



TROUP COUNTY

**TRANSIT
DEVELOPMENT
PLAN**

2022 - 2042

PREPARED BY
THREE RIVERS REGIONAL COMMISSION
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Special thanks for the opportunity to meet with the Troup County Center for Strategic Planning and city and county staff and elected officials for input.

Plan Purpose and Process

Purpose

This Transit Development Plan (TDP) is provided for Troup County to determine transit needs and goals for current and future conditions over the next 20 years. A TDP is required to be in place and updated every 5 years in order for jurisdictions to stay eligible for state and federal funding. Although it is difficult to predict how communities will change over the next two decades, it is almost certain that they will be faced with critical needs and limited resources.

A multimodal public transportation system, including transit, provides benefits at both the individual and community level through improved mobility, safety, sustainability and more equitable access for vulnerable residents to daily needs. This plan analyzes current and projected data to capture regional and local opportunities and needs, and determines transit strategies to achieve county-wide goals. Most importantly, this plan establishes a vision for transit over the planning window and provides a basis to build a transit system that meets the community's vision.

Vision

This plan's stakeholder committee worked together to create the following consensus vision statement:

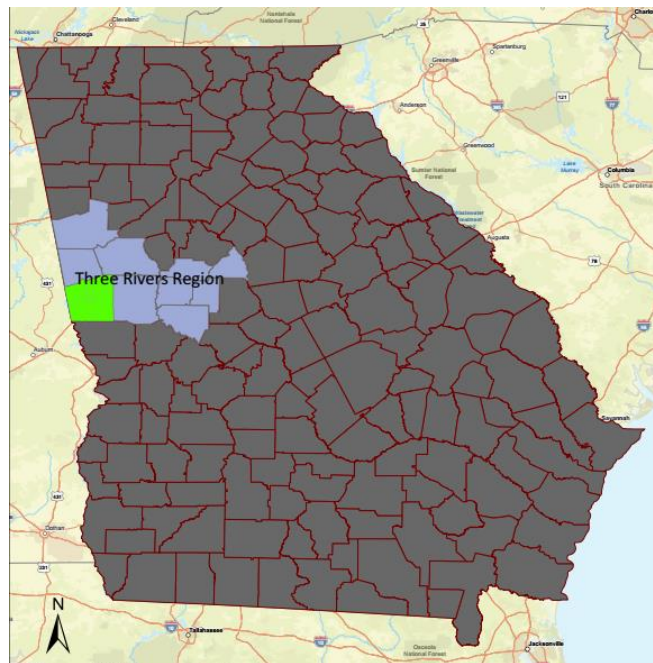
Enhance the quality of life for the citizens of Troup County through transit programs that are part of a multi-modal transportation system for citizens of all ranges of mobility and resources.

Scope of this Plan

The scope of this TDP is at the county level, though regional and state data were a key part of the analysis. Troup County is located in the western central portion of Georgia and shares a border with Chambers County, Alabama, as well as Heard, Coweta, and Meriwether Counties in Georgia. Troup County is part of the Three Rivers Regional Commission service area.

Steering Committee

This TDP was developed through the guidance of a steering advisory committee made up of local public officials, transit providers, and county staff. The steering committee met in-person three times and communicated electronically over the seven month project period. This committee was integral in assisting with data collection and input on the vision, perceptions, realities, challenges, opportunities, and strategies for transit in Troup County.

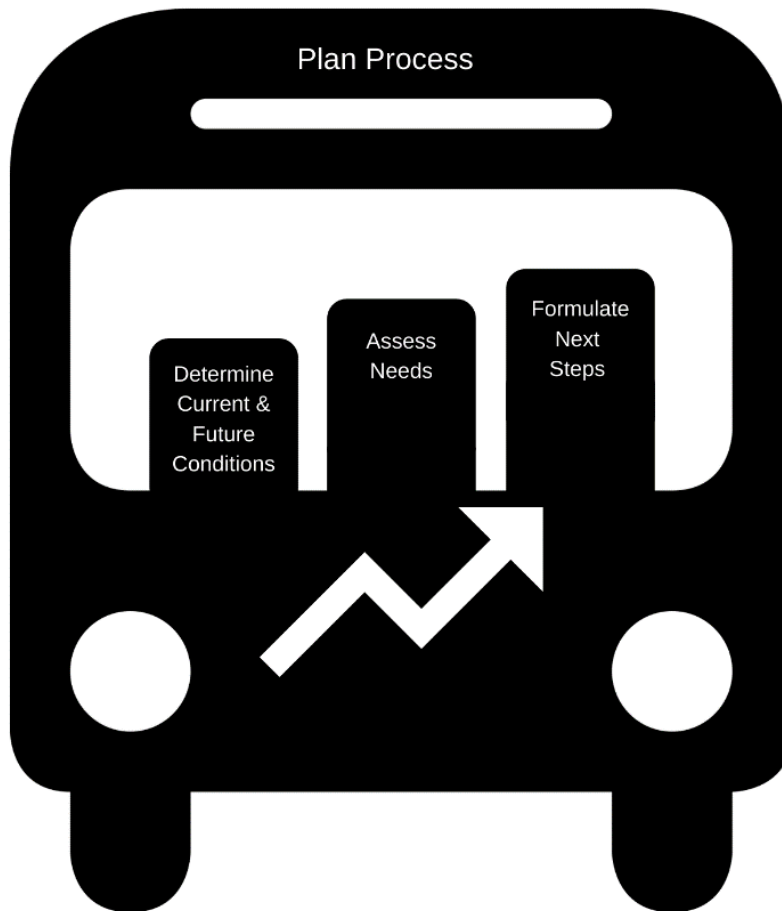


Public and Stakeholder Involvement Plan

The steering committee created and implemented the Public and Stakeholder Involvement Plan (PSIP). This PSIP connected the team to the individuals and community representatives that are affected by transportation decisions. One of the key components of this plan was to facilitate a meeting with the Troup County Center for Strategic Planning in order to update local business, education, and social service organizations on the TDP and invite feedback and collaboration. The PSIP also focused on participation with all jurisdictions in Troup County, including the three municipalities of West Point, Hogansville, and LaGrange. Input from these stakeholders is included in the project analysis and recommendations.

Data Collection and Analysis

This report uses an analysis of qualitative and quantitative data to determine existing conditions, conduct a needs assessment, and form recommendations to bridge existing and projected transit demand. Primary data is from the US Census Bureau, Troup Transit records, the Georgia Governor’s Office of Planning and Budget, and Esri (for geospatial analysis). As will be discussed in more detail, many existing plans were also consulted for relevant information, including comprehensive plans, transportation and transit plans, and economic plans. Finally, stakeholder input was captured to ensure all analysis and recommendations build upon local perspectives and knowledge.

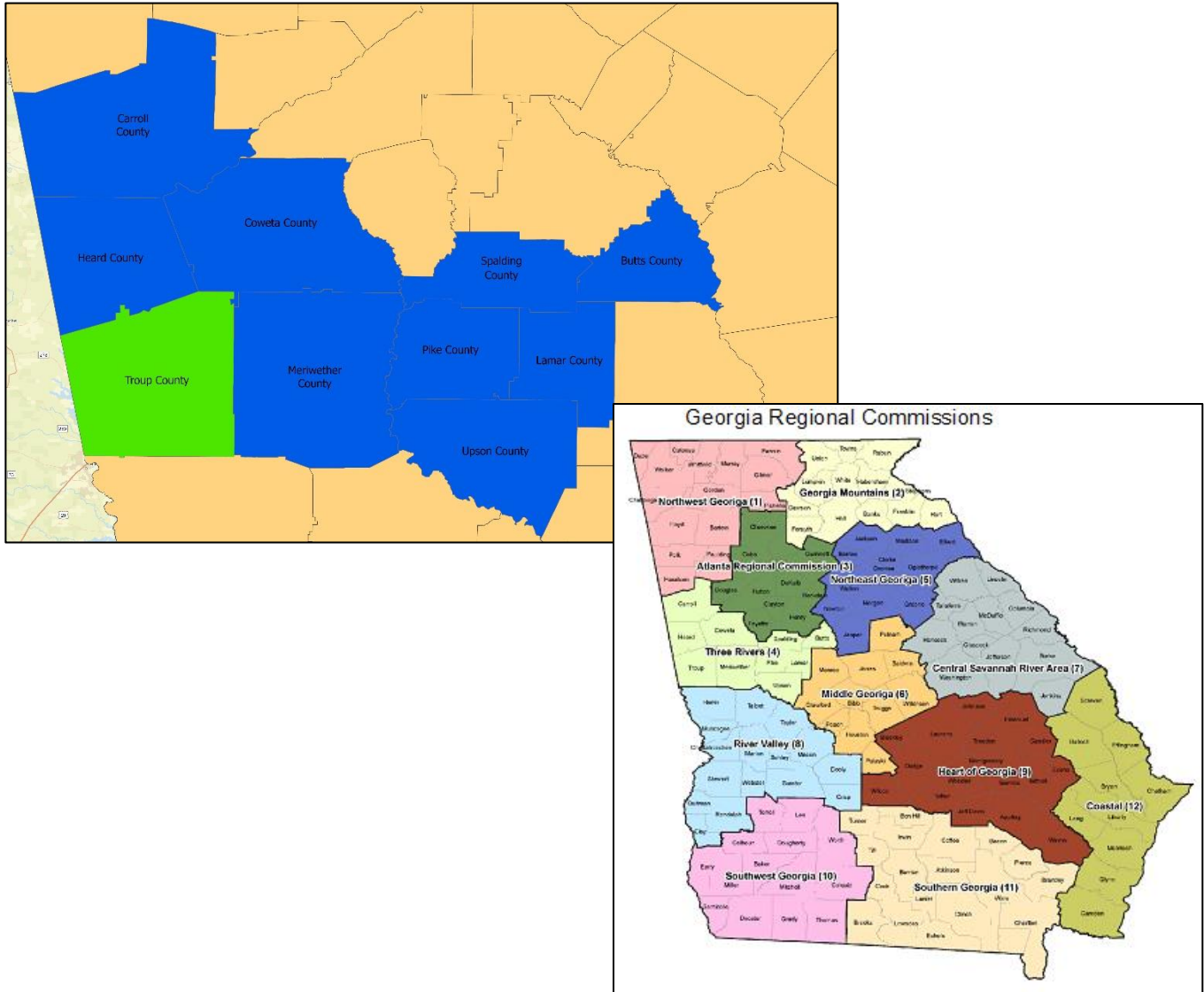


Service Area Existing Conditions and Trends

A key step to planning for Troup County transit is to get a snapshot of the service area’s current conditions to understand the people and places that create a need for transit now and in the future. This component will provide an overview of what and who is on the ground in Troup County, with a focus on demographics, socioeconomics and land use. Trends will also be discussed to provide a fuller picture of how the community may change over the next 20 years to set a framework for transit needs.

Service Area and Regional Context

Troup County has a total geographic area of 446 miles. The majority of transit service is provided within this county-wide area, though other public transportation connects residents to areas outside of the county. Georgia is divided into 12 regions determined by the Georgia Department of Community Affairs with Troup County part of the 10-county Three Rivers Region. Troup County and its three municipalities of Hogansville, LaGrange and West Point are member governments of the Three Rivers Regional Commission.



Current Transit in Troup County

Current Transit: Troup Transit

Troup County provides Troup Transit, operated by Troup County Parks and Recreation using mini-buses. Troup Transit is operated by county staff entirely within Troup County, but is a local part of a regional transit initiative administered by the Three Rivers Regional Commission (TRRC) on behalf of member governments.

Demand Response Model

Troup Transit currently uses a demand response, curb-to-curb service 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 at least 24 hours in advance.
- Daily trips are generated based on the requested capacity and destinations.
- Troup Transit is available to all residents, with current service focused on the needs of the local senior population, workforce population, and disabled person.
- This system provides subscription-based transportation through the Department of Human Services for eligible persons to travel to community agencies and to apply for and receive services that aim to strengthen families and protect vulnerable children and adults.

Current Transit: Inter-City Bus Service

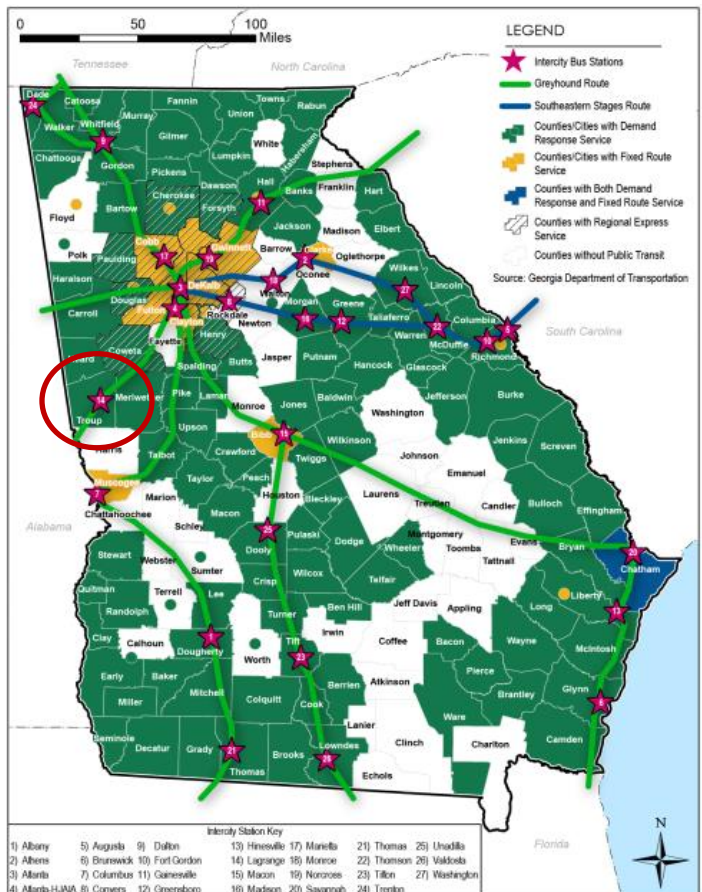
Troup County is the origination and destination point for two bus routes operated by Greyhound, with one daily trip to/from Atlanta and one daily trip to/from Columbus. The bus stop is located in LaGrange at the intersection of Interstate Highway 85 and LaFayette Parkway. As of this plan's publication, the following itineraries are available from Troup County:

Daily Greyhound Troup Trips, May 2022		
From:	To:	Departs:
La Grange, GA	Atlanta, GA	Leaves 3:45 pm
La Grange, GA	Columbus, GA	Leaves 6:40 am
Atlanta, GA	LaGrange, GA	Leaves 5:30 am



Overview of Troup Transit Operations	
Service Area	446 square miles
Vehicles in Fleet	10
Hours	Monday-Friday 7am-4pm
Total Trips in 2019	44,719

Intercity Bus Stops in Georgia



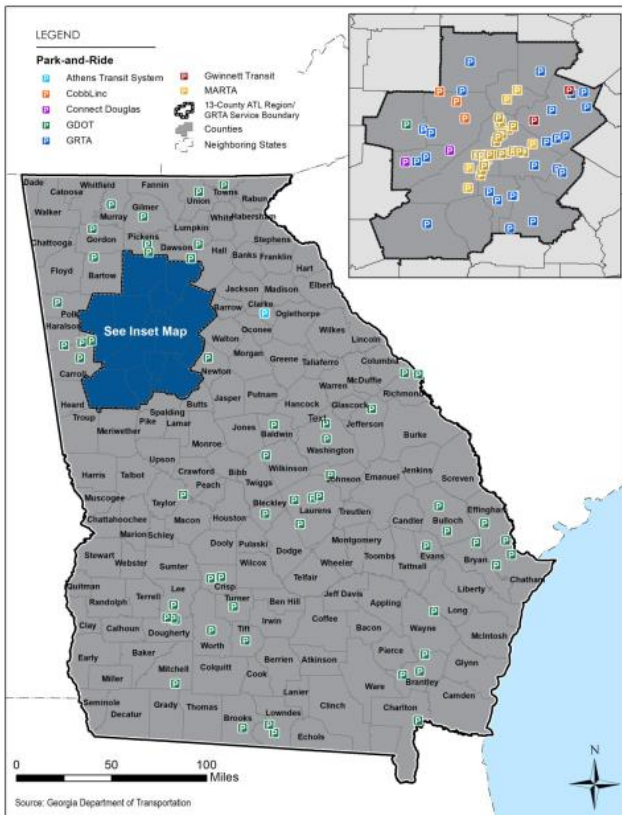
Source: GDOT Statewide Transit Plan 2020, Figure 7, Section 3-2

Current Transit: Park-and-Ride Lots and Rail

Troup County does not currently have any Georgia Department of Transportation Park-and-Ride lots as can be seen in the following map. As will be discussed in the needs assessment, the 2006 Troup County Multimodal Transportation Plan had recommended 4 park-and-ride lots be built. As of this report date, no plans are underway for these lots.

