintain a state of good repair for transit vehicles and facilities	Bicycle and pedestrian facility surface conditions Percent of NHS Bridges in Poor condition as a percentage of total NHS bridge deck area Percent of NHS Bridges in Good condition as a percentage of total NHS bridge deck area Percent of interstate NHS pavements in POOR condition Percent of interstate NHS pavement in GOOD condition Percent of NHS pavements in POOR condition Transit assets considered in a state of good repair Percent of NHS pavements in GOOD condition
System Performance: An efficient, reliable, multi-modal transportation system that supports economic competitiveness and enhances tourism	Minimize work and freight trip congestion Promote projects which provide the maximum travel benefit per cost Improve efficient access to job centers Enhance tourism offering efficient multi modal options to visit the region Maximize efficiency of signalized intersections	Project cost/vehicle miles of travel (VMT) Reductions in VMT Reductions in work trip vehicle hours of travel (VHT) Increased Sustainable development incorporating mixed-use, pedestrian-oriented design Level of Service (LOS) Percent of person-miles traveled on the interstate system that are reliable Percent of person-miles traveled on the non-interstate NHS that are reliable Reductions in travel times Truck Travel Time Reliability (TTTR) Index Percent of jobs within 1/2 miles access to frequent transit service Percent of the system actively managed with ITS Increase access to alternative transportation options to job centers Maximize transportation system mobility during disruptive events Increased modal options and amenities assisting tourist travel

Goal	Objectives	Performance Measures
Accessibility and Connectivity: Ensure and increase the accessibility, mobility, and connectivity options available to people and freight, and ensure the integration of modes, where appropriate.	Minimize congestion delays Maximize regional population and employment accessibility Provide efficient and reliable freight corridors Minimize delays in corridors served by transit Encourage use of transit and non-motorized modes, focusing on areas with low rates of automobile ownership or high population of elderly and/or disabled populations Expand transit service area and increase service frequency Ensure access to essential services Expand use of traveler information to accommodate people, freight and tourism	Base year vs. future year volume/capacity ratios for various modes Percent of population within ½ mile of a multimodal (transit or bicycle) route or facility connecting to regional activity center(s) Percent of last mile and other freight strategies identified in the Freight Plan completed On time performance of the transit and paratransit system Increase in transit ridership Expanded coverage of ITS to share traveler information Fewer transit user complaints Increase access and connectivity to alternative transportation options to job centers
Healthy Environment and Quality of Life: A healthy sustainable environment through the compatible integration of land use and transportation while taking into consideration the impact of transportation including that of stormwater.	Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources Support infill development Implement green infrastructure to reduce region's impact on stormwater pollution and address potential impacts from a changing climate Reduce negative impacts of transportation on stormwater Reduce emissions and maintain a healthy air quality Reduce energy consumption	Less impacts to natural environment Less impacts to historic and cultural and natural resources Increase in promoting infill and brownfield development Flood zone risk status Decreased vehicle miles of travel through increased use of alternative modes to single occupancy vehicles Project exceeds local and or state storm water management plan requirements Increased percent of green infrastructure (GI) and/or Low Impact Development (LID) installation Increased percent of low emission projects Total emissions
Intergovernmental Coordination: Wise use of public funds through coordination and a performance based planning process.	Enhance coordination between CORE MPO, Georgia Department of Transportation, County departments, City governments, Georgia Ports Authority, modal agencies (CAT and airport) and advocacy groups (Savannah Bicycle Campaign) Implement transportation performance management utilizing a performance based planning and programming process	Average Daily Traffic (ADT) per lane Congestion Index (CI) Level of Service (LOS) ITS coverage of region CORE MPO represented at project development meetings (concept meetings and public information meetings) Establishment of coordination policies to promote communications between various agencies Establishment of a prioritization process based on cooperatively developed objectives and performance measures

A.5 Valdosta-Lowndes MPO: 2040 Transportation Vision Plan

The Valdosta-Lowndes MPO (VLMPO) primarily includes Lowndes County along with other neighboring areas in Southern Georgia. The existing public transit service consists of rural demand response systems for Berrien, Brooks, and Lowndes Counties. There is one Greyhound stop in Valdosta. While there is not an established fixed route service, VLMPO has identified in their LRTP that $35 million is needed in local funds over the next 25 years to build and operate an urban transit system, and that there is a strong desire from the public to do so. Funding constraints are an identified challenge. VLMPO has partnered with local businesses and local colleges to promote alternative transportation methods such as walking or biking and have plans in place to improve the conditions and accessibility of supporting infrastructure.

