



Georgia Department of Transportation

Georgia Statewide Transit Plan  
Improving Access and Mobility Through 2050

# 2023 Implementation Report



# Table of Contents

- 1.0 Statewide Transit Plan Background ..... 1**
- 2.0 SWTRP Alignment with Governor Kemp’s Strategic Goals and GDOT Focus Areas .....5**
- 3.0 Performance Measures ..... 7**
  - Performance Measures ..... 10
    - Number of Counties Served by Transit*..... 10
    - Percent of Population served and of Elderly and Disabled Population Served* ..... 11
    - Number and Percent of Rural Regional or Multicounty System Assets, Counties, and Trips*..... 12
    - Number and Percent of Counties and Trips served by Rural Public Transit and DHS Coordinated Systems* ..... 14
    - Number of Rural Transit Providers that Cross County Area Boundaries*..... 15
    - Number of Multimodal Transit Centers* ..... 16
    - Number of Park and Ride Lots and Total Parking Capacity* ..... 17
    - Number and Percent of Intercity Bus Stops with Local Transit Service*..... 18

- Percent of Transit Fleet that is No Emission or Renewable Fuel Vehicle* ..... 20
- Injuries and Fatalities per 100,000 Transit Vehicles Revenue Miles* ..... 21
- Number of Counties with TDPs, and the Number of TDPs updated within the Last 5 Years*..... 22
- Number and Percent of Agencies with GTFS Data and/or Provided that Data to Third-Party Platform* ..... 23
- Number and Percent of Agencies with Website, or with a Smart Phone Application* ..... 24
- Per Capita Expenditures on Transit Operations* ..... 25
- Number of Revenue Service Hours* ..... 26
- Trips per Service Hour* ..... 27
- Percent of Revenue Vehicles (Rolling Stock) within an Asset that have either Met or Exceeded their Useful Life Bracket (ULB)* ..... 28
- Percent of Non-Revenue Service Vehicles (equipment) that have Either Met or Exceeded their ULB*..... 29
- Percent of Facilities within an Asset Class that are Rated Below Condition 3.0 on the Transit Economic Requirements Model (TERM) Scale* ..... 30
- 4.0 Near-Term Strategies Progress... 32**
  - Administrative Tools and Guidance ..... 32
    - Implement State-Level Mobility Management Program* ... 32
    - Develop Transit Development Plan (TDP) Guidance and Regional TDPs*..... 32

- Support General Transit Feed Specification (GTFS) Data Development*..... 33
- Service Expansion..... 33
  - Expand Hours to Better Align with Workforce Needs* ..... 33
  - Expand Rural Service to the 37 Counties without Local Public Transit*..... 34
  - Launch Urban Service for Cities without Service*..... 34
  - Expand Capacity of Existing Rural Systems to Serve Unmet Trip Demand* ..... 35
- Service Enhancement ..... 35
  - Implement Statewide Trip Planning App and Website*..... 35
  - Implement Automatic Vehicle Locators (AVL) and Automatic Passenger Counter (APC) Systems* ..... 38
  - Enhance Transit Stops with Amenities and Ensure ADA Compliance*..... 38
  - Implement Zero-Emission Transit Vehicles* ..... 39
  - Improve First-and-Last-Mile Connectivity* ..... 40
- 5.0 Summary ..... 41**

# 1.0 Statewide Transit Plan Background

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

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

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



## SWTRP Vision, Goals, and Supporting Objectives

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

### ***Vision for Transit in 2050***

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

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

Figure 1: SWTRP Goals



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

***Objectives:***

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

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

***Objectives:***

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

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

***Objectives:***

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

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

***Objectives:***

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

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

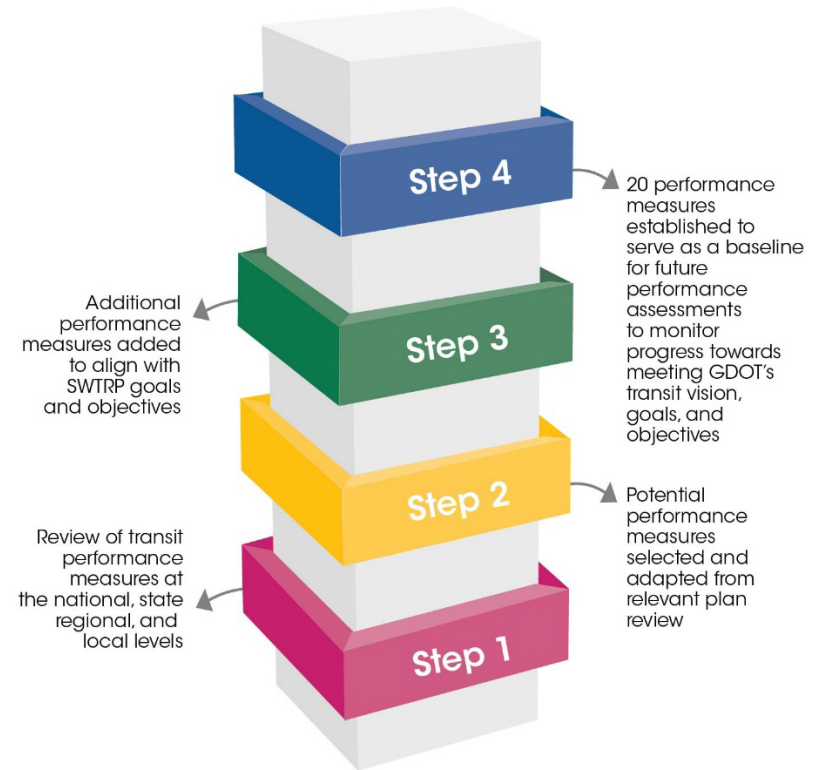
**Objectives:**

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

**Relation to Performance Measures**

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

Figure 2: Process for Establishing Performance Measures



**Figure 3: Albany Multi-Modal Transportation Center – An example of the multimodal approach mentioned in the SWTRP vision for transit in 2050. This new center serves both Greyhound, Albany Transit, and local taxi services. The center opened on March 27, 2023.**

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

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

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

This section highlights the relationship among the Governor’s Goals, GDOT Focus Areas, and the SWTRP. These impacts demonstrate how transit is a component to implementing the Governor’s Goals and GDOT’s Focus Areas.

Figure 4: Governor’s Goals



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

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



### Governor's Goal 2: Reform State Government

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

### Governor's Goal 3: Strengthen Rural Georgia

- **SWTP/SSTP Focus Area:** Increase rural broadband access for economic growth.
  - **SWTRP Impact:** Increasing rural broadband access will enable faster upload times to reporting systems and improve rider information for rural transit operators.
- **SWTP/SSTP Focus Area:** Deploy regional strike teams to areas with economic challenges or lessening populations to collaborate with local leaders and seek opportunities for growth.

- **SWTRP Impact:** The SWTRP identified rural populations to target for increased outreach on transit awareness and mobility opportunities.
- **SWTRP Impact:** GDOT coordinates with the Georgia Department of Human Services (DHS) which manages Federal Transit Administration's (FTA) Enhanced Mobility of Seniors & Individuals with Disabilities program.

### Governor's Goal 4: Put Georgians First

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



### 3.0 Performance Measures

The 2020 SWTRP process led to the development of 20 statewide transit performance measures, as displayed in **Figure 5** and **Figure 6**. Performance measures are metrics created to assess the progress toward meeting goals and objectives. Data for the 2023 SWTRP performance measures came from the 2021 American Community Survey 5-Year Estimates, 2021 National Transit Database (NTD), Agency Transit Asset Management (TAM) Plans, the GDOT FY 22-25 Group TAM Plan, and in-house data (publicly available, such as data from agency websites).

