Appendix C

Liberty Transit

Financial and Implementation Plan

Liberty
Freedom to move. TRANSIT

Implementation Plan

The implementation plan provides an outline of the actions required to carry out the recommendations identified in the TDP. The first section contains a list of key implementation strategies, followed by the list of recommendations scheduled for the next five years (fiscal). The implementation schedule breaks out by fiscal year the timeline of recommendations, which helps to show what activities occur over multiple years. Greater detail is included for the short-term recommendations than for the long-term recommendations. It is important to note that this schedule has been constructed using currently available information with regard to service and system priorities and funding constraints. Additional resources or changing priorities may alter this schedule and Liberty Transit can address these changes when developing the system transit budget annually.

Implementation Strategies

The following list outlines the key strategies that will be beneficial for Liberty Transit in implementing the TDP plan recommendations.

- Financial Phasing –
  - Begin implementing recommendations using available resources.
  - Seek new grant sources for recommended TDP services and initiatives.
- Initiate New Partnerships
  - Arrange meetings with both new and existing partners to explore opportunities and address potential barriers. Potential partnerships may include Tradeport East, Savannah Tech, and other private business enterprises who would benefit from improved transit services.
  - Formalize partnerships by drafting agreements, contracts, and memoranda.
- Procurement & Talent Acquisition
  - Create advertisements for competitive procurement bids (including Microtransit TPO) and open staff positions.
  - Acquire vehicles, support equipment, and technology.
  - Recruit, train, and maintain transit personnel.
- Implementation
  - Prepare public information strategies and service roll-out schedule.
  - Advertise planned changes, and host public meetings / rider training events.
  - Complete bus stop signage, ride guide, website, and mobile app updates.
  - Launch service changes.

TDP Improvements by Year

FY 2025

- Initiate Marketing, Public Information, and Training Campaign
- Initiate Policy, Contractual, and Implementation Planning Activities
- Coordinate with Target Agencies and Secure Implementation Partnerships
- Apply for new formula and discretionary grants

FY2026

- Purchase / Install Short-Range Optimization Bus Stop Amenities
- Conduct Bus Stop Improvement Program (BSIP)
- Conduct Electric Vehicle Charging Infrastructure Analysis
- Conduct Site Selection Study (Mobility Hub Analysis)
- Purchase Upgraded Fare Collection Equipment
- Purchase Service Expansion Vehicles - Short-Range
- Develop New Ride Guides and Upgrade Liberty Transit Website
- Initiate New Fixed-Route Alignments
- Initiate Microtransit Pilot Program
- Apply for new formula and discretionary grants

FY2027

- Initiate BSIP Phase I Recommendations
- Perform First Mile and Last Mile Accessibility Study
- Perform NEPA and Site Design for Mobility Hub
- Apply for new formula and discretionary grants

FY2028

- Initiate Microtransit Pilot Program - Zone 2
- Procure Remote Ticket Sales Vending Station/s
- Develop Transit Oriented Development Policy and Ordinance
- Initiate Site Development for Mobility Hub
- Procure Expansion Support and Replacement Support Vehicles
- Prepare and Negotiate On-Call Consultant Services
- Apply for new formula and discretionary grants

FY2029

- Perform Regional Vanpool Study
- Complete Transit Development Plan Update
- Apply for new formula and discretionary grants