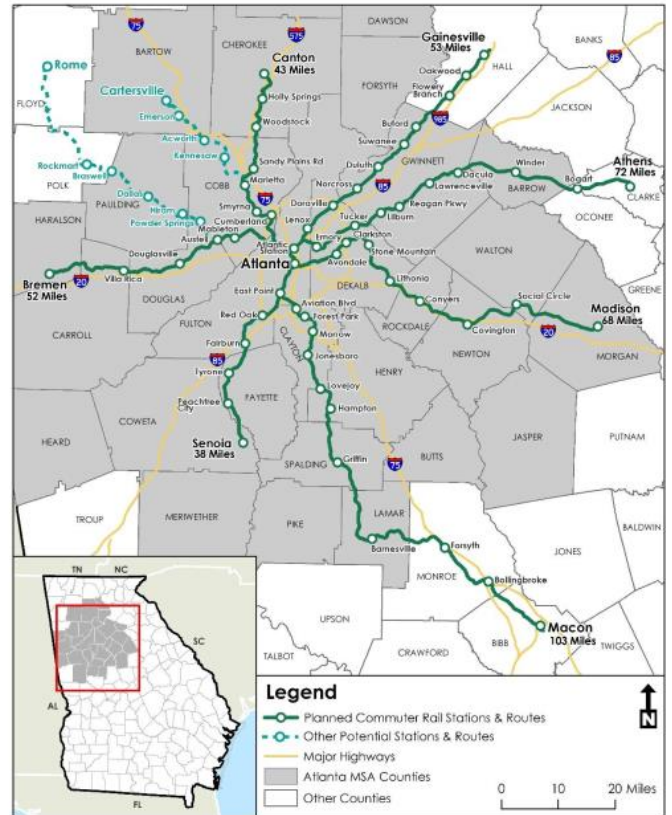
The 2021 Georgia State Rail Plan does not document any planned commuter rail stops or routes in Troup County, as can be seen in the associated map.

Park and Ride Lots in Georgia
(None currently in Troup County)



Source: GDOT Statewide Transit Plan 2020, Figure 10, Section 3-5

Proposed Commuter Rail in Metro Atlanta
(None currently proposed for Troup County)



Source: GDOT State Rail Plan, Figure 3-3, Section 3-12

DEMOGRAPHICS

Population Growth

The transit service area of Troup County as a whole grew by 11,316 people over the last two decades, from 58,779 people in 2000 to 70,095 people in 2020 according to the US Census. This two decade growth rate of 19.25% is similar to the state’s growth rate over this time period. Troup County’s three municipalities (Hogansville, LaGrange, and West Point) are included in the above county population numbers, but should also be assessed individually. Over the last 20 years, each city has had different and lower growth rates than the county, with West Point changing the least.

Current and Historic Population of Troup County

Area	2000 Population	2020 Population	% Change, 2000-2020
Troup County Total	58,779	70,095	19.25%
Troup County Unincorporated	26,023	33,973	30.55%
Hogansville	2,796	3,267	16.85%
LaGrange	26,429	30,858	16.76%
West Point	3,531	3,474	-1.61%

Source: 2020 Decennial Census, 2020 American Community Survey, 5-Year Estimates, US Decennial Census 2000-2010
 Note: Georgia grew from 8,186,453 people in 2000 to 10,711,908 in 2020, a 31% increase

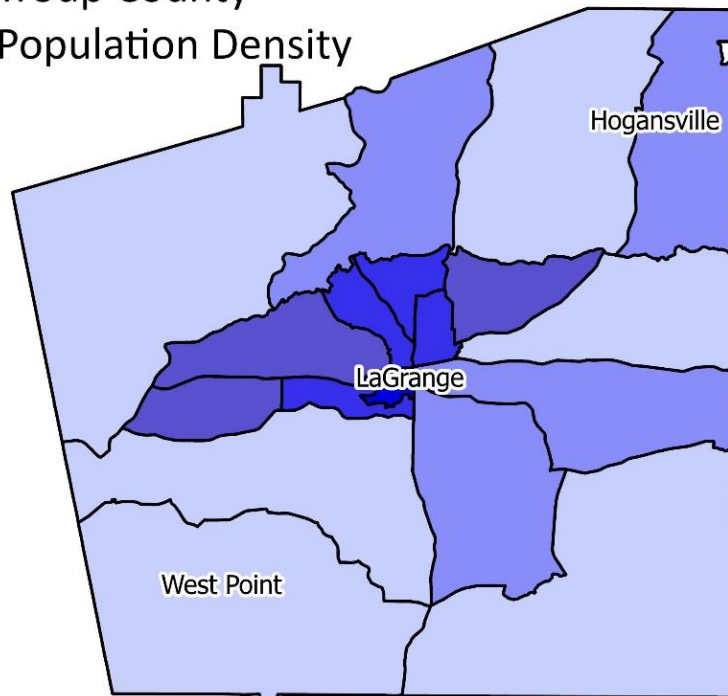
Population Density

Troup County has a total area of 446 square miles and is overall more rural than the rest of the state, with less people per square mile than other counties in Georgia (167 people per square mile versus the Georgia average of 180 people per square mile). The unincorporated areas of Troup County are significantly less dense, with an average density of 76 people per mile. However, the three cities have substantially higher densities than the unincorporated areas, with Hogansville having the most people per mile. These denser population areas can impact transit planning due to concentrations of potential transit riders living closer together.

Troup Population Densities

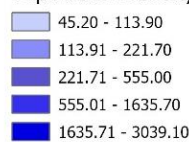
People per Square Mile	
Troup County	167.74
Unincorporated Troup	76.12
Hogansville	476.82
LaGrange	272.53
West Point	329.47
Georgia	180.31
United States	87.01
Source: 2020 Decennial Census	

Troup County Population Density



Persons per Square Mile

Population Density



This map was created by Three Rivers Regional Commission and utilizes a map of Regional Commission boundaries by the state of Georgia. The map was created for information purposes only on May 2022.

Projected Population

As previously noted, Troup County’s population has grown over the last two decades, however this growth rate is not forecasted to continue. The Georgia Governor’s Office of Planning and Budget releases population projections up until 2065 for the state and counties. Based on an analysis of projections from 2021 to 2041, Troup County is not expected to gain a significant number of total people, especially compared to the gains expected in the Three Rivers Region and state. However, Troup County stakeholders have discussed the area’s rapid residential development building rate that might affect growth and bring in more people than currently projected. Regardless of numbers, the population will also have shifts in characteristics that inform future transit needs and opportunities, such as changes in age groups.

Projected Population Over Planning Horizon

Area	Estimated Population 2021	Estimated Population 2041	Percent Change 2021-2041
Troup County	69,493	70,054	0.81%
Three Rivers Region	535,414	639,694	19.48%
Georgia	10,820,919	13,106,620	21.12%

Source: GA Governor’s Office of Planning and Budget, Series 2020

Current and Future Population Age Characteristics

Median Age

The ages most widely represented in a population can determine the level of transit needs. Troup County has a median age of 36.4 years, similar to the state median age of 36.7 years (source: 2019 American Community Survey, 5-Year Estimates). This median age has not significantly increased from the 2010 estimates of 35.8 years for Troup and 35 years for Georgia, respectively (ACS 5-Year Estimates 2010).

Historic and Current Age Cohorts

Certain populations have potential higher propensity for requiring transit. GDOT has requested that youth ages 15-19 years and adults ages 60 and over are specifically highlighted in transit planning, the numbers for these cohorts are shown in the table below. The age groups under 0-14 years have increased slightly over the last 2 decades, however the youth cohort ages 15 to 19 years decreased. Of the age groups, the 60 year olds and above experienced the largest percentage growth in population in this time period. The baby boom cohort (born within the years 1946-1964) entered this age group and skewed the county towards an aging population.

Age Distribution by Age Group Since 2000

Age Group	2000		2010		2019		Change 2000-2019	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent
0-14 Years	13,639	23.21%	14,640	22.30%	13,887	19.79%	198	1.45%
15 to 19 Years	4,304	7.33%	4,924	7.50%	4,212	6.02%	-92	-2.14%
20 to 59 Years	31,200	53.10	34,796	53.00%	37,061	53.00%	5,861	18.79%
60 years and above	9,610	16.36%	11,292	17.20%	14,812	21.18%	5,202	54.13%

Source: US Census State Intercensal Tables 2000-2019, American Community Survey 2019 1-Year Estimates

Projected Age Cohorts

The below table illustrates the projected age characteristics for specific population cohorts over the planning horizon. GDOT encourages the 15-19 youth age group and 60 years and over senior age group to be highlighted for transit planning. Current projections show that the Troup County youth population ages 15-19 is not going to grow significantly, while the senior population will continue to increase to almost a quarter of the county population. This rate of seniors becoming a higher percentage of the population is consistent throughout the region, state, and country as the large baby boomer generation ages and the birth rate trends lower than in the past.

Future Population in Focus Age Groups, 2021-2041

Population	Troup	Three Rivers Region	Georgia
Ages 15-19 in 2021	5,066	38,897	760,327
Ages 15-19 in 2041	4,741	38,567	762,920
Ages 15-19 % of 2021 population	7.29%	7.26%	7.03%
Ages 15-19 % of 2041 population	6.77%	6.03%	5.82%
→ Troup's youth ages 15-19 are not projected to be a larger % of the population than now.			
Ages 60 and above in 2021	14,900	86,461	2,452,137
Ages 60 and above in 2041	16,460	172,712	3,648,248
Ages 60 and above % of 2021 population	21.44%	16.15%	22.66%
Ages 60 and above % of 2041 population	23.50%	27.00%	27.84%
→ Troup's senior population is projected to be a larger % of the population than now.			
Source: Georgia Governor's Office of Planning and Budget, County Projections by Age, 2020-2060			

Population Racial and Ethnic Characteristics

Troup County is similar to Georgia in terms of the percentages of white and non-white residents in the population. Troup County is less diverse than the rest of the state in terms of ethnicity characteristics, with less than 4% of the population identifying as Hispanic or Latino. However, all populations need to be taken into account in terms of transit needs. Three Rivers Regional Commission has a current Title VI Plan in compliance with Title VI of the Civil Rights Act of 1964 to confirm that the transit system shall not exclude any person from any program activity on the basis of race, color, and national origin.

Population Racial Characteristics

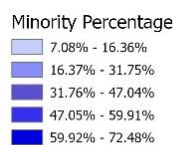
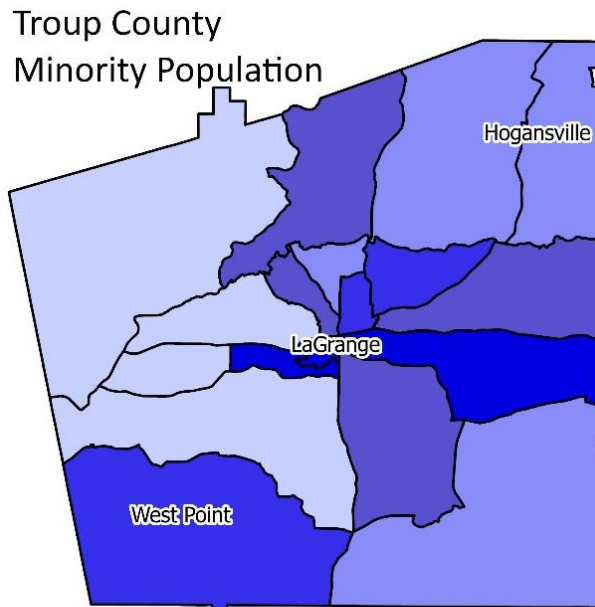
Area	White	Black	Asian	Native American/ Alaskan Native	Native Hawaiian/ Pacific Islander	Some Other Race	Multiple Races	% Non-White
Troup County	58.0%	36.6%	2.2%	0.2%	0.0%	1.1%	1.9%	42.0%
Georgia	57.2%	31.6%	4.1%	0.3%	0.1%	2.9%	3.7%	42.8%

Source: American Community Survey 2020, 5-Year Estimates

Population Ethnicity Characteristics

Area	Hispanic or Latino Population	Non-Hispanic Population	% Hispanic or Latino
Troup County	2,578	67,517	3.7%
Georgia	1,013,057	9,503,522	9.6%

Source: American Community Survey 2020, 5-Year Estimates
 Note: Federal policy defines "Hispanic" as an ethnicity. Persons of Hispanic or Latino ethnicity can identify as any race.



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SOCIOECONOMICS

Unemployment and Household Income

The population in the service area has a low unemployment rate, but these jobs are not raising the local median household income. The median household income for this area is substantially lower in comparison to the state and country.

Troup County Income and Unemployment

Area	Median Household Income	Unemployment Rate	→ Troup County households make \$14,654 less than the state median and \$18,416 less than the country's median despite low unemployment.
Troup County	\$47,296	2.6%	
Georgia	\$61,950	2.4%	
United States	\$65,712	4.3%	

Sources: US Department of Labor, Bureau of Labor Statistics, 2021-October and US Census Bureau, Small Area Income and Poverty Estimates 2019

Low-Income Households

The report area also has a higher number of individuals living in households with income below 125% and 200% of the Federal Poverty Level, which can affect access to health services, food, and other factors for individuals and families to have a stable quality of life. Other low-income indicators are the high percentages of households receiving Supplemental Nutrition Assistance Program benefits and children eligible for free lunch. People living at or below the federal poverty level will be discussed in a separate section.

Low Income Households in Troup County

Area	% Population with Income at/below 200% Federal Poverty Level	% Population with Income at/below 125% Federal Poverty Level	% Households Receiving SNAP Payments	% Children Eligible for Free Lunch
Troup County	42.32%	27.48%	17.06%	62.2%
Georgia	34.26%	19.88%	12.80%	54.2%
United States	30.86%	17.77%	11.74%	43.0%

Source: American Community Survey, 2015-2019

Veterans

Per the American Community Survey 2019, 5-Year Estimates, Troup County has a higher percentage of veterans as a total of the adult population (7.43%) than the United States (7.29%). Georgia's rate is 9.02% of the population. The highest veteran cohort is males over age 65, comprising almost half of the service area's veteran population.