Figure 5: SWTRP Performance Measures

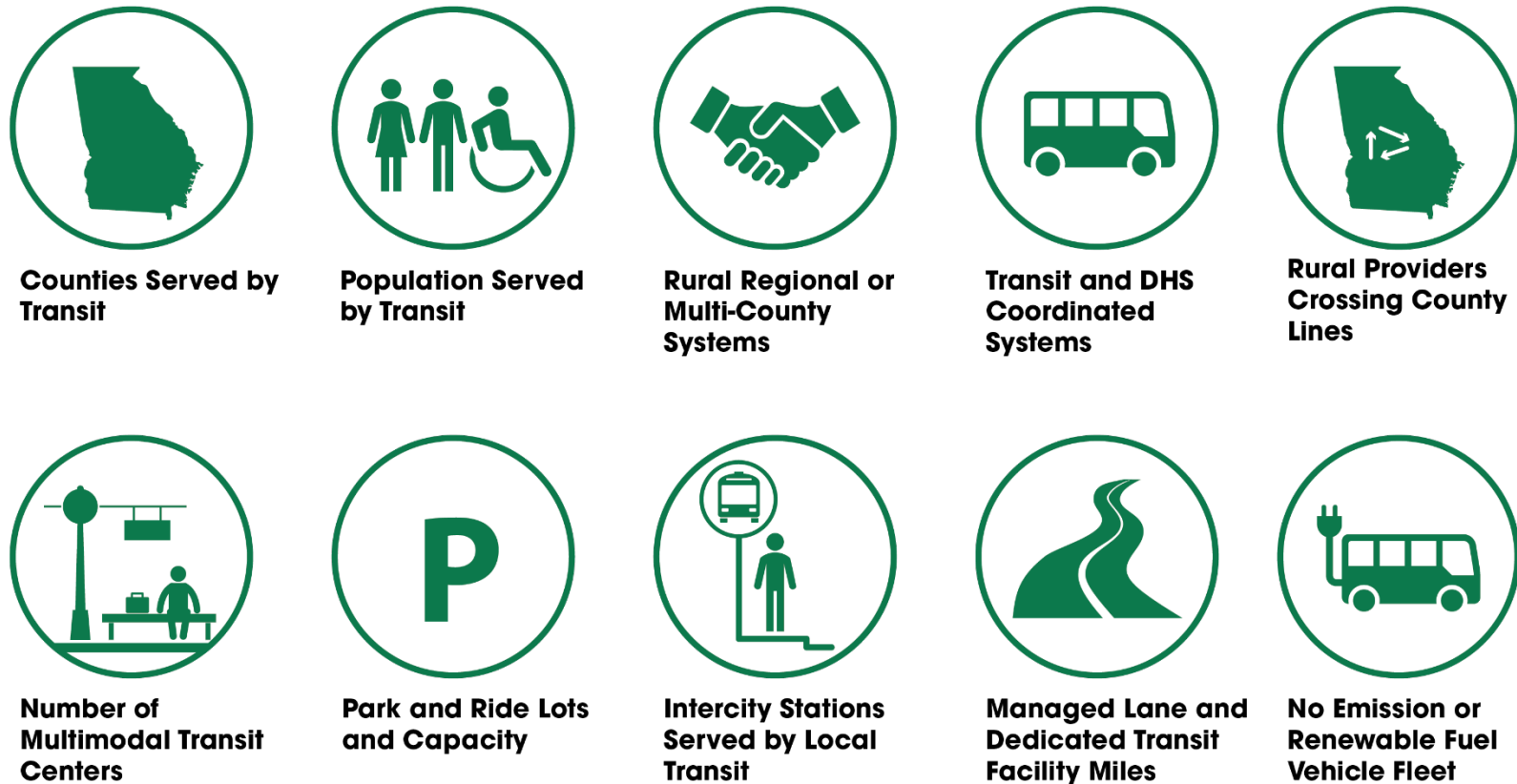


Figure 6: SWTRP Performance Measures (Cont.)



**Injuries and Fatalities Per 100,000 Miles**



**Transit Development Plans Updated Within 5 Years**



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



**Agencies with Website and/or Smartphone App**



**Per Capita Transit Operating Expenditures**



**Revenue Service Hours**



**Trips Per Service Hour**



**Revenue Vehicles Meeting or Exceeding ULB**



**Non-Revenue Vehicles Meeting or Exceeding ULB**



**Facilities Rated Below Condition 3.0 on TERM Scale**

The information below explains how to use this section, followed by the progress of the performance measures. The 2023 SWTRP Implementation Report is limited by the availability of data at the time of its development. The U.S. Census, Group TAM Plan, and NTD have been updated to provide current data. Although some measures have decreased, a decrease may not indicate negative process with the performance measure.

## How to Use this Section

### Number of Counties Served By Transit } Performance Measure Title

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

Performance Measure Description

### Change

	Past Year (2022)	Current (2023)	Change
Number of Counties Served by Transit	129	129	+0.0%
<b>Source: GDOT and National Transit Database (NTD)</b>			

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

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

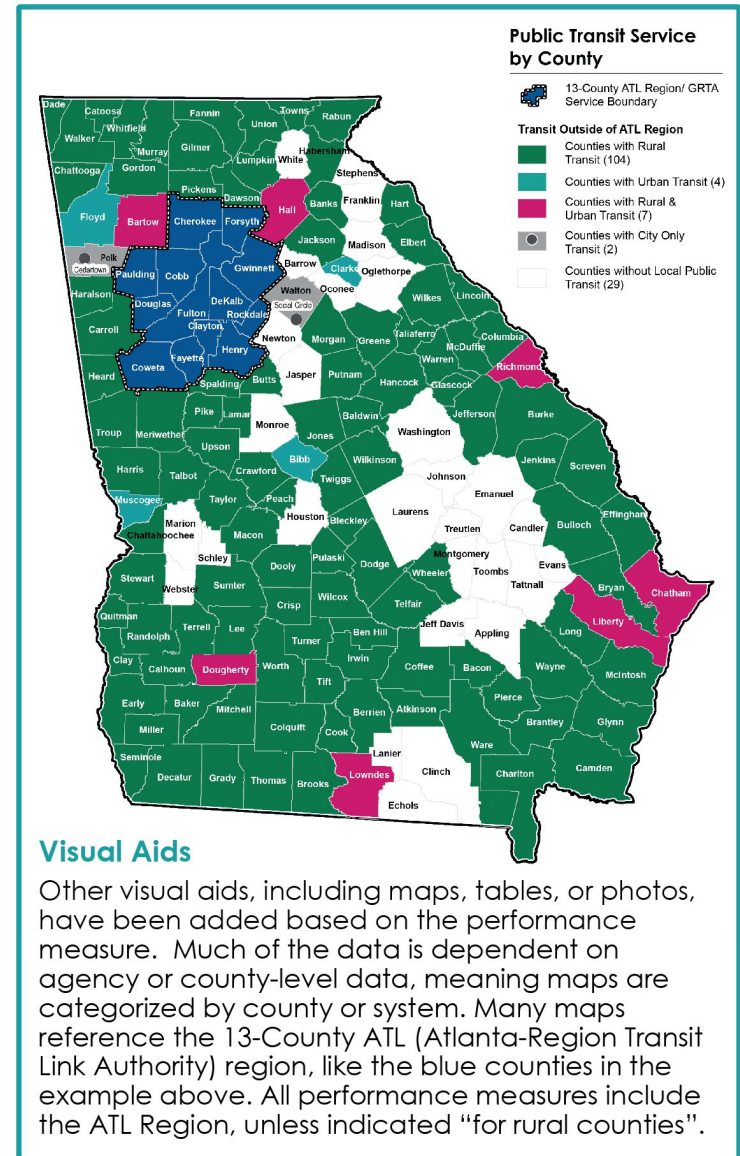
The number of counties served by transit did not change between 2022 and 2023.

Explanation of Change in Data

### What was achieved?

Transit in Georgia **neither increased nor decreased.**

Call-Out Box Summarizing Change Compared to Past Year



## Performance Measures

### Number of Counties Served by Transit

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

#### Change

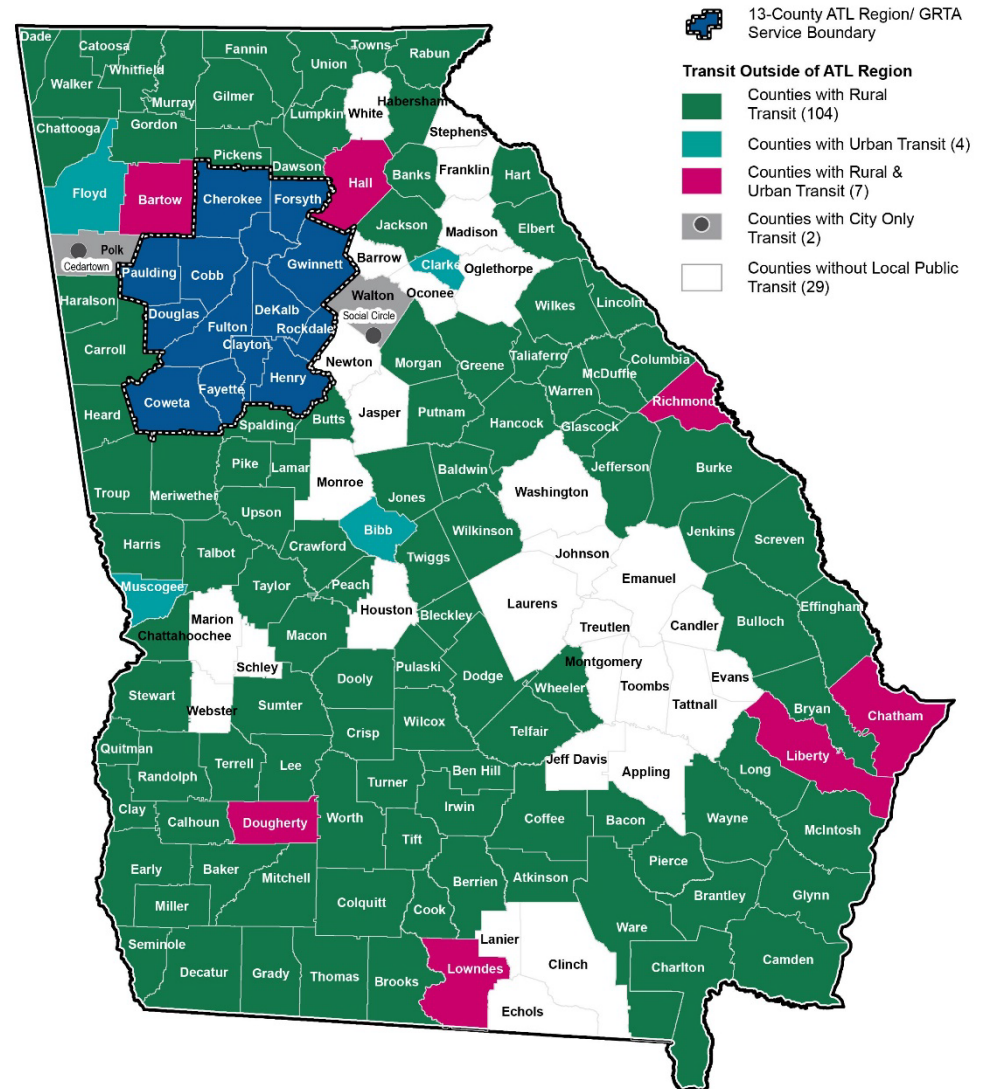
	Past Year (2022)	Current (2023)	Change
Number of Counties Served by Transit	129	129	+0.0%
<b>Source: GDOT and National Transit Database (NTD)</b>			

The number of counties served by transit did not change between 2022 and 2023.

