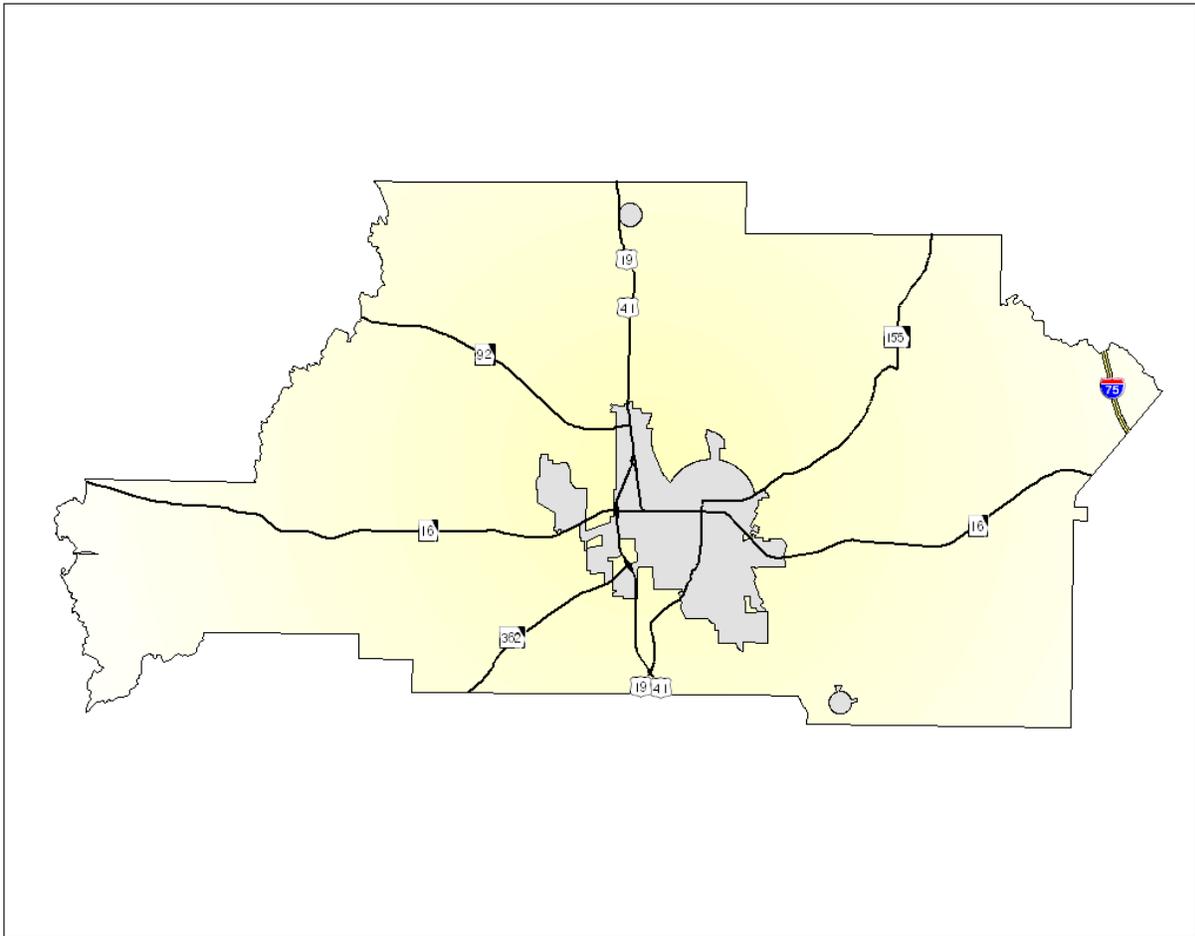


**SPALDING COUNTY RURAL TRANSIT
DEVELOPMENT PLAN
JUNE 2007**



**Developed By:
McIntosh Trail Regional Development Center**

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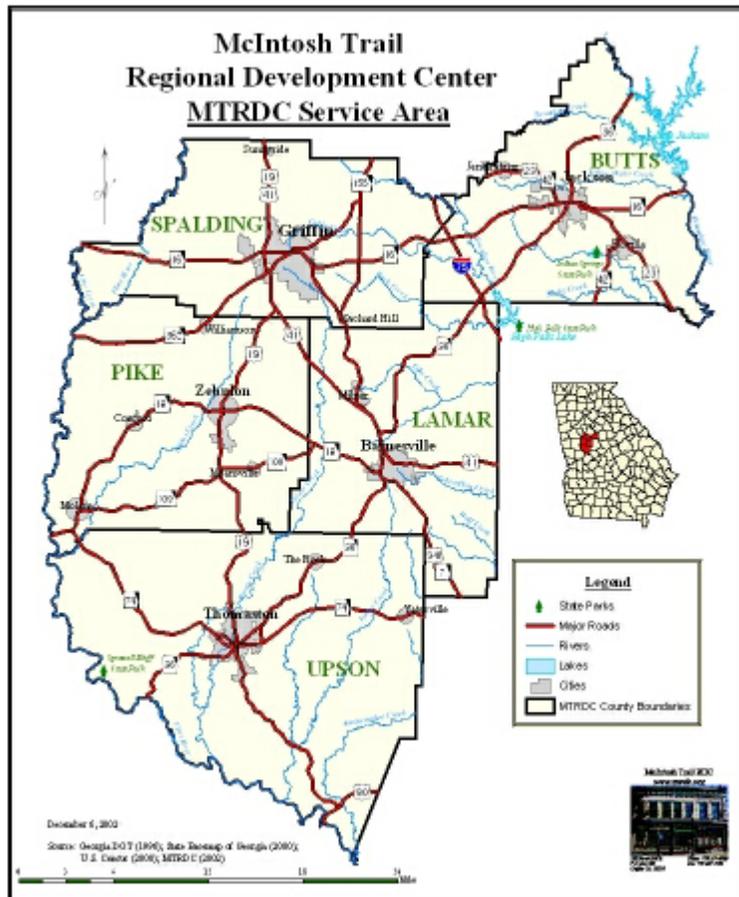
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EXECUTIVE SUMMARY