Implementation Schedule

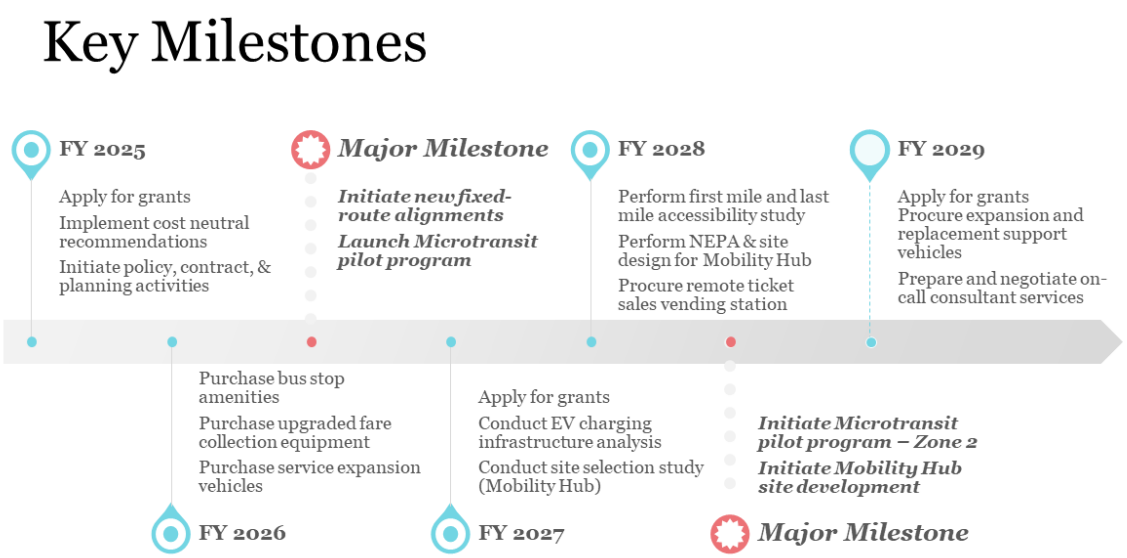
The short-term service framework primarily aims to introduce new Microtransit service, revise existing fixed route alignments, and maintain ADA paratransit. These efforts are crucial while Liberty Transit prioritizes critical capital investments and secure grant funding for new and expanded services. It is expected that cost-neutral improvements outlined in the Liberty Transit fiscal budget will commence implementation within the first 12-18 months following the adoption of the TDP.

Liberty Transit is exploring a promotional fare free approach from June 2024 – September 2024. This is due to the system having outdated fare collection on its current fleet – in FY 2026, when the new fixed routes and Microtransit services launch, they will be with new vehicles that will be outfitted with a functional fare collection system. At the end of this promotional period, the transit system will re-evaluate the effectiveness of this approach and determine if they will move into a pilot fare free program, through the launch of the new transit services in FY 2026. As the farebox recovery ratio is very

low (around 2%), this does not hinder the transit services funding projections greatly. In the financial plan, fare is still included as a revenue source, but as these figures are planning estimates, may change depending on the viability of the fare free program in Summer 2024.

Moving to the mid-term service framework, the focus shifts towards building upon short-term initiatives. This involves expanding services to meet demand through upgraded technology and increased capital and operational resources. The long-term service framework maintains its focus on sustained efforts to expand services to accommodate growing regional demand.

Outlined below is an implementation timeline detailing the sequential execution of key short-term and mid-term recommendations. This timeline illustrates how tasks are strategically scheduled to position Liberty Transit for successful implementation.



Key Milestones Timeline

The following implementation schedule provides a more detailed description of the recommendations (including improvements classified by type) and identifies recommendations with a recommended start and end date, compared to ongoing and annual activities.

IMPROVEMENT CLASSIFICATION	RECOMMENDATION	2025	2026	2027	2028	2029	2030
Operational	Initiate Marketing, Public Information, and Training Campaign						
Policy	Initiate Policy, Contractual, and Implementation Planning Activities						
Policy	Coordinate with Targeted Agencies and Secure Implementation Partnerships						
Administrative	Apply for NEW Formula and Discretionary Grants						
Capital	Purchase Upgraded Scheduling and Data Collection Software (APCs)						
Capital	Purchase / Install Short-Range Optimization Bus Stop Amenities						
Planning	Conduct Bus Stop Improvement Program (BSIP)						
Planning	Conduct Electric Vehicle Charging Infrastructure Analysis						
Planning	Conduct Site Selection Study (Mobility Hub Analysis)						
Capital	Purchase Upgraded Fare Collection Equipment						
Capital	Purchase Service Expansion Vehicles - Short-Range						
Operational	Develop New Ride Guides and Upgrade Liberty Transit Website						
Operational	Initiate New Fixed-Route Alignments						
Operational	Initiate Microtransit Pilot Program						
Capital	Initiate BSIP Phase I Recommendations						
Planning	Perform First Mile and Last Mile Accessibility Study						
Planning	Perform NEPA and Site Design for Mobility Hub						
Operational	Initiate Microtransit Pilot Program - Zone 2						
Capital	Procure Remote Ticket Sales Vending Station/s						
Planning	Develop Transit Oriented Development Policy and Ordinance						
Capital	Initiate Site Development for Mobility Hub						
Capital	Procure Expansion Support and Replacement Support Vehicles						
Administrative	Prepare and Negotiate On-Call Consultant Services						
Planning	Perform Regional Vanpool Study						
Planning	Complete Transit Development Plan Update						