VLMPO's LRTP includes18 aspirational goals, a transportation strategy that will be used to achieve each goal, and planning factors and performance themes. One of the performance measures is related to transit. These goals, objectives, and implementation strategies can be found in **Table 12**.

Table 12. VLMPO Transportation Performance Measures

Common Community Vision Aspirational Goals and Transportation Objectives	Planning Factors & Performance Themes	Performance Objectives	Implementation Strategies
Support Regional Economic Engines and Public/Private Collaboration through Accessible, Multi-Modal Transportation Systems for the Movement of People and Goods.	Freight Movement and Economic Vitality	Reduce in truck related crashes	The VLMPO Should Study Options to Mitigate Impacts from Truck Traffic throughout the Region
Coordinate Workforce Training Opportunities Through Public/Private Partnerships that are Available Through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality	Increase in transit ridership for jobs	The VLMPO Will Work with Private transportation Providers to Improve Workforce Mobility
Develop Basic Transportation and Utility Infrastructure that Promotes Economic Investment through Accessible, Multi-Modal Transportation Projects for the Movement of People and Goods	Infrastructure Condition, Congestion Reduction, System Reliability	Reduction in intersection crash severity	The VLMPO Will research, Analyze and Propose Intersection Improvement Project that Increase Safety
Support Communitywide Partnerships that Encourage Entrepreneurship and Small Business Development and Educate the Public on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality	Increase projects completed on time	The VLMPO Will Provide Information and Bidding Opportunities for Local Businesses
Maintain a Fully Funded and Coordinated Regional Economic Development Strategy Promoting Public/Private Partnerships and Educate Elected Officials on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality	Increase number of workers that can reach employment by auto in 20 minutes	The VLMPO Will Analyze and Report on Transportation Investment Impacts on Economic Development
Support Education Programs that Ensure Students are Ready to Meet the Needs of a 21st Century Workforce through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality	Increase mileage of bicycle/pedestrian infrastructure	The VLMPO Shall Prioritize Projects that Improve Access to Schools
Promote Healthy Eating and Active Lifestyles Throughout the Community by Implementing Transportation Strategies of Livable Communities that Promote an Active, Healthy Lifestyle.	Multi-modal Infrastructure, Community Quality of Life	Increase in County Health Ranking***	The VLMPO Will be a Community Leader in Supporting Infrastructure for Healthy, Active Lifestyles