Persons with Disabilities

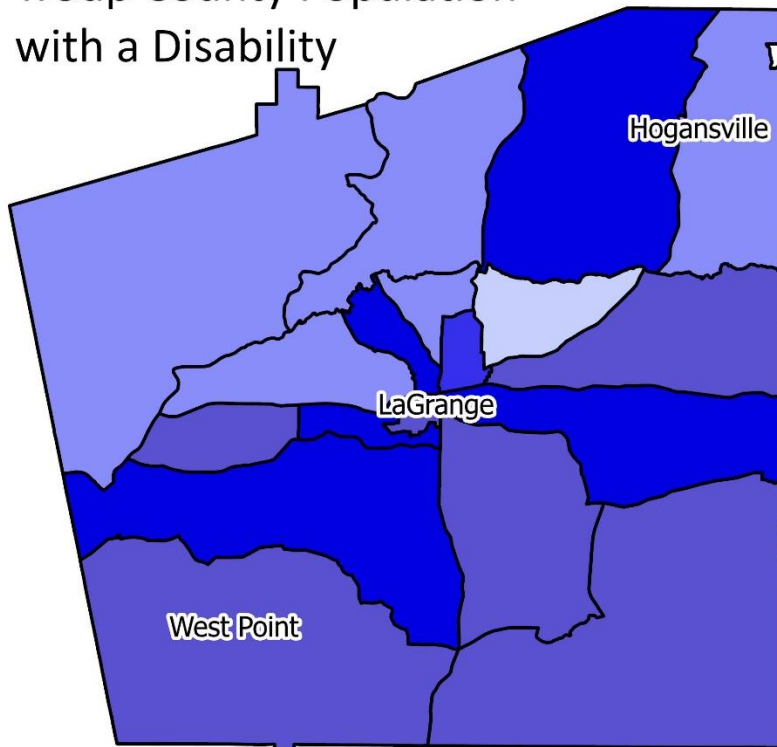
Disabled persons may have unique mobility needs. The Americans with Disabilities Act (ADA) includes any kind of impairment that substantially limits one or more life activities, including walking, seeing, hearing, speaking, working, and mental and emotional processes such as thinking, concentrating, and interacting with others. The Troup County disabled population is almost 17% of the total civilian non-institutionalized population, a higher rate than the state and country.

Troup County Population with Any Disability

Area	Total Population	Population with a Disability	% Population with a Disability
Troup County	68,479	11,589	16.92%
Georgia	10,213,659	1,261,925	12.36%
United States	319,706,872	40,335,099	12.62%

Source: American Community Survey, 2015-2019

Troup County Population with a Disability



Disability Population Percentage

- 7.22%
- 7.23% - 13.21%
- 13.22% - 17.01%
- 17.02% - 18.46%
- 18.47% - 22.96%



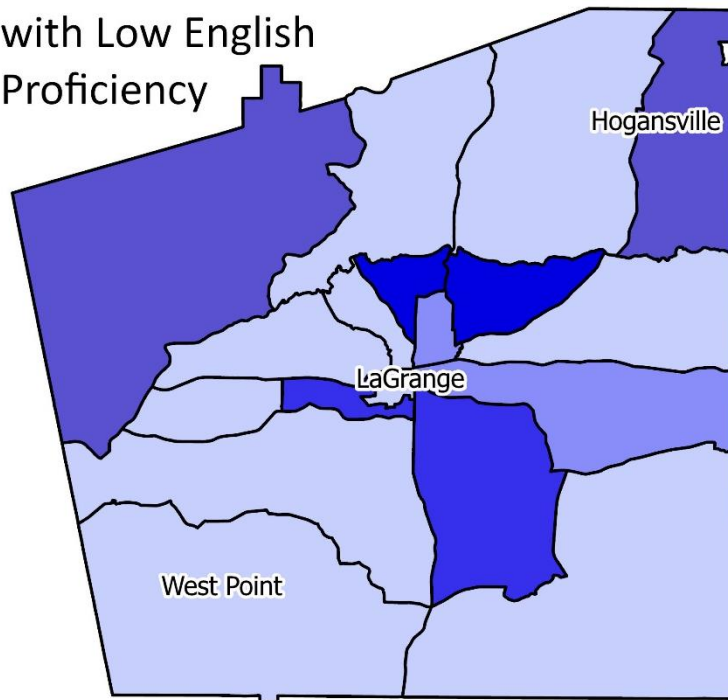
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Persons with Limited English Proficiency

The US Census Bureau assesses individuals aged 5 and older who speak a language other than English at home and speak English less than “very well” and having Limited English Proficiency (LEP). This indicator is relevant to economic and social stability because an inability to speak English well can create barriers to daily life resources, including transportation. Per the 2015-2019 American Community Survey, Troup County has a total of 483 households with LEP and the population age 5 and older having a 2.17% rate of LEP.

This 2.17% of the population is a lower LEP rate than Georgia (5.54%) and the United States (8.40%). However, certain Troup County tracts have higher concentrations of LEP households that are over the local average, ranging as high as 4.52% of that area’s households. The highest number of languages spoken other than English at home are Asian and Pacific Island Languages, followed by Spanish. A future need may be to include transit materials and information in other languages.

Troup County Population with Low English Proficiency



Low English Proficiency

- 0%
- 0.001% - 0.003%
- 0.004% - 0.008%
- 0.009% - 0.013%
- 0.014% - 0.021%



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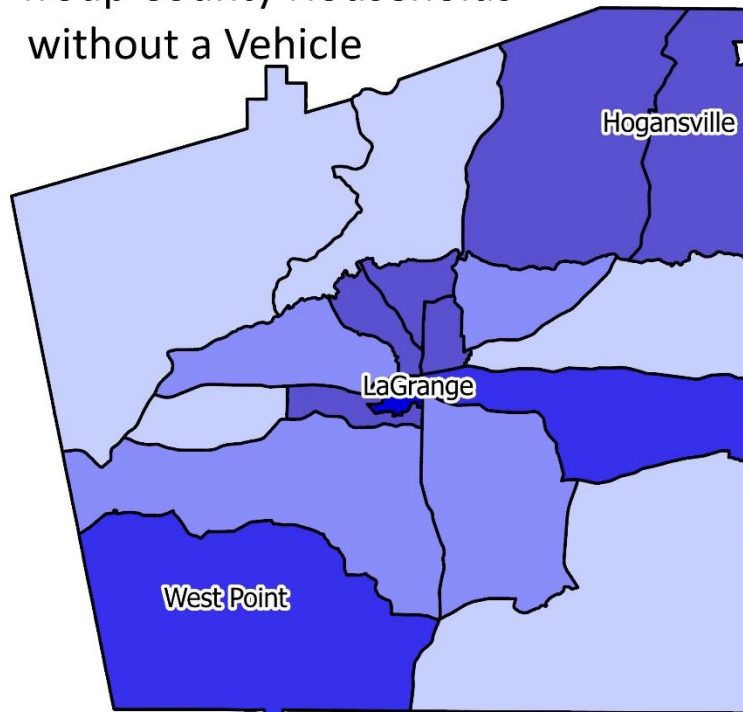
Households without a Vehicle

Troup County residents do not all have access to a personal vehicle either due to resources or mobility challenges. Overall, 10% of the county’s households have no vehicle available, which can be a barrier to connecting people to daily needs such as employment, child care, and health care. Certain Census tracts have a very high rate of households with no vehicles, with one tract over 31%. Source: American Community Survey 5-Year Estimates, 2015-2019.

Households with No Motor Vehicle

Area	Total Households	With No Vehicle	% With No Vehicle
Troup County	24,928	2,506	10.05%
Georgia	3,758,798	242,468	6.45%
Source: American Community Survey 2015-2019			

Troup County Households without a Vehicle



Percentage w/o a Vehicle

- 0% - 1.61%
- 1.62% - 5.22%
- 5.23% - 13.66%
- 13.67% - 20.06%
- 20.07% - 33.48%



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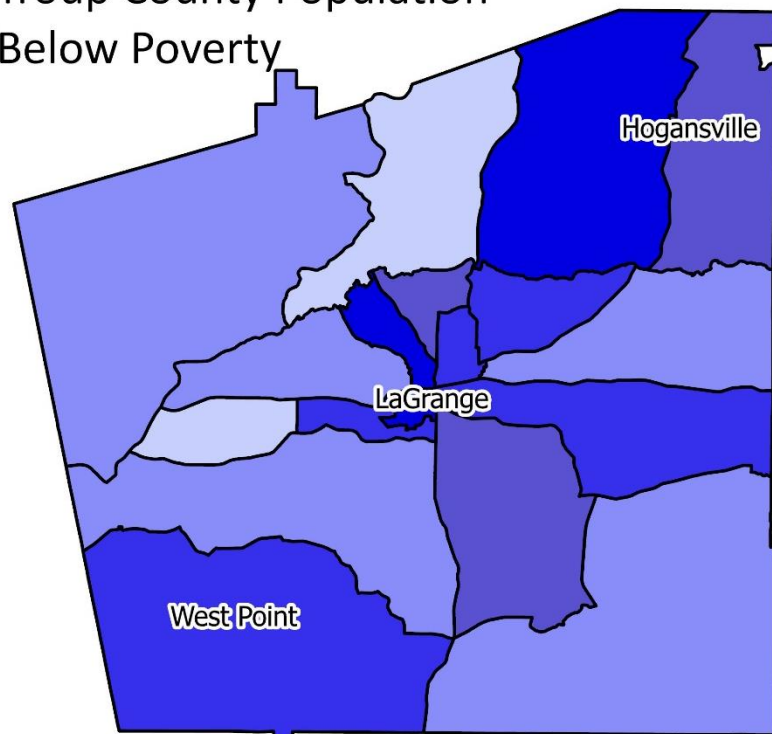
People and Households Living in Poverty

Troup County has a higher household poverty rate than the state and country, including for children and senior citizens. These households may be challenged affording food, shelter, healthcare and transportation that could provide a stable quality of life. The below map shows the areas of Troup County with the highest concentrations of households living below the poverty level as determined by the US Department of Health and Human Services.

Households in Poverty

Area	Total Population	# in Poverty	% in Poverty	% Children in Poverty (ages 0-17)	% Seniors in Poverty (ages 65+)
Troup County	68,125	14,500	21.28%	28.1%	12.1%
Georgia	10,130,335	1,528,558	15.09%	21.5%	10.2%
United States	316,715,051	42,510,843	13.42%	18.5%	9.3%
Source: American Community Survey 2015-2019					

Troup County Population Below Poverty



Percentage Below Poverty

- 5.76% - 8.15%
- 8.16% - 13.12%
- 13.13% - 17.39%
- 17.4% - 24.8%
- 24.81% - 36.55%

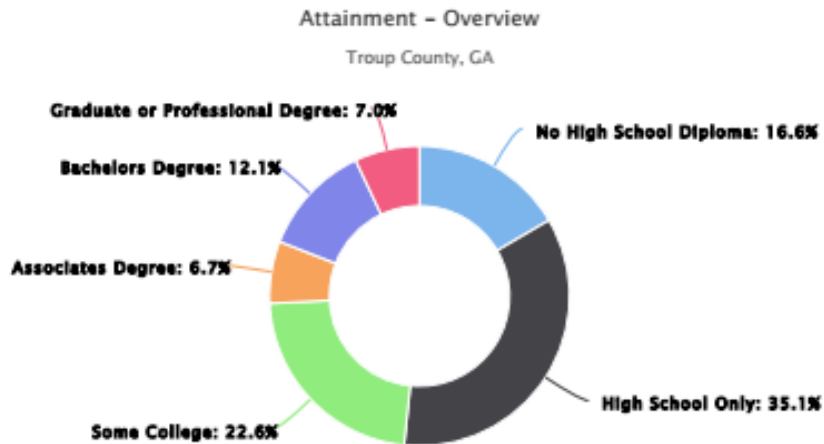


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Educational Characteristics

Educational Attainment

Troup County has comparatively lower levels of educational attainment than the state or country. The county's level of residents without a high school diploma is 16.60%, a rate over 4 percentage points higher than the state and country (American Community Survey 2015-2019). The highest cohort of persons over the age of 25 have obtained a high school diploma only. The second highest cohort has attained some college education.



Graduation and Dropout Literacy Rates

The 4 year Cohort Graduation Rate for Troup County is 85.9%, which is higher than the Georgia graduation rate of 83.3% and United States rate of 82% (Georgia Department of Education, 2020 Four-Year Graduation Rate All Students). The dropout rate of 2.1% for students grades 9-12 is also lower than the state average of 3.1% (Georgia Governor's Office of Student Achievement K-12 Public Schools Report Card).

Youth Not Working and Not in School

Troup County has a substantially higher percentage of youth age 16-19 not in school and not employed at 13.15%, versus the state's percentage of 7.86% (American Community Survey 2015-2019). This age-group represents a cohort that the Georgia Department of transportation has identified as having a propensity for transit needs.

Employers and Employees

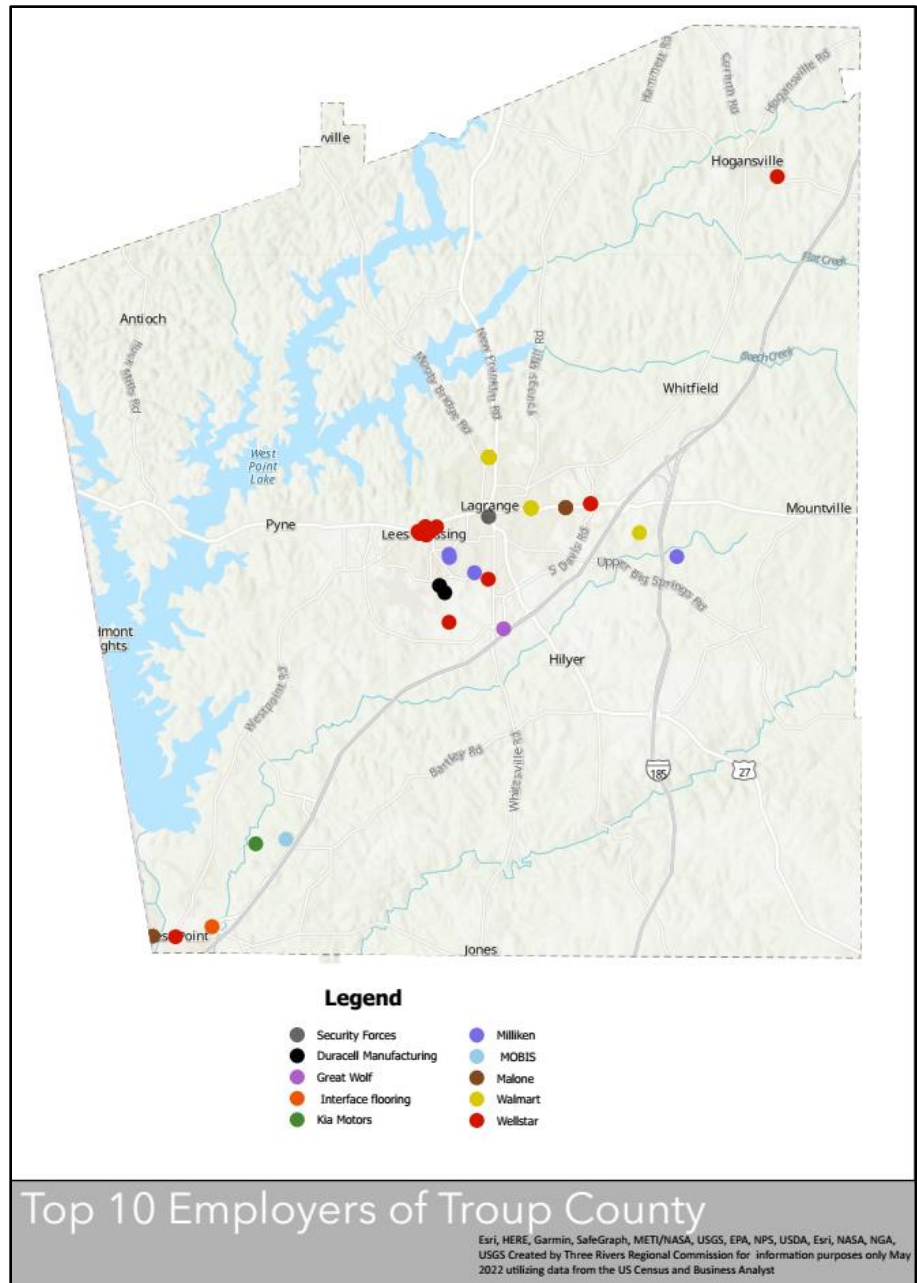
Employment Density

Per the Georgia Department of Labor and US Bureau of Labor Statistics, Troup County has a total of 37,448 residents who are employed or actively seeking employment. Per the US Census On The Map tool, there are 38,345 jobs located in the county, creating over a one-to-one ratio for jobs to people.