Disclaimer: Schedule is provided as planning guide and subject to change.

Implementation
Continued Operation

Capital Needs

Liberty Transit is similar to other transit programs in Georgia, as the system hires a third-party operator (TPO) that provides transit management services and runs the day-to-day operations of the system. However, the City of Hinesville is responsible for providing the fleet of vehicles and maintenance facility – traditionally, turn-key operators or contractors provide not only transit management and operations, but the vehicles as well. Given this arrangement, Liberty Transit's capital needs are higher than what is typical with transit systems that operate through a TPO.

Liberty Transit's capital needs for the TDP planning period focus on growing the existing fleet due in part to the new Microtransit service, as well as planning for a Mobility Hub that will integrate fixed route and on-demand services. The Mobility Hub will provide a location that is owned by the City of Hinesville where multimodal transfers can be made seamlessly, safely, and securely. Sidewalk and bus stop infrastructure needs will continue to be a focus of the system, expanding on the development built since the completion of the previous TDP. These capital projects are highlighted below.

Fleet

Currently, Liberty Transit has a fleet of five cutaway vans that complete fixed route services. Of those five vehicles, two are out of commission and unable to provide service. As a Transit Asset Management (TAM) Tier II provider, Liberty Transit is not required by FTA to meet a specific spare ratio (as the system operates fewer than 50 fixed-route revenue vehicles). However, FTA does expect the "number of spare buses/vans to be reasonable, considering the number, variety, types, and sizes of vehicles." For demand response paratransit service, the system currently has two vehicles in service. Liberty Transit has one pickup truck, and no additional support vehicles.

To enlarge the fleet of available vehicles to provide both fixed-route and Microtransit service, Liberty Transit will have to plan to purchase additional vehicles prior to the launch of Microtransit service. Capital funds can be acquired through the competitive FTA Section 5339(b) [Bus and Bus Facilities] grant program.

Passenger Amenities

MOBILITY HUB

An important capital improvement that requires detailed planning is a proposed Mobility Hub. A mobility hub is a place where people can connect to multiple modes of transportation to make their trip as safe, convenient, and reliable as possible. Currently, the bus stop at the Walmart on the intersection of Veterans Pkwy and US 84 (West Oglethorpe Hwy) is one of the main transfer points in the system (connecting Routes 1 & 2). Because the City of Hinesville does not own the property the bus stop is located on, they are not able to invest in a transfer facility that will allow drivers to use the restroom, provide shade and a safe waiting area for riders. In addition, a mobility hub can also provide transfers to other regional services, including Greyhound and Coastal Regional Coaches. There are multiple grant programs that can be pursued to put towards the development of a mobility hub, which will be highlighted in the financial plan portion of the TDP.

PASSENGER SHELTERS & BUS STOPS

The fixed-route recommendations identified in the TDP include stop locations that were not previously serviced by Liberty Transit. Investments will need to be made to ensure that the system is attractive to individuals who will be utilizing Liberty Transit for the first time. These investments include adequate lighting, improved bus stop infrastructure, and more information provided at stops (stop name, number, and system contact information). Care was taken when the fixed route alignments were developed, and certain locations were identified as high ridership and would benefit from having a shelter/seating. The proposed locations for these shelters are:

Technology and Equipment

During the development of the previous TDP, technology investments were identified to improve the level of service offered. As a result of that effort, Liberty Transit now has a contract with Passio Technologies, a software company that offers 'Intelligent Transit Technology.' Through this contract, Liberty Transit can track passenger counts with Automated Passenger Counters (APCs) on-board the buses and can provide real-time location to transit staff.