1. Introduction

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

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



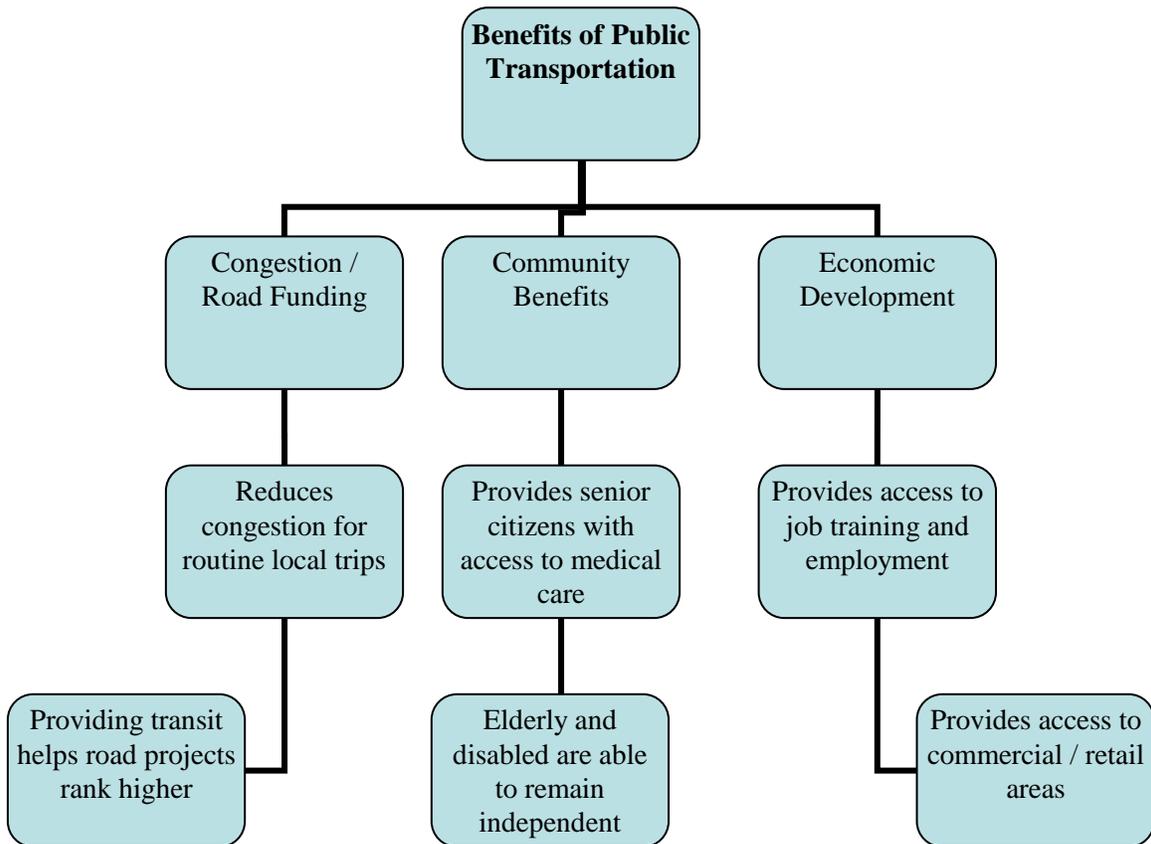
2. The Transit System

McIntosh Trail RDC Management Team:

Lanier Boatwright, Executive Director
Robert Hiatt, Governmental Services Director
Peggi Tingle, Administrative Assistant
Amanda Turner, Governmental Services Coordinator

The program has been operating throughout the four of the five County McIntosh Trail counties since September 8, 1999. The five counties that make up the McIntosh Trail Transit System in 2006 are Butts, Lamar, Pike, Spalding, and Upson Counties. Public transportation is used to assist people to obtain and retain employment, receive regular medical attention, provide access to job training, provide access to commercial zones, and quality of life enhancement purposes.

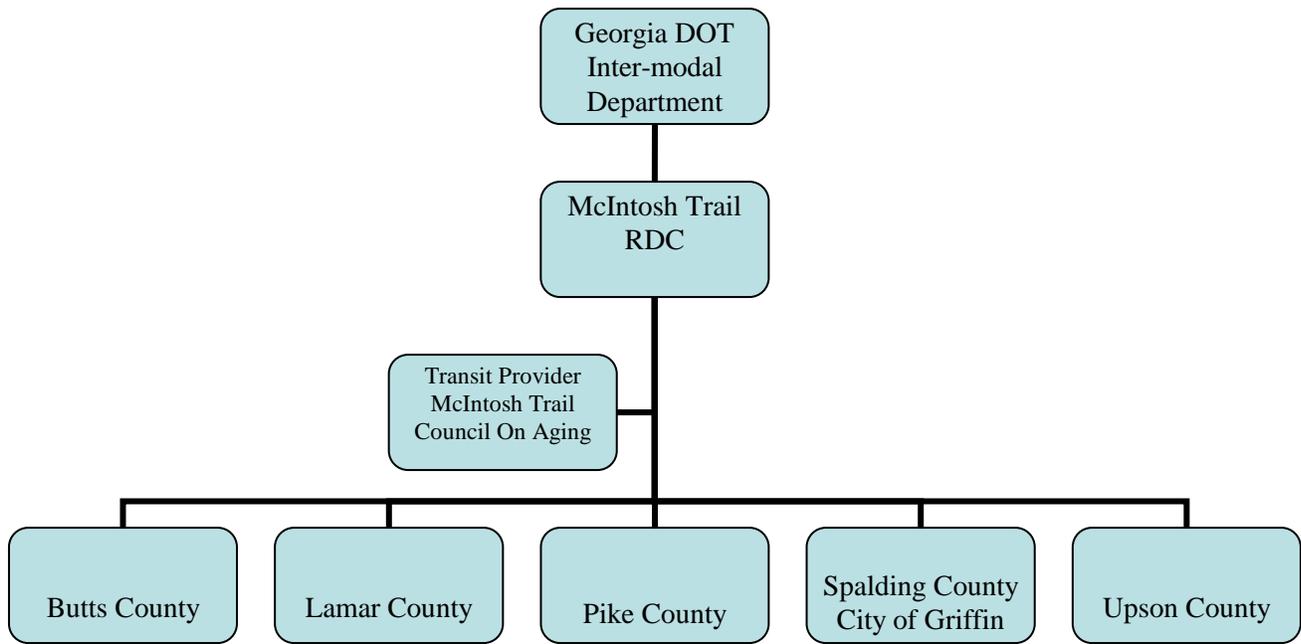
Public Transportation Benefits



Contract Administration

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

Contractual Relationships



3. Regional Technical Coordinating Committee

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

Butts County: Gerald Kersey
Lamar County: Ray Brinkley
Pike County: Steve Fry

Spalding County: Eddie Goss
Upson County: Glenn Collins
McIntosh Trail RDC: Lanier Boatwright

4. Services Provided

Demand Response

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

Purchase of Service (POS) / Subscription Trips

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

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

Senior Centers

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

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

Points of Origins and Destinations:

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

Department of Family and Children Services

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

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

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

Department of Labor – Vocational Rehabilitation Services (VRS)

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

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

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

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

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

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

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

5. Vehicle Fleet Information

The vehicle fleet is comprised of fourteen passenger Goshen shuttle vans. These vans cost between \$33,500 (without lift) and \$37,800 (with lift), and do not require a CDL license to operate. Prior to 2003, the regional transit system did use CDL vehicles but those vehicles were cycled out due to cost concerns and the inability to retain CDL qualified drivers.

Listed below are the vehicles that are used in Spalding County, and information about the types of vehicles that are used.