Troup County has several large companies, with the top 10 shown in the following table. These employers create denser areas of employment that can inform transit planning.

Top Employers

Troup County Top Ten Largest Employers
Duracell Manufacturing, Inc
Great Wolf Resorts
Interface Flooring Systems, Inc.
JC Malone Associates
Kia Motors Manufacturing Georgia, Inc.
Milliken & Company
MOBIS Alabama, LLC
Security Forces, LLC
Walmart
Wellstar Health System, Inc.
Source: GA Department of Labor, Area Labor Profile Updated February 2022
Note: Employers are listed alphabetically by area, not by the number of employees



Current Industry and Employee Education

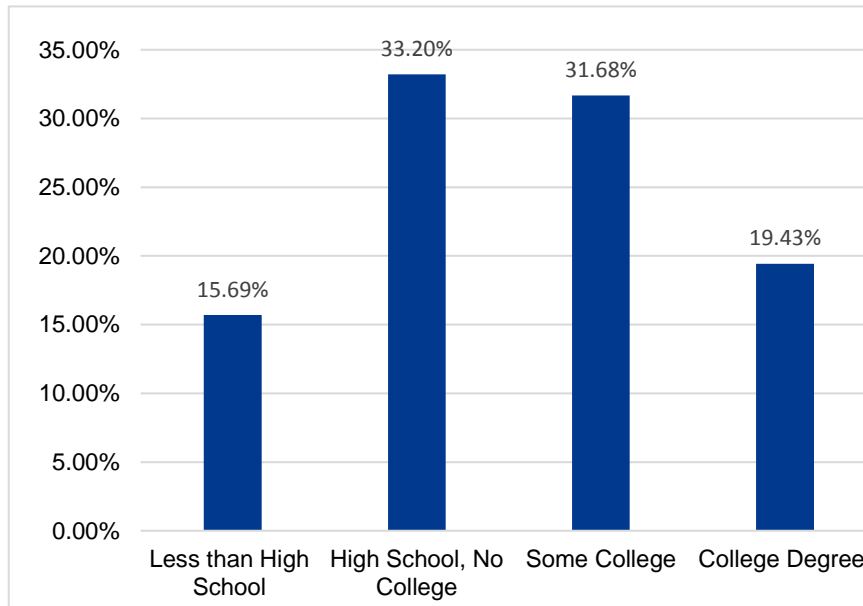
Just as many southeastern counties have a rich manufacturing history, Troup County’s highest sector continues to be manufacturing. The following table shows the top ten sectors in the county. Based on available US Census Data, the highest number of jobs have workers that attained a high-school diploma only, followed by workers with some college.

Top Ten Industries

Troup County Top Ten Industrial Sectors	
Manufacturing	30% (11,547 jobs)
Administration & Support	15% (5,273 jobs)
Retail	9% (3,256 jobs)
Education*	8% (3,157 jobs)
Health/Social Care	8% (2,928 jobs)
Accommodation & Food Services	7% (2,667 jobs)
Transportation & Warehousing	7% (2,512 jobs)
Construction	5% (1,710 jobs)
Public Administration	3% (1,296 jobs)
Finance & Insurance	3% (1,018 jobs)

Source: US Census, On the Map 2019
 *Note: does not include public education below college/university

Educational Attainment of People Working in Troup County Jobs



Source: US Census On the Map Tool, 2019 Data

Notes:

- Based off of 29,244 workers with available data.
- 24% of educational data is not available.

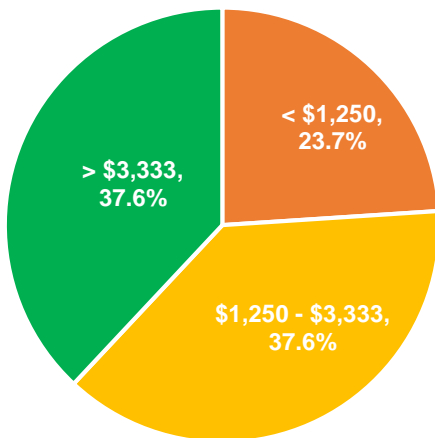
Employee Earnings

The following chart illustrates the average monthly wages for people working Troup County jobs. Over half of the jobs in Troup County do not pay more than \$3,333 per month, equating to \$19.23 per hour (for a fulltime job), or approximately \$40,000 per year. The current minimum wage in Georgia for 2022 is \$7.25 per hour, totaling approximately \$1,250 per month or \$15,000 per year for a full-time schedule. Approximately 23.70 % of Troup County jobs pay minimum wages.

The table below lists the 2022 Federal Poverty Guidelines. According to the National Low Income Housing Coalition, in Georgia the Fair Market Rent (FMR) for a two-bedroom apartment is \$1,010. In order to afford this level of rent and utilities, without paying more than 30% of income on housing, a household must earn \$3,366 monthly or \$40,398 annually. This level of income translates into an hourly Housing Wage of \$19.42 per hour. Source: Out of Reach 2021 Report, www.nlihc.org/orr.

The 61% of Troup County jobs that pay less than \$40,000 per year may be inadequate for many residents that work in their county of residence to afford daily needs and impact economic mobility. As will be discussed in the transportation burden section of the Needs Assessment component, private vehicle ownership can be a large part of an individual’s or family’s budget.

Average Monthly Wages for Troup Employers



■ < \$1,250 ■ \$1,250 - \$3,333 ■ > \$3,333

Source: US Census On The Map 2019

2022 Federal Poverty Guidelines

Persons in family/household	Poverty guideline
1	\$13,590
2	\$18,310
3	\$23,030
4	\$27,750
5	\$32,470
6	\$37,190

Source: US Department of Health and Human Services Federal Register Volume 87 Number 14

Travel Patterns

Although Troup County has almost the same number of jobs as the number of workers (as defined by the US Census as people aged 16 and over), a large amount of the county’s jobs are held by people commuting in from other counties. As can be seen in the below inflow/outflow graphic, there are more people commute into Troup to work than residents who live and work in Troup. This matchup of jobs and employees creates county-specific commuting patterns. The highest number of Troup residents (44%) have a commute that is 10 miles or less each way. However the next highest group of residents (24%) has a commute that is more than 50 miles each way. The vast majority of all commuters travel alone in a private vehicle.

More of Troup’s 38,345 jobs are filled by non-Troup Residents

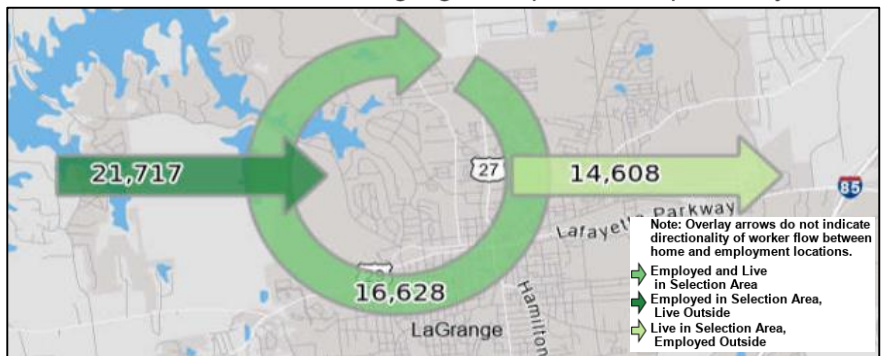
- ➔ 43% of county jobs are filled by Troup County residents
- ➔ 57% of county jobs are filled by non-Troup County residents

Almost half of Troup’s 31,236 Working-Age Residents Leave the County to Work

- ➔ 53% of residents live/work in Troup
- ➔ 47% of residents work outside of Troup

Source: US Census On The Map, 2019

Inflow and Outflow of Working-Age People in Troup County



Source: US Census On The Map Tool, 2019

Where do Troup residents commute for work? The majority of residents that work and live in Troup County work in LaGrange (35%) and West Point (7%). The next significant destinations, which are outside of Troup County, are the City of Columbus (4%) and Atlanta (2%). However, the US Census job counts shows 45% of workers going to “other locations”, which leaves some unknowns about where so many other residents go to work. Additionally, the 2020 Census has an estimate for people that work from home, which could be a number that continues to change due to the Covid-19 pandemic.

Where Troup Residents Commute to Work

Job Destination	# of Troup Residents	% of Troup Residents
LaGrange, GA	11,031	35.3%
West Point, GA	2,129	6.8%
Columbus, GA	1,321	4.2%
Atlanta, GA	817	2.6%
Newnan, GA	616	2.0%
Carrollton, GA	307	1.0%
Opelika, AL	265	0.8%
Macon-Bibb County, GA	228	0.7%
Marietta, GA	222	0.7%
Hogansville, GA	220	0.7%
All Other Locations	14,080	45.1%

Source: US Census On The Map 2019

How do Troup County residents commute for work?

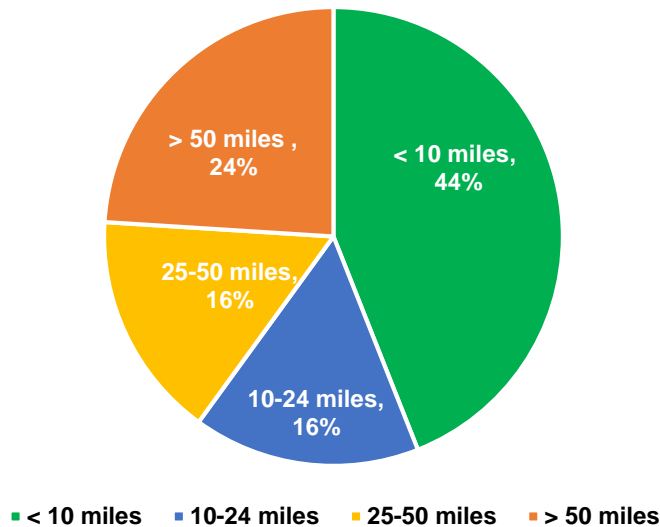
The vast majority (82.61%) drive alone to work, often with substantial commutes. Troup County has characteristics of being a bedroom community, where people choose to buy a house and sleep in Troup County, but commute and work in another county. As seen in the chart, the highest number of people have commutes under 10 miles each way, though the next highest group is workers commuting over 50 miles each way. Over 10% of the working-age residents are listed as carpoolers, which is a cohort that can inform public transit needs such as ridesharing and park-and-ride lots.

These patterns may continue to be affected by employment dynamics from the Covid-19 pandemic, changing house prices in different areas, and the rates of people working from more from home.

Troup County Commute Modes

Mode of Transportation to Work	
Drove alone	82.61%
Carpooled	10.07%
Public transportation	0.09%
Worked from home	3.14%
Source: American Community Survey, 2020 5-Year Estimates	

Average One-Way Troup County Resident Commutes



Source: On the Map 2019

Future Industry and Workforce

The job universe continues to evolve with changes in technology, trade patterns, work formats (e.g. more telework), varying resources, and demand. The Georgia Department of Labor provides the data below on occupations with the fastest job growth, with two out of the top five jobs not requiring a college degree. Transit services may need to be planned into this future outlook, such as potential supportive programs that connect people in workforce training or already in the workforce to jobs. Many of these industries also tend to be located in centralized locations, such as business parks, which can increase future needs and potential success of transit in those areas.

Occupational Outlook

The following table provides data on the long term occupational projections for the 10-county Georgia Local Workforce Development Area Region 8 during the period 2018 to 2026. This region is the same as the Three Rivers Region and includes Butts, Carroll, Coweta, Heard, Lamar, Meriwether, Pike, Spalding, Troup, and Upson counties. Several of these occupations with fast job growth do not require a college degree, which could be an important factor for connecting out of school youth or unemployed/underemployed people to regionally needed jobs.

Top 20 Fastest Growing Occupations for Region, 2018-2028

Description	2018 Jobs	2028 Jobs	2018-2028 % Change	Annual Growth Rate	Typical Education
Personal Care Aides	2,630	3,930	49.20%	4.08%	High school diploma or equivalent
Tool and Die Makers	90	120	44.19%	3.73%	Post-secondary non-degree award
Nurse Practitioners	280	400	43.26%	3.66%	Master's degree
Respiratory Therapists	220	310	42.33%	3.59%	Associate's degree
Physical Therapists	160	220	40.76%	3.48%	Doctoral or professional degree
Veterinary Assistants and Laboratory Animal Caretaker	120	170	39.52%	3.39%	High school diploma or equivalent
Engineers, All Other	120	170	37.10%	3.21%	Bachelor's degree
Emergency Medical Technicians and Paramedics	520	710	37.14%	3.21%	Postsecondary non-degree award
Nursing Instructors and Teachers, Postsecondary	40	60	35.71%	3.10%	Doctoral or professional degree
Purchasing Managers	50	70	34.00%	2.97%	Bachelor's degree
Medical Assistants	680	900	33.43%	2.93%	Postsecondary non-degree award
Agricultural Equipment Operators	190	250	33.33%	2.92%	No formal educational credential
Operations Research Analysts	50	70	32.00%	2.82%	Bachelor's degree
Diagnostic Medical Sonographers	100	130	30.39%	2.69%	Associate's degree
Telecommunications Equipment Installers and Repair	80	100	30.26%	2.68%	Postsecondary non-degree award

Source: Georgia Department of Labor Office of Workforce Statistics and Economic Research Long-Term Occupational Projections for Workforce Region 8 (West Central Georgia)

Industrial Outlook

The following table lists potential industries that will locate to the Three Rivers region, including manufacturing and warehouses that might be located in central industrial locations that could be connected to future transit, such as business parks.