With the preferred alternative and suggested recommendations developed during this TDP update, Liberty Transit must invest in their customer-facing platforms (including website, and mobile applications for passengers to pay their fare, track vehicles, and schedule Microtransit rides). These are short-term recommendations that should be pursued prior to the launch of the new Microtransit service and the new fixed route services.

Additional technology improvements include:

- GTFS Data Feed and Integration with Google Transit
- Mobile Data Collection System

- Next Generation Paratransit and Deviated Fixed-Route Scheduling Software
- Real-Time Data Feed for Third-Party Applications
- Traveler Information Displays at Major Activity Centers
- Advanced Driver-Assistance System
- Next Bus Arrival Text Message Service
- Mobile Ticketing

Financial Plan

A financial plan was developed to help understand unfunded and funded needs for Liberty Transit. The financial plan analyzes costs and revenues for operational and capital needs, over a five-year period. The proposed financial plan provides additional sources of revenue for operations and capital funding for Liberty Transit over the next five years.

The Federal Transit Administration oversees the distribution of Urbanized Area Formula Funds 49 U.S.C. 5307 grant to transit providers in urbanized areas of the United States. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

For urbanized areas under 200,000 in population, the federal funds are apportioned to the governor of each state for distribution. The distribution of these funds is overseen by the Intermodal Division of GDOT. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense.

The operations funding for Liberty Transit is derived from several sources: the City of Hinesville general fund revenues, local matches provided by the cities of Flemington and Walthourville, Federal Transit Administration funding (through Section 5307 urbanized area formula grants), and farebox revenues. Traditionally, Liberty Transit also receives funding for capital cost of contracting through 5307 funding, and are able to complete sidewalk and transit infrastructure improvements through this funding as well.

There are federal funding programs and state (Georgia) programs that Liberty Transit can apply to and seek funding, for operations and capital improvements. The table below lists funding programs that can be utilized to diversify the funding stream of Liberty Transit and provide additional sources of revenue.

Potential Funding Sources	Description	Eligibility	Funding Match/Requirements	Capital/Operating
Section 5307 - Urban Area Formula Grants	The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to governors and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas. An urbanized area is an area that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census as an 'Urban Area' with a population of 50,000 or more.	Urbanized areas with a population of 50,000 and more. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies, capital investments in bus and bus-related activities. Operating assistance is an eligible expense for urbanized areas of less than 200,000.	80% Federal for the net project cost of capital expenditures.	Section 5307 - Urban Area Formula Grants
Section 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities	This is formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.	States, local government authorities, and designated recipients are direct recipients; Eligible subrecipients include private nonprofit organizations, states or local government authorities, and operators of public transportation.	80% Federal for eligible capital costs, 50% for operating assistance. 10% that is eligible to fund program administrative costs including administration, planning, and technical assistance can be 100% Federally funded.	Capital/Operating
Section 5339 - Bus and Bus Facilities	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Capital projects to replace, rehabilitate and purchase buses, vans, and related	Designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are	80% Federal	Capital

	equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.	eligible to receive direct grants under 5307 and 5311.		
Section 3005 - Expedited Project Delivery Pilot Program	This pilot program is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects. These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider, and have a federal share not exceeding 25 percent of the project cost.	State or local government authorities who must demonstrate capability to carry out eligible project, legally, financially, and technically. Existing public transportation system is in a state of good repair.	80% Federal	Capital
Innovative Coordinated Access and Mobility Grants	Funding to improve access to public transportation for the transportation disadvantaged that will improve the coordinating of transportation services and non-emergency medical transportation services.	Eligible applicants are organizations that are eligible to be recipients and subrecipients of the Enhanced Mobility for Seniors and Individuals with Disabilities Program, (defined under 49 U.S.C. 5310): designated recipients, states and local governmental authorities, private nonprofit organizations, operators of public transportation.	80% Federal. 20% local match can be in-kind contributions or transportation development credits.	Capital
Joint Development Program	Joint Development is the coordinated development of transit facilities with non-transit commercial and residential projects. The Joint Development program allows FTA grant recipients to use FTA capital grant program funds or FTA-funded real property for joint development.	An FTA grant recipient may propose a joint development project that either (a) will be financed with an FTA grant, or (b) will make use of project property that is subject to the federal interest	80% Federal	Capital/Operating