GDOT Fleet Number		VIN	Type	Year	Seats	WC Lift	Tag
2549	SPALDING	1FDWE35S06DA54001	Shuttle Bus	2006	14	N	County
2550	SPALDING	1FDWE35S26DA54002	Shuttle Bus	2006	14	N	County
2551	SPALDING	1FDWE35S86DA53999	Shuttle Bus	2006	14	N	County
2552	SPALDING	1FDWE35S96DA5400	Shuttle Bus	2006	14	Y	County
2553	SPALDING	1FDWE35S46DA54003	Shuttle Bus	2006	14	Y	County

Pacer II Goshen Shuttle Van

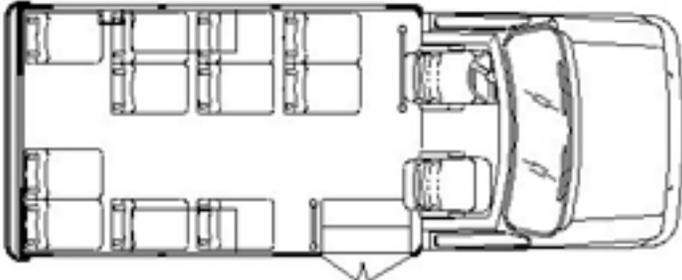
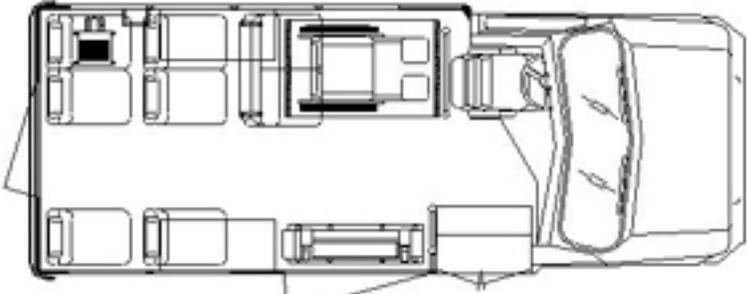
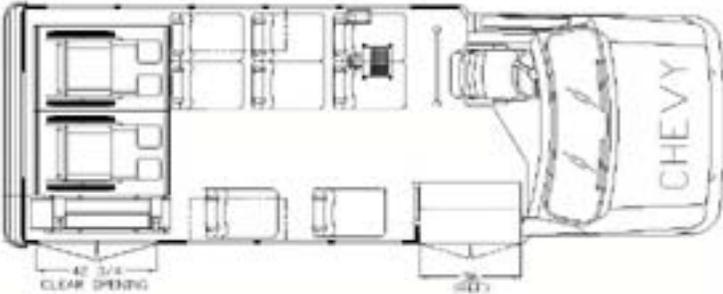


Non-CDL Shuttle Van
 84" Width, Wide Aisle, 6' Headroom
 Excellent Turning Radius & Maneuverability

Passengers (Adult)	14
Headroom	74"
Audio	AM/FM/CD Stereo or PA
Video	6" Flip down or 32" LCD
Heat & A/C	Rear & A/C Available

Rear Luggage	Available in 36" or 40"
Overhead Luggage	Available with/out reading lights
Wheelchair Lift	Braun or Rico
Seats	Standard, Recliner, or 3PT
Chassis	Ford E-350, E-450, or Chevrolet
Transmission	Automatic
Exterior	Aluminum or High Gloss Fiberglass
Structure	Fully Welded Steel Cage
Engine	5.4L, or 6.8L Gas / 6.0L Diesel
Weight	10,700# GVWR

Interior Vehicle Layouts

Overall Height	113"
Overall Width	84"
Overall Length	230", 250", or 255"
Wheel Base	138" or 158"
	
	
	

Insurance

Program contractors must maintain a minimum liability coverage in an amount of \$100,000 for death or injury of one (1) person, \$300,000 in the event of injury or death of two (2) or more persons in a single accident including liability to and employees engaged in the operation of the vehicles, and \$50,000 for property damage. Vehicles with capacity over 15 passengers must maintain minimum liability coverage in an amount of \$100,000 for the death or injury of one(1) person, \$500,000 in the event of injury or death of two (2) or more persons in a single accident including liability to any employees engaged in the operation of the vehicles, and \$50,000 for property damage.

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

Accident Reporting

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

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

Drug and Alcohol Testing

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

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

6. Quality Control

Any comments or complaints regarding the quality of service provided by the system or the performance of any system employee will be handled routinely by the Authorized Representative at the RDC and the TPO. If warranted, the Authorized Representative may recommend to the Technical Coordinating Committee that official action be taken to address any problems that have been identified in the course of investigating

a customer complaint. Receipts and expenditures will be monitored by the RDC on a monthly basis. The driver will maintain daily passenger trip logs and vehicle service logs which will be consolidated by the TPO and transferred to monthly reporting forms. These will be forwarded to the RDC.

Program Reporting

From TPO to RDC (Monthly)

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

From RDC to County (Monthly)

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

From County to RDC (Monthly or as Requested)

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

From RDC to TPO (Monthly or as Requested)

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

From RDC to GDOT (Monthly or as Requested)

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

From GDOT to RDC (Monthly or as Requested)

- Reimbursements of federal matching funds.

Corrective Actions

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

In relation to taking corrective actions, the TPO shall:

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

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

The reason(s) the problem occurred

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

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

A timeline for implementing the resolutions(s)

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

Pick Up and Delivery Standards

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

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

7. Third Party Operator

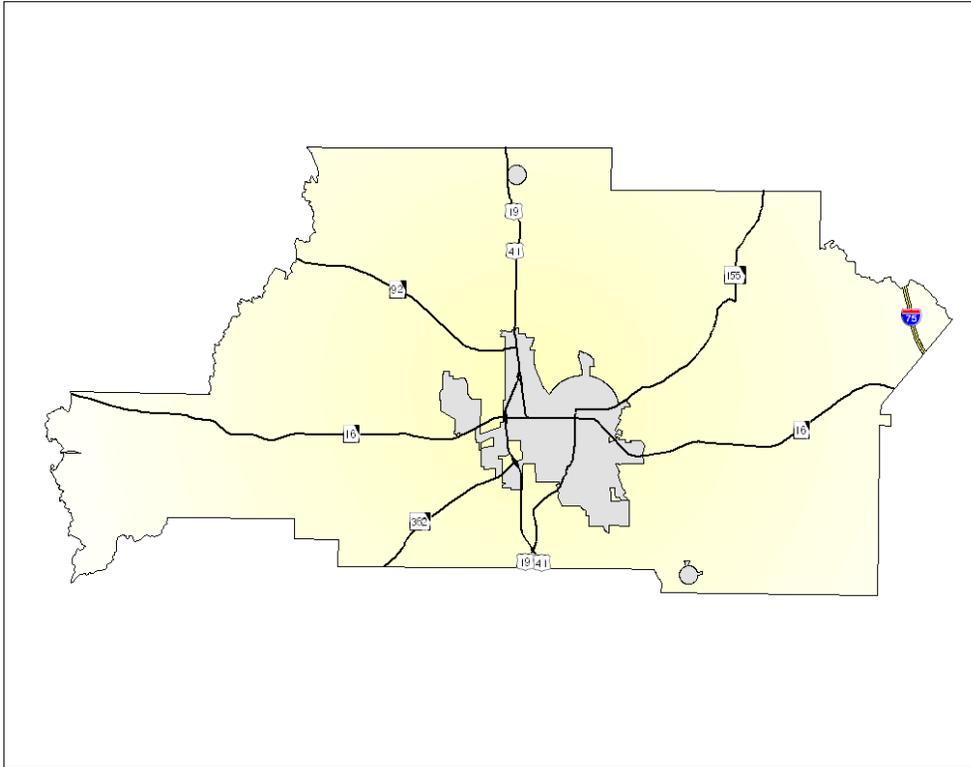
The current third party operator is the Council on Aging For McIntosh Trail. The TPO will be responsible for handling the day-to-day operation and maintenance of the system. The TPO will be responsible for registering calls for service, route management, driver supervision and training, submission of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