Top 20 Fastest Growing Industries for Region, 2018-2028

Description	2018 Jobs	2028 Jobs	2018-2028 % Change	Projected Annual Growth Rate
Transportation Equipment Manufacturing	9,650	12,250	26.90%	2.40%
Educational Services	16,870	19,450	15.30%	1.40%
Ambulatory Health Care Services	7,070	9,210	30.60%	2.70%
Hospitals	8,620	10,740	24.50%	2.20%
Food Services and Drinking Places	15,570	17,610	13.10%	1.20%
General Merchandise Stores	5,580	6,710	20.10%	1.90%
Social Assistance	3,170	4,210	32.70%	2.90%
Crop Production	3,680	4,670	26.80%	2.40%
Administrative and Support Services	13,010	13,980	7.50%	0.70%
Warehousing and Storage	2,650	3,340	26.10%	2.30%
Local Government, Excluding Education and Hospitals	7,120	7,760	9.00%	0.90%
Primary Metal Manufacturing	3,000	3,630	21.10%	1.90%
Professional Scientific, and Technical Services	2,820	3,380	19.60%	1.80%
Food and Beverage Stores	4,110	4,630	12.60%	1.20%
Merchant Wholesalers, Durable Goods	2,160	2,440	11.80%	1.10%
Merchant Wholesalers, Nondurable Goods	2,280	2,560	12.20%	1.20%
Construction of Buildings	1,650	1,910	15.70%	1.50%
Plastics and Rubber Products Manufacturing	1,970	2,230	13.80%	1.30%
Support Activities for Transportation	990	1,240	26.10%	2.30%
Fabricated Metal Product Manufacturing	2,310	2,550	10.80%	1.00%

Source: Georgia Department of Labor, Office of Workforce Statistics and Economic Research, Long Term Industry Projections for Workforce Region 8 (West Central Georgia)

LAND USE AND DEVELOPMENT

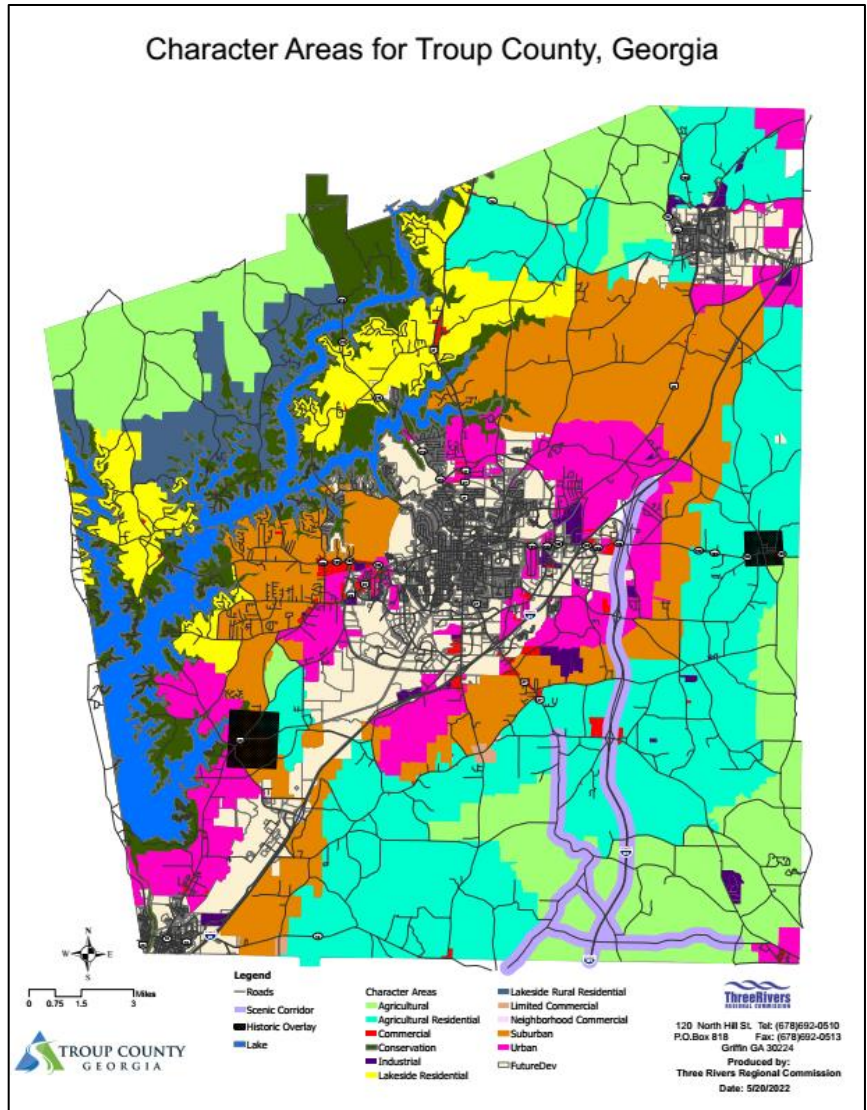
Existing and Future Land Use

The existing and future land use overview for Troup County is illustrated in the Character Areas map from the 2021 Troup County Comprehensive Plan. A substantial amount of the land use is planned as agricultural and agricultural residential, with denser residential and commercial development closer to the municipal boundaries of Hogansville, LaGrange, and West Point. West Point Lake is also an anchor for residential development.

Certain residential areas, such as in municipal boundaries, have zoning for multi-family residences and mixed-use developments.

The county has several community resources and activity centers including:

- Education Centers
- LaGrange-Callaway Airport
- Industrial Parks/Employment Centers
- Libraries
- Commercial centers
- Medical and social service facilities
- Government facilities
- Tourist attractions



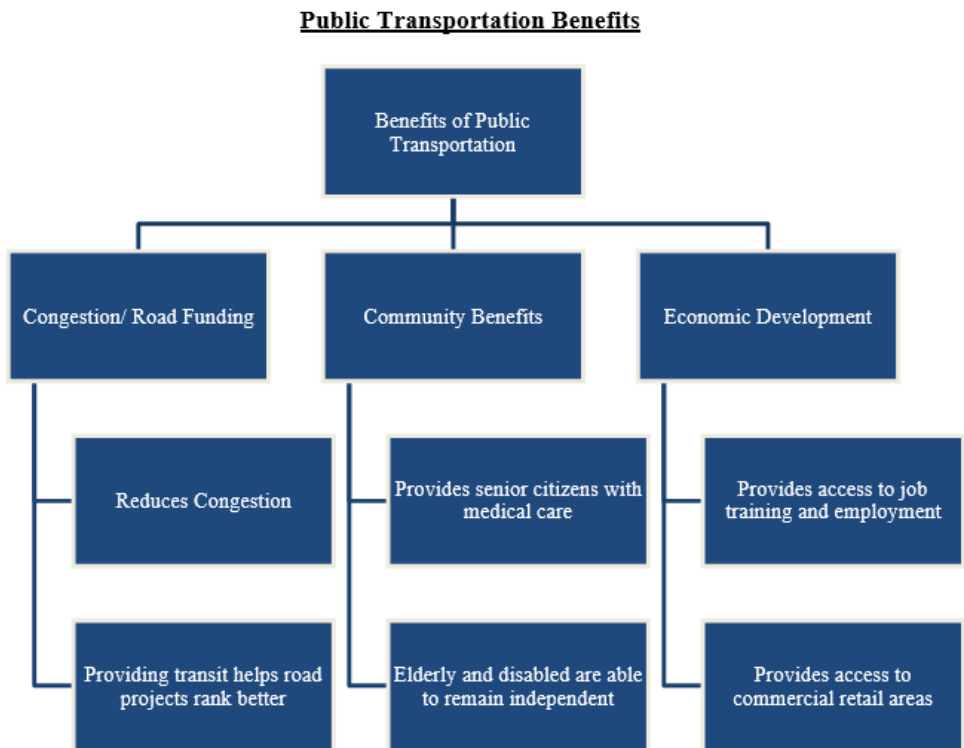
Transportation Network

As described in the current conditions section for residents' commuting patterns, the majority of Troup County residents commute to work via private vehicle. As with most other rural and suburban areas, Troup County's development tends to be connected by roads, not trains or multi-modal corridors. Thus, most connections must be made by a private or public vehicle.

Needs Assessment

Assessing the Need for Transit

Every community has different needs that inform public transportation and transit goals. This assessment aims to explore Troup County’s unique and specific transit needs over the next 20 years. An important first step is to reaffirm the benefits of public transportation in order to validate the underlying need for transit in a community. As seen in the below chart, public transportation provides benefits to individuals and the general population.



This component of the plan will identify Troup County’s transit needs both quantitatively and qualitatively to develop project recommendations and work toward maximizing the benefits of transit in this service area. This assessment will determine needs based on analyses of: 1) existing conditions and trends, 2) current planning documents, and 3) public and stakeholder input.

Analysis of Existing Service Area Conditions and Trends

As shown in the previous component of this plan, Troup County has existing demographic, socioeconomic, and land use conditions and trends that validate a continued and increased need for transit. Specific populations and associated transit demands will be calculated in this section, including the Transit Dependent Population and other vulnerable populations.

Quantitative Analysis of Rural Transit Need

The GDOT TDP guidebook provides a spreadsheet to help quantify the need for rural passenger transportation. Below is the output for Troup County.

Forecast Rural Transit Demand for Service Area

Required Information	Input	Notes/Reference
Service Area Population	69,919	American Community Survey, 2020
Number of households with no vehicles	2,351	Note: weighted by # of people in household, from 1-person households to 4-or-more
Number of persons in households with income below poverty level	13,399	American Community Survey, 2020
Georgia Mobility Gap Calculation	Georgia's multiplier is 1.3	This number is automatically provided and embedded in the spreadsheet
Population age 60+	14,288	American Community Survey 2019
Population age 18-64 with mobility limitation	6,013	American Community Survey, 2020
Persons living in households with no vehicle available	4,592	American Community survey, 2020
Output for General Public Rural Passenger Transportation: Estimate of Demand for Total Rural Non-Program Demand	69,700	Annual 1-Way Passenger-Trips (Troup provided 44,719 trips in 2019)
Source: Rural Transit Need/Demand Estimation Spreadsheet from Transit Cooperative Research Program Report 161		

Transit Dependent and Vulnerable Populations

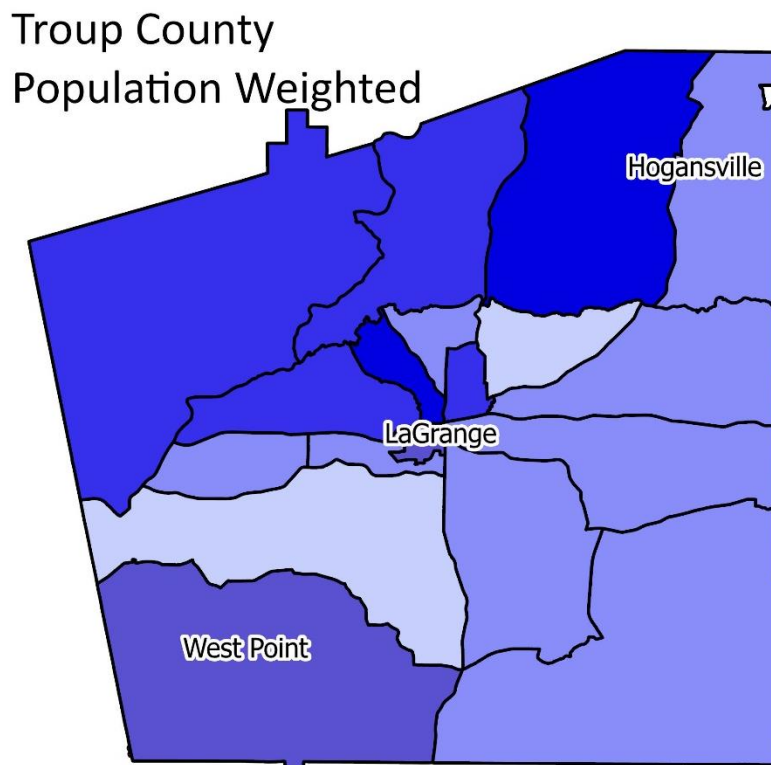
Troup County is a community that works to meet the needs of all residents, including how people with varying resources and mobility capabilities can be connected to everyday needs for stable lives. When planning for transit in Troup County, a priority is to ascertain the population most in need of transit. This analysis looks at the persons and populations with certain socioeconomic factors that may have a stronger propensity for using or needing transit.

Weighted Data Methodology

GDOT Methodology for Determining Transit Need by Weighted Average		
Category	Multiplier	This formula was used for these populations by Census Tract in Troup County. The table created was joined geographically in GIS to create the weighted population map.
Minority	1	
Low-Income	1	
LEP	1	
Zero-car	1.5	
Disabilities	5.2	
Elderly	2.2	
Youth	1	
Source: Georgia Department of Transportation TDP Guidebook, 2021, page 44		

Transit Dependent Population

Per the Georgia Department of Transportation’s guidebook for Transit Development Plans, the Transit-Dependent Population includes low-income households, senior and youth populations, people living with disabilities, people with limited English proficiency (LEP), non-white populations, and zero-car households. Each of these populations is documented in detail in the Current Conditions component of this report, including age demographic projections over the planning window. The GDOT guidebook also provides a weighted matrix to aggregate these populations and calculate where the county has the highest concentrations of transit-dependent people. Based on these calculations, the levels and distribution of the transit-dependent population by Census tract in Troup County is illustrated in the weighted population map.



Weighted	
3565.20 - 4236.00	(Lightest Blue)
4236.01 - 6909.60	(Light Blue)
6909.61 - 8221.90	(Medium Blue)
8221.91 - 10845.90	(Dark Blue)
10845.91 - 14409.40	(Darkest Blue)



This map was created by Three Rivers Regional Commission and utilizes a map of Regional Commission boundaries by the state of Georgia. The map was created for information purposes only on May 2022.

Vulnerable Populations: In addition to the transit-dependent population, other populations have characteristics that may create more challenges in accessing stable education, employment, healthcare, and food security. These vulnerable populations can include veterans and people that did not yet obtain high school diplomas. The below overview details the rates that Troup County has for these vulnerable populations that could need transit to connect to stabilizing resources.

Potential Transit Needs: Vulnerable Populations

Percent of population	Troup County	Georgia
Living in poverty	21.28%	15.09%
Living with a disability	16.92%	12.36%
With no vehicle	10.05%	6.45%
With limited English Proficiency	2.17%	5.54%
Veterans	7.43%	8.02%
Ages 65 and over	14.47%	13.52%
No high school diploma	16.60%	12.86%
Youth out of school and not working	13.15%	7.86%
Source: American Community Survey 5-Year Estimates 2015-2019		

Transit-Supportive Densities and Development

This section looks at the concentrations of where people live and work to determine the most meaningful type delivery method for getting people where they need to go. Troup County’s census tracts were analyzed by household density (households/acre) to determine the most appropriate delivery method to get people where they need to go, depending on how many people are in one general origination and destination point. The below table shows the suggested thresholds for different transit models.

Suggested Transit-Supportive Density Thresholds

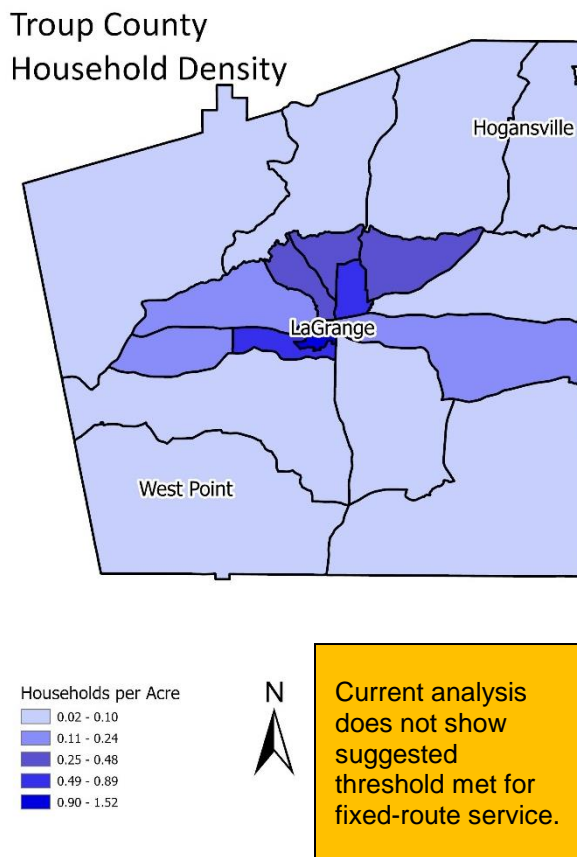
Density Within Service Area	
Demand-Response	Up to 6 households/gross acre
Density Within Walking Distance of Station	
Local bus, 60-minute peak headway	4 households/gross acre
Local bus, 20 to 30 minute peak headway	7 households/gross acre
Local bus, 10 to 15 minute peak headway	15 households/gross acre
Source: table from GDOT TDP guidebook, which lists Federal Transit Administration as original source	

Fixed-Route Analysis

The GIS map provided here is used to analyze geospatial data of household density in Troup County’s census tracts to determine what transit thresholds are met. Currently, all tracts illustrate densities up to about 1.5 households per acre, far below density of at least 4 households/gross acre that could be considered the threshold to have a fixed-route bus. Indeed, Troup County aligns with this threshold table and is currently providing demand-response transit.