### What was achieved?

Transit in Georgia **neither increased nor decreased.**

### Public Transit Service by County



### Percent of Population served and of Elderly and Disabled Population Served

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

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

#### Change

	Past Year (2020)	Current (2021)	Change
Percent Population	89.6%	89.6%	<b>+0.0%</b>
Percent Elderly	91.4%	88.0%	<b>-3.4%</b>
Percent Disabled	87.9%	89.7%	<b>+1.8%</b>
<b>Source: American Community Survey 5-Year Estimates</b>			

#### What was achieved?

- Population in Georgia **neither increased nor decreased.**
- Elderly population in Georgia **decreased by 3.4%.**
- Disabled population in Georgia **increased by 1.8%.**

In 2021, the transit-served population in Georgia increased by 96,979. The state’s overall population grew at roughly the same rate, resulting in no change to the percentage of the population served by transit. The following counties had the highest population growth rate: Bryan (+12.5%), Turner (+11.8%), and Seminole (+10.8%) counties. Elderly populations grew in Jenkins (+20.0%), Seminole (+11.8%), and Decatur (+11.2%). The following counties saw an increase in populations with disabilities: Hancock (+26.8%), Bryan (+25.6%), and Wayne (+21.8%) counties.



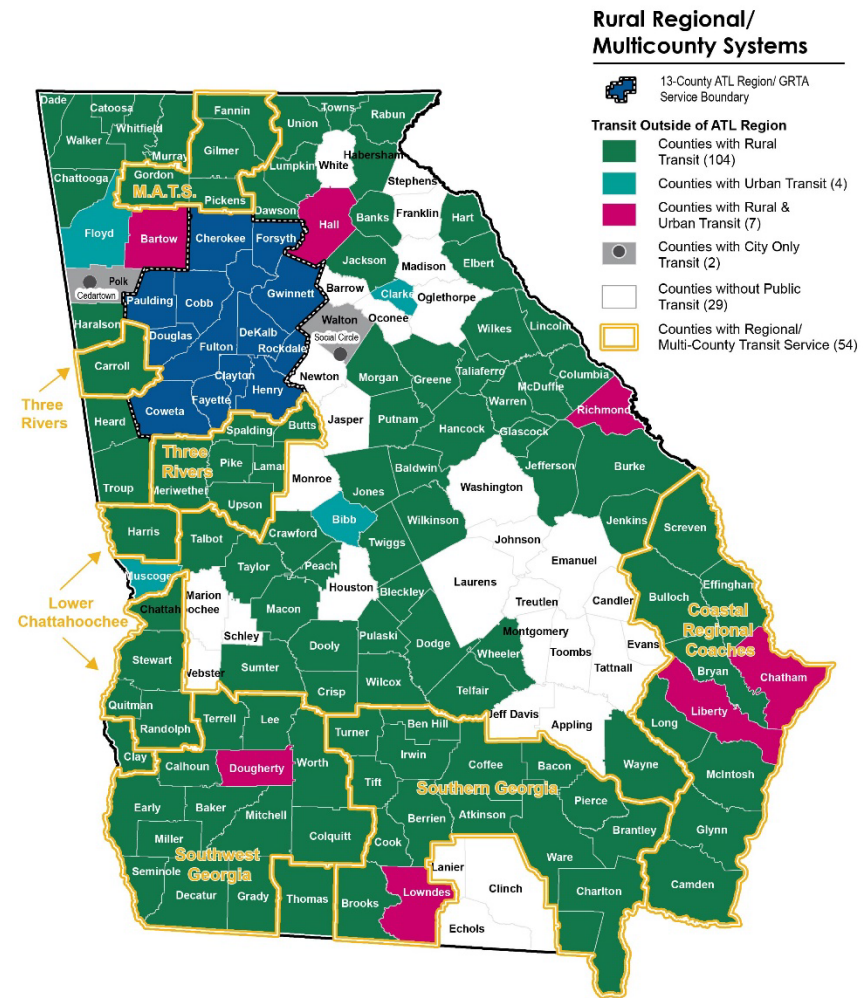
### Number and Percent of Rural Regional or Multicounty System Assets, Counties, and Trips

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

#### Change

	Past Year (2022)	Current 2023	Change
Number Assets	247	247	+0.0%
Percent Assets	46.5%	46.5%	+0.0%
Number Counties	54	54	+0.0%
Percent Counties	33.3%	33.3%	+0.0%
Number Trips	432,485	293,755	-32.1%
Percent Trips	33.7%	15.2%	-18.5%

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



**Rural Regional/Multicounty System Assets**

Possible transit assets for rural regional/multicounty transit systems are listed in the table below. There was no change in the number of assets between 2022 and 2023. The data for rural transit assets is documented in the Group TAM Plan, which has been updated.

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

**What was achieved?**

The number of rural regional/multicounty system assets has **neither increased nor decreased**.  
 The percent of rural regional/multicounty system assets has **neither increased nor decreased**.

**Rural Regional/Multicounty System Counties**

There have been no changes to the number of counties in rural regional/multicounty systems.

**What was achieved?**

The number of counties with transit in rural regional/multicounty systems **neither increased nor decreased**.  
 The percent of counties with transit in rural regional/multicounty systems **neither increased nor decreased**.

**Rural Regional/Multicounty System Trips**

While the overall number of rural transit trips statewide increased from 1,283,629 to 1,443,878, the number of trips provided by rural regional/multicounty systems decreased from 432,484 to 293,755, a reduction of 32.1 percent.

**What was achieved?**

The number of rural regional/multicounty trips **decreased by 32.1%**  
 The percent of rural regional/multicounty trips out of all rural transit trips **decreased by 18.5%**.



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

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

#### Change

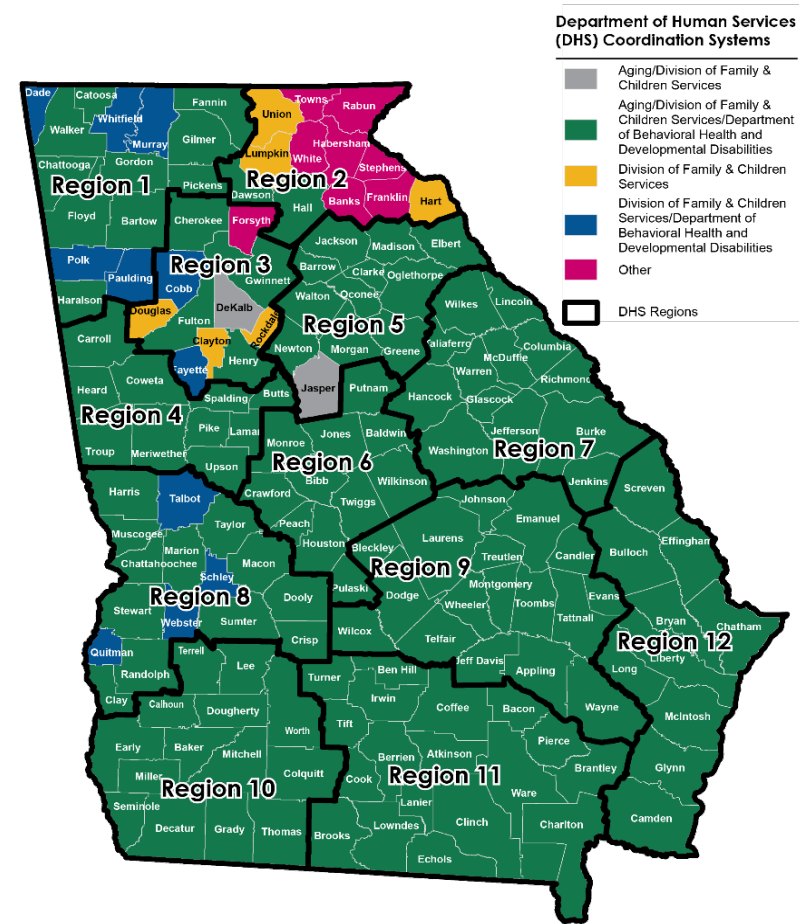
	Past Year (2022)	Current (2023)	Change
Number Counties	99	99	<b>+0.0%</b>
Percent Counties	62.3%	62.3%	<b>+0.0%</b>
Number Trips	1,049,669	714,628	<b>-31.9%</b>
Percent Trips	81.8%	49.5%	<b>-32.3%</b>
<b>Source: GDOT and NTD Data</b>			

#### What was achieved?

The number of counties with rural transit and DHS services **neither increased nor decreased**; the percent of counties with rural transit/DHS **neither increased nor decreased**.