8. **Public Involvement**

During the creation of this rural transit development plan, the MTRDC involved several governmental and citizen groups. The primary focus group involved in the creation of this plan was the Griffin/Spalding Area Transportation Committee (GSATC). This is an advisory committee made up of private citizens, business, and governmental officials within Spalding County. While their decisions are not binding, the GSATC transportation recommendations are often passed by both the City and County commissioners. The MTRDC also solicited feedback from the Griffin/Spalding Chamber of Commerce Transportation Committee members, and the Department of Human Resources Regional Transportation Office.

Demographic Analysis

Spalding County Profile



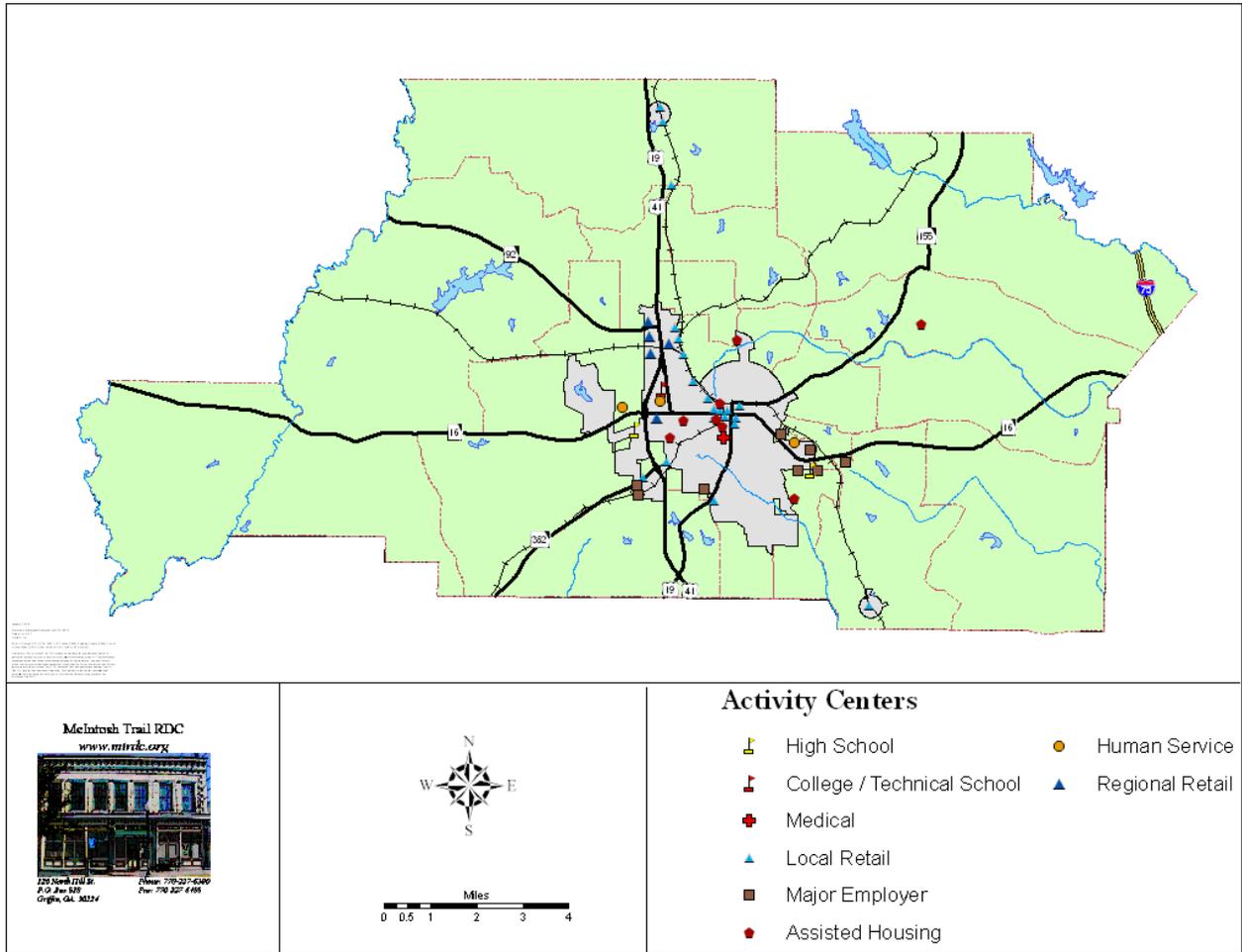
As of the census² of 2000, there were 58,417 people, 21,519 households, and 15,773 families residing in the county. The 2005 Census Estimate placed the population at 61,289. The population density was 114/km² (295/mi²). There were 23,001 housing units at an average density of 45/km² (116/mi²). The racial makeup of the county was 66.50% White, 31.05% Black or African American, 0.23% Native American, 0.67% Asian, 0.02% Pacific Islander, 0.65% from other races, and 0.88% from two or more races. 1.62% of the population was Hispanic or Latino of any race.

There were 21,519 households out of which 34.00% had children under the age of 18 living with them, 50.30% were married couples living together, 18.20% had a female householder with no husband present, and 26.70% were non-families. 22.30% of all households were made up of individuals and 8.50% had someone living alone who was 65 years of age or older. The average household size was 2.67 and the average family size was 3.12.

In the county the population was spread out with 27.30% under the age of 18, 9.20% from 18 to 24, 29.40% from 25 to 44, 22.50% from 45 to 64, and 11.70% who were 65 years of age or older. The median age was 35 years. For every 100 females there were 93.20 males. For every 100 females age 18 and over, there were 88.90 males.

The median income for a household in the county was \$36,221, and the median income for a family was \$41,631. Males had a median income of \$32,347 versus \$22,114 for females. The per capita income for the county was \$16,791. About 12.40% of families and 15.50% of the population were below the poverty line, including 21.30% of those under age 18 and 11.30% of those age 65 or over.