Common Community Vision Aspirational Goals and Transportation Objectives	Planning Factors & Performance Themes	Performance Objectives	Implementation Strategies
Provide Affordable, Accessible Healthcare to a Growing Regional Population by Implementing Bicycle and Pedestrian Transportation Projects that Promote an Active, Healthy Lifestyle.	Multi-modal Infrastructure, Community Quality of Life	Increase in road mileage identified as complete	The VLMPO Will Develop a Report on All Roadways According to Complete Street Standards
Coordinate Emergency Response to Disasters for a Resilient Community that has Well-Maintained Transportation Infrastructure.	Safety, Security, and Infrastructure Condition	Increase number of ridges/roadways meeting standards	The VLMPO Will Encourage Local Asset Management Plans
Implement Land Use Techniques that Promote Environmental Conservation and Mitigation through Transportation Projects that are Context-Sensitive to the Natural and Built Environments.	Environmental Sustainability	To Be Determined (Improve Air Quality, Minimize Wetland Impacts, Limit Footprint)	The VLMPO Will Develop and Support Transportation Investments that Minimize and Mitigate Environmental Impacts
Provide Housing that is Safe, Affordable and Accessible to All Income Levels and has Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction, Reduced Project Delivery Delays	To Be Determined (Average Commute Time, Environmental Justice Areas)	The VLMPO Will Work with Local Governments to Implement a Multimodal Transportation System that is Affordable and Accessible
Develop Regional Leadership that Promotes Transparency, Citizen Engagement, and Coordinated Delivery of Government Services in Multimodal Transportation Planning to the Public and Stakeholders.	Public Participation	See Measures in Participation Plan	The VLMPO Will Implement Performance Measures in its UPWP, Participation Plan, TIP and LRTP (once available from state and feds)
Develop Land Use Policies that Promote Aesthetic Urban Design and Access to Community Infrastructure and Amenities via Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction, Reduced Project Delivery Delays	To Be Determined (Distance to Amenities, Changes in Land Use)	The VLMPO Staff Will Actively Participate in Local Land Use Planning Discussions
Promote Conservation, Recycling and Renewable Energy Efforts that Support Programs for Alternative Transportation and Fuel Technologies.	Environmental Sustainability	To Be Determined (Improve Air Quality, Minimize Wetland Impacts, Limit Footprint)	The VLMPO Will Develop a Model Ordinance to Require Alternative Fuel/Energy Infrastructure
Develop Recreational Facilities and Programs to Improve Quality of Life, the Conservation of Natural Resources by Fully Funding and Implement the VLMPO Bicycle and Pedestrian Master Plan	Environmental Sustainability	Increase in Bicycling Commuters	The VLMPO Will Promote Active, Healthy Lifestyles and Encourage Investment in Bicycle and Pedestrian Infrastructure

Common Community Vision Aspirational Goals and Transportation Objectives	Planning Factors & Performance Themes	Performance Objectives	Implementation Strategies
Provide Maintained, Efficient Public Utility Infrastructure that Meets the Needs of a Growing Community through Transportation Projects that Support the Needs of a Growing Community.	System Preservation, and Infrastructure Condition	Decrease Average Work Commute Time	The VLMPO Will Encourage Growth in Areas Currently Within the Urban Service Area
Develop Public/Private Partnerships to Preserve and Promote Historic and Cultural Resources through Developing Transportation Projects that are Context Sensitive to Historic Resources	Environmental Sustainability	Increase number of Gateway and Beautification Projects Completed	The VLMPO Will Prioritize Gateway Projects that are Sensitive to the Context of the Community
Provide Regional Connectivity through an Efficient, Safe, Accessible, and Affordable Multi-Modal Transportation System that is Developed through a Fully Funded Transportation Plan that Identifies Multi-Modal Transportation Options.	Safety & Security, System Reliability	Increase number of projects completed on budget	The VLMPO Should Consider New Funding Sources for Funding a MultiModal Transportation System

*** http://www.countyhealthranking.com/

A.6 Warner Robins Area Transportation Study (WRATS): 2040 LRTP

WRATS spans Houston County and parts of Peach County, including the urbanized areas of Byron, Centerville, Perry, and Warner Robins. There are no FTA funded public transportation providers in Houston County, but rural demand response service is available in Peach County.

The WRATS LRTP highlights a 2012 feasibility study that recommended several fixed route bus systems between cities in the MPO as well as paratransit services. It estimated ridership of 1,500 passengers on weekdays. In December 2015, Warner Robins Transit began operating with the help of a $70,000 (non-FTA) federal grant. The following year the Warner Robins City Council pledged to provide another $160,000 over a two-year period for the bus system. The LRTP discusses the challenges they face with funding constraints, as well as the desire to expand services.

The goals and objectives of WRATS' LRTP are based on the evaluation of existing conditions and future projections, as well as a modeling process is established with performance measures. Transportation projects of different modes are considered in the modeling process, and the modeling result will serve as input in the performance measures for project prioritization, identifying trends, targets, strategies and analyzing alternatives.

Many goals overlap and objectives for one goal may reinforce another goal.

The goals and objectives follow MAP-21's performance goals. Performance measures are to be used in the evaluation and prioritization of projects for their LRTP. WRATS five goals and respective objectives and performance measures can be found in **Table 13**. One performance measure is transit related.