Technical Assistance and Workforce Development	Carry out technical assistance activities that enable more effective and efficient delivery of transportation services, foster compliance with federal laws, and improve public transportation service	Federal government departments, agencies, and instrumentalities of the government; Metropolitan Planning Organizations; state and local governmental entities; providers of public transportation; and national nonprofit organizations that have the appropriate demonstrated capacity to provide public transportation-related technical assistance.	80% Federal	Capital/Operating
Pilot Program for Transit-Oriented Development Planning	Provides funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing.	Eligible project partners and sub-recipients may include, but are not limited to: public transportation systems, private for-profit and nonprofit organizations, including technology system suppliers and bus manufacturers, operators of transportation, such as employee shuttle services or airport connector services or university transportation systems, state or local government entities	80% Federal	Capital
Transit Asset Management	The TAM program enables transit agencies to implement strategic approaches to monitoring, maintaining, and replacing transit assets.	Any recipient or subrecipient that owns, operates, or manages capital assets used for providing public transportation.	80% Federal	Capital
Public Transportation Innovation	Funding to advance innovative public transportation research and development.	Federal Government departments, agencies, and instrumentalities of the Government, including Federal laboratories; State and local governmental entities; providers of public transportation; private or non-	80% Federal	Capital

		profit organizations; institutions of higher education; and technical and community colleges.		
Transit Trust Fund Program	This GDOT program uses distributed funds collected from rideshare fees to counties with existing transit service using a population-based formula (excluding The ATL counties). Amount of rideshare fees appropriated annually impact the funding available for distribution.	Formula funds, eligible uses include operating expenses (that are not included in the current budget), bus (including rolling stock, bus associated transit enhancements), engineering and design, and other capital items (including third party contracts, real estate-right of way, bus)	Pre-determined allocated based on population formula	Capital/Operating
FHWA Carbon Reduction Program (CRP)	Funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	The BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's CRP apportionment is calculated based on a percentage specified in law. This is then apportioned to MPOs, and the state based on population. 65% of the funding is proportioned by population.	80% Federal	Capital
Transportation Special Purpose Local Options Sales Tax (T-SPLOST)	The Transportation SPLOST is a sales tax used to fund capital, operating and maintenance of transportation projects, including public transit.	Counties that authorize a T-SPLOST through a referendum can impose a levy of up to 1% for up to five years. A T-SPLOST tax would not affect other local use or sales taxes.	No match, 100% funded	Capital/Operating

For FY 2024, the current year, the expenses and revenues are based on Liberty Transit's adopted budget for the fiscal year, as well as the City of Hinesville's budget report. The FY 2025 budget is based on the projects that are scheduled for implementation in the first full year of the updated TDP. The projected revenue service hours are listed in the table below.

Projects	FY2025	FY2026	FY2027	FY2028	FY2029
	Projected Annual Revenue Service Hours				
Current Level of Service - Three Fixed-Route	8,930	8,930	8,930	8,930	8,930
Current Level of Service - Demand response ADA paratransit	1,735	1,735	1,735	1,735	1,735
Total Current Level of Service	10,665	10,665	10,665	10,665	10,665
TDP Recommendations	**Projected Annual Revenue Service Hours**				
Flemington Connector, Hinesville Connector, Fort Stewart Connector Routes (includes Saturday service)	11,405	11,405	11,405	11,405	11,405
Demand Response ADA paratransit	1,735	1,735	1,735	1,735	1,735
West Hinesville - Walthourville Microtransit Pilot	7,540	7,540	7,540	7,540	7,540
Fort Stewart Microtransit Pilot	4,160	4,160	4,160	4,160	4,160
Total Proposed Transit Revenue Hours w/o Fort Stewart Microtransit (Scenario 2A)	**20,680**	**20,680**	**20,680**	**20,680**	**20,680**
Total Proposed Transit Revenue Hours w/ Fort Stewart Microtransit (Scenario 2B)	**24,840**	**24,840**	**24,840**	**24,840**	**24,840**

