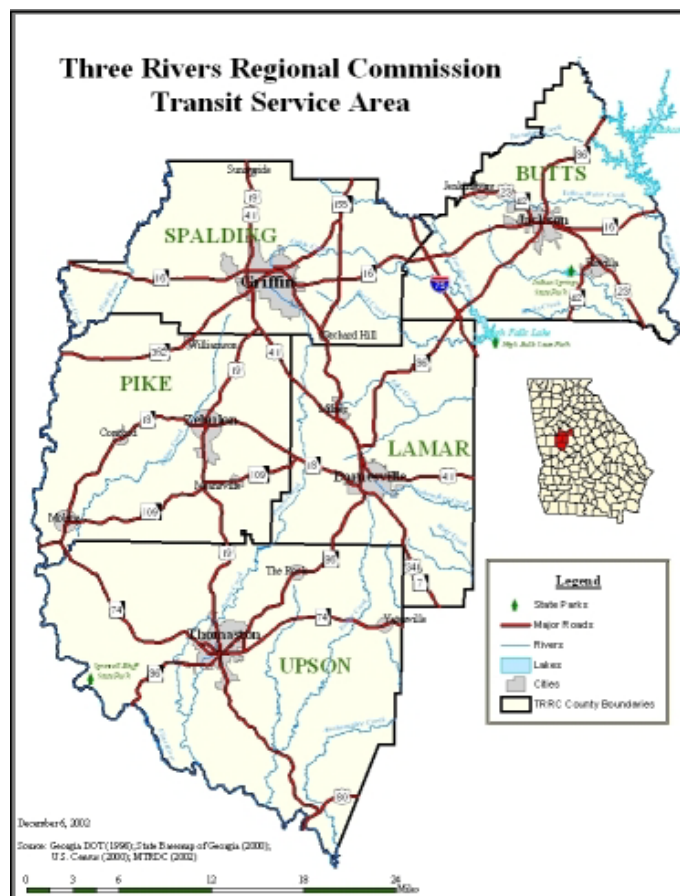


Three Rivers Regional Commission Regional Transit Development Plan



2013 - 2018

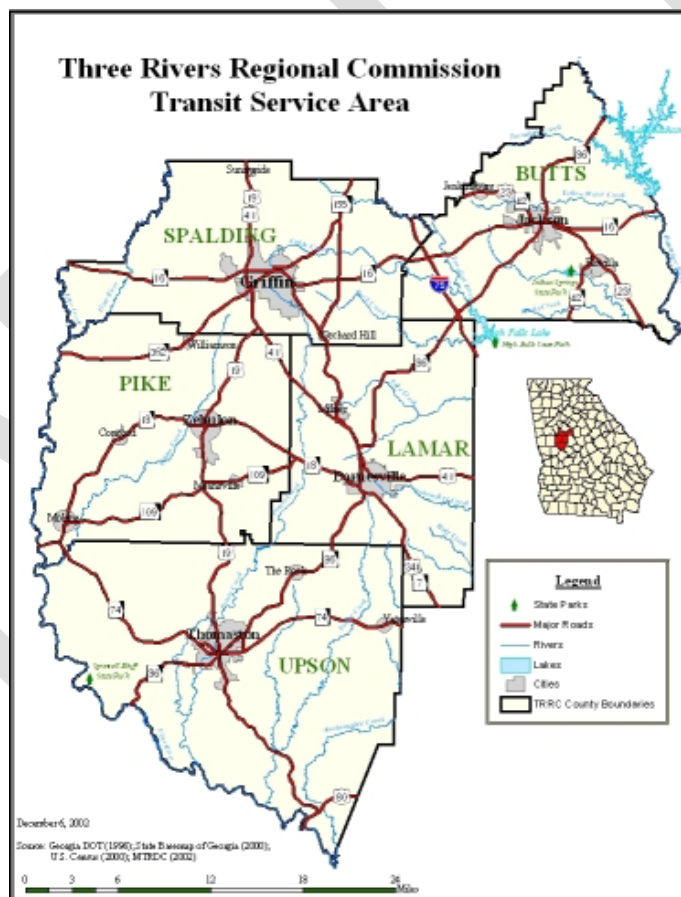
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1. Introduction

The Section 5311 Program provides member governments with an opportunity to provide transit services for improving access to business, commercial and activity centers. Section 5311 is the name of the Federal funding program administered by the Federal Transit Administration (FTA) to provide assistance for rural public transportation. Federal transit funds are allocated to the states on a formula basis, and can be used for capital assistance, operating assistance, planning, and program administration. The Georgia Department of Transportation (GDOT) is responsible for administering the program.

Member governments that make up the Three Rivers Regional Commission (TRRC) participate in a regional public transportation service area that includes Butts, Lamar, Pike, Spalding, and Upson Counties. The regional public transportation program is administered by the TRRC on behalf of the member governments, and was the first regional rural/suburban public transit service area established within the state. The regional approach has proved to be a cost effective way to provide public transportation within the service area. The system is most heavily used by the senior citizens, local workforce, and disabled populations within the service area.



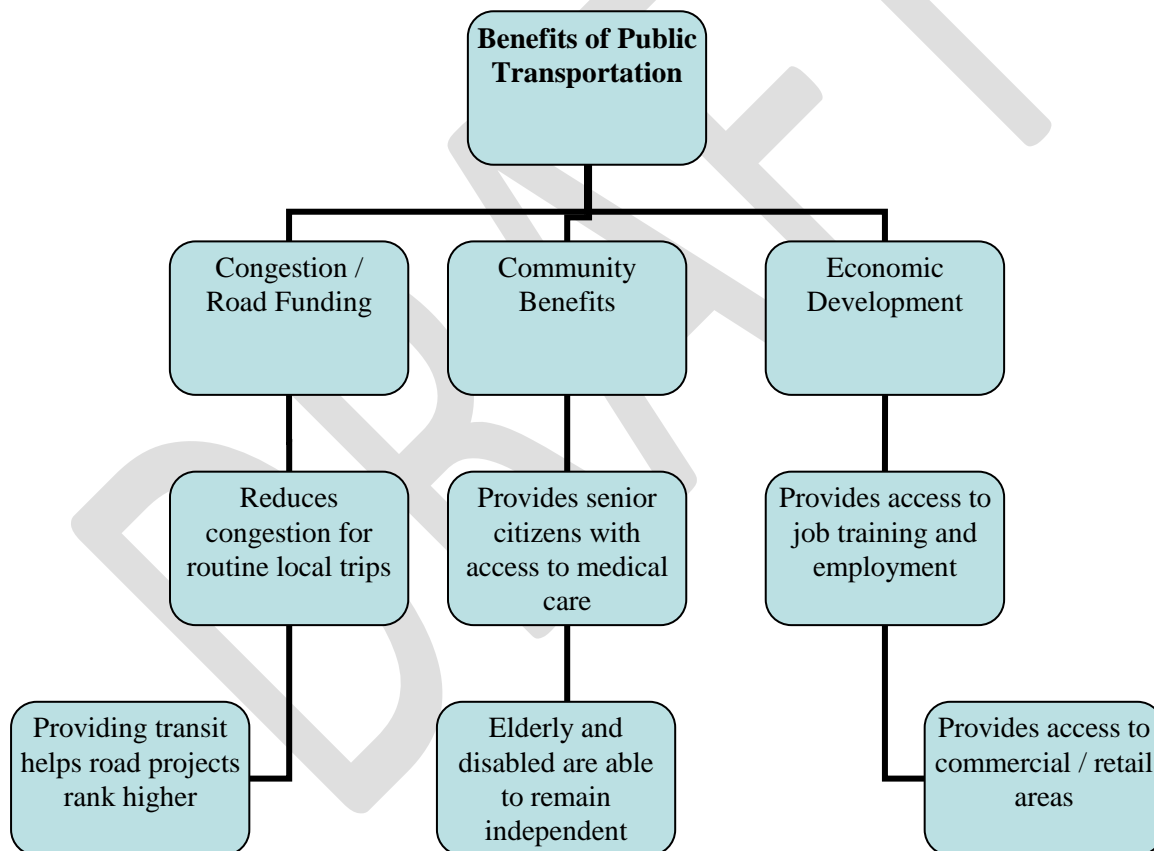
2. The Transit System

Three Rivers Regional Commission Management Team:

Lanier Boatwright, Executive Director
Robert Hiett, Governmental Services Director
Peggi Tingle, Administrative Assistant
Amanda Turner, Governmental Services Coordinator
Tracie Sanchez, Regional Mobility Manager`

The program has been operating throughout the four of the five counties since September 8, 1999. The five counties that make up the Three Rivers Transit System in 2012 are Butts, Lamar, Pike, Spalding, and Upson Counties. Public transportation is used to assist people to obtain and retain employment, receive regular medical attention, provide access to job training, provide access to commercial zones, and quality of life enhancement purposes.

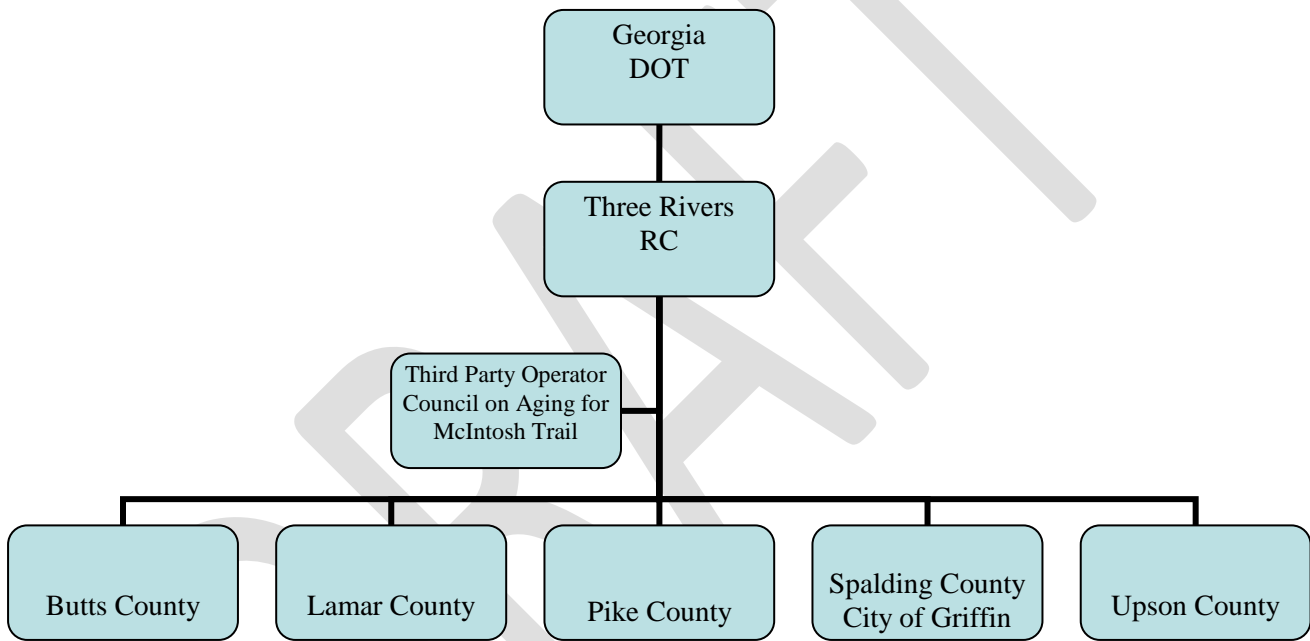
Public Transportation Benefits



Contract Administration

The TRRC functions as central contractor and administrator for the regional transit program. By contract, the TRRC is responsible to each County for completing the monthly reports to the Georgia Department of Transportation (GDOT), and ensuring that compliance with state and federal regulations are implemented and ongoing. Each participating county within the Three Rivers Transit System enters into a yearly agreement with the RC, and pays their share of projected transportation funding. The TRRC monitors all work done by the Third Party Operator (TPO) and will review all monthly reports and records prior to submission to GDOT. The TRRC will work with the TPO regarding problems or issues involving transportation. Most problems and issues can be dealt with administratively; but if needed, the TRRC will bring them before the regional Technical Coordinating Committee. A county’s representative on the Technical Coordinating Committee has decision making authority and if warranted, will take the problem or issue back to the respective County Commission.

Contractual Relationships



3. Regional Technical Coordinating Committee

The Regional Technical Coordinating Committee (RTCC) for the public transportation system is comprised of individual TRRC board members that are also county commissioners, and the current county commission chairman for counties that do not have an active county commissioner on the TRRC board. The RTCC meetings are called when an issue or policy needs to be discussed prior to being changed and implemented.

- | | |
|------------------|-------------------|
| Butts County: | Gator Hodges |
| Lamar County: | Jay Matthews |
| Pike County: | Briar Johnson |
| Spalding County: | Raymond Ray |
| Upson County: | Steve Hudson |
| Three Rivers RC: | Lanier Boatwright |
| Three Rivers RC: | Robert Hiatt |

4. Services Provided

Demand Response

The Three Rivers Transit System uses a demand response service model where passengers must call in to schedule a trip. Van routes and capacity are checked versus the time of day of the desired trip and new passengers are added if there is capacity to accommodate the trip. Non-subscription passengers are required to call 24 hours in advance to schedule a trip.

Purchase of Service (POS) / Subscription Trips

Any government agency or local business group can buy trips on the rural public transportation system, and this is commonly referred to as being a “purchase of service” (POS) type trip. POS trips bring in additional revenues, and help to buy down the local government’s cost to provide public transportation.

Funds are provided to local human service agencies such as senior centers, labor departments, and agencies that deal with the disabled. The funding is provided through a coordinated transportation program administered by the Department of Human Resources, and human service trips are then purchased on the public transportation system. A more detailed description of the most common types of human service trips can be found next.

Senior Centers

DHR’s Aging Division administers a statewide system of services for older Georgians. Most of these services are administered at the regional level by Area Agencies on Aging (AAA), and delivered by local senior centers.

Type(s) of Service: Provide transportation of eligible persons to and from community facilities and resources applying for and receiving services, reducing isolation, or otherwise promoting independent living. Subscription Services are ordered by participating agencies. Trips may be provided on the basis of Subscription Service, Scheduled Response, Demand Response and Group Trips. Door-to-Door Service is necessary.

Points of Origins and Destinations:

- From senior adults' homes to Senior Centers and return.
- From Senior Centers or residences to field trip locations in and out of the county of residence and return.
- From Senior Centers or residences to shopping districts and return.
- From Senior Centers or residences to service access points (social service agencies) in the community.
- From Senior Centers or residences to health services and return.

Department of Family and Children Services

County offices of the Division of Family and Children Services (DFCS) administer social service programs, support services for employment and financial assistance to families with problems caused by poverty, neglect or lack of education. Transportation is among one of the support services provided to help families become self-sufficient. Transportation is of particular importance under the Temporary Assistance to Needy Families Program (TANF). Transportation is often a barrier to accessing and maintaining training and employment.

Type(s) of Service: Scheduled Demand Response, Demand Response, and Subscription Service. Curb to Curb.

Points of Origins and Destinations: Points of Origins and Destinations vary between participants. From residential addresses throughout the region such as day care providers, education and training activities, work sites, work experience locations, job search activities, and return trips.

Department of Labor – Vocational Rehabilitation Services (VRS)

The Department of Labor administers rehabilitation services, including providing physical rehabilitation, job training and job placement of people with disabilities. Vocational Rehabilitation Services (VRS) provides opportunities for work and personal independence for people with disabilities. Local offices throughout Georgia coordinate employment readiness and other services for people with physical mental or emotional disabilities. Services include: job analysis; accessibility surveys; work and job readiness; work adjustment; job coaching; and supportive employment

Type(s) of Service: Door-to-Door, Subscription and Demand Response Services.

Points of Origins and Destinations: Origins and destinations vary between consumers. Examples of destinations include colleges, vocational schools, medical appointments, work /training sites, etc.