The number of trips by rural transit providers and DHS coordination systems **decreased by 31.9**; the percent of trips by rural transit/DHS systems **decreased by 32.3%**.

The number of counties that have transit access through DHS coordinated systems remained the same at 99 counties between 2022 and 2023. The number of trips decreased between 2022 and 2023 from 1,049,669 to 714,628 trips provided by rural public transit and DHS coordinated systems. This decrease in ridership could be attributed to the COVID-19 pandemic.



### Number of Rural Transit Providers that Cross County Area Boundaries

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

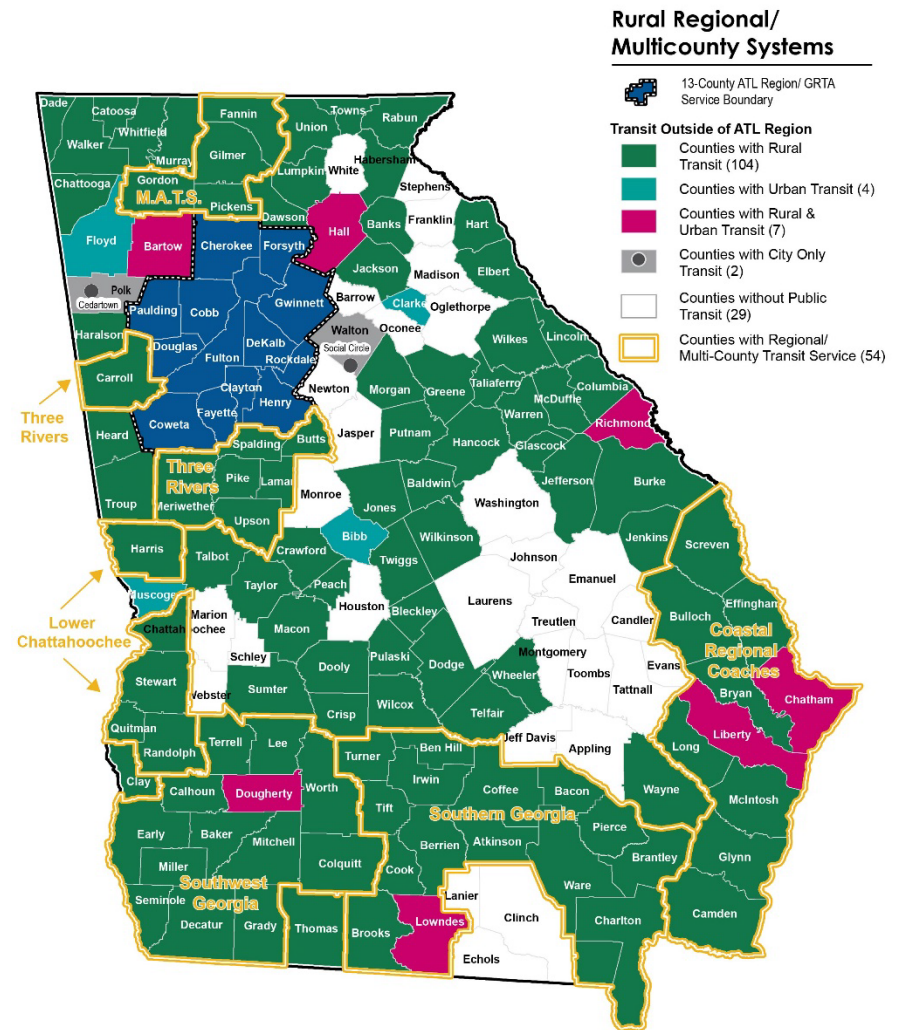
#### Change

	Past Year (2022)	Current (2023)	Change
Number Providers	57	57	+0.0%
<b>Source: Transit Agency Websites</b>			

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

#### What was achieved?

The number of providers that cross county lines **neither increased nor decreased.**



### Number of Multimodal Transit Centers

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

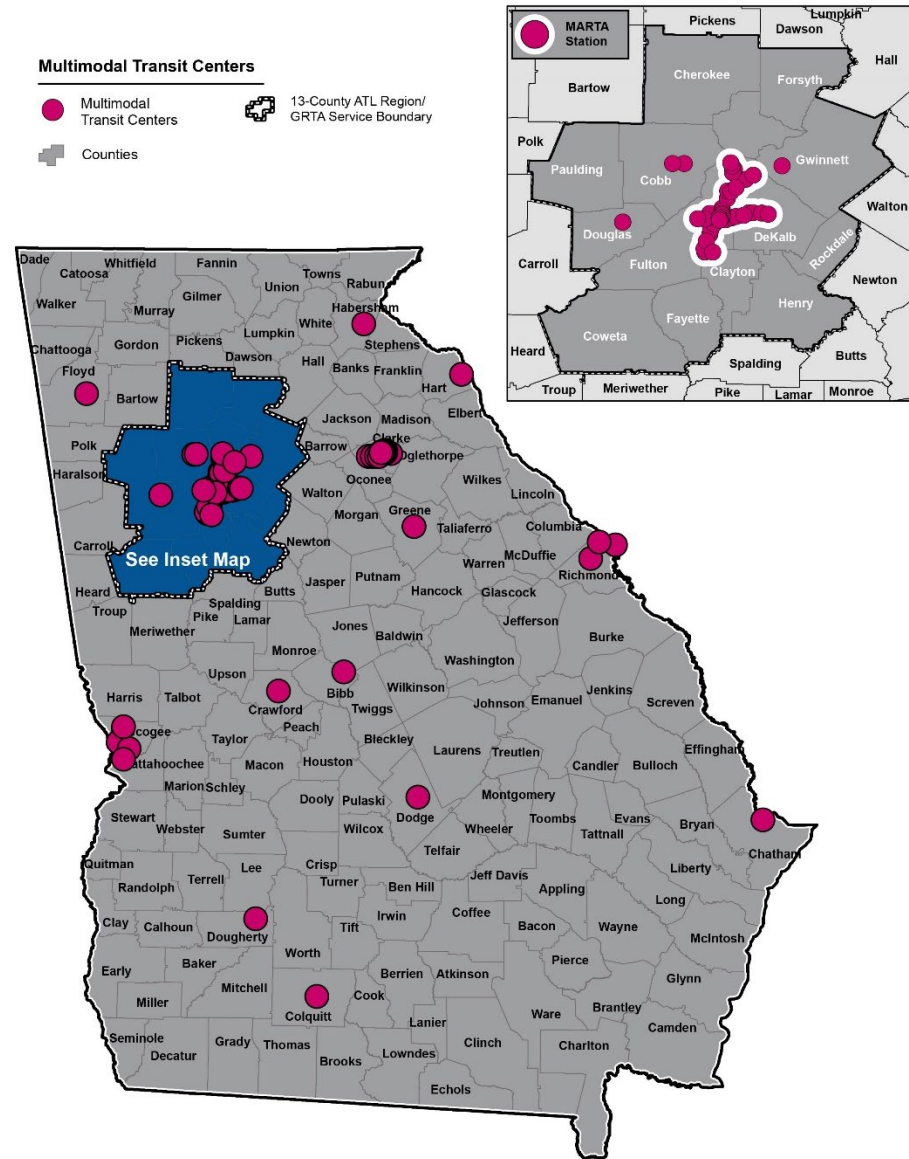
#### Change

	Past Year (2022)	Current (2023)	Change
Number Multimodal Transit Centers	78	78	<b>+30.0%</b>
<b>Source: GDOT and Transit Agency Websites</b>			

There was no change in the number of multimodal transit centers in Georgia over the past year.