The following budget table lists out the planned operating budget for the next five fiscal years. It includes both Scenario 2A and Scenario 2B, as well as the existing operating service with no modifications for FY 2025. This is due to the work that will need to be done to get the new Microtransit and new fixed route services up and running, which is anticipated to begin during FY 2026. The budgets prepared that are covered during this TDP period are planning estimates and may change due to the level of federal and state funds that are available, in addition to market fluctuations with regard to capital expenditures and investments. Federal Funding Estimate includes Capital Cost of Contracting with 80% Federal and 10% State match on 40% of TPO Contract.

	Existing FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Existing Operating Service												
Fixed Route Bus & Paratransit	$1,028,727	$1,052,454										
City Operating Overhead	$200,016	$204,629										
Scenario 2A: Fixed + Microtransit												
Fixed Route Bus & Paratransit			$995,637	$1,066,496	$1,091,428	$1,117,344	$1,143,916	$1,170,817	$1,198,045	$1,225,601	$1,254,142	$1,282,682
Microtransit			$603,200	$646,130	$661,234	$676,935	$693,034	$709,331	$725,827	$742,522	$759,813	$777,104
City Operating Overhead			$200,016	$214,251	$219,260	$224,466	$229,804	$235,208	$240,678	$246,214	$251,948	$257,681
Scenario 2B: Fixed + 2 Microtransit												
Fixed Route Bus & Paratransit			$995,637	$1,066,496	$1,091,428	$1,117,344	$1,143,916	$1,170,817	$1,198,045	$1,225,601	$1,254,142	$1,282,682
Microtransit			$936,000	$1,002,615	$1,026,053	$1,050,417	$1,075,398	$1,100,687	$1,126,284	$1,152,190	$1,179,021	$1,205,852
City Operating Overhead			$200,016	$214,251	$219,260	$224,466	$229,804	$235,208	$240,678	$246,214	$251,948	$257,681
Total Operating Cost												
Existing Operating Service	$1,228,743	$1,257,083										
Scenario 2A: Fixed + Microtransit			$1,798,853	$1,926,877	$1,971,922	$2,018,746	$2,066,755	$2,115,356	$2,164,551	$2,214,338	$2,265,903	$2,317,468
Scenario 2B: Fixed + 2 Microtransit			$2,131,653	$2,283,362	$2,336,741	$2,392,227	$2,449,118	$2,506,712	$2,565,007	$2,624,005	$2,685,110	$2,746,215
Fares and Marketing	$20,000	$20,461	$20,929	$21,423	$21,924	$22,445	$22,962	$23,488	$24,042	$24,604	$25,188	$25,769
Net Operating Cost	$1,208,743	$1,236,622										
Scenario 2A: Fixed + Microtransit			$1,777,924	$1,905,453	$1,949,998	$1,996,301	$2,043,792	$2,091,869	$2,140,508	$2,189,733	$2,240,714	$2,291,699

Scenario 2B: Fixed + 2 Microtransit			$2,110,724	$2,261,939	$2,314,817	$2,369,783	$2,426,156	$2,483,224	$2,540,965	$2,599,401	$2,659,922	$2,720,446
*Federal Operating Revenues	$749,421	$766,705										
Scenario 2A: Fixed + Microtransit			$1,102,313	$1,181,381	$1,208,999	$1,237,707	$1,267,151	$1,296,959	$1,327,115	$1,357,635	$1,389,243	$1,420,853
Scenario 2B: Fixed + 2 Microtransit			$1,308,649	$1,402,402	$1,435,187	$1,469,265	$1,504,217	$1,539,599	$1,575,398	$1,611,629	$1,649,151	$1,686,676
Net Local Cost	$479,322	$490,378										
Scenario 2A: Fixed + Microtransit			$696,540	$745,496	$762,923	$781,039	$799,604	$818,398	$837,435	$856,703	$876,660	$896,615
Scenario 2B: Fixed + 2 Microtransit			$823,004	$880,960	$901,555	$922,962	$944,902	$967,113	$989,609	$1,012,377	$1,035,959	$1,059,539