Division Of Mental Health, Developmental Disabilities And Addictive Diseases (MHDDAD)

The Division of MHDDAD serves people of all ages and those with the most severe problems. Services are provided across the state through seven state hospitals, one mental retardation institution, and through contracts with 26 community service boards, boards of health and various private providers. In addition to providing treatment, support and prevention services, contracted community programs screen people for admission to state hospitals and give follow-up care when they are discharged. Transportation to and from services is among the many support services provided by MHDDAD.

Type(s) of Service: Door-to-Door, Subscription Services.

Points of Origins and Destinations: From residences to and from day rehabilitation, training sites, work sites, medical appointments, and day treatment, etc.

5. Vehicle Fleet Information

The vehicle fleet is comprised of Goshen shuttle vans that can accommodate up to fourteen passengers. These vans cost between \$43,500 (without lift) and \$47,500 (with lift), and do not require a CDL license to operate. Prior to 2003, the regional transit system did use CDL vehicles but those vehicles were cycled out

due to cost concerns and the inability to retain CDL qualified drivers.

Listed below are the vehicles that are used in the regional transit system, and information about the types of vehicles that are used.

GDOT Fleet Number		Type	Year	Make	Seats	WC Lift	Tag
2885	BUTTS	Mini Bus	2010	Elkhart	11	Y	GOV
3313	LAMAR	Mini Bus	2013	Elkhart	14	N	GOV
2741	LAMAR	Mini Bus	2007	Elkhart	11	Y	GOV
2886	PIKE	Shuttle Bus	2009	Elkhart	11	Y	GOV
2889	UPSON	Mini Bus	2009	Elkhart	17	Y	GOV
2887	UPSON	Mini Bus	2010	Elkhart	14	N	GOV
2888	UPSON	Mini Bus	2010	Elkhart	14	N	GOV
3314	UPSON	Mini Bus	2013	Elkhart	13	N	GOV
3065	SPALDING	Mini Bus	2010	Ford	11	Y	GOV
3066	SPALDING	Mini Bus	2010	Ford	11	Y	GOV
3067	SPALDING	Mini Bus	2010	Ford	14	N	GOV
3068	SPALDING	Mini Bus	2010	Ford	14	N	GOV
3069	SPALDING	Mini Bus	2010	Ford	14	N	GOV

Public Transit Vehicle Example:

Exterior View



Interior View



Vehicle Specifications

EC-I STANDARDS & OPTIONS

STANDARD CHASSIS FEATURES

- Ford E-350 DRW Cut-Away Chassis
- Electronic 5-Speed Automatic Transmission
- 37-Gallon Fuel Tank
- Ford V-8 5.4L Gas EFI Engine
- OEM Installed Dash Air Conditioning and Heat
- 130 Amp Alternator
- 158" Wheelbase
- Heavy Duty Engine Cooling Package
- Chrome Front Bumper and Grill
- 11,500 GVWR
- Dual Electric Horns
- Driver Air Bag
- Heavy Duty Suspension
- Power Steering/Brakes
- LT225/75RX16E Tires
- Dual 650 CCA Batteries
- Tilt Steering Wheel/Cruise Control
- Dual Beam Headlights

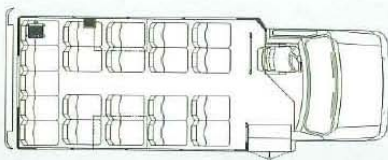
STANDARD BODY FEATURES

- FMVSS Certified
- STURAA Tested for 7 Years/200,000 Miles
- Insulated Roof and Exterior Walls
- Mar-View Right Side Cab Window
- Smooth Rubber Floor with Ribbed-Rubber Aisles
- Rear ABS Fender Flares
- Powder Coated Rear Steel Bumper
- Rear Mud Flaps

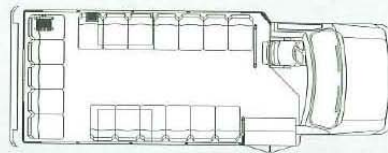
- Entrance Door and Driver Modesty Panels
- All Aluminum Sidewalls and Skirts
- Dual Drive Shaft Guards
- Entry Door Assist Hand Rails
- Fully Welded Unifized Steel Cage Body Structure
- Undercoating
- Swing-A-Way Exterior Flat Mirrors with Integrated Convex Panels
- Drip Rail Over Passenger Windows and Entry Doors
- White Step Nosing – All Entry Steps
- Color/Function Coded Wiring Harness
- Laminated Steel Reinforced Composite Construction
- Master Electronic Printed Circuit Control Panel
- Side and Rear Emergency Egress Windows
- Stylized ABS Rear Trim
- 91" Interior Width and 77" Headroom
- Large 36" x 36" Upper T-Slider Windows
- Single Piece Seamless FRP Roof
- Smooth FRP Interior Walls
- FRP Ceiling
- Individual Reading Lights
- Spare Tire and Wheel
- Interior Luggage Rack
- Interior Convex Mirror
- Back-Up Alarm
- Overhead Luggage Racks
- Exterior Rear Center Mounted Brake Light
- Upgraded Dual Alternators (Diesel Only)
- Rear Luggage Compartment
- Ceiling Grab Rails
- AM/FM Radio with CD Player
- "Flat Floor" (No Wheel Well Risers)
- DVD Player with Flip Down Monitor
- Heated/Remote Exterior Mirrors
- High-Back or Mid-High Seats with Armrests
- Front Mud Flaps
- Ground Plane For Two-Way Radio Installation
- Paging System
- Rear Emergency Door with Ajar Package
- LED Exterior Lighting
- Rear A/C System
- Roof Escape Hatch
- Stainless Steel Wheel Inserts
- ADA Mobility Compliance Package
- All FRP Exterior
- Driver Running Board
- Electric Entry Door

POPULAR OPTIONS

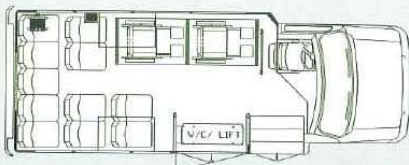
- Ford V-10 6.8L Gas EFI Engine
- Ford V-8 6.0L Diesel EFI Engine
- Rear Heat System
- Front and Side Destination Signs
- Mar/Ryde Suspension



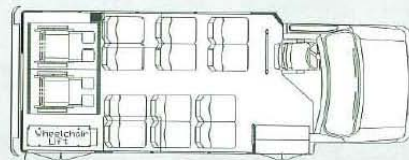
21 Passenger - Forward Facing Seating



18 Passenger - Perimeter Seating



11 Passenger - 2 Wheelchairs - Front Lift



12 Passenger - 2 Wheelchairs - Rear Lift

Insurance

Program contractors must maintain a minimum liability coverage in an amount of \$100,000 for death or injury of one (1) person, \$300,000 in the event of injury or death of two (2) or more persons in a single accident including liability to and employees engaged in the operation of the vehicles, and \$50,000 for property damage.

Vehicles with capacity over 15 passengers must maintain minimum liability coverage in an amount of

\$100,000 for the death or injury of one(1) person, \$500,000 in the event of injury or death of two (2) or more persons in a single accident including liability to any employees engaged in the operation of the vehicles, and \$50,000 for property damage.

Since the counties maintain the titles to the vehicles while they are in service, the TRRC recommended that participating local governments place the vehicles on their fleet policy rather than having private operators insuring the vehicles.

Accident Reporting

The TPO will report any accident to the TRRC within one (1) hour of the occurrence, or if the offices are closed, by 9:00 a.m. the next business day, unless otherwise mutually agreed. An initial written incident/accident report, completed by the TPO, will be forwarded to the TRRC by the next business day. The TRRC will then send all relevant information to the appropriate local government so they can begin to process an insurance claim.

The TPO must provide a copy of the investigating officer's accident report within five (5) business days from the date of the accident, and the TRRC will forward that information to the county. The TPO will maintain copies of each accident report in the files of both the vehicle and the driver.

Drug and Alcohol Testing

As a condition of FTA funding, the Act requires recipients to establish alcohol and drug testing programs (POLICY). The Drug/Alcohol Testing Policy must be approved by GDOT prior to execution of new contracts or the selection of new TPO's. The Act mandates four types of testing:

(1) Pre-Employment (2) Random (3) Reasonable Suspicion (4) Post Accident. In addition, the Act permits return- to- duty and follow-up testing under specific circumstances. The Act requires that recipients follow the testing procedures set out by the Department of Health and Human Services (DHHS). The Act does not require recipients to follow a particular course of action when they learn that a safety-sensitive employee has violated a law or Federal regulation concerning alcohol or drug use. Rather, the Act directs FTA to issue regulations establishing consequences for the use or abuse of alcohol or drugs in violation of FTA regulations. Possible consequences include Education, Counseling, Rehabilitation programs and Suspension or Termination from employment.

6. Quality Control

Any comments or complaints regarding the quality of service provided by the system or the performance of any system employee will be handled routinely by the Authorized Representative at the TRRC and the TPO. If warranted, the Authorized Representative may recommend to the Technical Coordinating Committee that official action be taken to address any problems that have been identified in the course of investigating a customer complaint. Receipts and expenditures will be monitored by the TRRC on a monthly basis. The driver will maintain daily passenger trip logs and vehicle service logs which will be consolidated by the TPO and transferred to monthly reporting forms. These will be forwarded to the TRRC.

Program Reporting

From TPO to TRRC (Monthly)

- Program data by vehicle characterizing origin, number and type of one way passenger trips (OWPT's), Rural Transportation Monthly Reporting Form: pages 1-2 , revenues and expenditures, maintenance records, and customer complaints.

- TPO monthly bills for services rendered.

From TRRC to County (Monthly)

- Programmatic monitoring reports (these are done quarterly)
- Request for funds (as needed)

From County to TRRC (Monthly or as Requested)

- Funds to cover the cost remaining after subtracting the POS and Farebox revenues from the monthly operating budget multiplied by the County's percentage share of total ridership for the month (as needed)

From TRRC to TPO (Monthly or as Requested)

- Payment for services rendered.
- Info regarding upcoming training opportunities
- Info regarding regulatory changes.

From TRRC to GDOT (Monthly or as Requested)

- Requests for County reimbursements on the Section 5311 Operating Assistance Reimbursement Form.

From GDOT to TRRC (Monthly or as Requested)

- Reimbursements of federal matching funds.

Corrective Actions

Throughout the term of the contract, the TRRC will work with the TPO to review the performance measures as prescribed in GDOT administrative guide. If the TPO is failing to adequately meet these measures, the TRRC will meet with the TPO in an attempt to resolve the issues. If the TPO still fails to perform according to the specified measures, the TRRC may take actions, including but not limited to, the actions described in this section.

In relation to taking corrective actions, the TPO shall:

1. Agree that the TRRC has the sole authority to determine whether the TPO has met, exceeded, or failed to meet any requirements or standards;
2. Within three (3) business days of the date that the TRRC notifies the TPO in writing that it has failed to meet a requirement or performance standard, submit a corrective action plan to the TRRC for its review and approval. The corrective action plan shall include:

A description of the problem including the administrative guide performance standard, if applicable

The reason(s) the problem occurred

A description of what steps will be taken to prevent the problem from recurring

A listing of the organizations or staff functions impacted by the problem's resolution

A timeline for implementing the resolutions(s)

3. Implement the corrective action plan within ten (10) business days of receiving the TRRC approval of the plan or longer if so stated in the TRRC's approval.

Pick Up and Delivery Standards

The TPO must assure that transportation services are provided which comply with the following minimum pick up and delivery service requirements and which shall be delineated in any applicable transportation service agreements:

- a. The TPO being on time shall be a standard practice. The vehicles must be on time for pick up and delivery, unless there are extenuating circumstances beyond the TPO's or driver's control. **A 95% on-time performance rate is required.** A 20-minute pick up and delivery window period will be allowed (10 minutes before pick up time and 10 minutes past pick up time). Notification must be given by the TPO to the consumer in the event of unavoidable delays.
- b. The driver may arrive up to ten (10) minutes before the scheduled pick-up time; however, a consumer shall not be required to board the vehicle before the scheduled pick-up time for return trips. The Provider(s) is not required to wait more than five (5) minutes after the scheduled pick-up time.
- c. The TPO must ensure that consumers are transported to and from appointments on time.
- d. The TPO must ensure that no consumer served is forced to remain in the vehicle more than one (1) hour longer than the average travel time for direct transport from point of pick-up to destination.
- e. The TPO will monitor trips to ensure that consumers are picked-up and delivered timely.

7. Third Party Operator

The current third party operator is the Council on Aging for McIntosh Trail. The TPO will be responsible for handling the day-to-day operation and maintenance of the system. The TPO will be responsible for registering calls for service, route management, driver supervision and training, submission of monthly service reports, and general bookkeeping. The drivers will be hired by the TPO and the TPO will be expected to enforce compliance with all federal regulations applicable to the program.

System Performance

GDOT System Performance Measures (Monthly Averages)

FY: 2012

Total Trips:	81,746
Total Miles:	535,290
Service Hours:	23,138
Total Gallons:	64,582

Trip Types:

Senior Trips:	36%
Employment:	58%
Other:	6%

Short Term Goals and Objectives: 2012 – 2017

The Short-term Goals and Objectives of the Three Rivers Transit System for the period 2012 through 2017 are as follows:

- Provide public transportation to residents of Butts, Lamar, Pike, Spalding, and Upson Counties.
- Contract with the Department of Human Services (DHS) and other interested local groups to provide purchase of service trips in order to reduce the operating cost required by local governments.
- Expand the regional transit program to include neighboring counties that have no local transit, and are seeking to participate in a cost effective regional transit system that serves local needs.
- Develop and implement an effective marketing campaign.
- Offer technical assistance to TPO regarding bookkeeping, transit system operations enhancement recommendations, and identifying training opportunities.
- Achieve or exceed all Section 5311 service criteria as outlined in the GDOT administrative guide.
- Evaluate scheduling and trip routing options to identify the most effective way to operate the system.
- Ensure that the TPO is complying with all federal and state guidelines for operating the transportation program.

Sample Press Release

Three Rivers Regional Commission
Post Office Box 818
Griffin, Georgia 30224

DATE: January 1, 2012
CONTACT: Robert Hiett
TITLE: Governmental Services Director
PHONE: (678) 692-0510

PRESS RELEASE

FOR IMMEDIATE DISTRIBUTION

PUBLIC TRANSPORTATION IN SPALDING COUNTY



The regional public transportation program provides public transportation for residents of Butts, Lamar, Pike, Spalding, and Upson Counties, and has operated in the region since 1999. The regional public transportation program is administered by the Three Rivers Regional Commission, and is one of two suburban regional public transportation systems approved by the Georgia Department of Transportation.

The regional public transportation program operates under a “demand response” model which means that there are no fixed routes, bus stops, or pick up times. With a demand response model residents call in and order a trip 24 hours in advance, and daily routes are generated based on the destinations requested. The transportation operator will attempt to accommodate all callers for the times they request. During peak times (**8:00 am to 10:00 am and 2:00 pm to 5:00 pm**) the system may be at or near full capacity, and trips scheduled during off peak times (**10:00 am to 1:30 pm**) have the most seating capacity available.

In order to schedule a trip on the public transportation system, please call 770-229-4885. The fee is \$2.00 per one way trip, and the service is offered Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m.

FY 2013 Transit Brochure Page 1

When You Need Transportation To:

- *Medical Appointment*
- *Hospital (non-emergency)*
- *Work (Limited)*
- *Senior Center*
- *Bank*
- *Educational Facilities*
- *Shopping Centers*
- *Pharmacies*
- *Social Outings*

And Many Other Places!

**You Can Count On
C.O.A.T.S.!
(770) 229-4885**



Serving The Transportation Needs Of:
Butts, Lamar, Pike, Spalding and Upson
Counties

Council on Aging Transportation Service

(C.O.A.T.S.)

(770) 229-4885



*"When you need
transportation...."*

*Proudly Serving the Counties of:
Butts, Lamar, Pike, Spalding and Upson*

FY 2013 Transit Brochure Page 2



Hours of Operation

Monday—Friday 8:00 a.m.—5:00 p.m.
(Excluding Holidays)

Transportation Cost

\$2.00 Each Stop

Fares must be paid at time of boarding or prior to pick up. Drivers cannot make change or extend credit.