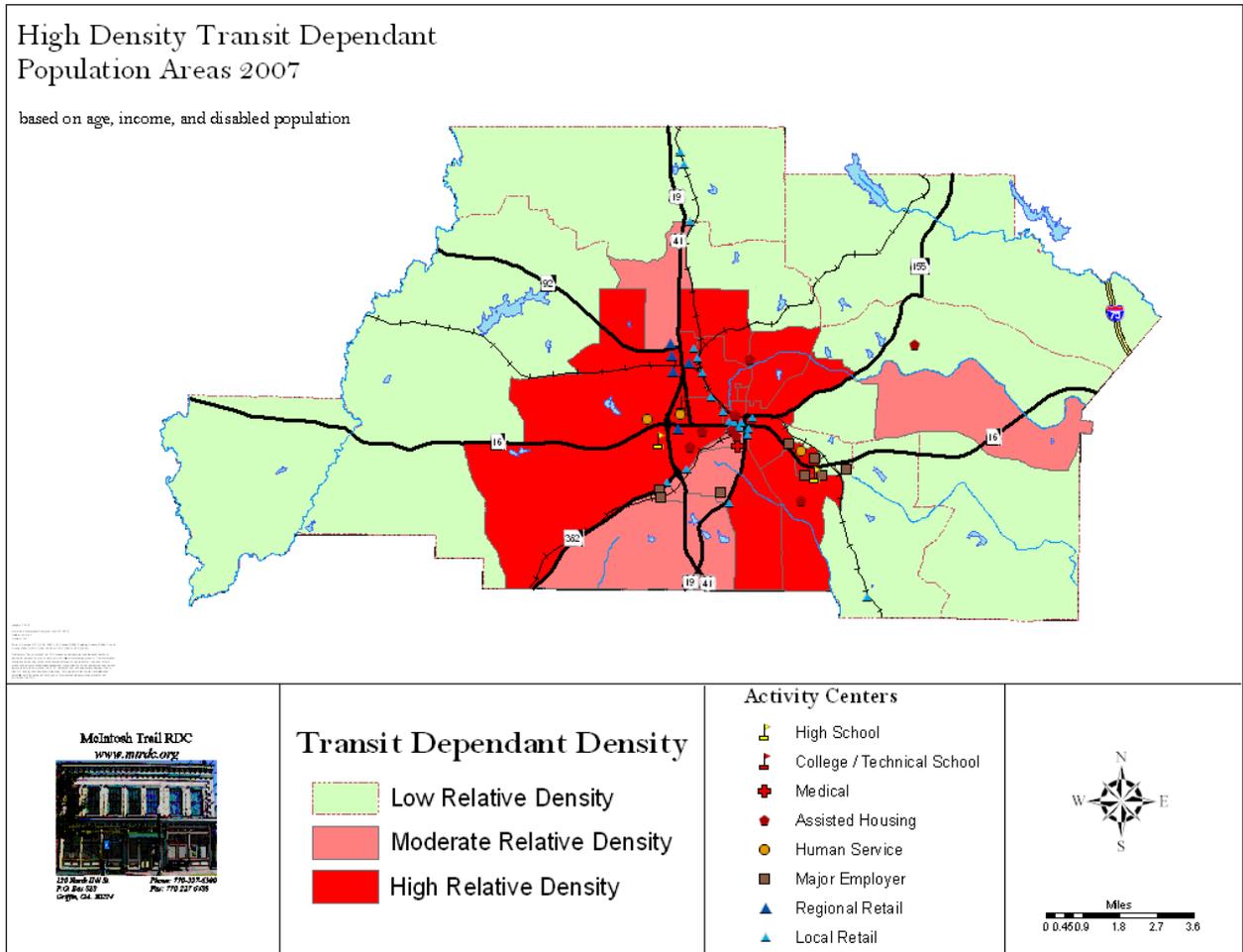
Spalding County Activity Centers - 2007



The image above lists major activity centers, including hospitals and major medical facilities, colleges and training centers, and work sites for individuals with developmental disabilities. These are common locations to which low income workers or people who use specialized transportation services may travel.

GIS analysis of activity centers for 2007 indicated that almost all major centers of activity were located inside the city limits of Griffin. Under present conditions, it is more likely that the common destination for most public transit trips will be inside the city limits.

Transit Dependent Population – 2007



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

Using GIS analysis of census data, the MTRDC has identified the areas of the county that have the highest concentrations of transit dependent populations. Areas are ranked according to their level of transit dependent population density using the following scale.

High Density	16 – 25%
Moderate Density	10 - 15%
Low Density	1- 9%

**Transit Dependent Population Census Block Analysis
Spalding County**

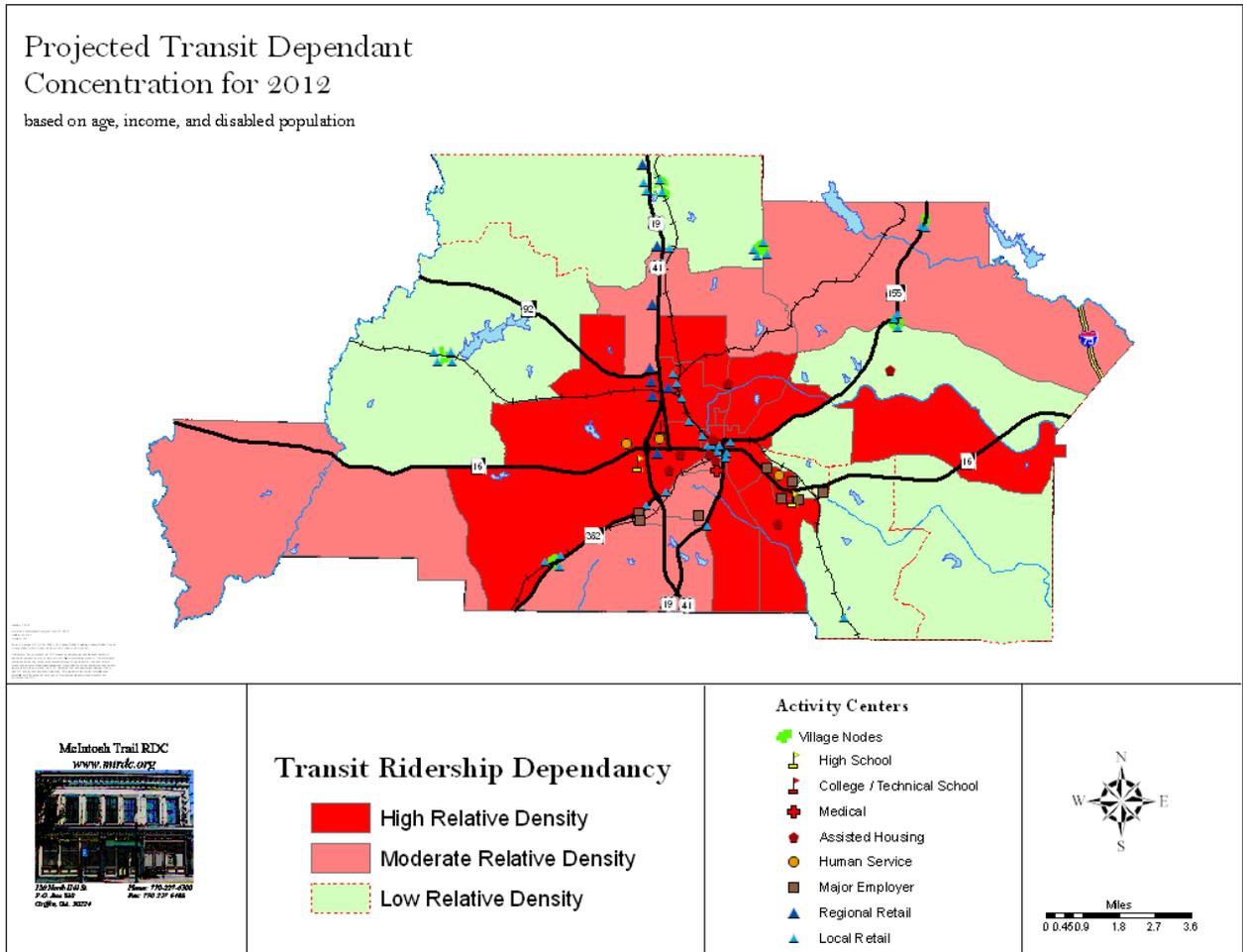
Census Tract	Census Block Group	Area Description	Land Area (sq.mi.)	Total Population	Total # Elderly Age 65+	Disabled Population Ages 21 to 64	Below Poverty Population
1601	1	Sunny Side	20.66	4606	355	748	661
1601	2	Birdie	5.71	1250	125	149	131
1602	1	Towalaga/Ringgold	24.66	2760	197	286	196
1602	2	Walker Mill	10.18	1881	166	236	229
1603	1	Pomona	4.88	1156	116	150	184
1603	2	NE Griffin	2.20	2312	248	423	607
1604	1	Griffin	2.30	2287	304	450	725
1604	2	Griffin	0.73	1508	210	303	307
1604	3	Griffin	1.36	1653	210	408	274
1604	4	Griffin	0.09	831	57	146	334
1605	1	NW Griffin	2.93	3090	264	445	180
1605	2	West Griffin	9.63	2487	355	222	214
1606	2	Vaughn/Rio	20.51	2551	240	289	98
1606	3	Zetella/Digby	24.36	1297	122	315	138
1607	5	West Griffin	12.22	6426	504	896	1159
1608	1	NE Griffin	1.58	1600	179	289	477
1608	2	Griffin	0.32	1178	182	220	379
1608	3	Griffin	0.52	1745	168	248	399
1609	1	East Griffin	2.27	775	103	89	89
1609	2	East Griffin	0.93	1292	154	212	180
1609	3	SE Griffin	0.93	827	108	153	343
1610	1	Walker Mill	7.70	971	100	253	251
1610	2	Orchard Hill	10.15	1716	152	364	125
1610	3	East Orchard Hill	14.72	2714	226	289	182
1611	1	Griffin	0.62	1087	244	53	18
1611	2	West Orchard Hill	3.74	2397	416	228	140
1612	1	Griffin South	3.41	2778	452	136	86
1612	2	Griffin	0.34	866	159	51	336
1612	3	Griffin	1.73	1444	297	70	308
1612	4	Griffin South	8.31	2965	425	214	106
Totals			199.69	60450	6838	8335	8856
		% of Total Population			11.3%	13.8%	14.7%