### What was achieved?

The number of multimodal transit centers **neither increased nor decreased.**



## Number of Park and Ride Lots and Total Parking Capacity

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

### Change

	Past Year (2022)	Current (2023)	Change
Number Park and Ride Lots	126	127	<b>+0.8%</b>
Number Parking Spaces	43,326	44,106	<b>+1.8%</b>
<b>Source: Atlanta Regional Commission (ARC), GDOT, Google Earth, Georgia Regional Transportation Authority (GRTA)</b>			

Three additional Park and Ride Lots were added to the database through research:

- SR 57 & SR 67 in Balls Ferry by GDOT
- 224 W Union ST in Vienna by GDOT
- I-985 & SR 53 in Flowery Branch by GDOT

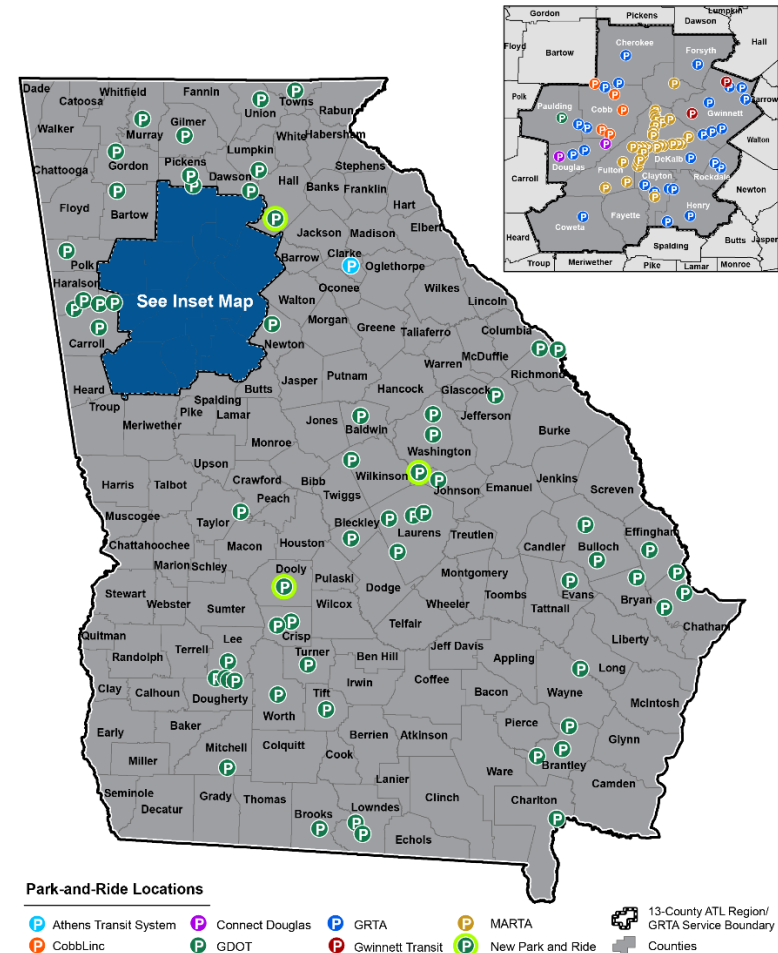
Two Park and Ride Lots deemed inactive in 2023 and removed from the number of lots:

- Farmer’s Market at SR 38 in Quitman by GDOT
- SR 15 & SR 102 in Warthen by GDOT

## What was achieved?

The number of Park and Ride Lots **increased by 0.8%**.  
The number of parking spaces **increased by 1.8%**.

Park and Ride Lots and capacity were compiled through data by the Atlanta Regional Commission (ARC), GDOT, and GRTA, then verified by Google Earth. All three Park and Ride lots are served by transit agencies in the metropolitan Atlanta area. The number of parking spaces increased by 780 parking spaces because of the additional Park and Ride Lots.



## Number and Percent of Intercity Bus Stops with Local Transit Service

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

### Change

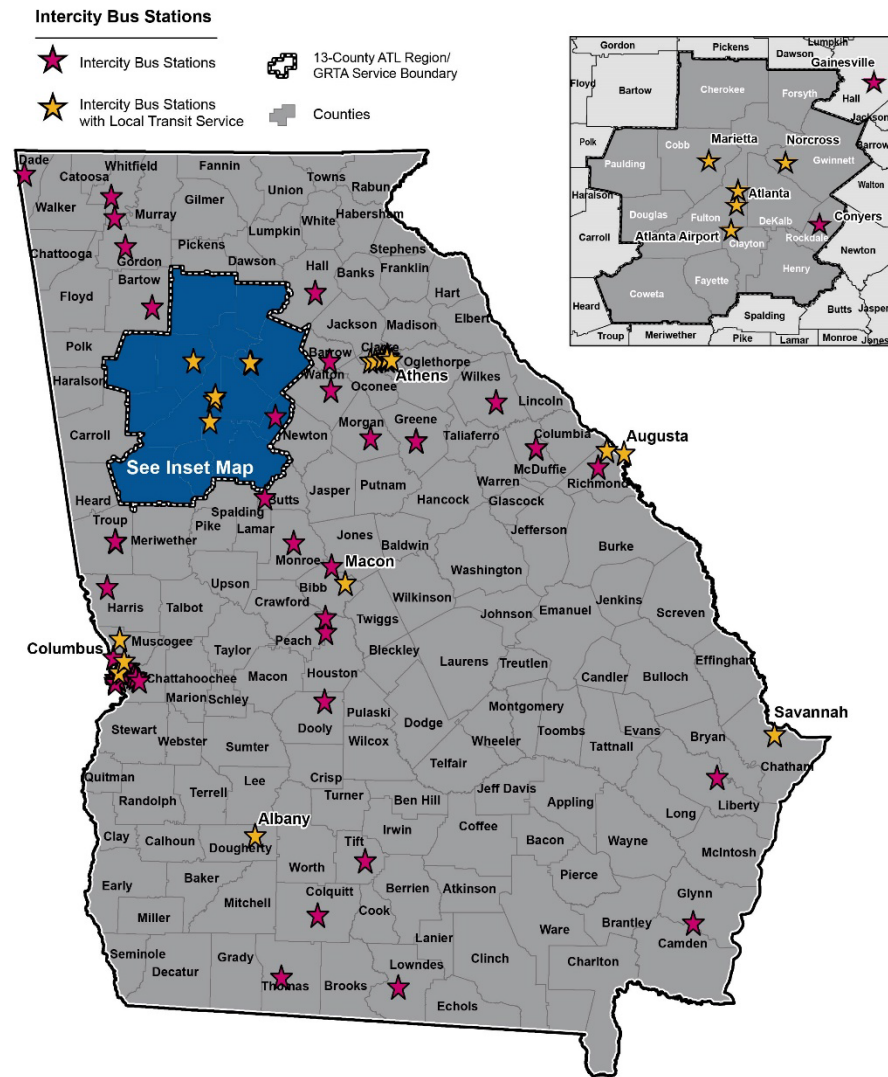
	Past Year (2021)	Current (2022)	Change
Number Intercity Bus Stops with Local Service	31	31	+0.0%
Percent Intercity Bus Stops with Local Service	36.9%	36.9%	+0.0%
<b>Source: Greyhound, Groome Transportation, Southeastern Stages, Inc. and Megabus</b>			

Between 2022 and 2023, there has been no change in the number of intercity bus stops or stops with local service.

### What was achieved?

The number of intercity bus stops with local service **neither increased nor decreased.**

The percent of intercity bus stops with local service **neither increased nor decreased.**



### Number of Managed Lane Miles and Dedicated Transit Facility Miles

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

**Change**

	Past Year (2022)	Current (2023)	Change
Number Managed Lane Miles	66.7 miles	66.7 miles	0.0%
Number Dedicated Transit Facility Miles	48 miles heavy rail, 1-mile bus only	48 miles heavy rail, 1-mile bus only	0.0%
<b>Source: GDOT</b>			

There was no change in managed lane miles in Georgia between 2022 and 2023. Several managed lanes projects are in development in the ATL region: I-285 Eastside Express Lanes, I-285 Top End Express Lanes, I-285 Westside Express Lanes, and SR 400 Express Lanes. There was also no change in the number of dedicated transit facility miles: 48 miles of MARTA heavy and 1-mile of bus only lanes.

#### What was achieved?

Managed lane mileage **neither increased nor decreased.**

Dedicated transit facility mileage **neither increased nor decreased.**

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



### Percent of Transit Fleet that is No Emission or Renewable Fuel Vehicle

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

#### Change

	Past Year (2022)	Current (2023)	Change
Percent No Emission or Renewable Fuel Vehicles	1.0%	4.0%	<b>+3.0%</b>
<b>Source: GDOT</b>			

In 2022, 8 out of 833 buses were no emissions. In 2023, 33 out of 833 buses are no emissions. Several urban agencies have electric buses:

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

#### What was achieved?

The number of no emissions vehicles **increased by 3.0%**.



### Injuries and Fatalities per 100,000 Transit Vehicles Revenue Miles

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

**Change**

	Past Year (2020)	Current (2021)	Change
Rate Injuries	0.67	0.75	<b>+11.7%</b>
Rate Fatalities	0.0190	0.0076	<b>-59.9%</b>
<b>Source: NTD</b>			

Transit agencies in Georgia reported 562 injuries and 16 fatalities with 84,107,411 vehicle miles in 2020. In 2021, those numbers increased to 587 injuries and 6 fatalities with 78,636,317 vehicle miles. The totals for 2020 and 2021 do not include data for the City of Atlanta. The City of Atlanta formally operated the Atlanta Streetcar prior to MARTA’s takeover in 2018. Although the safety indicators (rates of injuries and fatalities) significantly increased potentially indicating more dangerous transit rides, part of reason could come from the low ridership in 2020 due to the pandemic.

#### What was achieved?

- The rate of injuries **increased by 11.7%**.
- The rate of fatalities **decreased by 59.9%**.