Scheduling Your Ride

C.O.A.T.S. operates on a “first come, first serve” basis and requires at least a 24-hour notice to schedule a trip. *All stops must be scheduled when appointment is made.*

What do I do if my vehicle is late?

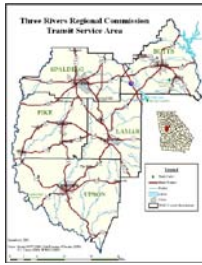
Call the Transit office at (770) 229-4885 and we will check the status of the vehicle’s arrival time.

Who do I call if I have a question?

C.O.A.T.S. wants to hear from you! If you have a question, complaint, compliment or simply a suggestion, please call: (770) 229-4885

PASSENGER RULES

- ❑ Safety is our first priority; therefore, seat belts are to be used at all times.
- ❑ Children under the age of 16 must be accompanied by a parent or guardian.
- ❑ Child care seats are required for children ages 5 and under. Parents are responsible for providing and securing the car seat prior to the trip.
- ❑ No school bus service is provided.
- ❑ Animals, other than “Service Animals” are not allowed.
- ❑ Limit packages to no more than what the passenger can carry. Packages must be stowed under the seats or in the back of the vehicle to avoid any unsafe hazardous exiting or entering by others. Aisle must remain clear at all times.
- ❑ No smoking/eating/drinking allowed in vehicles.
- ❑ Absolutely no alcohol, illegal drugs or weapons allowed. Riders who appear to be under the influence of alcohol or illegal drugs may be denied transportation service.
- ❑ No hazardous, combustible, or flammable chemicals allowed at any time.
- ❑ Inappropriate behavior which presents a danger or nuisance to other passengers or transit staff will not be tolerated; this includes, but is not limited to, verbal or physical violence, offensive language, gestures or threats.
- ❑ Drivers will wait at the scheduled pick up point five (5) minutes. Riders should make every effort to be ready and waiting at the scheduled pick up time. (Note: Driver will not be sent back once vehicle is in route after the five (5) minute wait time has lapsed. This holds true for forgotten items.)
- ❑ Riders with two (2) no shows without prior notice or cancellation will be suspended from ridership for a two (2) week period and may result in the denial of future public transportation services.
- ❑ Demand response public transit cannot guarantee “daily” transport for work or school commutes.



DEMOGRAPHIC ANALYSIS

Service Area General Population

The Three Rivers Transit System service area experienced a growth in population between the 2000 census and the 2010 census, and the overall percentage of change was nearly twelve percent. Table 1 provides the change in population and persons per square mile for each of the counties participating in the Three Rivers Transit System.

**TABLE 1
 2010 Population Data**

County	2010	2000	2000-2010 # Change	2000-2010 Percentage Change	Persons Per Square Mile
BUTTS	23,655	19,522	4,133	21.17%	128
LAMAR	18,317	15,912	2,405	15.11%	99
PIKE	17,869	13,688	4,181	30.55%	82
SPALDING	64,073	58,417	5,656	9.68%	326
UPSON	27,153	27,597	-444	-1.61%	84
TOTAL	151,067	135,136	15,931	11.79%	N/A

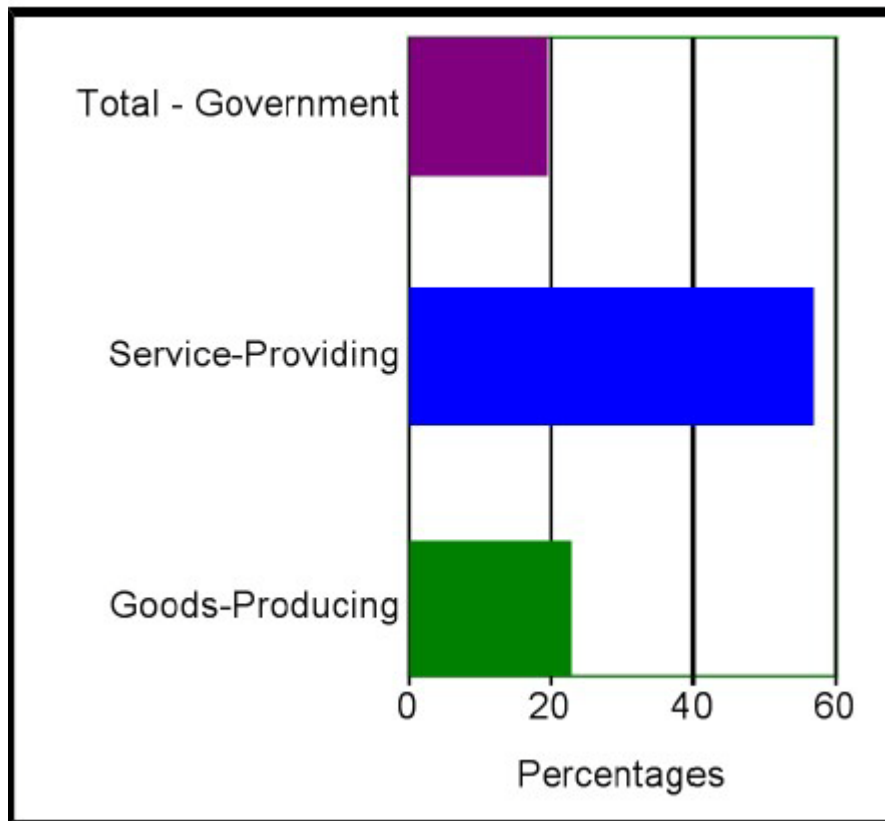
Source: 2010 Census Figures

The characteristics of the transit service area are still predominantly rural. Other studies across the nation have indicated that urban fixed route transit requires 1,000 persons per square mile, and in Georgia the successful small urban transit systems all have over 500 persons per square mile. Based on the 2010 figures for the Three Rivers Transit System counties it appears that the persons per square mile density will not increase enough to support urban fixed route transit for at least ten years.

Employment Data:

The most frequent type of jobs found in the transit service area are mostly lower paying service sector jobs. Chart 1 provides an overview of the three main types of jobs found within the TRRC region, and nearly 60% of the jobs belong to service providing employers. The data from the Georgia Department of Labor shows that retail jobs, approximately 19,000, are the most prevalent type of employment within the service providing category. Most service providing jobs, such as retail, pay lower wages to their employees so it is possible that transit could assist lower wage workers in the region by providing an affordable alternative to travelling alone in an automobile.

CHART 1
Employment Type – 2011



Source: GA Dept. of Labor – Area Profile

The median income and travel time to work data, Table 2, shows that many higher income workers travel outside of their home county. The minimum travel to work time for higher income workers in the transit service area is listed as being twenty four minutes, and the highest travel time to work reported by the census was thirty one minutes. Typically these higher income workers would not benefit from most of the local rural transit options, but they may find a transit alternative, such as a vanpool, to be a reasonable option if it were available.

**TABLE 2
Income & Travel Time**

County	Median Income	Travel Time to Work
Butts	\$52,257	30 Minutes
Lamar	\$37,536	25 Minutes
Pike	\$53,213	31 Minutes
Spalding	\$41,100	28 Minutes
Upton	\$34,509	24 Minutes

Source: 2010 Census Figures

Transit Service Area - Activity Centers:

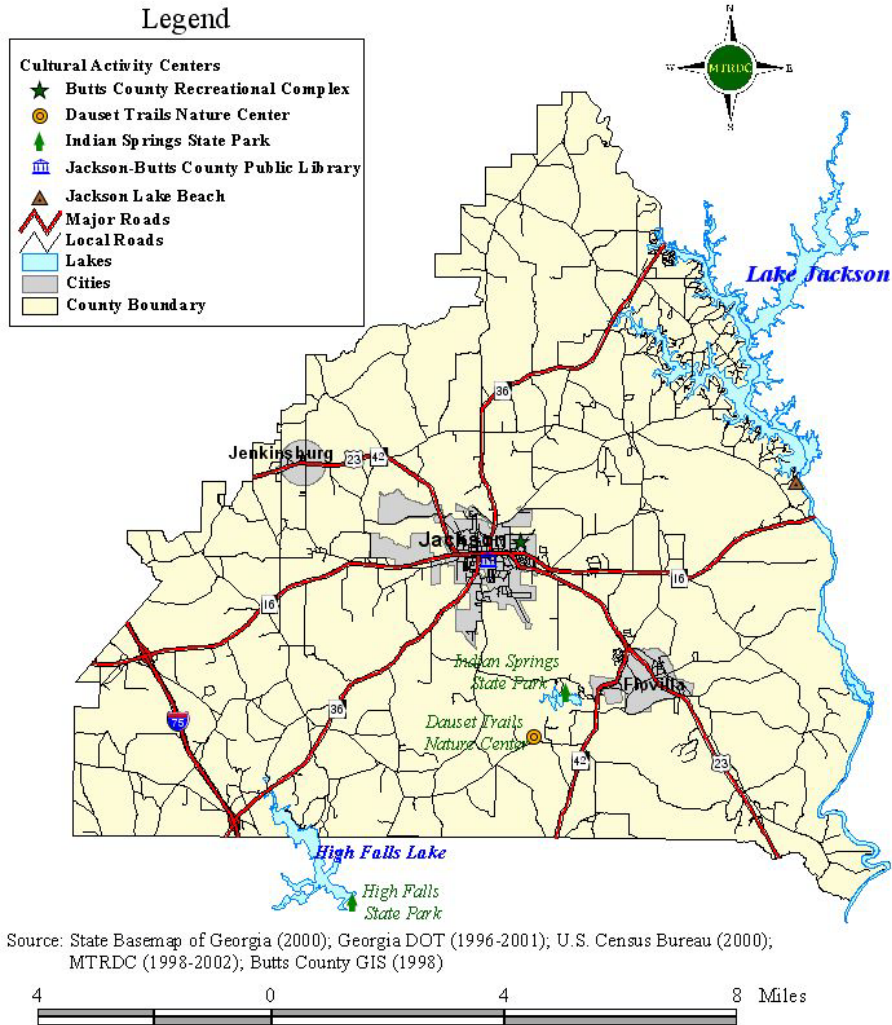
Butts County

Butts County is inclusive of urban clusters which include the City of Jackson, the City of Flovilla, and the City of Jenkinsburg. The City of Jackson is the central location within the county where major activity centers can be found, including hospitals and major medical facilities, and work sites for individuals with developmental disabilities. These are common locations to which low income workers or people who use specialized transportation services may travel.

Under present conditions, it is more likely that the common destination for most public transit trips will be inside Butts County's limits. However, it is worthy to note that the Three Rivers Transit System does perform occasional out of county trips a few days per week. The central location for these trips is the City of Griffin which is located within Spalding County and to the west of Butts County. Map 1 provides a view of the entire transit service area.

MAP 1

Cultural Activity Centers Map 7.4

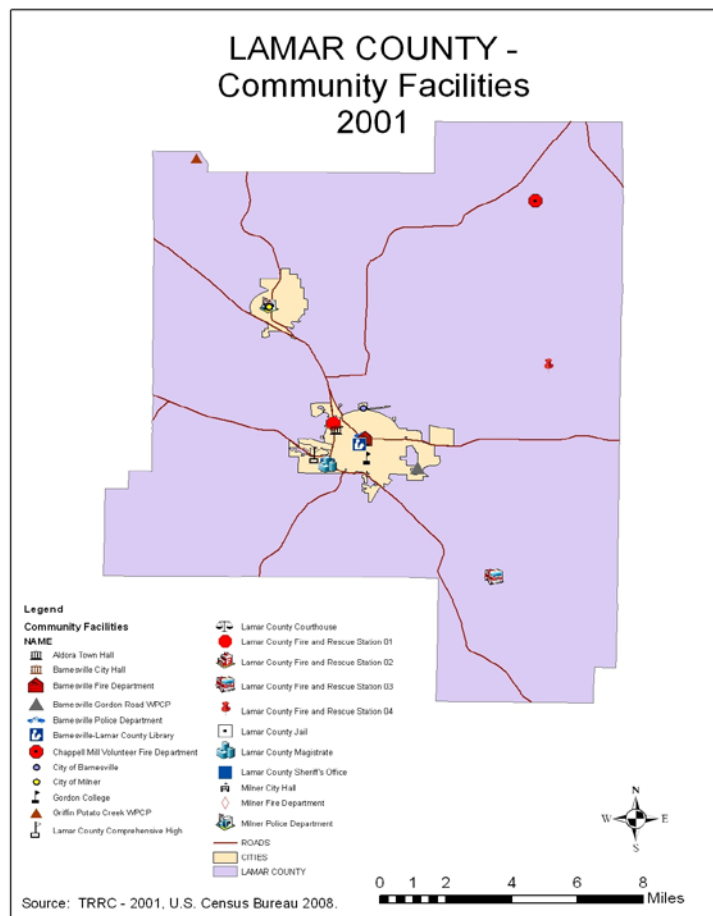


Lamar County

Lamar County is inclusive of urban clusters which include the City of Barnesville, the City of Milner, and the Town of Aldora. The City of Barnesville is the central location within the county where major activity centers can be found, including social services, medical facilities, and work sites for individuals with developmental disabilities. These are common locations to which low income workers or people who use specialized transportation services may travel.

Under present conditions, it is more likely that the common destination for most public transit trips will be inside Lamar County's limits. However, it is worthy to note that the Three Rivers Transit System does perform occasional out of county trips a few days per week. The central location for these trips is the City of Griffin which is located within Spalding County and to the north of Lamar County. Map 2 provides a view of the entire transit service area.

MAP 2

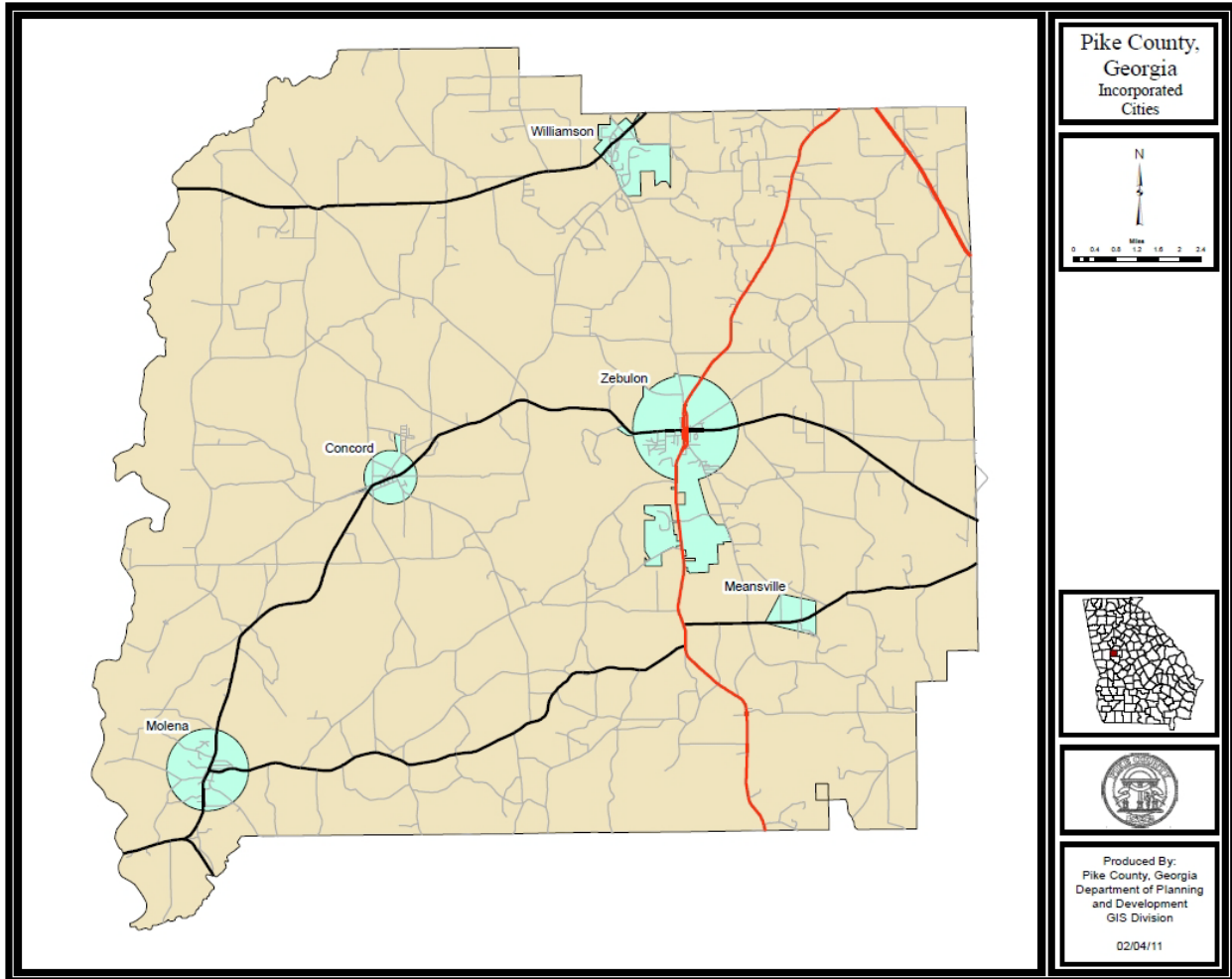


Pike County

Pike County is inclusive of urban clusters which include the City of Zebulon, the City of Concord, the City of Meansville, the City of Molena, and the City of Williamson. The City of Zebulon is the central location within the county where major activity centers can be found, including social services, medical facilities, and work sites for individuals with developmental disabilities. These are common locations to which low income workers or people who use specialized transportation services may travel.