Table 13. WRATS Performance Measures

Goal	Objective	Performance Measures
Economic Vitality: The regional transportation system has pervasive impact on the economic vitality of the region by impacting the delivery of goods and services, the accessibility of essential goods and services to residents, and the mobility of people within, to, from and through the region. The LRTP emphasizes the importance of transportation to the region's economic vitality. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Minimize work trip congestion delay increase the efficiency in the movement of goods and services	Work Trip VMT Vehicle Hours of Delay (VHD) Lane Miles of LOS E or LOS F
Safety and Security: The overall safety and security of the region's transportation system protects the public and ensures the ability of the transportation system to operate effectively on an ongoing basis and in times of regional emergencies. Increase the safety and security of the transportation system for motorized and non-motorized user2	Ensure all transportation systems are structurally and operationally safe and secure Minimize frequency and severity of vehicular accidents Improve, eliminate, or consolidate at-grade rail crossings Promote continuity with applicable State and Local Emergency Preparedness Plans	Total accidents per hundred million vehicle miles traveled Injury accidents per hundred million vehicle miles traveled Fatal accidents per hundred million vehicle miles traveled Reduction in bicycle and pedestrian fatalities Number of projects that promote regional transportation security and emergency preparedness
Accessibility, Mobility and Connectivity: Accessibility, mobility and connectivity are the main functions of a transportation system. Increasing the accessibility, mobility, and connectivity of the transportation system is vital to the regions ability to sustain development, to compete with other regions, and provide residents with effective transportation options. Increase the accessibility and mobility options available to people and for freight and enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	Minimize congestion delays Maximize regional population and employment accessibility Provide efficient and reliable freight corridors Encourage transportation services for the transportation disadvantaged Encourage use of non-motorized modes	Volume/Capacity (V/C) ratio Number of bike/pedestrian corridors Transit Vehicle Revenue Hours Truck Miles Traveled at LOS E or LOS F

Goal	Objective	Performance Measures
Environment and Quality of Life: To ensure sustainability of regional development and the health and well-being of the region's residents, the LRTP seeks to maintain or improve the natural and built environment while providing effective transportation alternatives. Protect and enhance the environment, promote energy conservation, and improve quality of life.	Protect wetlands, historic resources, neighborhoods, recreational facilities and other important resources Support infill development Provide access to essential services	Impacts on the natural environment Impacts on historical and cultural resources Accessibility
Management and Preservation of the Existing System Management and preservation of the existing transportation system ensures efficient use of public funds and ensuring the quality and operational capability of the region's transportation assets. Promote efficient system management and operation and emphasize the preservation of the existing transportation system	Require improvements necessary to accommodate future growth in the development review process Review all development proposals for transportation impacts Maximize the efficiency of signalized intersections Expand use of Intelligent Transportation Systems (ITS) Maintain existing transportation system	Average Daily Traffic (ADT)/lane Operational improvement Pavement Condition Bridge Condition

A.7 Chattanooga-Hamilton MPO: 2045 Regional Transportation Plan

The Chattanooga-Hamilton metropolitan planning area includes Hamilton County in Tennessee, as well as Catoosa, Dade, and Walker Counties in Georgia. The Chattanooga Area Regional Transportation Authority (CARTA) provides 22 fixed-route bus systems, paratransit services, and an incline railway up to Lookout Mountain. Demand response transportation services are also provided to Catoosa, Dade, and Walker Counties in Georgia. With an increase in tourism, the Chattanooga area is faced with the challenge of managing and maintaining their public transportation needs.

The Chattanooga-Hamilton County/North Georgia Transportation Planning Organization's (CHCNGA TPO) LRTP separated their goals and objectives into three categories: within community, community to region, and region to region.

The 'within community' framework includes goals and objectives that emphasize safe, multimodal connections and access to community resources and advance livability and quality of life principles. The 'community to region' framework includes goals and objectives that support strategic multimodal connections between individual communities and regional activity and economic centers. The 'region to region' framework includes goals and objectives that emphasize mobility and intermodal improvements to ensure the region is well connected within the state and the nation to advance overall economic development strategies and potential.

Corresponding performance measures were established for plan evaluation, project evaluation, and plan monitoring. Plan Evaluation performance measures were selected for their ability to communicated progress towards long-range goals across a set of key outcomes for the public and stakeholders. Project Evaluation performance measures were selected for measuring progress towards long range goals, at the project-level, given readily available data and tools. Plan Monitoring key performance measures were selected to align with both Federal TPM requirements and the regional Congestion Management Process (CMP), providing a structured means to track and report progress towards long-range goals given transportation investments over time.