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

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

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

#### Change

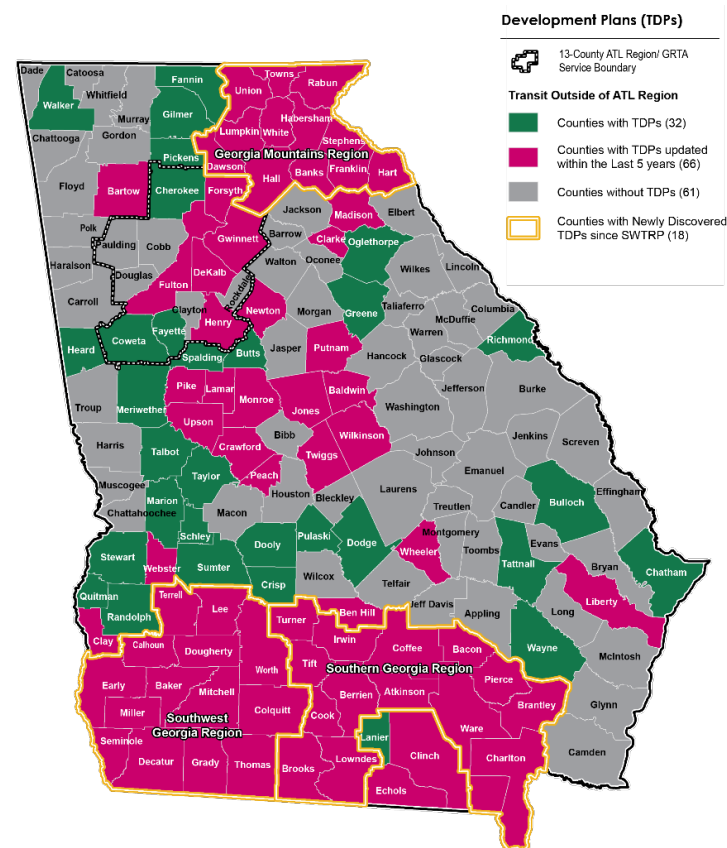
	Past Year (2022)	Current (2023)	Change
Number Counties with TDPs	98	128	<b>+30.6%</b>
Number TDPs updated within last 5 years	66	106	<b>+60.6%</b>

Source: GDOT and Transit Agency Websites

#### What was achieved?

The number of counties with TDPs **increased by 30.6%**.  
 The number of counties with TDPs updated in last 5 years **increased by 60.6%**.

In 2023, six regions decided to create regional TDPs, including Coastal Georgia, Heart of Georgia, Middle Georgia, Northeast Georgia, Northwest Georgia, and Three Rivers. Three transit systems decided to create their individual TDPs, including Athens-Clarke County Transit, Douglas County Transit, and Rockdale Transit. These TDPs added 59 additional counties to the overall number of counties with TDPs.



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

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

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

#### Change

	Past Year (2022)	Current (2023)	Change
Number Agencies with GTFS Data	8	9	<b>+12.5%</b>
Percent Agencies with GTFS Data	9.6%	10.7%	<b>+1.1%</b>
<b>Source: Transit Agency Websites, ARC Open Data &amp; Mapping Hub</b>			

#### What was achieved?

The number of agencies with GTFS data **increased by 12.5%**.  
 The percent of agencies with GTFS data **increased by 1.1%**.

In 2022, eight agencies provided GTFS data:

- Athens-Clarke County (ACC) Transit
- Chatham Area Transit (CAT)
- Cherokee Area Transportation System (CATS)
- Cobb Community Transit (CobbLinc)
- Columbus Metropolitan Transit System (METRA)
- Gwinnett County Transit (GCT)
- MARTA
- SRTA Xpress

Through the Atlanta-Region Transit Link Authority (ATL), Connect Douglas now provides GTFS data, increasing the number of agencies in Georgia with GTFS data to 9 agencies in 2023.



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

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

#### Change

	Past Year (2022)	Current (2023)	Change
Number Agencies with Website	82	84	<b>+2.4%</b>
Percent Agencies with Website	97.6%	98.8%	<b>+1.2%</b>
Number Agencies with Smart Phone App	16	19	<b>+18.8%</b>
Percent Agencies with Smart Phone App	19.8%	22.6%	<b>+3.6%</b>
<b>Source: Provider websites</b>			

Two additional transit agencies have websites, Tift Transit System and Turner County. Only one agency out of the 85 agencies researched does not have a website.

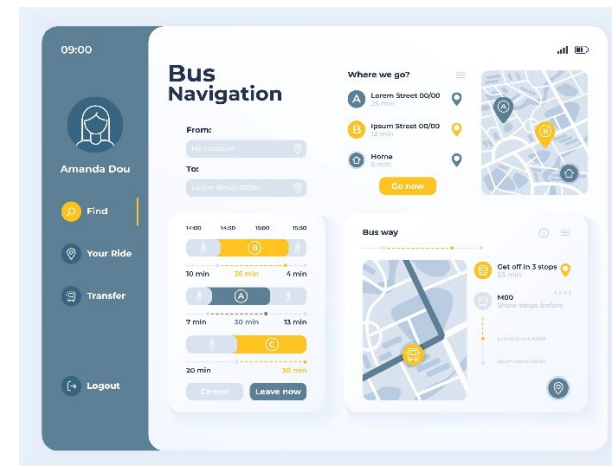
Several agencies have made their schedules and route mapping information available to the public through smart phone applications. The number of agencies with a smart phone app increased between 2022 and 2023, from 16 to 19 statewide. The percentage of agencies also increased during this timeframe by 3.6 percent. Some agencies have developed their own applications in-house and others contract with transit technology companies.

Three agencies have begun using the GDOT *Let's Ride* mobile app to book trips through their rural transit service provider. The agencies using *Let's Ride* are Morgan County Transit, the Coastal Regional Commission, and the Southern Georgia Regional Commission. Three additional agencies now have smart phone apps: Henry County Transit, Macon-Bibb County Transit Authority, and Rome Transit.

### What was achieved?

The number of agencies with website **increased by 2.4%**; percent of agencies with website **increased by 1.2%**

The number of agencies with Smart Phone app **increased by 18.8%**; percent of agencies with Smart Phone app **increased by 3.6%**.



### Per Capita Expenditures on Transit Operations

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

**Change**

	Past Year* (2020)	Current* (2021)	Change
Per Capita Expenditures	\$70.71	\$70.70	+0.0%
<b>Source: NTD</b>			

In 2020, the per capita expenditures total was \$70.71. The amount did not change much between 2020 and 2021 to \$70.70. Both the population served (9,382,667 in 2020 and 9,534,792 in 2021) and the total operating expenses of all transit agencies (\$663,464,381 in 2020 and \$673,383,842 in 2021) increased.

*\*The totals for 2021 do not include data for the City of Atlanta or Murray County Transportation System due to the agencies not reporting in 2021. The City of Atlanta formally operated the Atlanta Streetcar prior to MARTA’s takeover in 2018.*

### What was achieved?

Per capita expenditures **neither increased nor decreased.**



### Number of Revenue Service Hours

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

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

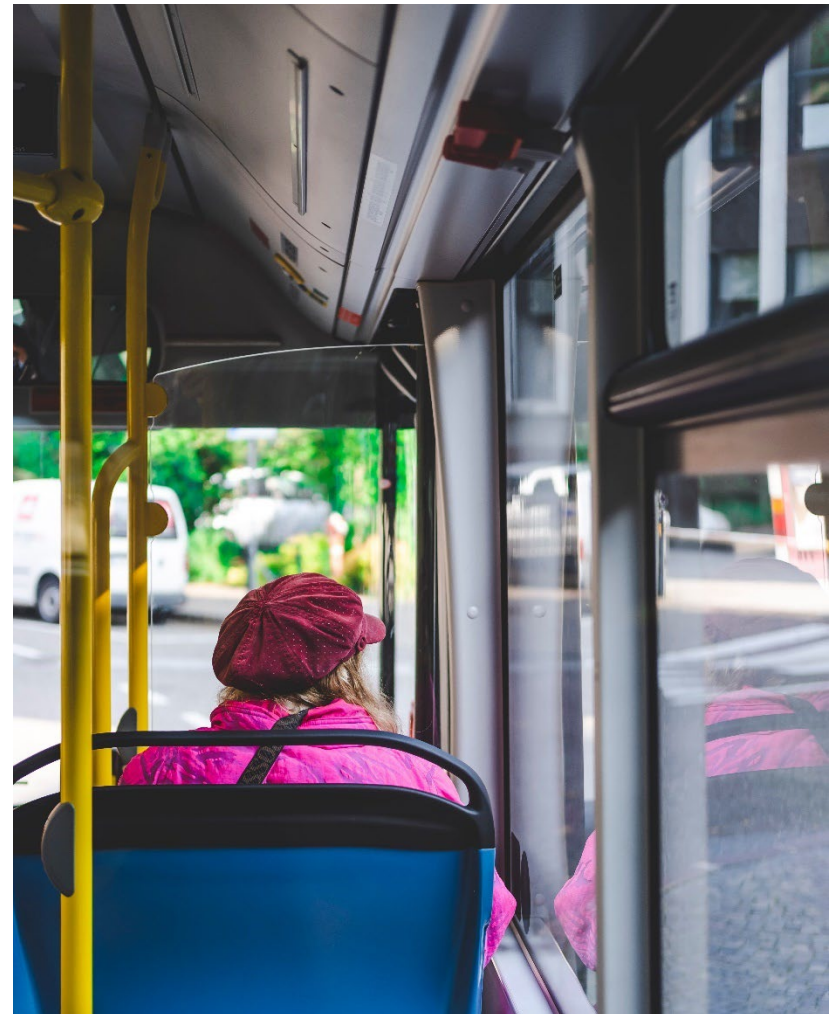
#### Change

	Past Year (2020)	Current (2021)	Change
Number Revenue Service Hours	5,761,270	4,875,026	<b>-15.4%</b>
<b>Source: NTD</b>			

Overall, the number of revenue service hours in Georgia decreased by 886,244 hours. The decrease can likely be attributed to the lasting impacts from Novel Coronavirus (COVID-19), resulting in reduced services.