Under present conditions, it is more likely that the common destination for most public transit trips will be inside Pike County's limits. However, it is worthy to note that the Three Rivers Transit System does perform occasional out of county trips a few days per week. The central location for these trips is the City of Griffin which is located within Spalding County and to the northeast of Pike County. Map 3 provides a view of the entire transit service area.

MAP 3

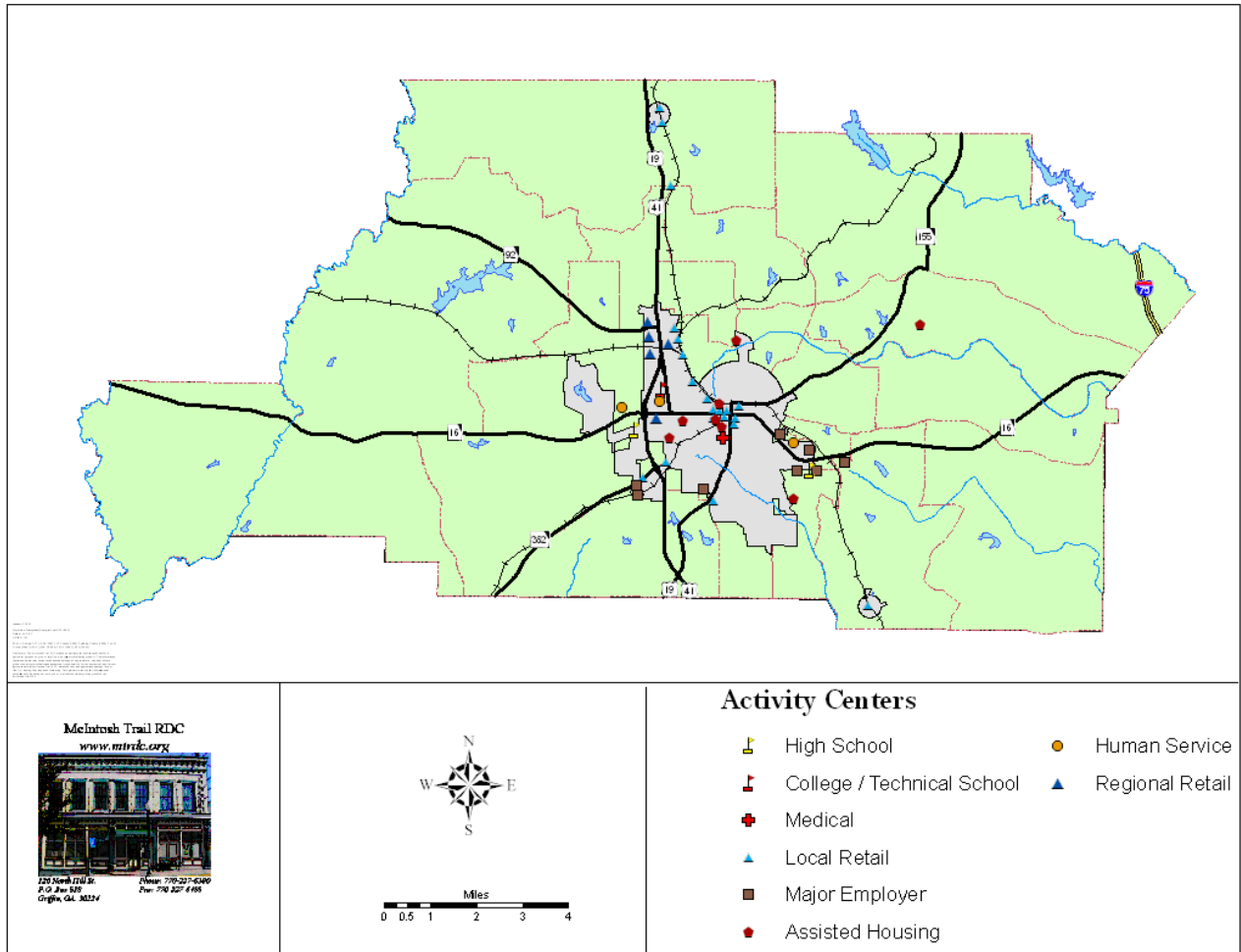


Spalding County

Spalding County is inclusive of urban clusters which include the City of Griffin, Orchard Hill, and Sunnyside. The City of Griffin is the central location within the county where major activity centers can be found, including hospitals and major medical facilities, colleges and training centers, and work sites for individuals with developmental disabilities. These are common locations to which low income workers or people who use specialized transportation services may travel.

Under present conditions, it is more likely that the common destination for most public transit trips will be inside the City of Griffin’s limits. However, it is worthy to note that the Three Rivers Transit System does perform occasional out of county trips a few days per week. Spalding County serves as the main hub for the regional transit system, and surrounding counties bring their passengers into the City of Griffin for various services or employment activities. Map 4 provides a view of the Activity Centers that are located throughout Upson County.

**MAP 4
 Spalding County Activity Centers**



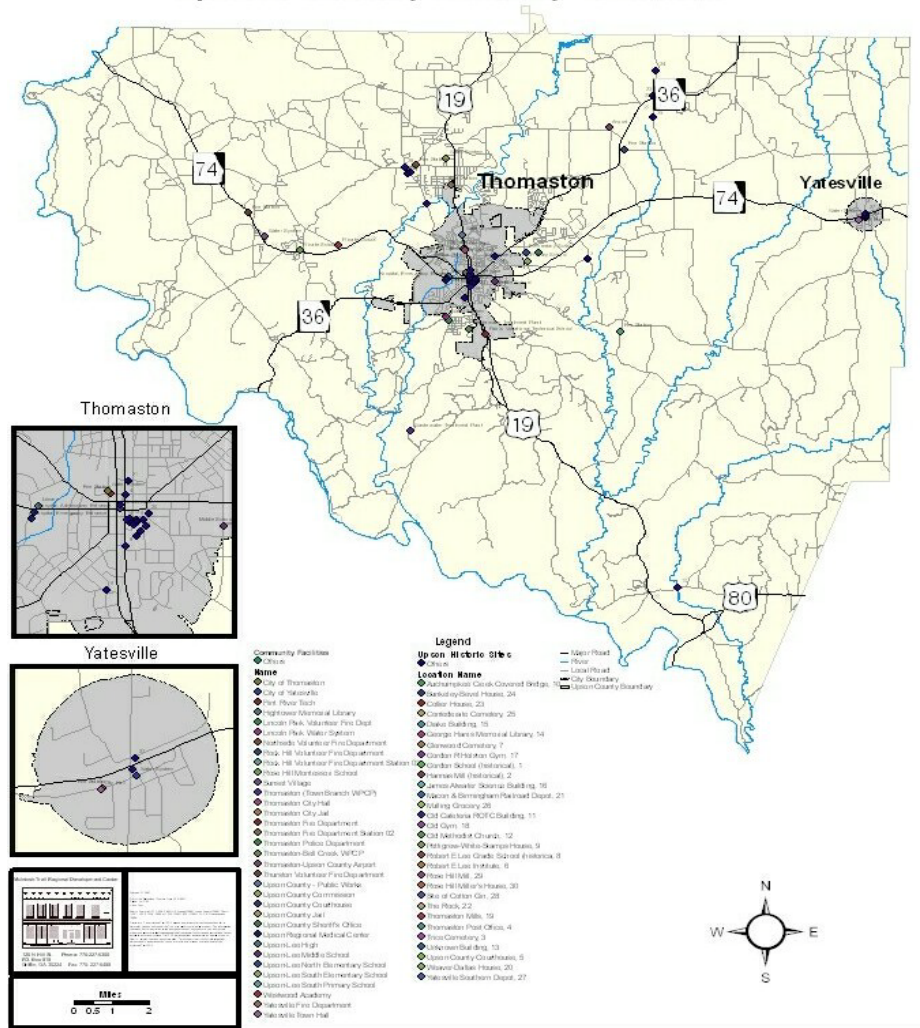
Upson County

Upson County is inclusive of urban clusters which include the City of Thomaston and the Town of Yatesville. The City of Thomaston is the central location within the county where major activity centers can be found, including hospitals and major medical facilities, colleges and training centers, and work sites for individuals with developmental disabilities. These are common locations to which low income workers or people who use specialized transportation services may travel.

Under present conditions, it is more likely that the common destination for most public transit trips will be inside the City of Thomaston's limits. However, it is worthy to note that the Three Rivers Transit System does perform occasional out of county trips a few days per week. The central location for these trips is the City of Griffin which is located within Spalding County and to the northeast of Upson County. Map 5 provides a view of the Activity Centers that are located throughout Upson County.

MAP 5

Upson County Activity Centers



Transit Dependent Population – 2012

Several characteristics tend to identify individuals that may be dependent on public transit. These characteristics may include families with low incomes, individuals with disabilities, and the number of individuals over age 65. Financial limitations, however, may make it difficult for low income populations to purchase and maintain an automobile. Individuals with temporary or permanent disabilities that limit their ability to drive can be served by local transportation services. Older adults face the decision about curtailing driving due to frailty and age related physical impediments such as reduced vision.

The Three Rivers Transit System caters heavily to the transit dependent population. The Three Rivers Transit System currently performs approximately 82,000 trips per year. While the percentages fluctuate from year to year, the two primary uses for transit in are related to senior citizen activities and employment based activities. Individuals within these two population groups greatly benefit from the transit program. This is especially true with the senior citizens, as it affords them the ability to continue to contribute to the community. Some of the general benefits of access to public transportation include the following:

- Providing access to employment.
- Access to routine medical care, which reduces emergency room visits and associated costs.
- Continued participation in the local economy. Public Transportation advocates cite that \$4 in economic activity is generated for every \$1 spent supporting transit services.
- Increased quality of life and mobility options for people of all ages, but especially for senior citizens.

Findings

TABLE 3
Transit Dependent Population

County	Population	% Population
Butts	23,655	30.27%
Lamar	18,317	47.09%
Pike	17,869	34.10%
Spalding	64,073	41.07%
Upson	27,153	45.33%
Total	151,067	39.93%

On a service area wide level, approximately 39% of the population meets the criteria to be considered transit dependent. In addition, the census data shows that Lamar, Spalding, and Upson Counties have a sizeable transit dependent population that is likely to increase in the coming years as their senior citizen populations grow. There are portions of people from each of these groups that are already riders of the local transit system. Those not currently using the public transit system are assumed to have access to other modes of transportation, or are not in need of public transit services at this time. The performance and demand analysis outlined in later sections of this study demonstrate that the existing transit fleet size is mostly sufficient to handle the current demand. If demand from the transit dependent population group were to increase above current levels, additional vehicles would be needed to accommodate these individuals.

The remaining sections of the demographic analysis will cover the existing conditions for each specific group that could be part of the traditional transit dependent population. Comments related to demand from these groups will be in the demand analysis portion of this transit development plan.

Senior Citizen Population Analysis

The senior citizen population, ages 65+, was analyzed using updated figures obtained from the 2010 census.

**MAP 6
 Service Area Senior Citizen Population Centers – 2010**

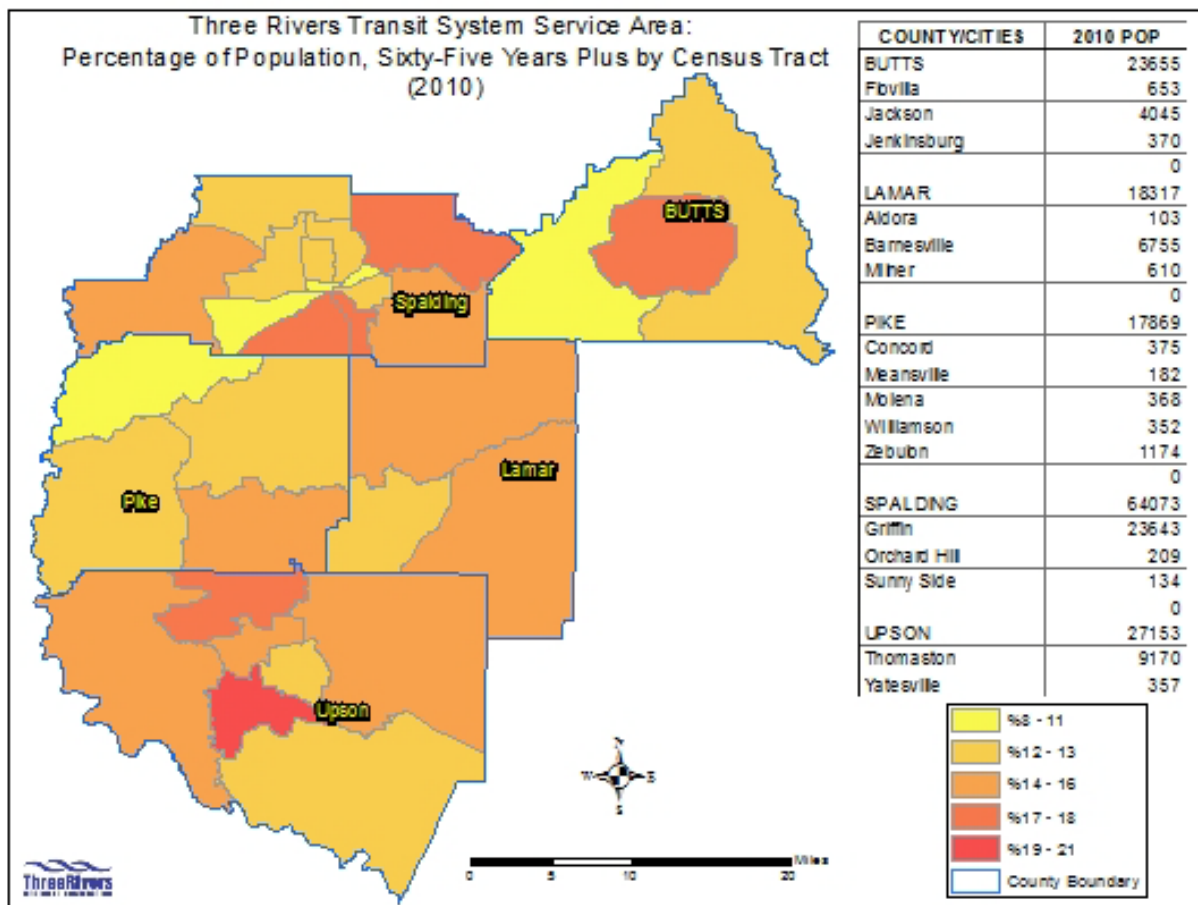


TABLE 4
Service Area Population 65+

County	Population	Age 65+	% Population
Butts	23,655	2,985	12.62%
Lamar	18,317	2,487	13.58%
Pike	17,869	2,196	12.29%
Spalding	64,073	8,539	13.33%
Upson	27,153	4,252	15.66%
Total	151,067	20,459	13.54%