The categories established for their neutral performance measures include: system preservation, congestion reduction, economic growth/freight movement, environmental sustainability, reliability, and safety and security. The CHCNGA TPO goals and objectives can be found in **Table 14**.

Table 14. CHCNGA TPO Goals

Goal	Objectives
Build and maintain safe and healthy communities	Support walkable and bicycle-friendly communities that promote safe, non-motorized connections to community resources
	Provide incentives for complete streets project design
	Encourage investments anchored in integrated transportation and land use planning, that support desired community character
	Improve safety through improved operations, preventative maintenance, and ADA compliance
	Prioritize investments in areas where local land use and development regulations support healthy, safety communities
	Prioritize investments that improves multimodal access to existing or planned transit hubs or that fills gaps in existing multimodal system
	Encourage connected street network
Connect communities to recreational, social, and economic opportunities in the region by providing multimodal travel options to activity and economic centers.	Preserve, maintain and improve existing infrastructure before adding new capacity
	Provide incentives for complete streets project design
	Encourage corridor improvements anchored in integrated transportation and land use planning, that support desired community character
	Improve mobility and support economic development by providing expanded set of travel options, with emphasis on public transit
	Improve travel time reliability through improved system operations
	Incentive corridor protection plans
Grow economic opportunity through strategic investment in critical regional infrastructure.	Preserve, maintain and improve existing infrastructure before adding new capacity
	Support continued economic growth of the region by improving intermodal connections that reduce delay for both people and goods
	Reduce delay on critical regional thoroughfares with minimal impact to community, historic and environmental resources
	Improve the efficiency and reliability of freight, cargo and goods movement by reducing delay on corridors critical to freight movement
	Improve travel time reliability through improved system operations

Appendix B: Multimodal Facilities

City	Name of Station	Address (if applicable)	Nearby Transit Provider	ATL-Region
Albany	Albany Bus Station	300 W Oglethorpe Blvd Albany, Georgia 31701	Albany Transit System	
Athens	Oconee Street Park-N-Ride Site	1323 Lexington Road, Athens, GA 30601	Athens Clarke County Transit	
Atlanta	Ashby	Ashby MARTA Station	MARTA	Y
Atlanta	Atlanta Bus Station	232 Forsyth St SW Atlanta, Georgia 30303	MARTA	Y
Atlanta	Lakewood-Ft. McPherson	Lakewood-Ft. McPherson MARTA Station	MARTA	Y
Atlanta	Oakland City	Oakland City MARTA Station	MARTA	Y
Atlanta	West End	West End MARTA Station	MARTA	Y
Atlanta	Arts Center	Arts Center MARTA Station	MARTA	Y
Atlanta	Lindbergh Center	Lindbergh Center MARTA Station	MARTA	Y
Atlanta	Kensington	Kensington MARTA Station	MARTA	Y
Atlanta	Georgia State	Georgia State MARTA Station	MARTA	Y
Atlanta	King Memorial	King Memorial MARTA Station	MARTA	Y
Atlanta	Inman Park-Reynoldstown	Inman Park-Reynoldstown MARTA Station	MARTA	Y
Atlanta	Edgewood-Candler Park	Edgewood-Candler Park MARTA Station	MARTA	Y
Atlanta	East Lake	Eastlake MARTA Station	MARTA	Y
Atlanta	Indian Creek	Indian Creek MARTA Station	MARTA	Y
Atlanta	Vine City	Vine City MARTA Station	MARTA	Y
Atlanta	Bankhead	Bankhead MARTA Station	MARTA	Y
Atlanta	West Lake	West Lake MARTA Station	MARTA	Y
Atlanta	Hamilton E. Holmes	Hamilton E. Holmes MARTA Station	MARTA	Y
Atlanta	Midtown	Midtown MARTA Station	MARTA	Y
Atlanta	Buckhead	Buckhead MARTA Station	MARTA	Y
Atlanta	Lenox	Lenox MARTA Station	MARTA	Y
Atlanta	North Avenue	North Avenue MARTA Station	MARTA	Y
Atlanta	Civic Center	Civic Center MARTA Station	MARTA	Y