#### What was achieved?

The number of revenue service hours **decreased by 15.4%**.



### Trips per Service Hour

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

**Change**

	Past Year (2020)	Current (2021)	Change
Number Trips per Service Hour	18.8	11.2	<b>-40.8%</b>
<b>Source: NTD</b>			

In 2020, the total unlinked passenger trips were 108,510,657 and the vehicle revenue hours were 5,761,270. The unlinked passenger trips divided by the vehicle revenue hours resulted in 18.8 trips per service hour. In 2021, the total unlinked passenger trips decreased to 54,381,400, and the vehicle revenue hours decreased to 4,875,026. The new trips per service hour rate is 11.2. Although the number of service hours decreased by 916,244, the number of unlinked passenger trips decreased by 54,129,257, which is a greater percentage of change. This change is an indication that the overall frequency of the transit system has decreased.

### What was achieved?

The number of trips per service hour **decreased by 40.8%**.



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

This performance measure comprises of vehicles used in revenue service for public transportation. Rolling stock that has either met or exceeded their ULB. ULB represents the expected lifecycle of a capital asset given its operating environment and characteristics. Meeting or exceeding ULB indicates that an asset may need repairs or replacement soon that would remove it from providing public transportation. This measurement currently includes the 93 providers participating in the GDOT Group TAM Plan and MARTA, CAT, and CobbLinc.

#### Change

	Past Year (2022)	Current (2023)	Change
Percent Revenue Vehicles Met or Exceeded ULB	12.0%	12.2%	<b>+0.2%</b>
<b>Source: GDOT Group TAM Plan, National Transit Database</b>			

The table below shows the percentages of rolling stock by vehicle type that have met or exceeded their ULB. In 2022, 248 of 2,063 revenue vehicles (12.0 percent) met or exceeded their ULB. Currently in 2023, 250 of 2,056 vehicles or (12.2 percent) met or exceeded their ULB. Over the previous year, the number of cutaway buses and vans decreased, while the number of heavy rail vehicles increased. The number of vehicles that exceeded ULB only increased by two, while the rolling stock decreased by seven.

Percentage of revenue vehicles (rolling stock) within an asset class that have either met or exceeded their ULB	
Rolling Stock	<b>12.2%</b>
Heavy rail	30.5%
Light rail	0.0%
Trolley	0.0%
Bus	4.7%
Cutaway bus	13.9%
Minivan	6.7%
Van	5.6%
Ferryboat	0.0%
School Bus	26.7%
<b>Source: GDOT Group TAM Plan, National Transit Database</b>	

### What was achieved?

The percent of revenue vehicles that have met or exceeded their ULB **increased by 0.2%**.

### Percent of Non-Revenue Service Vehicles (equipment) that have Either Met or Exceeded their ULB

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

**Change**

	Past Year (2022)	Current (2023)	Change
Percent Non-Revenue Vehicles Met or Exceeded ULB	21.3%	19.6%	<b>-1.7%</b>
<b>Source: GDOT Group TAM Plan, National Transit Database</b>			

In 2022, 108 out of 507 non-revenue vehicles (21.3%) met or exceeded their ULB. In 2023, that number has changed to 108 out of 551 non-revenue vehicles (19.6%) meeting or exceeded their ULB.

The percent of non-revenue vehicles that have met or exceeded their ULB **decreased by 1.7%**

### What was achieved?





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

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

#### Change

	Past Year (2022)	Current (2023)	Change
Percent Facilities Rated Below Condition 3.0	4.6%	4.8%	<b>+0.2%</b>
<b>Source: GDOT Group TAM Plan, National Transit Database</b>			

In 2022, the number of facilities, that rated below condition 3.0 was 11 out of 238 facilities (4.6%). That number has changed to 11 out of 227 facilities or 4.6 percent, causing an increase of 0.2 percent in 2023.

#### What was achieved?

The percent of facilities rated below condition 3.0 out of all transit facilities **increased by 0.2%**.



## 4.0 Near-Term Strategies Progress

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

### Administrative Tools and Guidance

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

### Implement State-Level Mobility Management Program

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

**Implementation:** In the Spring of 2021, GDOT hired a Statewide Transit Mobility Manager to develop a Mobility Management Program and oversee future regional mobility managers. As of the publishing of this report, the Coastal Regional Commission, the Southern Georgia Regional Commission, and the Three Rivers Regional Commission

currently employ regional mobility managers. Through the Regional TDP process, GDOT is engaging regional commissions in discussions about regional mobility programs.

### Develop Transit Development Plan (TDP) Guidance and Regional TDPs

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

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

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

In 2022, GDOT began assisting two regional commissions to draft their first regional TDPs. The Southwest Georgia Regional Commission and the Georgia Mountains Regional Commission published their final TDPs in early 2023. GDOT began working with seven other regional commissions to help produce regional TDPs in Summer 2023: Coastal Georgia, Middle Georgia, Three Rivers, Northeast Georgia, Northwest Georgia, Heart of Georgia Altamaha, and River Valley. Another regional TDP in development with GDOT, Central Savannah River Area, is forthcoming.

### Support General Transit Feed Specification (GTFS) Data Development

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

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

**Implementation:** Previously, eight Atlanta area transit agencies published GTFS data. Through the Atlanta-Region

Transit Link Authority (ATL), Connect Douglas now provides GTFS data.

### Service Expansion

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

#### Expand Hours to Better Align with Workforce Needs

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

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

**Implementation:** The onset of the COVID-19 pandemic resulted in the reduction or suspension of transit services in all parts of the state, and transit services are only now returning to pre-pandemic levels. Due to the challenges brought on by COVID-19, extended service hours have not been implemented.

### Expand Rural Service to the 37 Counties without Local Public Transit

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

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

**Implementation:** As of 2023, there are 31 counties without transit service, no change from 2022. This includes Rockdale and Fayette Counties, which have no transit but are within the Atlanta Transit Link Authority’s 13-County service area. Through the development of additional regional TDPs, GDOT plans to support the creation of additional rural transit services in 2023 and beyond.

### Launch Urban Service for Cities without Service

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

**Implementation:** In 2023, Statesboro, GA began a fixed route service called Statesboro Area Transit. The system is currently operated by the Coastal Regional Commission of Georgia and has more than 30 stops on two routes. Statesboro is home to more than 32,000 people and the Georgia Southern University.



*Statesboro Area Transit Stop in Statesboro, GA.*

## Expand Capacity of Existing Rural Systems to Serve Unmet Trip Demand

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

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

**Implementation:** Reduced ridership totals were observed for 2020 and 2021 due to the impacts of the COVID-19 pandemic. The pandemic resulted in the reduction or suspension of transit services in all parts of the state. In 2020, Georgia’s rural transit providers reported a total of 1,283,629 trips to the National Transit Database. This is a decrease of 526,231 trips (-29.1%) from the base year of 2019 (1,809,860 reported trips) likely due to the COVID-19 pandemic. Georgia’s rural areas saw a decrease in trips provided, unlike the national trend which saw rural trips increase by 16.3%, however total transit

trips declined by 42.0%. Due to the reduced ridership caused by the COVID-19 pandemic, agencies also saw losses in revenue. Because of the losses in revenue, rural systems were unable to expand capacity by adding vehicles, hours, and additional staff.

## Service Enhancement

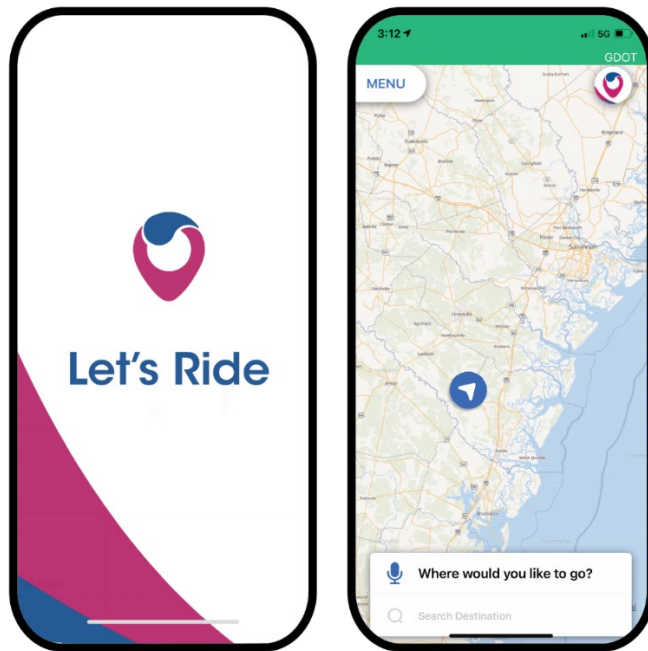
Five of the near-term strategies focus on enhancing transit service through the implementation of new technologies and the adoption of additional rider amenities.