However, Troup County does have certain areas with stronger concentrations of households, including some of the areas with a higher transit-dependent population that may be low-income neighborhoods. This analysis does not have a block-by-block density analysis, but that level of analysis may reveal areas that meet the 4 households/acre for density that could support fixed-route service. Additionally, the county may be permitting higher-density residential land uses over the planning window that could put certain areas closer to this general fixed-route threshold. Generally, higher densities can support more transit service, but transit needs to be planned equitably to meet both rural and less rural needs.

As discussed in the service area overview, Troup County has a higher population density than other counties (167 people/mile compared to Georgia’s average of 180 people/mile), but much of the population is still widely spread over the entire jurisdiction. The current demand-response rural transit service model is in place to respond to residents living far from services, but the system can be challenged by meeting the transit demands of a widely dispersed population in a cost-effective and full capacity way. This demand-response model may still need additional capacity and associated funding in order to strive toward meeting demand.



Transit-Supportive Development

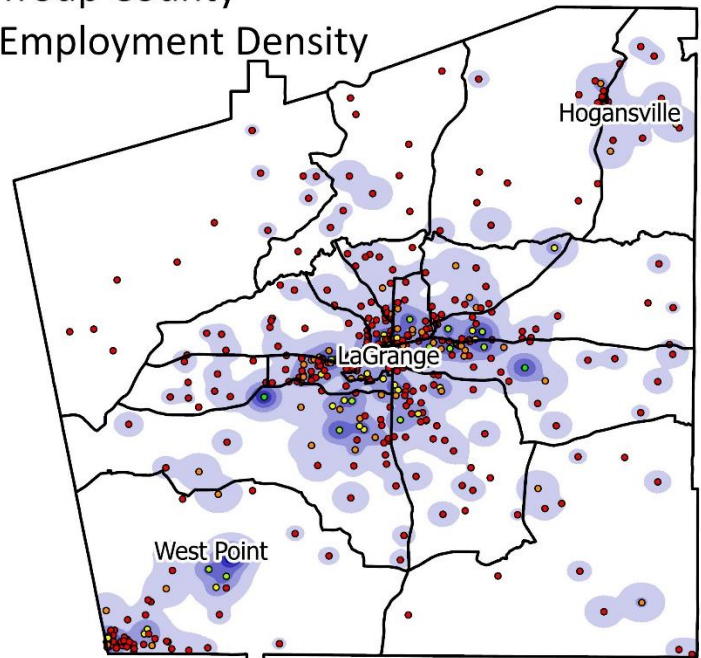
Although the previous census tract analysis of household densities does not show that Troup County meets the threshold for fixed-route bus service, the county does have development that has logical connections to transit.

These transit relevant types of developments include:

- Community Facilities
- Public Housing
- Multi-family developments
- Employment Centers
- Retail centers

As documented in the current conditions section of this report, Troup County has land uses that include all of the above development that can create a need for transit. As exhibited in the employment density map, Troup County has concentrations of employers and employees that could be a transit focus. Residents of public housing and multi-family housing may also have a need for transit to employment, retail centers, or community facilities. The current demand-response transit model is in place to meet these needs but may not always have the capacity for all needs at once. These transit-supportive land uses need to be routinely considered for potential origination and destination points for additional or fixed-route service. Additionally, it is important for all future land use decisions to be integrated with transportation planning, including transit, to ensure the county can proactively meet additional local mobility needs.

Troup County Employment Density



Employment Density

- 1 - 67
- 68 - 211
- 212 - 528
- 529 - 1367
- 1368 - 2991



This map was created by Three Rivers Regional Commission and utilizes a map of Regional Commission boundaries by the state of Georgia. The map was created for information purposes only on May 2022.

Transit System Evaluation

Troup Transit

The current on-demand response service model provided by Troup Transit was put in place to meet the need for public transportation in Troup County and the Three Rivers Region. Troup Transit is a supportive program offered by Troup County Parks and Recreation which provides an accessible method of transportation for essential needs of citizens of Troup County, and gives priority to elderly adults and those with disabilities. This system operates Monday through Friday, 7 am to 4 pm. Passengers call in at least 24 hours in advance with dispatch services looking at routes and capacity in order to add as many people as possible.

Transit Operations

Overview of Troup Transit Operations	
Service Area	446 square miles
Vehicles in Fleet	10
Total Trips in 2019	44,719
Total Miles Traveled	271,837
Total Service Hours	15,890
Farebox Collections	\$15,642
Operations Total Cost	\$323,978
Note: 2019 data	

Troup Transit provides the following types of trips:

1) Purchase of Service (POS)/Subscription Trips

Any government agency or local business group can buy trips on the rural public transportation as 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. The Georgia Department of Human Services (DHS) is the primary agency that pays for trips through a coordinated transportation program. DHS provides programs to assist seniors, families, children, youth, people living with disabilities, and unemployed or underemployed people with maintaining and improving self-sufficiency. Troup Transit provides DHS customers with transportation to senior centers, social service programs, and vocational programs. Please see the appendix for a more detailed description of the most common types of human service trips.

2) Public Trips

Although priority is given to elderly adults and people living with disabilities, Troup Transit is open to the general public for trips anywhere within the county at a fare of \$2.00 one-way. These trips are not subsidized by any state agencies and tend to be more expensive for the transit system due to the trip costing more than the revenue box fare charged.

Operations

Troup Transit is operated in-house by both fulltime and part-time county staff. The peak usage times are 7 to 10 a.m., and 1-3:30 pm (note: FY21 data). Troup Transit operates entirely within county borders and cannot take customers outside of the service area. The top requests for trips out of the service area are for Newnan and Atlanta, typically for the hospitals and dialysis treatment.

Top Trip Destinations

FY2019	FY2021
Pathways Service Center	Pathways Service Center
Medical Park at Lee’s Crossing	New Ventures
Emory Clark-Holder Clinic	Active Life Hogansville
Suntrust Bank	Walmart
West Georgia Medical Center	Rai Care Center (Dialysis)
Heart and Vascular Care of GA	West GA Medical Center
Wellstar Internal Medicine	Milliken & Co
TDI Pain	Medical Park at Lee’s Crossing
LaGrange Mall	Wellstar Internal Medicine

Needs Assessment

The existing fleet has been sufficient to handle most current subscription and public trips that are requested, though sometimes residents may call to request a trip and have to be turned away due to capacity. Additionally, the current operating hours are sufficient for senior citizen trips, but do not match with general workforce hours. Troup County's high number of industrial jobs has an even broader range of workforce duty hours, as many local plants have 3 shifts, including overnight. Currently, Troup Transit does not have an extra vehicle or substitute drivers in case of maintenance or staffing absences (from illness, vacations, or trainings). Per Troup Transit's 5-year capital improvement program, a reserve vehicle is budgeted for FY24 in order to prevent gaps in service from vehicle breakdowns. One replacement vehicle is budgeted for each year in FY24, FY25, and FY26. Staff has indicated that the current technology is meeting the system's onboard, dispatching, and data collection needs. However, vehicle maintenance can be costly, especially with larger, non-routine issues like an engine replacement. Troup Transit routinely has job openings for transit drivers due to challenges with recruiting and retaining drivers due to the low hourly wage and part-time or atypical schedule. The county has explored using more full-time positions or using a contracted driver, but the costs are prohibitive.

Ridership

The majority of the system's trips are purchase of service trips through DHS. The top agency trip purposes have been for senior trips to senior centers, medical trips, and employment training. Currently, Troup Transit does not have the same level of senior citizen ridership as before the Covid-19 pandemic, though subscription numbers are climbing back up. The top public trips have been for medical trips, employment, and retail.

Having extra capacity from the decreased subscription trips, Troup Transit increased advertising on social media through 2020 and 2021, and those public ridership numbers increased. For example, in July 2020, Troup Transit had 100% agency ridership and 0% public ridership. With increased advertising, the percentage of public ridership went up to 11% of total ridership by January 2021, and to 22% of total ridership by January 2022. This advertising strategy highlights a potential need for continued advertising for Troup Transit to the general public. However, as previously mentioned, these public trips tend to be much more expensive and generally are cost-ineffective for the transit system to operate.

Other Transit: Bus and Park-and-Ride Lots

Inter-City Bus

As discussed in the existing conditions component, Troup County has a Greyhound bus station with daily trips to Atlanta and Columbus, as recommended in the Troup County Multimodal Transportation Plan (2008). This report does not contain the ridership information for these trips. In terms of documented needs, an internet search for this bus station yields reviews that range from positive to negative descriptions of the station service and accommodations. Greyhound and other inter-city bus advocates may need to address trip capacity and station design/service needs to maximize this transit opportunity.

Park-and-Ride Lots

As discussed in the existing conditions component, Troup County has not yet implemented the recommendations from the multimodal transportation plan to construct park-and-ride lots to assist commuters and carpoolers. These public lots may be a continued need to broaden the county and state's transit opportunities.

Trends in the Broader Population and in Transit Needs

Trend: Transportation Cost Burdens

Troup County is part of a broader growing need for transit throughout the country due to vehicle-centric development, demographics and socioeconomics. Transportation costs can be a large part of residents' limited budgets, as can be seen in the AAA Your Driving Costs study for 2021. Household transportation costs can also be an even higher part of rural residents' budgets due to more fuel and vehicle maintenance requirements compared to areas with compact designs.

Annual Driving Costs

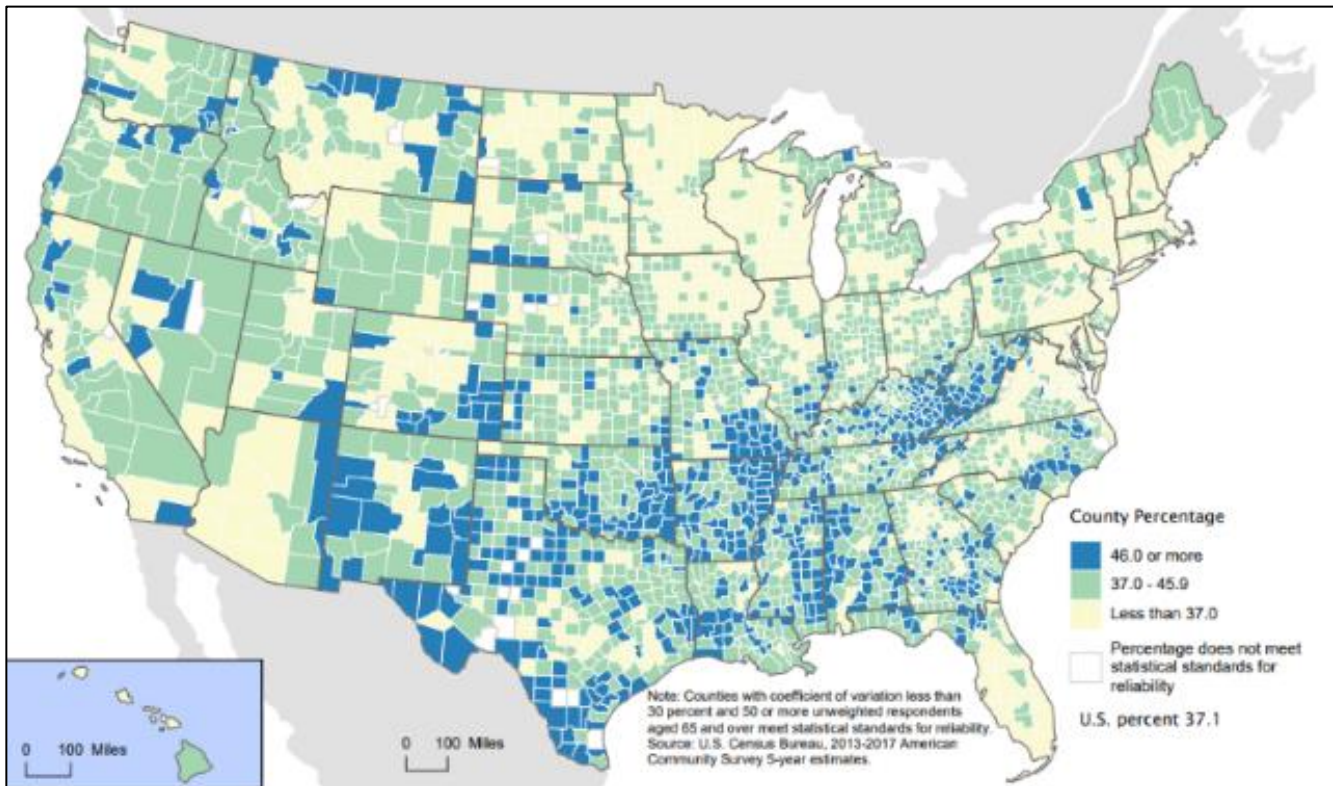
Note: this chart is re-created from the Your Driving Costs study by AAA

	Midsize Pickup	½ Ton Crew-Cab Pickup	Hybrid Vehicle	Electric Vehicle	2021 Weighted Average
Operating Costs					
Fuel	11.64¢	15.81¢	5.93¢	3.66¢	10.72¢
Maintenance	9.94¢	9.15¢	8.78¢	7.70¢	9.55¢
Cost per mile	21.58¢	24.96¢	14.71¢	11.36¢	20.28¢
Ownership Costs					
Full-coverage insurance	\$1,313	\$1,379	\$1,365	\$1,381	\$1,342
License, registration, taxes	\$715	\$889	\$649	\$155	\$669
Depreciation (15k mi/yr)	\$3,405	\$4,630	\$4,108	\$5,362	\$3,900
Finance charges	\$746	\$945	\$681	\$692	\$712
Cost per year	\$6,178	\$7,844	\$6,803	\$7,589	\$6,624
Cost per day	\$16.93	\$21.49	\$18.64	\$20.79	\$18.15
Total Cost – 10k mi/yr					
Operating cost	\$2,158	\$2,496	\$1,471	\$1,136	\$2,028
Ownership cost	\$6,178	\$7,844	\$6,803	\$7,589	\$6,624
Depreciation	-\$394	-\$453	-\$298	-\$370	\$344
Total cost per year	\$7,942	\$9,887	\$7,975	\$8,356	\$8,307
Total cost per day	\$21.76	\$27.09	\$21.85	\$22.89	\$22.76
Total cost per mile	\$0.7942	\$0.9887	\$0.7975	\$0.8356	\$0.8307
Total Cost – 15 mi/yr					
Operating cost	\$3,237	\$3,744	\$2,206	\$1,704	\$3,042
Ownership cost	\$6,178	\$7,844	\$6,803	\$7,589	\$6,624
Total cost per year	\$9,415	\$11,588	\$9,009	\$9,293	\$9,666
Total cost per day	\$25.79	\$31.75	\$24.68	\$25.46	\$26.48
Total cost per mile	\$0.6277	\$0.7725	\$0.6006	\$0.6196	\$0.6444
Total Cost – 20k mi/yr					
Operating cost	\$4,315	\$4,992	\$2,941	\$2,272	\$4,056
Ownership cost	\$6,178	\$7,844	\$6,803	\$7,589	\$6,624
Depreciation	\$428	\$496	\$324	\$400	\$374
Total cost per year	\$10,922	\$13,332	\$10,068	\$10,262	\$11,054
Total cost per day	\$29.92	\$36.53	\$27.58	\$28.11	\$30.28
Total cost per mile	\$0.5461	\$0.6666	\$0.5034	\$0.5131	\$0.5527
Notes: The figures in each vehicle category are the average costs for five top-selling 2021 models selected by AAA for this year's Your Driving Costs study.					