Source: 2010 Census Figures

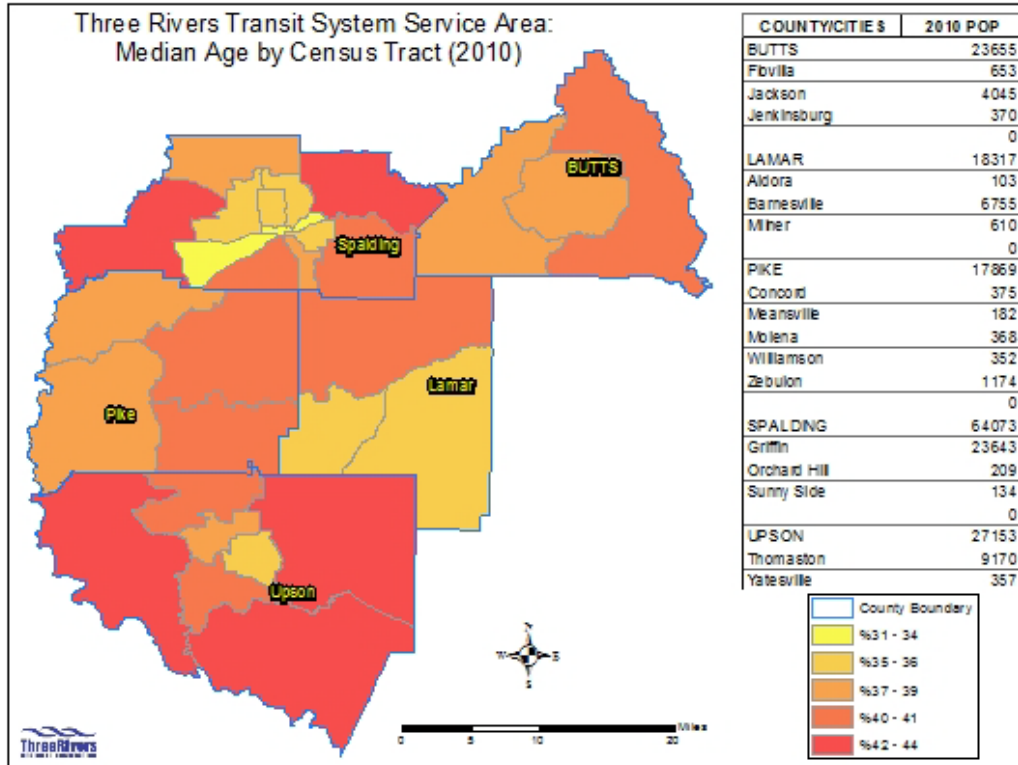
The TRRC performed a census block analysis of the three main population types that are considered to be the primary “transit dependent population”. One of those populations is senior citizens, and 2010 census information placed seniors in the five county service area as 13.54% of the total population. In Map 6 the TRRC has identified the areas of highest concentration for the senior population, and they appear to be located in and around the largest cities in each county. Most of the senior population is also located in areas served by a major road connection, which allows for more efficient route scheduling.

Senior citizens on fixed incomes are more likely to become users of transit when it is available. Surveys indicated that senior citizens accounted for 34% of the total trips performed during the 2012 service year. Providing seniors with access to transit allows them to live independently for longer periods of time, continue to contribute to the local economy, and helps to provide access to routine medical care.

Median Age Analysis

Using map analysis, the TRRC has identified the areas of the five county service area that should undergo the most rapid growth of the senior citizen population over the next 20 years. The median age map identifies significant portions of Upson and Spalding Counties as having the highest median age. Central portions of Pike, Lamar, and Butts Counties should consider highest area of median age concentration for future transit service planning.

MAP 7 Service Area Median Age



Disabled Population Analysis (Ages 21 – 64)

The TRRC conducted an analysis of the disabled population based on census 2010 figures, where they were available, and limited the analysis to the 21-64 age group. Persons aged 65+ would already be identified in the senior citizens analysis and were not included in this particular analysis. The 21 to 64 year old disabled population represents approximately 9.29% of the total population for the service area. There are approximately 4,613 persons within this age group who are disabled but also employed. While transit ridership statistics are not kept for disabled passengers, the current fleet for the Three Rivers Transit System does include six vehicles that are wheelchair lift equipped.

MAP 8

Service Area Disabled Population (Ages 21-64)

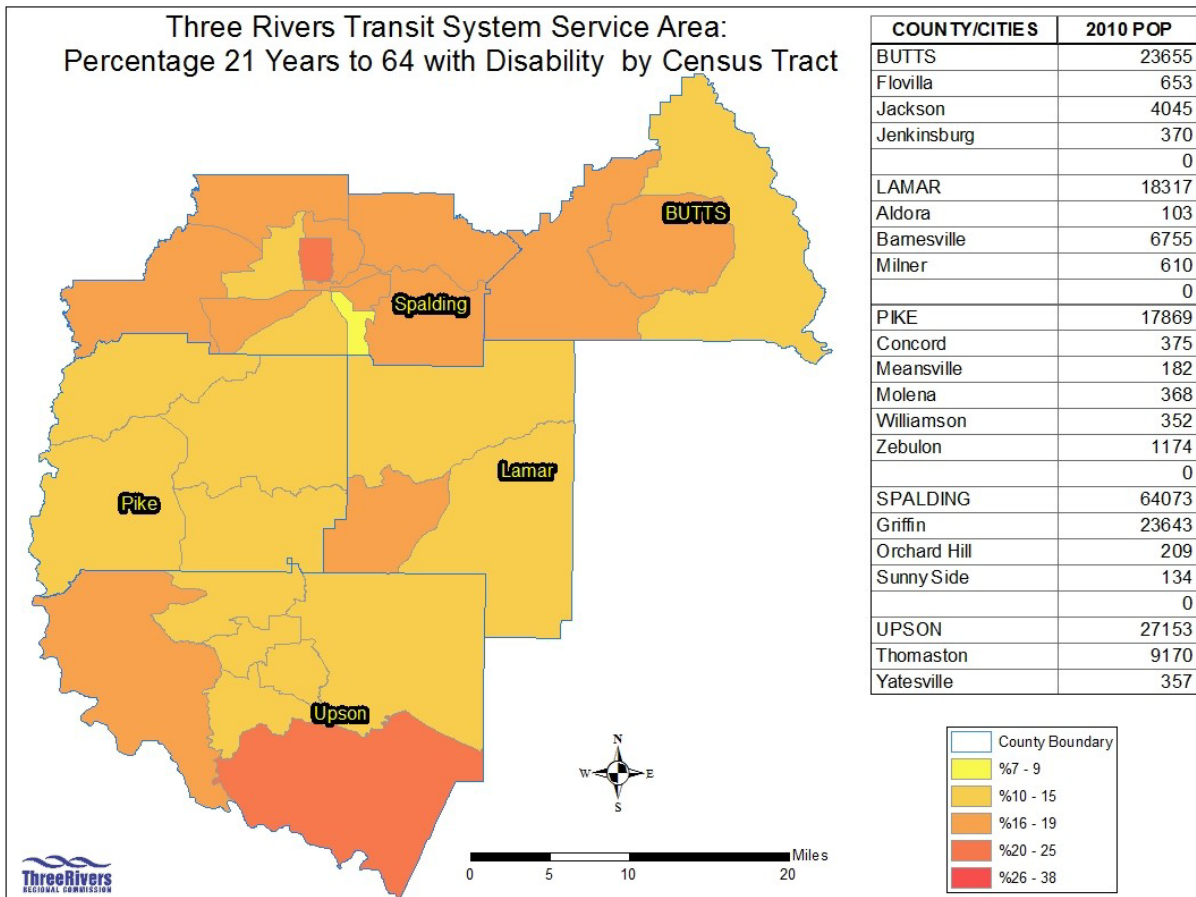


TABLE 5
Disabled Population (Ages 21-64)

County	Population	Disabled Population	% Population
Butts	23,655	1,620	6.85%
Lamar**	15,912	2,150	13.51%
Pike**	13,688	1,535	11.21%
Spalding	64,073	5,216	8.14%
Upson	27,153	2,897	10.67%
Total	144,481	13,418	9.29%

Source: 2010 Census

**Source: 2000 Census

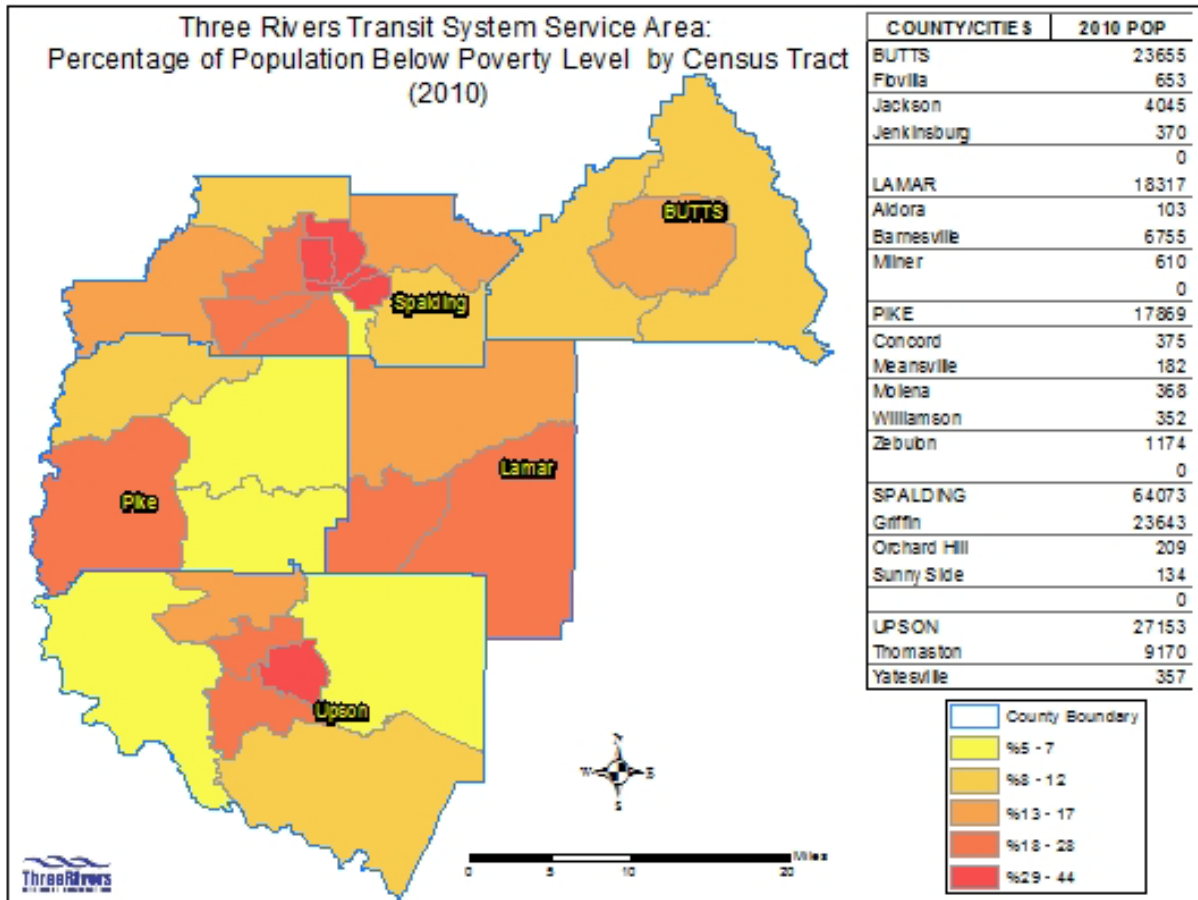
TABLE 6
Disabled and Employed

County	Disabled Population	Disabled & Employed	% Population
Butts	1,620	711	43.89%
Lamar**	2,150	1118	52.00%
Pike**	1,535	945	61.56%
Spalding	5,216	1,251	23.98%
Upson	2,897	588	20.30%
Total	13,418	4,613	34.38%

Source: 2010 Census

**Source: 2000 Census

Potential Ridership Based On Income



National studies of public transit over the years have continuously shown that low to moderate income workers are most likely to use public transit where the service is available. A common income threshold that is used to estimate potential ridership based on income is approximately \$25,000 per year. However, with fuel prices changing in an unpredictable manner, it is possible that local demand for transit could increase across several income groups.

The TRRC used the census data to identify geographic areas of potential ridership based on income at or below the poverty level. The map analysis shows the largest concentrations of low income households are in or around the urban clusters in most counties. The only exception appears to be Pike County, and the map shows the west central portion of the county with the highest low income population. The areas with smaller percentages of low income populations are least likely to use public transit, but would likely use available carpools, vanpool programs, or a commute alternative with a destination outside of the county.

TABLE 7
Poverty Level Population

County	Total Pop Estimate	Poverty	Percent of Pop
Butts	23,655	2,555	10.80%
Lamar	18,317	3,663	20.00%
Pike	17,869	1,894	10.60%
Spalding	64,073	12,558	19.60%
Upton	27,153	5,159	19.00%
Total	151,067	25,830	17.10%

Source: 2010 Census

PROGRAM GOALS AND OBJECTIVES

The main program objective of the Three Rivers Transit System for Butts, Lamar, Pike, Spalding, and Upson Counties is to provide cost effective and affordable public transportation to all citizens within the five county service area. Opportunities for rides are increased through participation in the regional public transportation program administered by the TRRC.

Short Term Goals and Objectives: 2013 – 2018

The Short-term Goals and Objectives of the Three Rivers Transit System for the period 2013 through 2018 are as follows:

- Provide public transportation to residents of Butts, Lamar, Pike, Spalding, and Upson Counties.
- Contract with the Department of Human Services and other interested local groups to provide purchase of service trips in order to reduce the operating cost required by local governments.
- Expand the regional transit program to include neighboring counties that have no local transit, and are seeking to participate in a cost effective regional transit system that serves local needs.
- Develop and implement an effective marketing campaign.
- Offer technical assistance to TPO regarding bookkeeping, transit system operations enhancement recommendations, and identifying training opportunities.
- Achieve or exceed all Section 5311 service criteria as outlined in the GDOT administrative guide.
- Evaluate scheduling and trip routing options to identify the most effective way to operate the system.
- Ensure that the TPO is complying with all federal and state guidelines for operating the transportation program.

SYSTEM PERFORMANCE

The Three Rivers Transit System adheres to the GDOT performance standards outlined in its administrative guide. The performance standards involve meeting any combination of performing 500 trips per month, meeting or exceeding 120 service hours, meeting or exceeding 1,000 service miles, and meeting or exceeding 10% in fare collections.