Transit Dependent Population = 39.8% of Spalding County Population

Findings

On a county wide level approximately 39.8% of the county's population meets the criteria to be considered transit dependent. Many of these groups are already riders of the local transit system, but the county would need to invest in additional vehicles in order to regularly serve the entire population group if demand were to increase above present levels.

Spalding County Activity Centers & Transit Dependent Population - 2012



In its comprehensive plan update in 2004, Spalding County identified a village node concept that would spread concentrated nodal based development into other portions of the county. The MTRDC conducted a GIS analysis on the comprehensive plan’s projected land use, and used the 2000 census figures to forecast where the highest concentrations of transit dependent population may be located in 2012.

While the density around the village node areas is not high enough to support an urban fixed route loop, it is possible to develop a low density subscription based route. Such a route could circulate between each village node at regular intervals, and then carry the passengers to common activity centers. There are several parts of the county are projected to have high growth rates for senior citizen populations, so it is likely that subscription based route would generate the highest amount of ridership by providing trips to medical service locations.

The areas with the most density of transit dependent populations will remain in and around the city limits, and population concentrations may be high enough to support some fixed route or subscription services using small

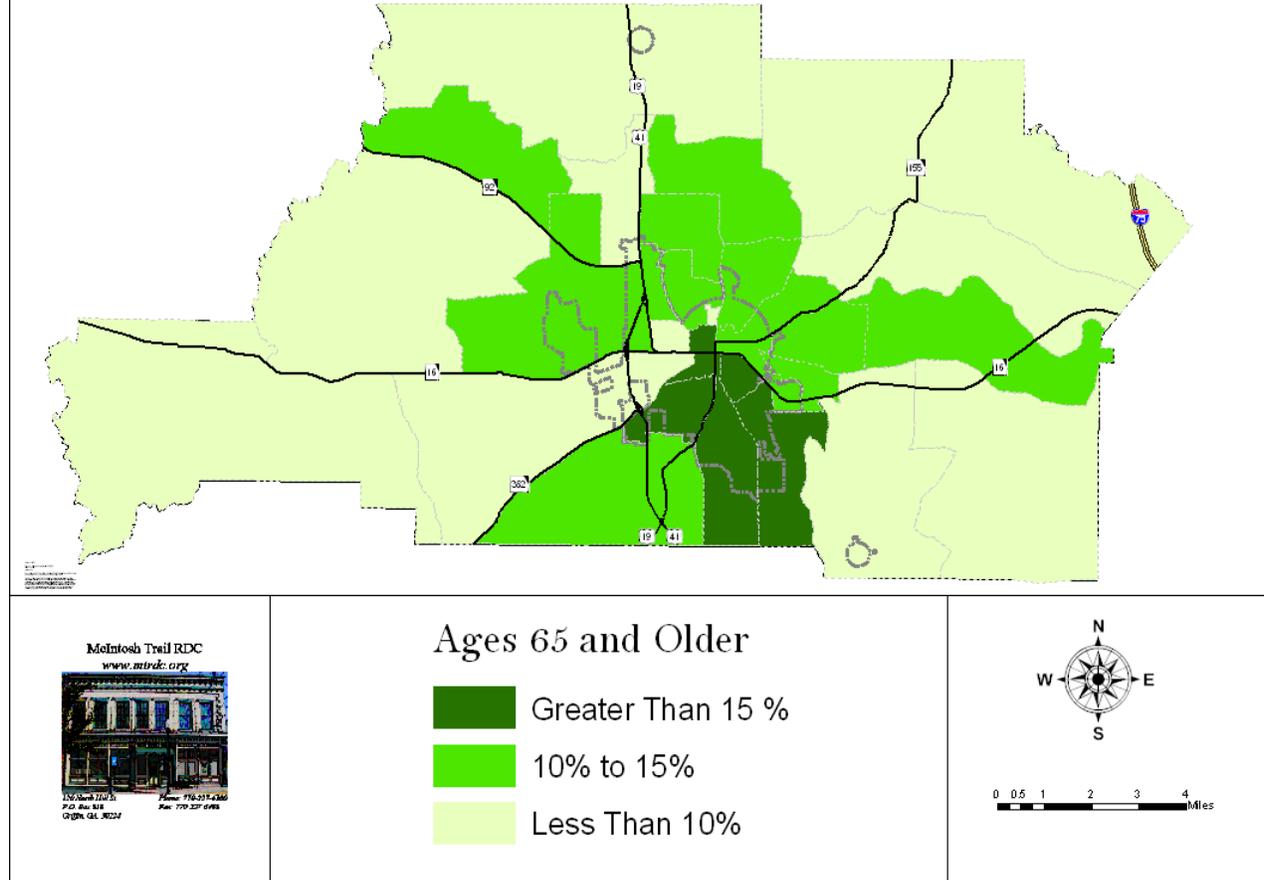
shuttle vans. Also the University of Georgia, Griffin Campus, is expected to increase its student population to approximately 9,000 students. This will likely increase the population density in and around the northern part of Griffin / Spalding County, and provide more opportunities for small fixed route or subscription type services.