Trend: Growing Senior Population

The senior citizen population is also growing, and with age can come disabilities and a decrease in driving capabilities. People want to age in place but not become isolated or add chauffeuring burdens to family members and friends (Source: Lydia Morgen and Mildred Warner, Planning for the Aging Population: Rural Responses to the Challenge (2011)). As can be seen in the US Census map for people with disabilities aged 65 and over, many aging people are in rural areas that have the added challenges of disabilities and geographic separation from medical, social, and economic resources. These factors create a need for mobility options that are not reliant on personal vehicles.

Percentage With a Disability Among Population Aged 65 and Over: 2013-2017



Source: US Census Bureau https://www.census.gov/library/visualizations/time-series/demo/na_county_maps.html

Trend: Dangers of Isolation

The broader population is at an increased risk of isolation and loneliness due to aging, settlement patterns (e.g. families living further apart), and other physical, mental and resource issues that prevent people from being able to regularly connect with other people and places. The Covid-19 pandemic has confirmed how social isolation can impact people. Per the Centers for Disease Control and Prevention, there is strong evidence that many adults aged 50 and older are alone in ways that put their health at risk. Transit may be part of meeting the public health need to help prevent social isolation and loneliness.

Findings of Need from Existing Conditions and Trends

Troup County has current and trending demographic, socioeconomic, and land use trends that indicate transit needs now and in the future. Troup County has a transit-dependent population that will need to be prioritized, as transit is critical to connect these residents to daily needs. As with much of the state and nation, the population is aging overall, and many more people will eventually outlive their ability or access to driving. Additionally, Troup County has higher rates of vulnerable populations (e.g. youth that are not in school nor working) that may need transit as part of supportive intervention. The county has many employment and residential centers that could be bases to connect residents to jobs, including residents that do not have ready access to a vehicle or have limited budgets that could benefit from shared transportation. Finally, the county has a transit system in place that is currently meeting the majority of needs for senior center trips, but does not have the capacity for meeting workforce needs. Troup County will need to continue finding ways to maximize transit for employers and employees in order to strengthen local economic development. Additionally, in order to expand options to meet local and state transit goals, the current inter-city bus station and routes, and the recommended park-and-ride lots may need to be implemented and/or improved.

Review of Existing Plans

Many plans have been developed in previous years that remain relevant today to Troup County's public transportation goals. These plans have already been created through stakeholder input, approved by elected officials, and can be assessed for transit needs. The plans included in this assessment range from a state level to a local government scope. The following observations have been drawn from a review of these plans to inform Troup County's transit needs:

County and City Scope Plans

The **Troup County Multi-Modal Transportation Study (2006)** has several goals and policies relevant to public transit that can inform this Plan's needs, including:

- Accommodate users without access to automobiles.
- Provide a range of mobility options.
- Build 4 Park and Ride Lots (projects 172-175).
- Provide Express Bus Service from LaGrange to Atlanta.
- Provide Express Bus Service from LaGrange to Columbus.

The **Troup County Comprehensive Plan (2021)** has the goal to provide adequate access and connectivity for all users. Specific goals and policies relevant to transit include:

- Implement by continuing to utilize the multi-modal transportation study.
- Support initiatives that can assist in public transportation needs.
- Apply for transportation grants that maintain and expand Troup Transit operations.
- Study feasibility of starting a fixed-route county transportation system.
- Determine best options for providing across Troup County public transportation and road network connectivity to major employers.

The **Pike County Rural Transit Development Plan (2021)** was also consulted as a local model for a transit plan in this region. The following goals could also inform this plan's needs:

- Achieve or exceed all Section 5311 service criteria as outlined in the GDOT administrative guide.
- Contract with the Department of Human Resources and other interested local groups to provide purchase of service trips in order to reduce the operating cost required by local governments.

The **City of Hogansville's Comprehensive Plan (2021)**, the **City of LaGrange's Comprehensive Plan (2021)**, and the **City of West Point's Comprehensive Plan (2021)** also have visions and goals that inform transit needs for Troup County, including:

- There is a threat of poverty and lack of jobs paying a living wage.
- There's a lack of public transportation and mobility.
- Local industry is a strength.
- There is a need to implement the County's multi-modal transportation plan.
- Possibly expand Troup Transit to children and others.
- Promote alternatives to the automobile.
- Perhaps have a Tourism Trolley in LaGrange.
- Promote the area as a retirement community.
- Study the feasibility of expanding transit for citizens and the workforce.
- Coordinate transportation and land use decision-making within the community.

Regional Scope Plans

The **Three Rivers Regional Transit Development Plan (2018)**, the **Three Rivers Comprehensive Development Strategy (2020)** and the **Three Rivers Workforce Development Board Local Plan (2020)** have the following goals:

- Provide cost effective and affordable public transportation to all citizens within the service area.
- Implement existing transportation plans.
- Aim to be a business-friendly community.
- Expand access to rural healthcare.
- Provide supportive services to individuals, including assistance with transportation.

State Scope Plans

The **GDOT Statewide Transit Plan (2020)** is also relevant to informing Troup County's needs, including the following needs, vision, goals, opportunities and strategies:

- Ensure public transit coverage across the state to support mobility and access for all.
- Connect rural transit to regional and urban centers.
- Leverage technology and innovation to support public transit ridership and performance.
- Rural transit demand is expected to grow, millions of rural trips per year are estimated to go unmet.
- Every \$1 invested in public transportation generates \$4 in economic return.
- 71% of public funding for public transportation flows to the private sector, creating and supporting jobs.
- An emerging trend to address needs and gaps is to increase ridership and use regional coordination.
- To increase ridership, extend use of current fleet, ensure service hours meet the needs of all potential riders, coordinate with the educational and business community, increase marketing and promote transit security, consider fare changes for youth and seniors (even fare-free rides), implement vehicle technology and equip all rural vehicles with wheelchair lifts.

Findings of Need from Existing Plans

These existing plans confirm a continued need for public transportation in Troup County, including the continuation and potential expansion of transit. Many of these plans have overarching goals to accommodate people without access to vehicles and to provide a multi-modal transportation system. In terms of specific needs, the county has a large commuter population and should evaluate the need for Park and Ride lots when the Multi-Modal Transportation Study is updated. Additionally, the Express Bus Service should also be evaluated for potential improvements to the current itineraries and infrastructure. In terms of workforce transit, many plans indicate a continued need to keep Troup County a business-friendly place with economic opportunities for employers and employees. The Three Rivers Workforce Development Board Local Plan explains the need for transportation as “an essential component of workforce development and that transportation in west central Georgia is a significant barrier to successfully completing training and obtaining employment.” The GDOT Statewide Transit Plan affirms the need to increase transit ridership to meet community goals, with the potential to grow capacity through the use of the existing fleet and extended operating hours. This need to maximize the current transit system and find incremental, cost-effective and creative ways to meet workforce, rural, and transit-dependent ridership carries forward in this transit development plan.

Review of Stakeholder Input

As discussed in the Public Involvement and Stakeholder Plan, this planning process was guided by a Steering Committee that represented Troup County transit stakeholders. This committee also coordinated a meeting with the Troup County Center for Strategic Planning in order to get plan input and involvement from leaders from local business, industrial, medical, and educational organizations, as well as elected officials. Finally, the committee invited the local municipalities to participate in plan input and recommendations. The following input on needs and opportunities was collected through this series of meetings and interviews:

Challenges/Needs Identified

- Many people in the community don't have access to a car and are unable to get to work, childcare, appointments and groceries at reliable times.
- Employers are having a hard time getting and keeping employees; transportation is an issue. Workers on different shifts can have transportation challenges, especially if families have one car
- The 2030 Census could be a challenge if areas of Troup County are classified from rural to urban, changing the funding framework and possibly increasing cost-share.
- The current Troup Transit system is self-sufficient because it is operated in-house with county employees. If this system were contracted out or had more full-time employees, it would cost more taxpayer money (e.g. full-time employees would need benefits).
- Program ridership is not yet back at pre-Covid levels.
- Trips that residents may request to get to work are often scheduled at the same time as Department of Human Services trips and capacity can be an issue.
- Troup Transit cannot take people outside of county lines, although some people have trip needs that extend past the service area.
- A fixed-route service could be helpful in LaGrange and Hogansville but that type of bus system would require additional insurance and ADA compliance
- The transit workforce requires many different types of training, such as First Aid, wheelchair training, etc. It is challenging to take people off the job to complete training either online or in person.
- There are often job openings for drivers, it is hard to find someone that is able to do part-time, split-shifts, and work for the hourly pay. Often these drivers are retirees that themselves may have limitations at some point. It is helpful for recruitment that a Commercial Driver's License isn't needed, but the transit system would like to be able to pay drivers more.
- A reserve vehicle is needed in case of other vehicles having mechanical issues or accidents. One reserve bus is budgeted for FY24.
- Transit is needed between cities.
- Public trips are much higher in cost to the transit system than subscription trips.
- Cities are expecting higher growth in residential development, creating transportation needs.
- Troup County has a larger commuter population, it has been a challenge for local employers to capture local residents for employment based on current wages or skill-levels needed.
- The transit system is challenged by having to go long distances to pick up a small amount of passengers with one vehicle. There is a need for minivans to make these kinds of trips more efficient, but the amount of smaller vans is limited and ADA compliance is important.
- It would be helpful to get all county transit buses into the same parking lot for storage. Major steps have been taken toward securing a lot and getting most of the vehicles on site, but more work remains.

Needs Assessment

- There is a challenge with a low public and outsider perception of the school system. Troup has a lot of out-of-school youth, which creates negative visibility and diminishes success stories. New residents that move to Troup for upper-management industry jobs are choosing private schools, it can be hard to recruit industry leadership based on educational reputation. Transit could be a supportive service for youth apprenticeships, internships, and training to create higher educational outcomes.
- It is possible that a public rider could call in to request a specific trip and not be accommodated due to capacity constraints; that person might not ever call back again and have unmet needs.
- In terms of planning for electrifying vehicles, there will be a need for charging stations at various locations.
- There is a need for intergovernmental coordination and financial support in order to expand transit.
- There is a demand for multi-family housing but limited supply. It is hard to find affordable entry level housing, especially affordable housing close to employment centers. Future land use decisions need to incorporate multi-modal transportation planning, including potential transit.
- There is lack of sidewalk connectivity in major commercial corridors, which can be a barrier to people without cars.

Opportunities Identified

- Troup County has many engaged public and private organizations that are committed to improving the quality of life in Troup County through poverty reduction, growing workforce skills and options, and increasing educational attainment. Certain organizations, such as The Ray or the Troup County Center for Strategic Planning, are actively working toward long-term change. Transit could be an opportunity for these organizations to collaborate and achieve individual and broader goals.
- Transit provides a capability to bring a hands-on focus to a specific struggling areas in a community.
- There are currently more jobs than workers in Troup County; residents have an opportunity to work nearby and raise local incomes if these jobs are accessible and have higher wages than elsewhere.
- Troup County has a robust business community. Public-private partnerships have not yet been tapped to explore innovative transit solutions.
- Vanpools could help employers challenged with recruiting and keeping employees; transit could be an additional employee benefit. Transit is an opportunity to help residents who only have one car, have no car, or work late shifts maintain employment. Vanpooling would work for inside and outside the county, as employers and employees would be contributing funding.
- Supplemental state or federal funding may be available to expand workforce transit.
- There is an opportunity to reduce county cost-share if subscription ridership increases.
- At least one Troup employer is using a Visa program to bring in workers that will be living in multi-family developments. This scenario could have the potential for employer-sponsored transit.
- Troup cities are trying to meet housing demand by thinking outside of the box through zoning and permitting dorm-style housing, more multi-family units, and cottage-style apartments. A large build-out of thousands of homes and apartments is expected and could create concentrations of density that could be served by transit.
- There are plans to continue building the Thread trail, which might be an opportunity for people to use as a transportation alternative in terms of walking, biking, and “last mile” connectivity to transit.
- Troup County has the potential to be one of the first electric public transportation

Needs Assessment

- systems for a small city if plans are put in place for equipment and infrastructure.
- The update to the county transportation plan will be an opportunity to incorporate transit planning.
 - There is potential to increase and diversify ridership through online visibility. Most people know about transit service through word-of-mouth. Social media marketing during the pandemic has brought in a spike of public trips when the senior trips decreased.
 - TSPLOST funding could be a possibility to help cover some of the local contribution for the system.
 - There is potential to raise transit funding and awareness by wrapping new buses with advertising and highlighting corporate/community sponsorships. This would also improve perception and reduce the look of a “prison van”.
 - There is a possibility for some workforce training to be done in-house or with Three Rivers Regional Commission, though again the challenge is that drivers must be taken off-route during training.
 - It could be beneficial for the current transit system to considering making the driver schedule into three part-time shifts if transit hours are extended to meet earlier/later demand.
 - A transfer stop could be helpful between Troup and Coweta for people crossing service area.
 - Going forward, it would be productive for decisions about vehicle replacements to be made with the full transit staff, including a survey of drivers. This point of purchase is a window of opportunity to create fleet of the same manufacturer of vehicles to keep up with maintenance.
 - Local foundations, such as the Callaway Foundation, may provide transit grant opportunities.
 - There is a possibility to implement a pilot project using the existing Troup Transit fleet for 2nd or 3rd shifts, with employers off-setting the cost.
 - The transit system has the authority to extend the service areas in certain places to accommodate residents traveling outside the county or even state to improve service and meet special needs (e.g. if residents are routinely coming/going just beyond county borders).
 - The recent GDOT transit conference had good microtransit discussions with best practices; that information could help inform Troup microtransit planning.
 - There is an opportunity to start a fixed-route service as a pilot program, starting small and building it one piece at a time. Some committee members had at least one draft fixed-route map in mind that would be helpful connecting residents to shopping.
 - It would improve ridership and driver convenience and safety to use passes or badges without money being exchanged (e.g. using a QR code and customers adding money to account online).
 - Transit helps caretakers continue to stay productive in the community by enabling them to stay in their jobs versus having to cut hours or leave altogether to transport loved ones to health care, jobs, etc. Maintaining and expanding transit is an opportunity to help both individuals and the economy.
 - The best opportunity for implementing transit planning is through a coordinated committee and possibly a transit authority. This committee and authority structure would be most effective if it had government representatives to endorse and help fund transit programs.
 - The Georgia Initiative for Community Housing in West Point has been a positive example of multi-jurisdictional coordination, and shows that collaboration is possible.

Findings of Need from Public and Stakeholder Involvement

Troup County has many engaged stakeholders that are working to make Troup County a place where all residents have opportunities to have a high quality of life. The current county transit system has successfully been serving the important need of connecting the transit-dependent and other vulnerable populations for medical, economic, and social purposes. However, this system has a finite capacity and operating hours that do not match up with the schedules of other groups, such as working age adults. Troup County has a high number of residents who do not have reliable access to a vehicle, yet most people must rely on a transportation network that mainly connects people and jobs by car-centric roads. The public and private sector are focused on creating a robust balance of living-wage paying jobs and a workforce with the skills to meet local industry needs. As Troup County's stakeholders consider next steps for meeting the needs of a changing population and economic challenges, transit needs to be part of all future investment and planning. This commitment would be best implemented through a coordinated committee and funding structure of local stakeholders and decision-makers. Transit can play an important role to meet the needs of residents to live, work, shop, and benefit from the opportunities of Troup County.