**Includes Capital Cost of Contracting*

The GDOT Transit Trust Fund Program (TTFP) is funded by the Transit Trust Fund (TTF). Established through HB 511, the Georgia General Assembly established the TTF as a separate fund in the State Treasury, with annual appropriations of for-hire ground transportation fees. In the FY2024 budget, funds were made available for transit providers to fund transit projects. These funds are allocated by a population-based formula (based on 2020 Census data) to distribute State funding to existing transit providers. Eligible uses of TTFP funds include:

- Additional Operating Expenses (i.e., increased IIJA/BIL funding programmed in FTA grant programs)
- Bus – Rolling Stock
- Bus Transitways/Lines
- Bus Stations/Stops/Terminals
- Bus Support Equipment/Facilities
- Rehab/Renovation
- Bus Electrification
- Signal & Communication Equipment – Bus
- Engineering & Design
- Bus Associated Transit Enhancements
- Other Capital Items (3rd Party Contracts/Real Estate-Right of Way/Bus)

The TTFP Allocation is listed in the table below. The fund allocations are not guaranteed on an annual basis and future projections are planning estimates.

Fund Type	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Transit Trust Fund Program – Liberty Transit	$87,658	$87,658	$87,658	$87,658	$87,658	$87,658	$87,658	$87,658	$87,658	$87,658	$87,658	$87,658

Capital investments, such as rolling stock and the proposed Mobility Hub, are detailed in the table below. In order to keep the transit system in a State of Good Repair (SGR), system assets must be maintained and kept in decent condition. This requires the purchasing of new fleet vehicles periodically; Liberty Transit has recently purchased new cutaway vans in 2020 but will need to purchase additional vehicles to maintain a good spare ratio and to meet the demand with the new proposed services.

Capital Expenditures	Existing FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Fixed Route Bus	$230,602*							$150,000				
Paratransit			$523,850*								$30,000	
Microtransit			$180,000									
Support Vehicle		$30,000		$30,000					$30,000			
Bus Stop Shelters				$50,000				$50,000				
Mobility Hub						$2,000,000						

**These figures are pulled from the 2022 GDOT Group Transit Asset Management Plan Update*

The following planning and technical assistance projects are listed separately from operating and capital funds because these studies can be funded from different grant programs that would require a separate local match percentage than the traditional match required of 5307 or other formula funds. In addition, these projects are optional and will not stop the system from operating on a day-to-day basis. However, not having some of these items completed or in development will hinder Liberty Transit from meeting the recommendations listed in this TDP.

Planning and Technical Assistance Projects	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Bus Stop Improvement Program (BSIP)		$75,000									

Electric Vehicle Charging Infrastructure Analysis		$150,000									
Site Selection Study (Mobility Hub Analysis)		$150,000									
First Mile and Last Mile Accessibility Study			$100,000								
NEPA and Site Design for Mobility Hub			$100,000				$100,000				
Transit Oriented Development Policy and Ordinance				Included in admin overhead							
On-Call Consultant Services				As Needed per TWO					As Needed per TWO		
Regional Vanpool Study					$150,000						
Transit Development Plan Update					$200,000					$200,000	

Monitoring program for tracking performance measures

In keeping with the nationwide trends in utilizing a performance-based planning approach, the TDP performance monitoring program utilizes the FTA recommended SMART approach. The SMART approach is defined as:

- **S**pecific: Goals should be clearly defined and focused, leaving no room for ambiguity or confusion.
- **M**easurable: There should be tangible criteria for assessing progress and determining when the goal has been achieved.
- **A**chievable: Goals should be realistic and within reach, considering available resources and constraints.
- **R**elevant: Goals should align with broader objectives and be meaningful to the overall mission or purpose.
- **T**ime-bound: Goals should have a defined timeframe or deadline for completion, providing a sense of urgency and accountability.