TABLE 2

GDOT System Performance Measures (Monthly Averages)

Participation Based Upon any Combination of the Following	Exceeded Standards	Meets Standards	Did Not Meet Standards
500 Trips Per Month	X		
120 Service Hours	X		
1,000 Vehicle Miles	X		
10% Farebox Target	X		

General Transit System Information for the Three Rivers Transit System:

General statistical and financial information relating to the Three Rivers Transit System is provided below:

Public Fare Cost: **\$2.00** per one way trip
Trip Types - Senior Trips: **28%**
 Employment: **58%**
 Other: **14%**

System Usage FY 2012

1. Total Trips: **81,746**
2. Total Miles Traveled: **535,290**
3. Average Distance Per trip: **6.5 Miles**
4. Peak Usage Times: **6 to 9:30 AM & 3 to 5:30 PM**

Transit Operations Snapshot—5-County 5311 Rural Program
FY2012: July 2011 through June 2012

Operational Totals

Total Trips:	81,746
Total Miles:	535,290
Service Hours:	23,138
Total Gallons:	64,582

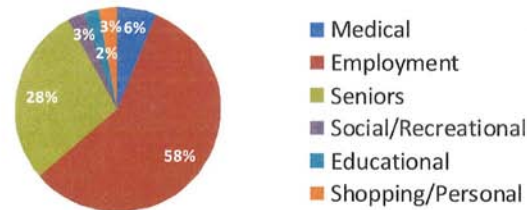


Operational Averages (13 vehicles)

Avg. Trips	568 per vehicle per month
Avg. Distance:	6.54 miles per trip
Avg Gallons:	448 per vehicle per month
Avg Fuel Price:	3.30 per gallon
Avg Miles Per Vehicle:	3,717 per month
Avg Service Hours:	160 per month



Trip purpose summary (81,746 trips)



Source: Three Rivers Regional Commission, Mobility Manager; 5-county = Butts, Lamar, Pike, Spalding, Upson

Transit Operations Snapshot—Butts Co. 5311 Rural Program
 FY2012: July 2011 through June 2012

Operational Totals

Total Trips:	6,214
Total Miles:	36,825
Service Hours:	2,016
Total Gallons:	4,774

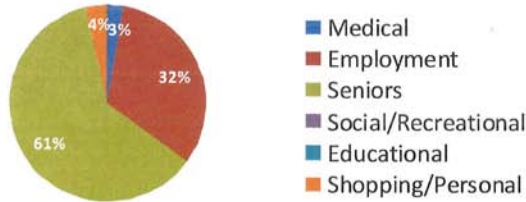


Operational Averages (1 vehicle)

Avg. Trips	518 per vehicle per month
Avg. Distance:	5.92 miles per trip
Avg. Gallons:	398 per vehicle per month
Avg. Fuel Price:	\$3.30 per gallon
Avg. Miles:	3,069 per vehicle per month
Avg. Service Hours:	168 per vehicle per month



Trip purpose summary (6,214 trips)



Source: Three Rivers Regional Commission, Mobility Manager

Transit Operations Snapshot—Lamar Co. 5311 Rural Program
FY2012: July 2011 through June 2012

Operational Totals

Total Trips:	11,505
Total Miles:	85,822
Service Hours:	4,024
Total Gallons:	9,665

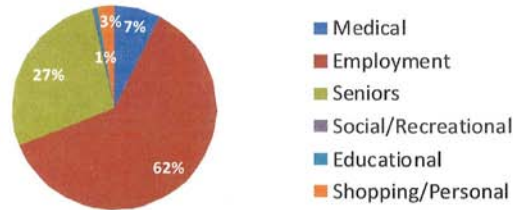


Operational Averages (2 vehicles)

Avg. Trips	479 per vehicle per month
Avg. Distance:	7.46 miles per trip
Avg. Gallons:	402 per vehicle per month
Avg. Fuel Price:	\$3.23 per gallon
Avg. Miles:	3,576 per vehicle per month
Avg. Service Hours:	168 per vehicle per month



Trip purpose summary (11,505 trips)



Source: Three Rivers Regional Commission, Mobility Manager

Transit Operations Snapshot—Pike Co. 5311 Rural Program
FY2012: July 2011 through June 2012

Operational Totals

Total Trips:	5,158
Total Miles:	39,245
Service Hours:	1,432
Total Gallons:	4,739

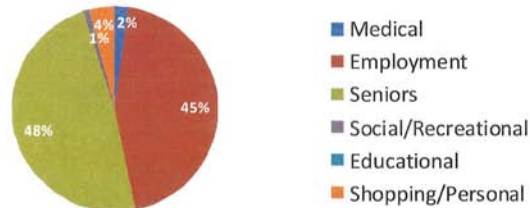


Operational Averages (1 vehicle)

Avg. Trips	573 per vehicle per month
Avg. Distance:	7.60 miles per trip
Avg. Gallons:	527 per vehicle per month
Avg. Fuel Price:	\$3.35 per gallon
Avg. Miles:	3,270 per vehicle per month
Avg. Service Hours:	159 per vehicle per month



Trip purpose summary (5,158 trips)



Source: Three Rivers Regional Commission, Mobility Manager

Transit Operations Snapshot—Spalding Co. 5311 Rural Program
FY2012: July 2011 through June 2012

Operational Totals

Total Trips:	34,678
Total Miles:	222,518
Service Hours:	9,936
Total Gallons:	27,601

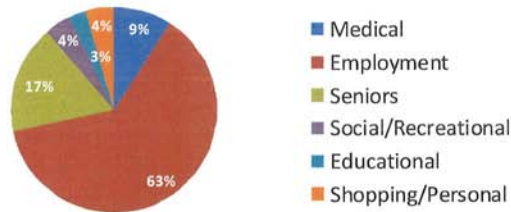


Operational Averages (5 vehicles)

Avg. Trips	578 per vehicle per month
Avg. Distance:	6.42 miles per trip
Avg. Gallons:	460 per vehicle per month
Avg. Fuel Price:	\$3.35 per gallon
Avg. Miles:	3,709 per vehicle per month
Avg. Service Hours:	166 per vehicle per month



Trip purpose summary (34,678 trips)



Source: Three Rivers Regional Commission, Mobility Manager

Transit Operations Snapshot—Upson Co. 5311 Rural Program
FY2012: July 2011 through June 2012

Operational Totals

Total Trips:	24,191
Total Miles:	150,880
Service Hours:	5,730
Total Gallons:	17,803

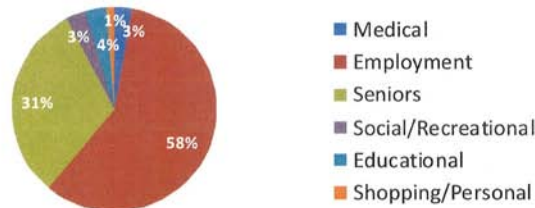


Operational Averages (3* vehicles)

Avg. Trips	672 per vehicle per month
Avg. Distance:	6.24 miles per trip
Avg. Gallons:	495 per vehicle per month
Avg. Fuel Price:	\$3.30 per gallon
Avg. Miles:	4,191 per vehicle per month
Avg. Service Hours:	159 per vehicle per month



Trip purpose summary (24,191 trips)



Source: Three Rivers Regional Commission, Mobility Manager; *4th vehicle out of service FY2012, awaiting replacement

Performance Evaluation Findings:

Based on GDOT performance measures for a rural transit system, the Three Rivers Transit System currently meets or exceeds all of the program performance requirements. At the present time it appears that the Three Rivers Transit System can provide adequate levels of service for the current demand. There is no spare vehicle capacity in the Three Rivers Transit System to replace any vehicle that goes down for repair, or is lost due to an accident. In the event of a vehicle loss, the Three Rivers Transit System must operate up to 18 months with remaining resources while waiting on GDOT to order new shuttle buses. Lack of spare vehicle capacity is a potential weakness for the transit system that should be addressed in the future.

Trips Per Month Standard

The vehicles utilized for the transit system average over 500 trips per month. State funding has remained level over the past two program years, and the overall trips for the region have been around 80,000 per year. During peak travel hours, which are from 6:00 a.m. to 9:30 a.m. and 3:00 p.m. to 5:30 p.m., the vehicles are currently operating near full capacity. During off peak travel hours, the vehicles still have limited capacity to increase its performance to accommodate more trip requests.

DEMAND EVALUATION

The Three Rivers Transit System consistently generates over 75,000 trips per year within the five county service area. Local surveys in 2012 indicate that 58% of transit ridership is employment related, 28% of transit trips are for senior citizens, and 14% are for personal or recreational use. It is logical to assume that the availability of local transit greatly assists all citizens with obtaining and retaining employment, and provides the senior citizens with a way to continue to live independently. Transit demand will continue to grow in the coming years as more commercial development occurs, and as the senior population grows.

Current Demand

As previously indicated, there are thirteen (13) vehicles in operation in the Three Rivers Transit System. The vehicles are able to meet the current local demand for transit service, but there is no spare capacity in the system to replace lost vehicles or a surge in demand for service. There have been requests for more service to help people get to jobs in the morning and get home in the afternoon, but there have not been enough overall trip requests to justify putting a new vehicle in service at the present time.

2012 Human Services Coordinated Plan Findings:

As part of a coordinated planning effort, the TRRC and other partner agencies in the region participate with DHS and GDOT to create and update a human services coordinated transit plan. The plan is written or updated every few years, and a major part of the coordinated plan is to identify gaps and needs. The 2012 update to the TRRC coordinated plan identified the following gaps or needs:

Service Gaps - Gaps in service in the Three Rivers Region, identified at a 2012 mobility council meeting, are the lack of service for general public, colleges, senior villages, and veterans due to restricted eligibility for transit services. Many systems can only serve the elderly and disabled for limited trip purposes (i.e., to and from medical appointments or to and from meals). The TRRC system currently lacks the excess capacity to accommodate a large increase in demand for general ridership because there are no spare vehicles in the Section 5311 rural public transit fleet. Further, the non DOT fleet is constrained due to outdated vehicles with many miles, and there is some concern of passenger safety. However, DHS cannot afford new vehicles but must continue providing the current level of service.

Service limitations – Some gaps in the service area exist due to trip distance. Service hours are also restricted due to limited funding resources. There is a need to expand the service area and service hours to meet the critical needs of residents, especially for medical trips, and to serve major centers of employment for shift work or to attend college courses day or evening.

Technology needs–The region piloted a swipe card system for some existing transit services. This was a first step in implementing future technology that can help to streamline the tracking of trip types. The region observed the need for a more sophisticated system and the pilot is no longer in progress. TRIP\$ (DHS) software should address the redundancy of entering client data/trip requests, and RouteMatch (DOT) software should optimize routing and maximize number of trips provided. Support from the two issuing state agencies has been requested in order to cover admin costs of using the technology and expenses associated with equipment to run the programs in vehicles and to address the redundancy of the two software pilots.

Funding limitations –TRRC had to cut core operating hours (4 hours in each operation day) to cover its operating expenses due to increased fuel prices. Transportation services are coordinated well at the local level but there are certain restrictions that need to be lifted for better coordination at the regional and state levels. In October 2012, MAP-21 the new federal transportation authorization combined 5316 and 5317 funds into 5311 and it remains to be seen what the apportionment will be and if funding levels stay flat or increase.

If these needs are broken down into age groups, the following issues are of the most importance:

1. 17 to 54 Year Olds: Going to work and finding work
2. 55 to 59 Year Olds: Obtaining social services and going to work
3. 60+ Year Olds: Pharmacy and medical service visits

Journey and Mode to Work

The Census 2010 information for journey to work data was recently updated. Table 8 lists the journey to work data for Butts, Lamar, Pike, Spalding, and Upson Counties.

**TABLE 8
Journey to Work**

Butts County

Workers 16 years and over	9,331	9,331
Car, truck, or van -- drove alone	7,322	78.50%
Car, truck, or van -- carpooled	1,531	16.40%
Public transportation	40	0.40%
Walked	87	0.90%
Other means	64	0.70%
Worked at home	287	3.10%

Lamar County

Workers 16 years and over	6,979	6,979
Car, truck, or van -- drove alone	5,571	79.80%
Car, truck, or van -- carpooled	887	12.70%
Public transportation	0	0.00%
Walked	118	1.70%
Other means	13	0.20%
Worked at home	390	5.60%

Pike County

Workers 16 years and over	7,494	7,494
Car, truck, or van -- drove alone	6,160	82.20%
Car, truck, or van -- carpooled	970	12.90%
Public transportation	12	0.20%
Walked	105	1.40%
Other means	51	0.70%
Worked at home	196	2.60%

Spalding County

Workers 16 years and over	24,786	24,786
Car, truck, or van -- drove alone	19,613	79.10%
Car, truck, or van -- carpooled	3,757	15.20%
Public transportation	128	0.50%
Walked	332	1.30%
Other means	484	2.00%
Worked at home	472	1.90%

Upson County

Workers 16 years and over	10,109	10,109
Car, truck, or van -- drove alone	8,347	82.60%
Car, truck, or van -- carpooled	1,207	11.90%
Public transportation	24	0.20%
Walked	166	1.60%
Other means	194	1.90%
Worked at home	171	1.70%

Source: Census American Community Survey 2007 - 2011

The journey to work data was collected from the American Community Survey (ACS) five year estimates for Butts, Lamar, Pike, Spalding, and Upson Counties. All surveys can be hit or miss, and the figures shown in Table 8 indicate that transit use was low among the households that took part in the 2007 to 2011 ACS effort.

Future Transit Needs

The TRRC region is expected to show a 22% increase in the senior citizen population over the next 20 years, and some of those seniors will need a reliable transportation alternative other than a car. In the demographic analysis portion of this plan, Map 6 shows the location of the current senior citizen population as well as the areas of the transit service area where more seniors are likely to live over the next twenty years.

Demand Evaluation Summary

The Council on Aging for McIntosh Trail and the TRRC are both involved in regular marketing and public awareness efforts during each year. These marketing efforts have helped to keep the ridership on the system stable for several years, but both agencies have found it very challenging to maintain a sustained level of public awareness about the system. In 2013 the Council on Aging for McIntosh Trail and the TRRC plan to continue marketing efforts that involve using a combination of one page handouts, distributing transit system information to major activity centers, and to utilize existing media outlets when opportunities arise.

Based on available program data the Three Rivers Transit System is capable of handling existing demand, but it would be hard pressed to accommodate a spike in demand or a prolonged loss of two (2) vehicles or more. Based on reviews of trip denial logs at the Council on Aging for McIntosh Trail, no regular trip requests are being denied due to availability or capacity issues. The Three Rivers Transit System is scheduled to expand by three (3) vehicles by FY 2016, and it appears that this planned expansion will address many of the capacity issues noted in the demand analysis.

Transit Alternatives

Fixed Route Services

There is currently no fixed route transit services offered within Three Rivers Transit System service area. In regards to any Section 5311 funds being used to provide fixed route service, the GDOT administrative guide has issued the following guidance.

Fixed-route, fixed schedule service may also be appropriate in areas of sufficient population density. Fixed-route services operate along a prescribed path on a fixed schedule, serving pre-established stops and sometimes flag stops. However, such service usually requires the provision of separate complementary paratransit service under the provisions of the Americans with Disabilities Act (ADA) (described later in this section). In most rural areas and small communities, route deviation service will be the appropriate and cost-effective way to implement scheduled services that comply with the ADA requirements. Implementation of fixed-route, fixed-schedule service with ADA complementary paratransit should only be considered after planning efforts have determined that the projected demand will support such service, and that ADA requirements can be met in a cost-effective manner.

Commuter Rail

Commuter rail has been studied extensively in the Spalding County area over the last fifteen years. Commuter rail would benefit several counties in the transit service area, and the rest of the TRRC region by providing a direct connection to downtown Atlanta. If commuter rail were to become a reality, Three Rivers Transit System would likely expand its capacity to become a feeder system to the commuter rail service.

**MAP 7
Commuter Rail Line**



FIGURE 3

Station	Fares to MMPT (one-way / monthly)	Running time to MMPT *
Forest Park	\$4.10 / \$3.30	25 min
Morrow	\$4.60 / \$3.70	29 min
Jonesboro	\$5.50 / \$4.50	36 min
Lovejoy	\$6.30 / \$5.00	46 min
Hampton	\$7.30 / \$5.80	55 min
Griffin	\$8.20 / \$6.60	1 hr 7 min
Barnesville	\$9.10 / \$7.30	1 hr 28 min
Forsyth	\$10.10 / \$8.10	1 hr 48 min
Bolingbroke	\$11.00 / \$8.80	2 hr 01 min
Macon local	\$11.90 / \$9.50	2 hr 23 min
Potential future Macon 2-stop express		1 hr 45 min

Source: Georgia Passenger Rail Authority 2003

In recent years the commuter rail concept has gained lost momentum and the state and federal funding to start the line has been reallocated. At the current time there appears to be a lack of support to move forward with the passenger service, and without state and federal dollars to help build and operate the rail service will not move forward.