City	Name of Station	Address (if applicable)	Nearby Transit Provider	ATL-Region
Atlanta	Peachtree Center	Peachtree Center MARTA Station	MARTA	Y
Atlanta	Five Points	Five Points MARTA Station	MARTA	Y
Atlanta	Dome/GWCC/Philips/CNN	DOME/GWCC/Philips/CNN MARTA Station	MARTA	Y
Atlanta	College Park	College Park MARTA Station	MARTA	Y
Atlanta	East Point	East Point MARTA Station	MARTA	Y
Atlanta	Atlanta HJAIA	6000 N Terminal Pkwy Atlanta, GA 30320	MARTA	Y
Augusta	Southeastern Stages Inc	1546 Broad St Augusta, Georgia 30904	Augusta Public Transit	
Avondale	Avondale	Avondale MARTA Station	MARTA	Y
Brookhaven	Brookhaven	Brookhaven MARTA Station	MARTA	Y
Chamblee	Chamblee	Chamblee MARTA Station	MARTA	Y
Clarkesville	Habersham County Facilities Management and Transit	4306 Tocca Hwy., Clarkesville GA 30523	Habersham County	
Columbus	Columbus Bus Station	818 Veterans Pkwy Columbus, Georgia 31901	METRA	
Columbus	METRA Transfer Center	814 Linwood Blvd., Columbus GA 31901	METRA	
Decatur	Decatur	Decatur MARTA Station	MARTA	Y
Doraville	Doraville	Doraville MARTA Station	MARTA	Y
Dunwoody	Dunwoody	Dunwoody MARTA Station	MARTA	Y
Dunwoody	Medical Center	Medical Center MARTA Station	MARTA	Y
Eastman	Dodge County Transit Office	324 Pine Street, Eastman GA 31023	Dodge County	
Fort Gordon	Ft Gordon Bus Station	36200 36th St Fort Gordon, Georgia 30905	Augusta Public Transit	
Atlanta	Garnett	Garnett MARTA Station	MARTA	Y
Greensboro	Greene County Mental Health	1040 Silver Rd., Greensboro GA	Greene County Transit	
Hartwell	Hart County Senior Center / Transit	139 Clay Street, Hartwell GA 30643	Hart County	
Macon	Macon Bus Station	200 Cherry Street, Macon, GA 31201	Macon Transit Authority	
Marietta	Marietta Bus Station	1250 S Marietta Pkwy Marietta, Georgia 30060	CobbLinc	Y
Marietta	Marietta Transfer Center	800 South Marietta Pkwy SE	CobbLinc	Y

City	Name of Station	Address (if applicable)	Nearby Transit Provider	ATL-Region
Norcross	Norcross Bus Station	2105 Norcross Pkwy Norcross, Georgia 30071	Gwinnett County Transit	Y
Roberta	Crawford County Development Authority	1011 Highway 341 North, Roberta GA 31078	Crawford County	
Rome	City of Rome Passenger	216 East 1st Street, Rome GA 30161	Rome Transit	
Sandy Springs	Sandy Springs	Sandy Springs MARTA Station	MARTA	Y
Sandy Springs	North Springs	North Springs MARTA Station	MARTA	Y
Savannah	Savannah Bus Station	610 W Oglethorpe Ave Savannah, Georgia 31401	Chatham Area Transit	
Savannah	Savannah Belles Ferry Stop, City Hall	River Walk at City Hall, E Upper Factors Walk, Savannah, GA 31401	Chatham Area Transit	