In keeping with the SMART planning approach, the recommendations of the TDP should be reviewed on a regular basis to determine the current status, issues impeding the anticipated implementation schedule, and potential strategies to overcome these issues. These assessments should be conducted a minimum of once per fiscal year, in conjunction with the annual budget development process. The SMART principles for each recommendation should also be applied following implementation, to ensure the anticipated outcomes of the program are performing as designed. Furthermore, post-implementation, each recommendation should be reviewed according to the SMART planning approach to verify that program outcomes align with the intended design. Establishing performance benchmarks prior to implementation and providing ongoing performance data to both officials and the public fosters transparency and clarifies what the outcome is should pilot programs face discontinuation due to sub-optimal performance.

Key steps to implementation of an effective monitoring process includes: identifying a program of projects for each fiscal year, assigning project managers and support staff, anticipating outcomes/targets, for agency review and approval, and setting achievable deadlines for program delivery and monitoring.

Quantitative Performance Monitoring

According to The FTA Performance Measures for Public Transit Mobility Management, the following data must be collected in order to measure the performance of an urban transportation system.

- Revenue hours (All Modes)
- Revenue miles (All Modes)
- Vehicle hours (All Modes)
- Vehicle miles (All Modes)
- Passengers / Trips (All Modes)
- Passenger miles (All Modes)
- Operating expense (All Modes)
- Accidents—major and non-major (All Modes)
- Requested trips (DR and Flex)
- Scheduled trips (DR and Flex)
- Completed trips (DR and Flex)
- Cancellation—advanced, same day, and late (DR and Flex)
- No-show (DR and Flex)
- Missed trip (DR and Flex)
- Trip denial (DR and Flex)
- Trip length (All Modes)
- Travel time
- Complaints

The collected information is used to develop industry standard performance measure variables including the following examples.

- Operating cost per passenger trip and mile
- Operating cost per vehicle hour and mile
- Passenger revenue per total operating cost or fare recovery ratio
- Unlinked Passenger trips per vehicle hour and miles
- Accidents per 100,000 miles
- No-shows per scheduled trips
- On-time pick-ups to total pick-ups (on-time performance)
- Complaints per 1,000 passenger trips
- Average trip length
- Average vehicle travel time
- System speed
- Response time
- Trip denials per trip requested
- Vehicles operated at maximum services (VOMS)
- Regular service days for each month

While much of the required data is already routinely collected for Liberty Transit, it is important to note that this data is needed for effective and accurate quantitative reporting and can be collected for enhanced performance monitoring.

Qualitative Performance Monitoring

In 2020 FTA published additional performance monitoring criteria in FTA Report No. 0152 Mobility Performance Metrics (MPM) for Integrated Mobility [1]

> *"The goal of developing and using a new set of performance metrics is to measure how well an integrated mobility system meets the needs of individual travelers, how well the system performs while meeting overall travel demand, and what the system's impact is locally and nationally. By measuring transportation performance from the traveler's perspective, agencies and operators can be incentivized to improve service based on what matters most to travelers. In addition, performance metrics should be selected and designed to evaluate progress toward an agency's overall goals and objectives. As such, it is important to reassess public transportation's goals, how progress toward those goals can be measured comprehensively from traveler and system perspectives, what the federal government's role is in setting national transportation goals, and facilitating progress toward the achievement of national goals."*

The following qualitative assessment criteria were developed based on applicable FTA recommended metrics and should serve as a foundation for evaluating the TDP performance.

- Survey Response Metrics
  - Ease of Use
  - Accuracy of Predicted Wait Times
  - Accuracy of Predicted Journey Time
  - Availability of Accurate and Reliable Information
  - Safety and Security
  - Customer Satisfaction
    - Travel time
    - Wait time
    - Connecting Time
    - Cost / Price
- Percentage of Population with Transit Access
- Number of Incidents
- Net Job Growth within Proximity to Transit Services
- New Access to Essential Amenities
- First and Last Mile Connectivity (measured in investment levels)

Additional resources including performance management tables are included in the Data Assessment tool kit provided by FTA and should be utilized to track and monitor performance for all recommended improvements.

[1] https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/147791/mobility-performance-metrics-integrated-mobility-and-beyond-fta-report-no-0152.pdf