Vanpool Service



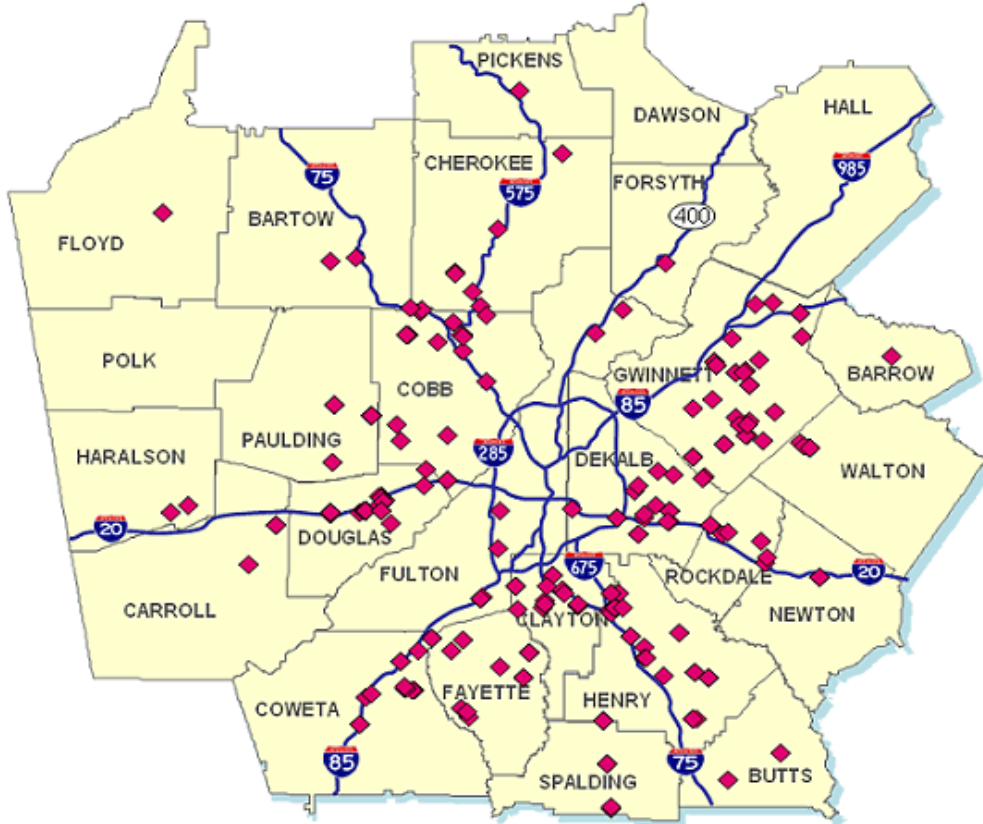
A vanpool is a group of 7-15 people who have a similar commute pattern and agree to commute together in a van while sharing the costs of the commute. Vanpools are a flexible form of transit, allowing the occupants to choose whether to pick up participants from a park-and-ride lot, personal residences, a common meeting point or a combination. Vanpools are typically organized with a volunteer driver operating the vanpool and receiving a free commute. The fares paid by the riders normally covers depreciation of the van, vehicle maintenance and insurance. Generally, a driver makes a month-to-month commitment to participate in the vanpool.

Vanpool programs are used widely throughout the Atlanta area as an alternative means of transportation, and can carry as many as 15 commuters on each one way trip. Vanpools can help an area reduce the amount of cars on the road each day, and provide a cost effective means of providing some type of mass transportation to commutes between Butts County and downtown Atlanta.

Currently there are no known vans that are driven by Pike County citizens that commute to downtown Atlanta. Since there is no park and ride in Pike County for citizens to use, any new vanpool created would likely need to use a retail parking lot to coordinate a trip.

Vanpool Service Map

**Map 8
Vanpool Service Area**



Car2Go



Car2Go is a new type of transportation alternative offered by private sector companies in major metropolitan regions around the country. These Car2Go hubs are designed to help people drive short distances, and users simply swipe a payment card to check them out. These hubs could be placed near major transit destination points to help with last mile needs, and help to remove the “transit doesn’t take me where I want to go” issue that some people have with transit programs. This type of service could be viewed as a low cost supplement to existing transit service in the areas where it is available.

Carpool World:

There are various carpool sites where citizens can enroll in order to form a new carpool to a common destination. One such site is Carpool World (www.carpoolworld.com), and citizens can sign up there to attempt to form a carpool.

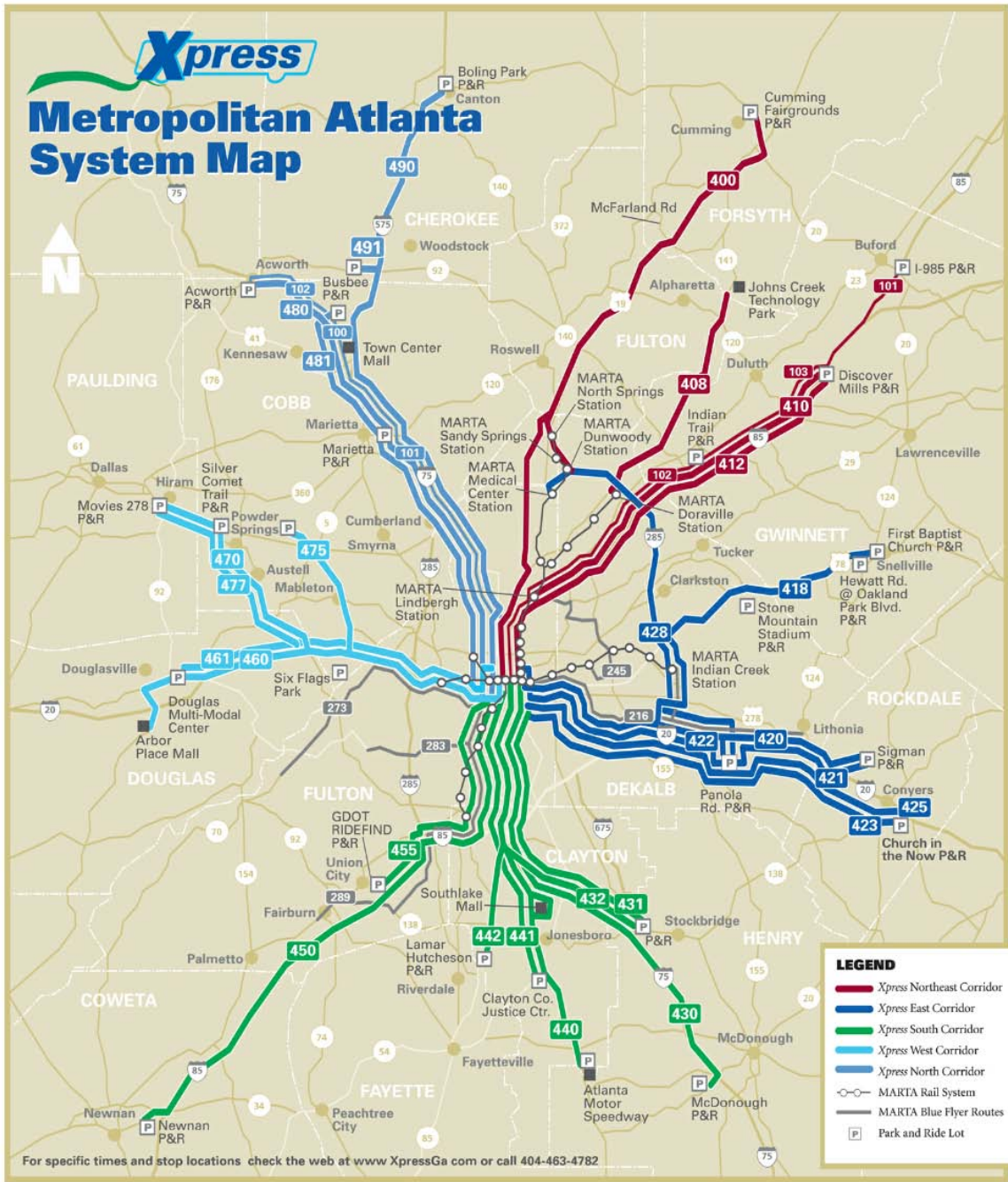
MyRidesmart:

MyRidesmart (<https://www.myridesmart.com/html/index.htm>) is another web based provider of carpools and vanpools for the Metro Atlanta region that attempts to match up riders with common destinations. It is a regional ride matching service for its vanpool program, and it maintains a database of individuals who work in the region and who have expressed a desire to commute to work via carpool or vanpool. This commuter database uses a person’s home address, work address and work hours to find others who live and work near them and who have similar schedules.

Express Bus Service

The Three Rivers Transit System service area does have an established commuting pattern towards the Atlanta Area, and citizens who are able to drive to a nearby park and ride lot could participate in the GRTA express bus service. The closest GRTA express bus services to citizens in Pike County are located north in Henry County at Exit 218, in Jonesboro off of state route 19/41, and in Coweta County near I-85.

MAP 9



Private Transportation Solutions:

There are a variety of local taxi companies that provide transportation within the Three Rivers Transit System service area. These services charge rates much higher than the fee charged by the public transit system, but they also have a greater ability to accommodate nearly any trip request at any time.

Capital and Operating Plan

The Three Rivers Transit System operating budget is combined with the operating budgets from Butts, Lamar, Spalding, Pike, and Upson Counties. In order to help with planning and programming, GDOT moved from a calendar year funding cycle to a fiscal year funding cycle. The budget reflected below is a 12 month budget for the Three Rivers Transit System from July 1, 2013 to June 30, 2014.

2014 SECTION 5311 APPLICATION BUDGET	
EXHIBIT 2	
Operating Period: From: 7-1-13 To: 6-30-14	
County/City: Three Rivers Regional Commission (Butts, Lamar, Pike, Spalding, Upson)	
Part A: Expenditures Estimate	
Line Item Description	TOTAL BUDGET
ADMINISTRATIVE BUDGET	
1. Director Salary	30,000
2. Supervisory Salary	27,452
3. Bookkeeper Salary	2,723
4. Secretary Salary	1,904
5. Training	1,200
6. Marketing	400
7. Telephone	1,464
8. Office Supplies	2,642
9. Facilities/Rental	4,618
10. Computer Software Maintenance	6,830
11. Audit	3,250
Liability Ins, other Admin	2,294
SUM OF LINES 1-12 = ADMIN BUDGET	84,777
13. Driver Salary	315,355
14. Dispatcher Salary	23,289
15. Mechanic Salary	
16. Fuel	241,314
17. Oil	
18. Tires	
19. Parts	-
20. Maintenance and Repair	37,500
21. Vehicle Insurance	
22. Drug and Alcohol Testing	400
23. License	
24. Uniforms	
25. Other (Communications)	13,069
26. EXPENSE TOTAL (sum of lines 1-	715,704

25)	
-----	--

NET OPERATING DEFICIT SUMMARY	
27. Less Purchase of Service Revenue	-
28. Net Operating Expense (Line 26 minus 27)	715,704
29. Less Fare Revenue (10% of line 28)	71,570
30. Net Operating Deficit (line 28 minus 29)	644,133

NET DEFICIT FINANCIAL SUMMARY	
31. Purchase of Service Income	0
32. Net Local Match (50% of line 30)	322,067
33. Excess Purchase of Service Income Above Local Match (line 31 minus 32)	0

**5311 Application Budget
Page 2 of 2**

Part B: Net Operating Budget			
Line Item Description	Total Budgeted Costs	Federal Share (50%)	Local Share (50%)
34. Net Operating Deficit (line 30)	644,133	322,067	322,067
35. Less Excess Purchase of Service Income above Local Match (line 33)	0	0	0
36. OPERATING BUDGET TOTAL (line 34 minus 35)	644,133	322,067	322,067

**Section 5311 CY 2014 Budget Methodology
POS as MATCH**

CY 2014 Ridership Projection

Contract Year	Ridership	Active Vehicles
2014	83,000	13

Ridership Percentages / Projections / Budget

Public Ridership: 8,000
 RHST Ridership: 75,000
 Total Trips: 83,000 Total Trips Projected for 13 Section 5311 vehicles:
 Average Per Bus: 532 Trips per bus per month

Total CY2014 Expenses: \$715,704
 Farebox Recovery: \$ 71,570
 Net Deficit: \$644,134

GDOT Share: \$322,067 Local Share: \$322,067

Budget Summary

The Section 5311 program budget is created by determining the operating cost for the year, deducting a farebox revenue goal from the total operating cost, and then assessing the difference between the state and local governments. Local purchase of service contracts and farebox collections generate revenue for the transit system and **buy down** the local match obligation. If enough farebox or purchase of service revenue is generated, it can buy down the entire local obligation.

As the state contractor for both DHS Human Service Transportation and GDOT Rural Public Transportation, the TRRC ensures that its transit operators coordinate trips between systems to maintain a certain level of purchase of service revenue to keep the costs low to participating local governments.

Local Match Requirements 2014 to 2019

The TRRC pro-rates the amount of local match for each participating local government based on the percentage of the vehicle fleet. The total amount of local match that will be requested each year will vary based on the farebox deficit estimated for each program year. At the current time the six participating local governments are providing a total local match contribution of about \$40,000 per year.

The capital assets, mainly the shuttle buses, are programmed to be replaced every five years, and each shuttle bus requires a 10% match from the participating local government. The current replacement cycle is approximately:

- Year 1: Lamar and Upson County
 - 1 Shuttle Bus and 1 Shuttle Bus with Lift
- Year 2: Lamar County
 - 1 Shuttle Bus with Lift
- Year 3: Pike, Spalding, and Upson Counties
 - 2 Shuttle Buses and 3 Shuttle Buses with Lift
- Year 4: Butts, Spalding, and Upson Counties
 - 3 Shuttle Buses and 2 Shuttle Buses with Lift

Local Operating and Capital Match

Year	2014	2015	2016	2017	2018
Operating	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000
Capital	\$4,670	\$22,990	\$32,470	\$0	\$10,085
Total	\$ 46,670	\$62,990	\$ 70,470	\$40,000	\$50,085

GDOT requires a five year capital and operations estimate for all rural transit development plans, and the full Three Rivers Transit System operating and capital costs can be found in Appendix E.

Appendix A: Sample County Authorizing Resolution

AUTHORIZING RESOLUTION
BETWEEN
PIKE COUNTY
AND
THREE RIVERS REGIONAL COMMISSION
(TRRC)

WHEREAS, the Georgia Department of Transportation in cooperation with the Three Rivers Regional Commission has agreed to participate in the formation of a Regional 5311 Transportation System; and

WHEREAS, Pike County has agreed to participate in this regional transportation program lead by the Three Rivers Regional Commission; and

THEREFORE, the parties agree as follows:

Article I.

The Three Rivers Regional Commission will act as the designated agency for the receipt of funds from the Georgia Department of Transportation for the purpose of operating the Three Rivers Transit System.

Pike County will participate in a regional transportation program by entering into an agreement with the Three Rivers Regional Commission, appropriating annual transportation funds as requested, insuring public transportation vehicles assigned to the county, and appropriating funds for vehicle replacement when needed. The Three Rivers Regional Commission will utilize such funds in a manner consistent with state/federal laws and regulations, and existing agreements, for the operation and administration of the Three Rivers Transit System.

Article II.

In the event either party wishes to terminate this understanding, the terminating party will give sixty (60) days written notice to the other party.

This resolution shall become effective upon the adoption of such resolution by the governing body of Pike County.