### Implement Statewide Trip Planning App and Website

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

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

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



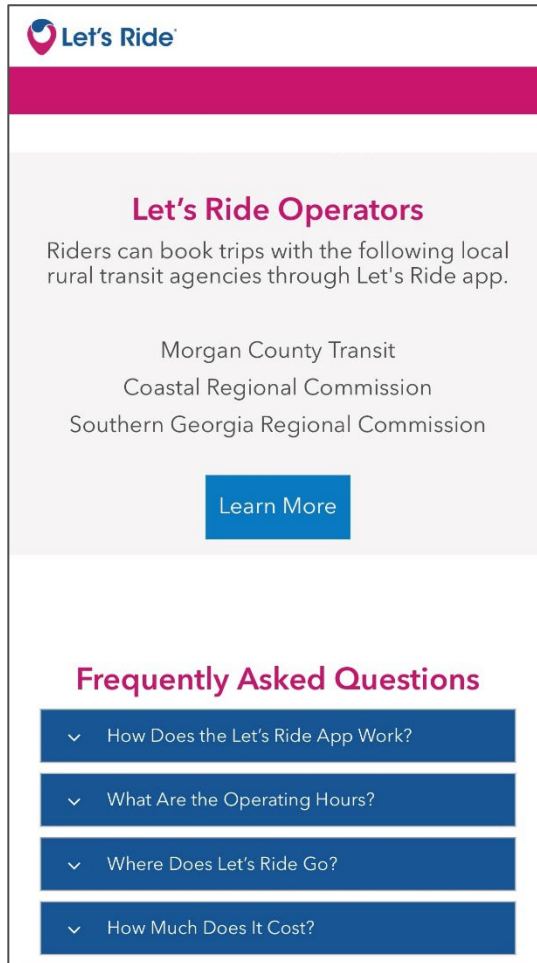
*The Let's Ride app, launched by GDOT in 2021.*



*Vehicles with the Let's Ride logo.*

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

*The Let's Ride website.*





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

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

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

### Enhance Transit Stops with Amenities and Ensure ADA Compliance

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

riders. Vehicles equipped with wheelchair lifts are particularly important for making transit accessible to all.

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



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

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

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

Atlanta is currently the second-busiest Greyhound destination in the United States and this FTA-funded facility will provide improved waiting facilities and other amenities for passengers. The facility is anticipated to open late 2023/early 2024.



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

### Implement Zero-Emission Transit Vehicles

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

In addition to lifecycle cost savings, zero-emission vehicles provide other benefits where deployed. Battery-electric buses produce less vibration and noise, improving rider experience and reducing noise pollution in the community. Zero tailpipe emissions improve air quality and can be particularly beneficial in an urban core.

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

### Improve First-and-Last-Mile Connectivity

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

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

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

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

access more destinations around the station in a safer manner.



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

## 5.0 Summary

Throughout 2023 significant progress has been made in implementing the strategies of the SWTRP. Major advancements in transit across the state include:

- Addition of seven Regional TDPs
- Expansion of providers with websites, 84 providers
- Update of a Multi-modal Center
- Addition of 25 electric vehicles for transit agencies

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

GDOT will continue to monitor transit progress yearly in accordance with the SWTRP and other statewide goals regarding transportation. In March of 2020, the COVID-19 pandemic reduced and halted transit services and continues to affect ridership across the nation. COVID-19 has impacted the following performance measures that utilize NTD data:

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



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

<b>Performance Measures Progress</b>			
<b>Performance Measure</b>	<b>Past Number/ Percent</b>	<b>Current Number/ Percent</b>	<b>Change</b>
<b>Number of Counties Served by Transit</b>	129	129	<b>+0.0%</b>
<b>Percent of Population served and of Elderly and Disabled Population Served</b>			
Percent of population served	89.6%	89.6%	<b>+0.0%</b>
Percent of elderly population served	91.4%	88.0%	<b>-3.4%</b>
Percent of disabled population served	87.9%	89.7%	<b>+1.8%</b>
<b>Number and Percent of Rural Regional or Multicounty System Assets, Counties, and Trips</b>			
Number of rural regional or multicounty system assets	247	247	<b>+0.0%</b>
Percent of rural regional or multicounty system assets	46.5%	46.5%	<b>+0.0%</b>
Number of counties served by rural regional/multicounty systems	54	54	<b>+0.0%</b>
Percent of counties served by rural regional/multicounty systems	34.0%	34.0%	<b>+0.0%</b>
Number of trips served by rural regional/multicounty systems	432,485	293,755	<b>-32.1%</b>
Percent of trips served by rural regional/multicounty systems	33.7%	15.2%	<b>-18.5%</b>
<b>Number and Percent of Counties and Trips served by Rural Public Transit and DHS Coordinated Systems</b>			
Number of counties served by rural public transit and DHS coordinated systems	99	99	<b>+0.0%</b>
Percent of counties served by rural public transit and DHS coordinated systems	62.3%	62.3%	<b>+0.0%</b>
Number of rural trips served by rural public transit and DHS coordinated systems	1,049,669	714,628	<b>-31.9%</b>
Percent of rural trips served by rural public transit and DHS coordinated systems	81.8%	49.5%	<b>-32.3%</b>
<b>Number of Rural Transit Providers that Cross County Area Boundaries</b>	57	57	<b>+0.0%</b>
<b>Number of Multimodal Transit Centers</b>	78	78	<b>+0.0%</b>

Performance Measures Progress			
Performance Measure	Past Number/ Percent	Current Number/ Percent	Change
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Number of park and ride lots	126	127	+0.8%
Total park and ride lots capacity (parking spaces)	43,326	44,106	+1.8%
<b>Number and Percent of Intercity Bus Stops with Local Transit Service</b>			
Number of intercity bus stops with local transit service	31	31	+0.0%
Percent of intercity bus stops with local transit service	36.9%	36.9%	+0.0%
<b>Number of Managed Lane Miles and Dedicated Transit Facility Miles</b>			
Number of managed lane miles	66.7	66.7	0.0%
Number of dedicated transit facility miles	48 miles heavy rail, 1-mile bus-only	48 miles heavy rail, 1-mile bus- only	0.0%
<b>Percent of Transit Fleet that is No Emission or Renewable Fuel Vehicle</b>	1.0%	4.0%	+3.0%
<b>Injuries and Fatalities per 100,000 Transit Vehicles Revenue Miles</b>			
Injuries per 100,000 transit vehicle revenue miles	0.67	0.75	+11.7%
Fatalities per 100,000 transit vehicle revenue miles	0.0190	0.0076	-59.9%
<b>Number of Counties with TDPs, and the Number of TDPs updated within the Last 5 Years</b>			
Number of counties with TDPs	98	128	+30.6%
Number of counties with TDPs updated within the past 5 years	66	106	+60.6%
<b>Number and Percent of Agencies with GTFS Data and/or Provided that Data to Third-Party Platform</b>			
Number of agencies with GTFS data and/or provided that data to third-party platform	8	9	+12.5%
Percent of agencies with GTFS data and/or provided that data to third-party platform	9.6%	10.7	+1.1%
<b>Number and Percent of Agencies with Website, or with a Smart Phone Application</b>			
Number of agencies with website of all transit agencies	82	84	+2.4%

<b>Performance Measures Progress</b>			
<b>Performance Measure</b>	<b>Past Number/ Percent</b>	<b>Current Number/ Percent</b>	<b>Change</b>
Percent of agencies with website of all transit agencies	97.6%	98.8%	<b>+1.2%</b>
Number of agencies with a smart phone application out of all transit agencies	16	19	<b>18.8%</b>
Percent of agencies with a smart phone application out of all transit agencies	19.0%	22.6%	<b>+3.6%</b>
<b>Per Capita Expenditures on Transit Operations</b>	\$70.71	\$70.70	<b>+0.0%</b>
<b>Number of Revenue Service Hours</b>	5,761,270	4,875,026	<b>-15.4%</b>
<b>Trips per Service Hour</b>	18.8	11.2	<b>-40.8%</b>
<b>Percent of Revenue Vehicles (Rolling Stock) within an Asset that have either Met or Exceeded their Useful Life Bracket (ULB)</b>	12.0%	12.2%	<b>+0.2%</b>
<b>Percent of Non-Revenue Service Vehicles (equipment) that have Either Met or Exceeded their ULB</b>	21.3%	19.6%	<b>-1.7%</b>
<b>Percent of Facilities within an Asset Class that are Rated Below Condition 3.0 on the Transit Economic Requirements Model (TERM) Scale</b>	4.6%	4.8%	<b>+0.2%</b>