Transit Alternatives and Trends

This section outlines other transit and mobility systems to provide an overview of options that could be considered over the planning window. Some of these options have varying levels of implementation authority that are not all within the control of local government’s jurisdiction and require broader collaboration, education, and public-private partnerships. However, it is important to compile other measures for potential future innovations.

Option ↓	Pros +	Cons -	Results/Successes =
<p>Flexible Work Schedules and/or Telework</p>	<ul style="list-style-type: none"> • Can assist with employers recruiting and retaining employees in an effort to support work/life balance. • Can reduce number of times employees need to come into the office, reducing vehicular demand 	<ul style="list-style-type: none"> • Not an option for all occupations and industries • Often requires employees have internet access • Does not necessarily cut down on vehicular travel, just less to work 	<ul style="list-style-type: none"> • More employers have shifted to more flexibility during the Covid-19 pandemic
<p>Walking/Biking</p>	<ul style="list-style-type: none"> • Personal health/financial benefits, requires no car • Investments in walking/biking infrastructure creates positive community impacts • Can aid people with “last mile connectivity” 	<ul style="list-style-type: none"> • Safe bike/pedestrian infrastructure often not available • Might not be conducive for shift-work 	<ul style="list-style-type: none"> • Some communities are working toward Complete Streets • Some communities are creating multi-use trails, often through public-private partnerships
<p>Vanpool</p> <p>Concept: a group of people share a van to travel from a common location. Van may be employee owned, employer owned, or operated through a leasing company.</p>	<ul style="list-style-type: none"> • Potential employee cost savings through not needing a vehicle and/or employer incentives • Could help recruit & retain employees • Could assist people with night shifts 	<ul style="list-style-type: none"> • Depends on individual cooperation • Challenging if employees spread out in community 	<ul style="list-style-type: none"> • Private companies, such as Commute with Enterprise or Via, are in operation
<p>Rideshare</p> <p>Concept: employees carpool through a matching service or individual actions</p>	<ul style="list-style-type: none"> • Enables people to carpool, saving vehicle costs • Potential for employer incentives 	<ul style="list-style-type: none"> • Requires individual and possibly corporate coordination and funding 	<ul style="list-style-type: none"> • Georgia Commute Options has assisted employees and employers in the metro Atlanta area with creating carpools
<p>Flexible Public Transit</p> <p>Concept: A hybrid of a fixed-bus system where a vehicle is assigned to a route or area, and customers request trips within this area (also known as microtransit)</p>	<ul style="list-style-type: none"> • Reduces inefficiencies from fixed-route system • Can be scaled more quickly than traditional fixed-route • Does not require all ADA vehicles, but that type of trip needs to have accommodation 	<ul style="list-style-type: none"> • Might not be as efficient in less-dense areas • Reservation/dispatch system requires technology • Might have more demand than capacity, slower or non-available trips may deter people 	<ul style="list-style-type: none"> • Some cities are starting to use vans and on-demand software to replace fixed-route service

Goals, Objectives, and Recommendations

Through the needs assessment and other components of this plan, this process has determined the following goals and objectives.

1. **Ensure that the current transit system is supported and enhanced through collaboration and funding**
 - Seek multi-jurisdictional support.
 - Build public-private partnerships.
 - Advocate for consistent and additional funding.
 - Update and upgrade capital and operations as needed.
2. **Promote equity in Troup County through transportation access for people of all mobility and means**
 - Prioritize the on-demand transit system for the transit-dependent population.
 - Ensure land use and transportation planning considers vulnerable populations, works toward reduced car-dependence, and recognizes transit as a public need.
 - Seek transit solutions that can connect more people to work, health care, and daily needs.
3. **Use the existing transit system to serve unmet transit needs in Troup County**
 - Innovate ways to use the existing Troup Transit fleet for projects such as expanded service hours, fixed-routes, dedicated trips, employee rideshare.
 - Use “right-sized” vehicles for trips to improve efficiency.
4. **Strengthen economic development through supporting employers, employees, and commercial centers with transit**
 - Connect the workforce to commercial areas through transit.
 - Provide transit as a support service for people who are in programs to improve personal employment situations.
 - Leverage public-private partnerships and resources for transit initiatives.



Recommendations for Implementation

Short-Term (1-5 Years)

- Maintain current 5311 rural transit system, expanding as needed and possible
- Convene or participate in a transit or transportation coordinating committee to implement this plan and collaborate on other multi-jurisdictional needs and opportunities
- Implement a pilot program using existing transit vehicles, with the following potential services:
 - Fixed-route service in LaGrange connecting residents to shopping
 - Vanpool service connecting residents to employers
 - Dedicated group trips from one origin to a high-demand destination (e.g. an apartment building to a grocery store every Wednesday)
- Amplify number of Department of Human Services trips to reduce local cost-share
- Seek to “right-size” and standardize fleet for maintenance and capacity efficiencies
- Support the current and updated Troup County Multi-Modal Transportation Plan
- Support GDOT’s statewide transit goal to serve unmet transit needs
- Build public-private partnerships with local stakeholders, including applying for grants and implementing pilot projects
- Consider approval for TSPLOST funding for transit
- Consider participation in, or formation of, a local transit authority to serve as a collaborative funding and implementation body on behalf of member governments
- Plan for electrifying some of the fleet
 - Conduct internal research and plan for charging infrastructure
 - Raise awareness and support for electrification, as initial costs can be higher
- Increase marketing through social media if program capacity allows
- Use vehicle exterior wraps to increase revenue and improve visibility and perception
 - Can include paid advertisements or highlight sponsorships
 - Can unify the Troup Transit brand and build a positive perception

Mid-Term (6-10 Years)

- Plan for, and navigate, the potential transition from Rural 5311 transit funding to Urban 5307 funding based on the US 2030 Census urbanized areas designation
- Electrify some of the fleet

Long-Term (11-20 Years)

- Navigate the potentially transition from Rural 5311 transit funding to Urban 5307 funding

Appendix

This section contains:

- Resolution
- Meeting Dates
- Marketing and Press Materials

RESOLUTION

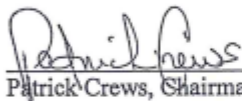
(Troup County Resolution No.: 2023-03)

WHEREAS, the Georgia Department of Transportation requires each Georgia county to have an updated Transit Development Plan (TDP) every five years as a prerequisite for transit funding; and

WHEREAS, Troup County does not have a TDP that was updated within the last five years; and

WHEREAS, an updated TDP was prepared according to the Georgia Department of Transportation Transit Development Plan 2021 Guidebook for the twenty year period of 2022-2042;

NOW, THEREFORE, the Board of Commissioners of Troup County, Georgia, hereby approves the acceptance of said Transit Development Plan for the twenty year period of 2022-2042.



Patrick Crews, Chairman

Attested By:



Valerie West, Troup County Clerk

Meeting Dates

Date	Meeting Participants
February 23, 2022	Stakeholder Committee
March 24, 2022	Troup County Center for Strategic Planning, Inc. Board of Directors' Monthly Meeting
April 14, 2022	Stakeholder Committee
April 27, 2022	Stakeholder Committee and Municipal Staff

Transit Press Materials



Troup Transit to increase costs per trip on non-public trips

Published 10:35 am Thursday, January 20, 2022

By Doreen Sivell

Troup County Transit announced this week that it's planning to increase its trip fare from \$7.30 to \$12.65 for Demographic and Health Surveys agencies. This increase does not include public trips.

"This is the first significant trip cost increase in at least 10 years," said Corey Dunn, the transit coordinator.

DHS trips, Dunn explained, are specified for the different agencies Troup Transit works with, including the Active Life in LaGrange and Hogansville and the Pathway Service Center. Agencies like those use state funding, Dunn said.

Troup Transit decided on this \$5.35 increase due to an increase in the cost per trip caused by the coronavirus pandemic.

"Several agencies we have worked with before COVID have not yet renewed services with us, cutting our amount of trips we usually conduct by 66%," Dunn said. "In that time, we have seen our expenses increase ... we've added a full-time driver, and gasoline prices are up 65% higher than last year. With those increases and loss of revenue from the fewer trips, we're not covering the cost of trips we are making."

Though Troup Transit has funds from the CARES Act in reserves, the amount it has is not enough to cover operations on a long-term basis, Dunn added.

Dunn additionally inquired the board permission to apply for a grant with DHS.

The board approved the request, along with the request to increase its fare, at its regular meeting Tuesday night.

In a previous meeting, Troup Transit applied for a Georgia Department of Transportation grant. Both grants are used to assist the operations of the transit.

"We'll need the DHS contract increase to break even with the [costs increase]," Dunn said.

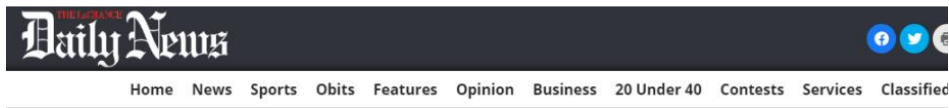
According to county documents, Troup Transit, which assists elderly and disabled Troup County citizens with their traveling needs, averages approximately 3,500 DHS trips per month in conjunction with 500 DOT trips per month, prior to COVID.

DHS passengers are not charged for transportation as a result of having the DHS Grant program active within the Troup County community.

Troup Transit will receive approximately up to \$300,000 annually from the DHS Grant to supplement the Troup Transit program, the documents state.

Troup Transit is reimbursed for providing trips to DHS clients throughout the year.

Transit Press Materials (continued)



County resumes transit rides for elderly and disabled individuals

Published 1:00 am Wednesday, July 21, 2021

By Shiann Sivell

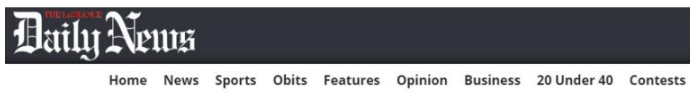
Troup County's transit bus program, Troup Transit, has reopened and is available to only assist elderly and disabled passengers at this time.

Troup Transit is a program offered by Troup County Parks and Recreation that provides a method of transportation to meet essential needs of the citizens of Troup County. The service usually takes passengers on grocery store trips, to the Active Life Center and to doctor's appointments but is currently limiting rides to doctor's appointments only, said Corey Dunn, the transit coordinator.

"We're limiting it to the elderly and disabled people right now, but we'll open up to everyone else involved more slowly," Dunn said. Passengers will need to call the Troup County Parks & Recreation at (706) 883-1673 at least 24 hours in advance to schedule a trip. Rides are on a first come, first serve basis, and masks are mandatory. The bus will pick passengers up from the curb of their home and take them to their appointment, Dunn said. Upon completion of the passenger's appointment, they will need to call the bus to pick them up. Troup Transit's services were reduced during the beginning of the pandemic last year, Dunn said, but it still found ways to help its senior passengers who participate in the Active Life Center.

"We were basically a transporter of home-delivered meals and did about 100 people a week," Dunn said. "Our drivers would drop them off at their doors ... and we're actually still doing it once a week now."

This transport service is offered between 6:30 a.m. until 2 p.m. Monday through Friday and costs \$2 per stop.



Troup Transit making a difference

Published 8:08 pm Thursday, December 20, 2018

By FROM STAFF REPORTS



(File photo)

Since 1980, Troup Transit has been making it possible for local seniors to socialize, take part in activities and make it to doctor appointments. In that time, those taking advantage of the program have developed a sense of community with their fellow riders and their friends at the Active Life centers, which are the primary destinations for the buses.

"[Troup Transit has] a very positive impact on our participants and empowering those that don't have vehicles of their own or are no longer able to drive. They are able to continue to attend here as well as go to doctors' appointments and maintain their independence," said Dan Wooten, the aging services manager for Active Life. "One aspect of our mission is to help keep our participants independent, so a part of that is being able to have transportation. Troup Transit provides that for many of our members. We have a large group that takes advantage of it."

Many of the seniors who use Troup Transit said that the buses are the reason why they are able to regularly attend activities at Active Life.

"I had retired from Community Action, and my daughter got tired of me sitting around the house," said Betty Cameron, who has been riding Troup Transit for about a decade. "I didn't have anything to do, so I was just sitting around the house. ... They kept coming out and talking to people about joining the center, so she just got me and brought me on out here. I've been here ever since."

According to Wooten, about 30 people use Troup Transit to get to the LaGrange Active Life. Troup Transit also serves the West Point and Hogansville area, and recently received additional state funding due to its above state average levels of use in the area. The program also uses some federal funding. Wooten attributes the high rates of use to a combination of a wide variety of activities at Active Life centers and the high cost of transportation for seniors who cannot drive themselves.

"We have so many different types of activities that go on simultaneously. We'll have people participating and playing billiards or cards or dominos or doing arts and crafts or at the computer lab. Then in the other building, they are exercising. There is a big exercise class. I think we have about 60 people in that class," Wooten said. "There is a fitness machine room, and they have a healthy living class going on."

Active Life members said that they appreciate that the county provides a way to access those activities when they don't have other means of transportation.

"It makes me feel very good because they don't have to," said Cameron, who admitted that she would not be able to afford daily cab fare. "This is the only cab that you can get for free, and it is a free ride. The bus drivers are very nice, and [Active Life] is a place to come and a place to be. I recommend coming out here and riding Troup Transit to anybody."

The service does not charge seniors for rides to county Active Life centers. However, it does charge a small fee for transportation to doctor appointments.

"Everybody works now, and sometimes you can't get a family member just to drop things," Cameron said. "When you call Troup Transit, they'll get you there."

Lynn Howard, from the administrative division of Troup County Parks and Recreation who organizes the service, recognized the hard work that the drivers put in, and seniors who take part in the program said they appreciate the drivers as well.

"They are really nice, and they help you on the bus and off the bus if you can't walk," said Betty Jean Boykin, who rides Troup Transit. "It is something to do to keep you busy."

The Troup Transit buses are also regularly utilized for trips to locations near and far.

"We took 66 people on Tuesday [of last week] to the governor's mansion that was decorated for Christmas, and so we took people from LaGrange and West Point on that trip," Wooten said. "That is funded through the same funds."

He said that he considers Troup Transit an important source of empowerment for older adults.

"It is a source of empowerment for our older adults that even if they don't have a car or have to give up driving, they can still be able to spend time here with their friends and participate in activities," Wooten said. "It is a very big deal."

To learn more about Troup Transit, visit Trouprec.org/Facilities/Transit or call (706) 883-1673.

Appendix – Media and Outreach

 **Three Rivers Regional Commission**
 April 1 · 🌐

Our regional transit system offers transportation services for a variety of reason. Some of our most popular are to/from doctors appointments, senior centers, shopping and social outings, non emergency hospitals, and banking.

For information on how to schedule a trip in your county, please visit <https://www.threeriversrc.com/transportation-services.php>

#TRRC #ThreeRivers #transit



👍 6

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 **Troup County Georgia Government**
 July 19, 2021 · 🌐

TROUP TRANSIT UPDATE BELOW:

Troup Transit has reopened and is available to elderly and disabled passengers at this time. This curbside, on-demand service is offered between 6:30am – 2:00pm Monday through Friday, and costs \$2 per stop. Please call (706) 883-1673 at least 24 hours in advance to schedule your trip!

For more information, please visit: <https://www.troupcountyga.gov/Services/Transit...> See more

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