Density Scale

High **16 -25 %** Moderate **10-15 %** Low **1 – 9 %**

Spalding County Senior Citizen Population Centers – 2007

Spalding County
Distribution of 65 and Older Residence



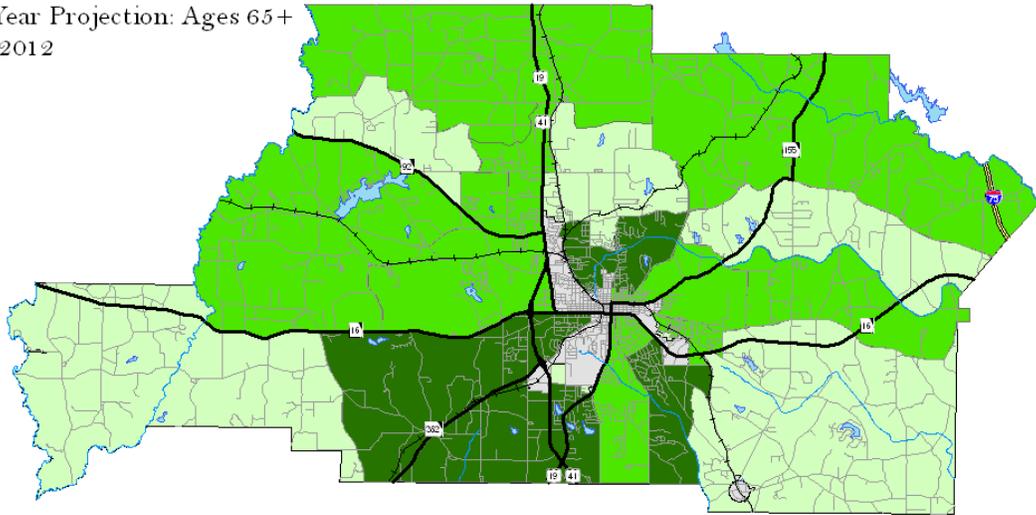
The MTRDC performed a census block analysis of the three main population types that are considered to be the primary “transit dependent population”. One of those populations is senior citizens, and 2000 census information placed seniors in Spalding County as 11.3% of the total population. In the image above the MTRDC has identified the areas of highest concentration for the senior population. Most of the senior population is located in areas served by a major road connection, which allows for more efficient route scheduling.

Senior citizens age 65 and older are more likely to become users of transit when it is available. In Spalding County senior citizens accounted for 32% of the total trips performed on the public transit system. Providing seniors with access to transit allows them to live independently for longer periods of time, continue to contribute to the local economy, and helps to provide access to routine medical care.

Spalding County Senior Citizen Population Centers – 2012

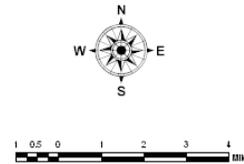
Spalding County

Five Year Projection: Ages 65+
 2007-2012



Five Year Projection: Ages 65+

- High Concentration
- Moderate Concentration
- Low Concentration



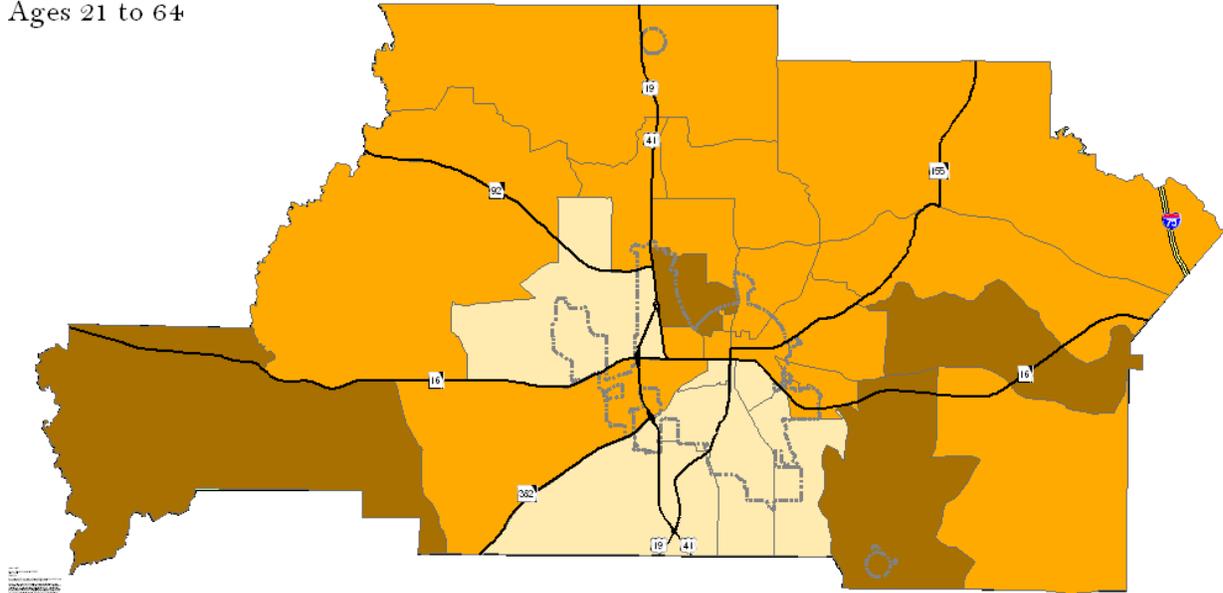
Using GIS analysis, the MTRDC has identified the areas of the county that should undergo the most rapid growth of the senior citizen population. Currently there are large developments in the north and northeastern parts of the county that are targeted for senior citizens, and the natural aging of residents who are already living in those areas. The western part of the county is projected to have a moderate rate of growth in the senior citizen population, and the southwestern part of the county is projected to have a high rate of growth in its senior citizen population.

Currently there are few activity centers in the northern portions of the county that could serve a senior citizen population. Due to the size of the area it is possible that a fixed route or subscription based service could be established that would bring those seniors into the city. The southwestern portion of the county is smaller in size and may have potential to be served by a fixed route or subscription based service, or it may be able to be served using existing transit resources that are already operating in that area. The eastern portion of the county would likely to continue to be served using the demand response level of service until the senior population levels increased.