Chairman, Pike County

Date

Appendix B: Sample County Contract

SECTION 5311 PUBLIC TRANSPORTATION SERVICE AGREEMENT

FOR OPERATION OF THREE RIVERS REGIONAL TRANSIT SYSTEM

BETWEEN THE BOARD OF COMMISSIONERS OF PIKE COUNTY

AND

THREE RIVERS REGIONAL COMMISSION

PREAMBLE

This Agreement is made and entered into this 1st day of July, 2011 by and between the Board of Commissioners of PIKE County hereinafter referred to collectively as the “COUNTY”; and THREE RIVERS REGIONAL COMMISSION, hereinafter referred to as “TRRC”; and shall terminate on the 30th day of June, 2012 unless terminated earlier under other provisions of this agreement.

WHEREAS, the Georgia Department of Transportation (GDOT) in cooperation with the Three Rivers Regional Commission has agreed to participate in the formation of a Regional 5311 Public Transportation System; and

WHEREAS, PIKE County has agreed to participate in this regional transportation system administered by the Three Rivers Regional Commission; and

NOW, THEREFORE, the parties agree as follows:

ARTICLE I

TERM OF AGREEMENT TERMINATION PROVISIONS AND ATTACHED DOCUMENTS

1. **Engagement:** The TRRC is retained and engaged by the counties for the purpose of operating a 49 U.S.C. 5311 public transportation program.

2. Term of Agreement: The term of Agreement shall be from July 1, 2011 through June 30, 2012.
3. Termination of Agreement: The COUNTY or TRRC reserves the right to terminate this Agreement for just cause upon 60 (sixty) days written notice to the other party.

ARTICLE II

SCOPE OF WORK

COUNTY RESPONSIBILITIES

1. The COUNTY will appropriate funds to operate the Section 5311 Rural Public Transportation Program for the stated contract year.
2. The COUNTY shall procure a Commercial General Liability Insurance Policy for all DOT assigned vehicles including personal and advertising liability (or Comprehensive General Liability Policy with endorsement to insure contractual liability, broad from property damage, personal injury, personal and advertising liability), and other insurance policies.

TRRC RESPONSIBILITIES

1. The TRRC will manage the day-to-day operation of the Regional 5311 Public Transportation program. The TRRC will retain and monitor a third party operator for compliance with local, state, and federal regulations.
2. The TRRC will manage the financial reporting and statistical analysis for the program, and request the appropriated funds from each participating COUNTY no more than monthly and no less than once a year.

ADDITIONAL RESPONSIBILITIES

1. The TRRC and the third party operator shall defend all lawsuits, not related to insurance claims, brought upon the FTA Section 5311 regional public transportation program (commonly known as the Three Rivers Regional Transit System), or any claim related to the aforementioned public transportation program. The TRRC agrees to pay in full all costs and expenses incidental thereto; however, a COUNTY may have the right, at its own expense, to participate in the defense of any suit, without relieving TRRC of any obligation.

2. All wages, salaries, fringe benefits, other employee costs, services, fuels, lubricants, parts, materials, taxes and the expenses required for the performance of this contract shall be supplied and paid for by the third party operator retained by the TRRC. Payment from the COUNTY to the TRRC for all expenses incurred in fulfilling the intent of this contract shall be the fund amount listed in Article IV.

3. TRRC shall operate the FTA Section 5311 Regional Public Transportation program services in accordance with the guidelines and policies set by GDOT. TRRC further agrees to maintain appropriate books, records, documents, papers, and other evidence pertaining to public transportation operations for the period of this Agreement and for three years beyond the period of this Agreement and to make such materials available for inspection, upon request by the Authorized Representative or his designee, any COUNTY, and the GDOT or their representatives.

4. Service expansions or improvements may be recommended by TRRC to the participating COUNTY. It is agreed that the TRRC must have approval and additional funds (if applicable) from the COUNTY before implementation of expansions or improvements.

ARTICLE III

SCOPE OF SERVICES

SERVICES TO BE OFFERED

Services to be offered under this Agreement will be based on response to specific requests (hereinafter “demand response transportation”), within the following parameters:

1. This service (demand response transportation) will be offered only under the terms of this agreement.

2. Demand response service constitutes service with at least 24-hour advance notice. Any advance notice less than 24-hours should be worked into the regular schedule when feasible. Demand response service is either subscription service (prearranged to meet the repetitive travel needs of riders) or random service (scheduled sporadically by riders).
3. Service is available to passengers a minimum of 8 (eight) hours a day, Monday through Friday excluding holidays.
4. Passenger constitutes any resident of Butts, Lamar, Pike, Spalding, and Upson COUNTIES, and a passenger trip constitutes transporting one passenger one-way between two locations.

REVENUE AND EXPENSE REPORTING AND INVOICING

Fare Box Revenue: There is a fare box structure established for the transit system. The fare amount is between \$2.00 and \$2.50 per one-way passenger trip. The fare structure shall remain in force until the TRRC has sufficient data to justify a change.

ACCIDENT REPORTING

A written report must be filed with the TRRC by the TPO within 24 hours after an accident. This accident report shall describe the nature of the accident, the findings as to cause, personal injury sustained, property damage and information, and if a drug and alcohol test was administered. The TRRC will notify the COUNTY so that an insurance claim can be prepared, and an accident report will be forwarded to the COUNTY once it is received.

FEDERAL COMPLIANCE

The COUNTY and TRRC must agree as a condition of participating in the Section 5311 Rural Transportation Program, that:

1. No persons shall on the grounds of race, color, religion, creed, national origin, sex, age, or handicap be excluded from participation in, or denied the benefits of, or be subject to discrimination under any project, program, or activity for which this recipient receives federal financial assistance from the Federal Transit Act;
2. TRRC or its third party operator shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin, and shall take affirmative action to insure that applicants are employed and that employees are treated during employment without regard to their race, color, religion, sex, or national origin;
3. TRRC or its third party operator will conduct any program or operate any facility that receives or benefits from federal financial assistance administered by the Department of Transportation in compliance with all requirements imposed by or pursuant to 49 CFR, Part 27, Non-discrimination on the Basis of Handicap in Federally Assisted Programs and Activities received or benefiting from Federal Financial Assistance.

TERMS OF USAGE

An Attachment to the Service Agreement Between
The Boards of Commissioners of PIKE County
AND
THREE RIVERS REGIONAL COMMISSION

WHEREAS, the Boards of Commissioners for the aforementioned COUNTY have indicated a desire to contract with THREE RIVERS REGIONAL COMMISSION to provide public transportation services within their county area, located in the Three Rivers region; and

WHEREAS, the aforementioned COUNTY has supplied at least one vehicle for operation of a public transportation system in the Three Rivers region.

THEREFORE, the parties agree to the following, as an Attachment to their Service Agreement as referenced above:

1. THREE RIVERS REGIONAL COMMISSION will have the right to operate and manage vehicles placed by the above named COUNTY into the Three Rivers Regional Transit System, an FTA Section 5311 program.
2. THREE RIVERS REGIONAL COMMISSION will follow all state and federal laws regarding the safe operation of any vehicle placed in the Three Rivers Regional Transit System.
3. THREE RIVERS REGIONAL COMMISSION recognizes that program vehicles are the property of the respective COUNTY, and will treat said property with proper care and attention. Nothing in the “Terms of Usage” shall constrain the COUNTY from its rights of ownership and supervision over respective program vehicles.
4. THREE RIVERS REGIONAL COMMISSION acknowledges the following: Should the COUNTY withdraw from the main Service Agreement, program vehicle(s) must be returned to the county.

This “Terms of Usage” agreement is effective only upon execution of the main agreement between the COUNTIES and THREE RIVERS REGIONAL COMMISSION. Termination of the main agreement automatically eliminates any claim the TRRC may have pertaining to rights of operation for said program vehicles.

Appendix C: Sample Press Release

Three Rivers Regional Commission
Post Office Box 818
Griffin, Georgia 30224

DATE: January 1, 2013
CONTACT: Robert Hiatt
TITLE: Governmental Services Director
PHONE: (678) 692-0510

PRESS RELEASE

FOR IMMEDIATE DISTRIBUTION

PUBLIC TRANSPORTATION IN PIKE COUNTY



The regional public transportation program provides public transportation for residents of Butts, Lamar, Pike, Spalding, and Upson Counties, and has operated in the region since 1999. The regional public transportation program is administered by the Three Rivers Regional Commission, and is one of two suburban regional public transportation systems approved by the Georgia Department of Transportation.

The regional public transportation program operates under a “demand response” model which means that there are no fixed routes, bus stops, or pick up times. With a demand response model residents call in and order a trip 24 hours in advance, and daily routes are generated based on the destinations requested. The transportation operator will attempt to accommodate all callers for the times they request. During peak times (**8:00 am to 10:00 am and 2:00 pm to 5:00 pm**) the system may be at or near full capacity, and trips scheduled during off peak times (**10:00 am to 1:30 pm**) have the most seating capacity available.

In order to schedule a trip on the public transportation system, please call 770-229-4885. The fee is \$2.00 per one way trip, and the service is offered Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m.

Appendix D: Sample Advertisement
FY 2013 Transit Brochure Page 1

**When You Need
Transportation To:**

- *Medical Appointment*
- *Hospital (non-emergency)*
- *Work (Limited)*
- *Senior Center*
- *Bank*
- *Educational Facilities*
- *Shopping Centers*
- *Pharmacies*
- *Social Outings*

And Many Other Places!

**You Can Count On
C.O.A.T.S.!**
(770) 229-4885



Serving The Transportation Needs Of:
Butts, Lamar, Pike, Spalding and Upson
Counties



**Council on Aging
Transportation Service**

(C.O.A.T.S.)

(770) 229-4885



*"When you need
transportation...."*

*Proudly Serving the Counties of:
Butts, Lamar, Pike, Spalding and Upson*

FY 2013 Transit Brochure Page 2



Hours of Operation

Monday—Friday 8:00 a.m.—5:00 p.m.
(Excluding Holidays)

Transportation Cost

\$2.00 Each Stop

Fares must be paid at time of boarding or prior to pick up. Drivers cannot make change or extend credit.

Scheduling Your Ride

C.O.A.T.S. operates on a “first come, first serve” basis and requires at least a 24-hour notice to schedule a trip. *All stops must be scheduled when appointment is made.*

What do I do if my vehicle is late?

Call the Transit office at (770) 229-4885 and we will check the status of the vehicle’s arrival time.

Who do I call if I have a question?

C.O.A.T.S. wants to hear from you! If you have a question, complaint, compliment or simply a suggestion, please call: (770) 229-4885

PASSENGER RULES

- ❑ Safety is our first priority; therefore, seat belts are to be used at all times.
- ❑ Children under the age of 16 must be accompanied by a parent or guardian.
- ❑ Child care seats are required for children ages 5 and under. Parents are responsible for providing and securing the car seat prior to the trip.
- ❑ No school bus service is provided.
- ❑ Animals, other than “Service Animals” are not allowed.
- ❑ Limit packages to no more than what the passenger can carry. Packages must be stowed under the seats or in the back of the vehicle to avoid any unsafe hazardous exiting or entering by others. Aisle must remain clear at all times.
- ❑ No smoking/eating/drinking allowed in vehicles.
- ❑ Absolutely no alcohol, illegal drugs or weapons allowed. Riders who appear to be under the influence of alcohol or illegal drugs may be denied transportation service.
- ❑ No hazardous, combustible, or flammable chemicals allowed at any time.
- ❑ Inappropriate behavior which presents a danger or nuisance to other passengers or transit staff will not be tolerated; this includes, but is not limited to, verbal or physical violence, offensive language, gestures or threats.
- ❑ Drivers will wait at the scheduled pick up point five (5) minutes. Riders should make every effort to be ready and waiting at the scheduled pick up time. (Note: Driver will not be sent back once vehicle is in route after the five (5) minute wait time has lapsed. This holds true for forgotten items.)
- ❑ Riders with two (2) no shows without prior notice or cancellation will be suspended from ridership for a two (2) week period and may result in the denial of future public transportation services.
- ❑ Demand response public transit cannot guarantee “daily” transport for work or school commutes.

Appendix E: TRRC Regional Transit Capital and Operating Projections 2014 to 2019

Projected Funding Schedule

TRRC Regional Transit - 10 Year Capital and Operating Projection

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Totals
Operating Cost											
Total Expenses	\$715,704	\$731,449	\$747,541	\$763,987	\$780,795	\$797,972	\$815,528	\$833,470	\$851,806	\$870,546	\$ 7,908,798.45
Revenues	-	-	-	-	-	-	-	-	-	-	\$ -
Net Operating Expense	\$715,704	\$731,449	\$747,541	\$763,987	\$780,795	\$797,972	\$815,528	\$833,470	\$851,806	\$870,546	\$ 7,908,798.45
Farebox	\$71,570	\$73,145	\$74,754	\$76,399	\$78,080	\$79,797	\$81,553	\$83,347	\$85,181	\$87,055	\$ 790,879.85
Deficit	\$644,134	\$658,305	\$672,787	\$687,589	\$702,716	\$718,175	\$733,975	\$750,123	\$766,625	\$783,491	\$ 7,117,918.61
Local Operating Match	\$322,067	\$329,152	\$336,394	\$343,794	\$351,358	\$359,088	\$366,988	\$375,061	\$383,313	\$391,746	\$ 3,558,959.30
GDOT Operating Match	\$322,067	\$329,152	\$336,394	\$343,794	\$351,358	\$359,088	\$366,988	\$375,061	\$383,313	\$391,746	\$ 3,558,959.30

Capital Budget Projection

<u>Total Capital Cost</u>	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Totals
	\$46,700	\$229,900	\$324,700	\$0	\$100,852	\$52,764	\$261,517	\$262,883	\$0	\$108,045	\$ 1,387,361.00
<u>GDOT Match</u>											
	\$4,670	\$22,990	\$32,470	\$0	\$10,085	\$5,276	\$26,152	\$26,288	\$0	\$10,805	\$ 138,736.10
<u>Local Match</u>											
	\$4,670	\$22,990	\$32,470	\$0	\$10,085	\$5,276	\$26,152	\$26,288	\$0	\$10,805	\$ 138,736.10

NOTE Capital Costs: Use the capital cost matrix to put the total sum of capital costs and then the sheet will calculate the match
The capital worksheet assumes a 10% match on all capital projects

10 Year Funding Estimated Request - Transit

OPERATIONS	\$3,558,959	LOCAL
OPERATIONS	\$3,558,959	GDOT
CAPITAL	\$138,736	LOCAL
CAPITAL	\$138,736	GDOT
CAPITAL	\$1,109,889	FEDERAL

References

1. Georgia DOT Section 5311 Administrative Guide
2. U.S. Census Bureau – Butts, Lamar, Pike, Spalding, and Upson Counties & Related Statistics
3. Butts, Lamar, Pike, Spalding, and Upson County Comprehensive Transportation Plans
4. Butts, Lamar, Pike, Spalding, and Upson County Comprehensive Plans
5. Pike County Chamber of Commerce Map

Websites

1. Georgia Department of Transportation – Intermodal Department
2. Georgia Regional Transportation Authority & Ride Find Home Page
3. Georgia Rail Passenger Authority
4. Community Transportation Association of America
5. Transportation Research Board & Transit Cooperative Research Program

**RESOLUTION TO ADOPT THE
THREE RIVERS TRANSIT SYSTEM
TRANSIT DEVELOPMENT PLAN**

WHEREAS, the Georgia Department of Transportation in cooperation with the Three Rivers Regional Commission has agreed to participate in the formation of a Regional 5311 Transit System; and

WHEREAS, Butts, Lamar, Pike, Spalding, and Upson Counties have agreed to participate in this regional transit program lead by the Three Rivers Regional Commission; and

WHEREAS, the Georgia Department of Transportation has required the Three Rivers Regional Commission to create a transit development plan; and

WHEREAS, the Three Rivers Regional Commission has developed a five year transit development plan that estimates current and future transit needs and costs for the Three Rivers Transit System service area,

NOW, THEREFORE, BE IT RESOLVED that the Council for the Three Rivers Regional Commission does hereby adopt the transit development plan for the Three Rivers Transit System.

Adopted this 27th day of June, 2013.



Hays Arnold, Chairman

Attest:



Lanier E. Boatwright, Executive Director