Appendix C: Intercity Bus Stops with Local Transit

City	Name of Station	Address	County	Nearby Provider	Co-located w/ public multimodal station	At Bus Stop / Stop within 1/4 mile	Demand-Response
Albany	Albany Bus Station	300 W Oglethorpe Blvd Albany, Georgia 31701	Dougherty	Albany Transit System	Y	Y	Y
Athens	Southeastern Stages	4020 Atlanta Hwy Athens, Georgia 30606	Clarke	Athens Clarke County Transit	N	Y	N
Atlanta	Atlanta Bus Station	232 Forsyth St SW Atlanta, Georgia 30303	Fulton	MARTA	Y	Y	N
Atlanta - HJAIA	Atlanta HJAIA	6000 N Terminal Pkwy Atlanta, GA 30320	Clayton	MARTA	Y	Y	N
Augusta	Southeastern Stages Inc	1546 Broad St Augusta, Georgia 30904	Richmond	Augusta Public Transit	Y	Y	N
Brunswick	Flying J Travel Plaza	2990 US Highway 17 S Brunswick, Georgia 31523	Glynn	Brunswick Transit System	N	N	Y
Columbus	Columbus Bus Station	818 Veterans Pkwy Columbus, Georgia 31901	Muscogee	METRA	Y	Y	N
Conyers	Texaco	1410 Klondike Rd SW Conyers, Georgia 30094	Rockdale	NA	N	N	N
Dalton	Pilot Travel Center	142 Carbondale Rd SW Dalton, Georgia 30721	Whitfield	Whitfield County Transit	N	N	Y
Fort Gordon	Ft Gordon Bus Station	36200 36th St Fort Gordon, Georgia 30905	Richmond	Augusta Public Transit	N	N	Y
Gainesville	Shell	2580 Monroe Dr Gainesville, Georgia 30507	Hall	Hall Area Transit	N	N	Y
Greensboro	Chevron	2530 Lake Oconee Pkwy Greensboro, Georgia 30642	Greene	Greene County Transit	N	N	Y
Hinesville Fleming	Fleming Food Mart	6118 Leroy Coffer Hwy Hinesville Fleming, Georgia 31309	Liberty	Liberty Transit	N	N	Y

City	Name of Station	Address	County	Nearby Provider	Co-located w/ public multimodal station	At Bus Stop / Stop within 1/4 mile	Demand-Response
Lagrange	La Grange Bus Station	101 Hoffman Dr Lagrange, Georgia 30241	Troup	Troup Transit	N	N	Y
Macon	Macon Bus Station	200 Cherry Street, Macon, GA 31201	Bibb	Macon Transit Authority	Y	Y	N
Madison	Madison Chevron	1990 Eatonton Rd Madison, Georgia 30650	Morgan	Morgan County Transit System	N	N	Y
Marietta	Marietta Bus Station	1250 S Marietta Pkwy Marietta, Georgia 30060	Cobb	CobbLinc	N	Y	N
Monroe	Taylor Wrecker Service	417 E Spring St Monroe, Georgia 30655	Walton	NA	N	N	N
Norcross	Norcross Bus Station	2105 Norcross Pkwy Norcross, Georgia 30071	Gwinnett	Gwinnett County Transit	N	Y	N
Savannah	Savannah Bus Station	610 W Oglethorpe Ave Savannah, Georgia 31401	Chatham	Chatham Area Transit	Y	Y	Y
Thomasville	Thomasville Travel Center	2685 US Highway 84 Byp W Thomasville, Georgia 31792	Thomas	Thomas County Area Transit	N	N	Y
Thomson	BP Gas Station	1850 Washington Rd Thomson, Georgia 30824	McDuffie	McDuffie County Rural Transportation System	N	N	Y
Tifton	Tifton Bus Station	306 E 5th St E Tifton, Georgia 31794	Tift	Tift Lift	N	N	Y
Trenton	Dade Veteran Memorial Park	12371 S Main St Trenton, Georgia 30752	Dade	Dade County Transit	N	N	Y
Unadilla	Allstate Truck Stop	475 Pine St Unadilla, Georgia 31091	Dooly	Dooly County Transit	N	N	Y
Valdosta	Sunstop	2112 West Hill Avenue Valdosta, Georgia 31601	Lowndes	Lowndes County Transit	N	N	Y
Washington	Texaco	117 E Robert Tooms Ave Washington, Georgia 30673	Wilkes	Wilkes Transportation Authority	N	N	Y

Appendix D: Managed Lanes Mileage

Managed Lane			
Highway	**Mileage (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 Express Lanes	29.7	29.7	0
Total	66.7	55	11.7