High Density	15+%
Moderate Density	10 - 14%
Low Density	1- 9%

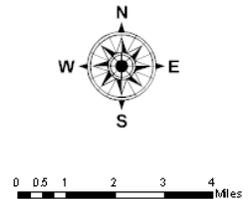
Spalding County Disabled Population (Ages 21-64)

Spalding County
 Distribution of Disabled Residence
 Ages 21 to 64



Percentage of Disabled Persons by Census Block Group

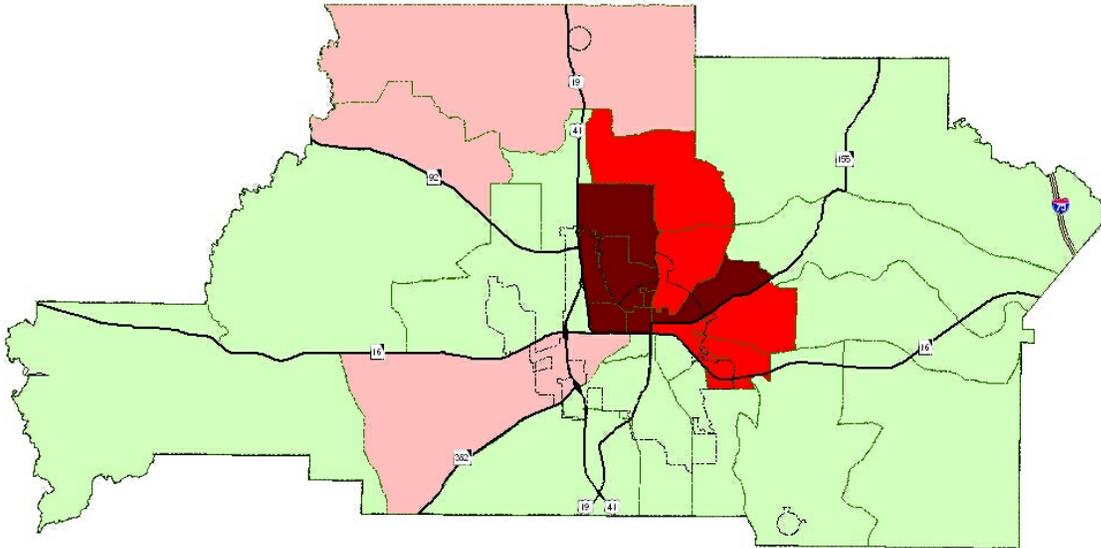
- 20% and Greater
- 10% to 20%
- 0 to 10%



The MTRDC conducted a GIS analysis of the disabled population based on 2000 census update figures, and limited the analysis to the 21-64 age group. Persons aged 65+ would already be identified in the senior citizens analysis, and were not included in this particular analysis. The 21 to 64 year old disabled population represents approximately 13.8% of the total population for Spalding County. There are approximately 4,848 persons within this age group who are disabled but also employed. While transit ridership statistics are not kept for disabled passengers, the current fleet for the Spalding portion of the regional transit does include two vehicles that are wheelchair lift equipped.

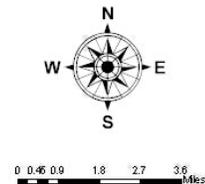
Potential Ridership Based On Income

Areas of Potential Transit Ridership
 (Based on Median Household Income 2007)



Median Income per Household

- Less Than 25k Median per Household
- 20 - 30k Median per Household
- 30 - 40k Median per Household
- Greater Than 40k Median per Household



National studies of public transit over the years have continuously pointed out that low to moderate income workers are most likely to use public transit where the service is available. A common income threshold that is used to estimate potential ridership based on income is approximately \$25,000 per year.

In Spalding County, the MTRDC has used the 2000 census data to identify geographic areas of potential ridership based on income levels. Based on our income analysis, the highest concentrations of low to moderate income households are in the northern parts of Griffin and Spalding County. The areas that fall within the \$30,000 to \$40,000 range are least likely to use public transit, but would likely use vanpool programs or a commute alternative with a destination outside of the county.

Program Goals and Objectives

The program objective is to provide cost affective and affordable public transportation to all citizens within Spalding County through participation in the regional public transportation program administered by the MTRDC.

Short Term Goals and Objectives: 2007 - 2012

Provide public transportation to residents of Butts, Lamar, Pike, Spalding, and Upson Counties.

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.

Expand the regional transit program to include neighboring Counties that have no local transit, and are seeking to participate in a cost effective regional transit system that serves local needs.

Develop and implement an effective marketing campaign.

Offer technical assistance to TPO regarding bookkeeping, transit system operations enhancement recommendations, and identifying training opportunities.

Achieve or exceed all Section 5311 service criteria as outlined in the GDOT administrative guide.

Evaluate scheduling and trip routing options to identify the most effective way to operate the system.

Ensure that the TPO is complying with all federal and state guidelines for operating the transportation program.

System Performance

The MTRDC Regional Transit system adheres to the GDOT performance standards outlined in its administrative guide. Spalding County recently joined the regional program, but based on available data it is meeting GDOT performance requirements.

GDOT System Performance Measures (Monthly Averages)

Criteria (Any Combination)	Exceeded Standards	Met Standards	Did Not Meet Standards
500 Trips Per Month	X		
120 Service Hours	X		
1,000 Vehicle Miles	X		
10% Farebox Target	X		

Other System Information (Spalding County):

Public Fare Cost: \$2.00 per one way trip

Trip Types:

- Senior Trips: **32%**
- Employment: **58%**
- Other: **10%**

System Usage (July 06 – Apr 07)

1. Total Trips: **20,803**
2. Avg Trips Per Month: **514**
3. Total Miles Traveled: **136,842**
4. Average Distance Per trip: **6.58 Miles**
5. Peak Usage Times: **6 to 9:30 AM & 3 to 5:30 PM**

Performance Evaluation Findings:

Based on GDOT performance measures for a rural transit system, the MTRDC is meeting or exceeding all program performance requirements. During peak travel hours, 6 to 9:30 AM & 3 to 5:30 PM, the system is currently operating at capacity. During off peak travel hours, the system still has capacity to increase its performance to accommodate more trip orders.

Demand Evaluation

The Spalding County component of the MTRDC regional transit system has the potential to be the highest trip generating area of the system. Local surveys indicate that 58% of transit ridership on Spalding County vehicles is employment related, and 32% of transit trips are senior citizens. It is logical to assume that the availability of local transit greatly assists citizens with obtaining and retaining employment, and provides the senior citizens with a way to continue to live independently. Transit demand will continue to grow in the coming years as more commercial development occurs, and the senior population grows

Current Demand

Currently the five vehicles in circulation are able to keep up with local demand for transit service. The TPO has not had to regularly turn away call in requests for public trips. However trip volume has been steadily increasing as marketing efforts have been underway. If trip volume continues to increase to the point to where all Spalding vehicles are averaging 575 trips per month, then a request to add more vehicles should be considered or it is likely that additional trip orders will have to be denied due to a lack of capacity.

Criteria (Any Combination)	Exceeded Standards	Met Standards	Did Not Meet Standards
500 Trips Per Month	X		
120 Service Hours	X		
1,000 Vehicle Miles	X		
10% Farebox Target	X		

System Usage (July 06 – Apr 07)

1. Total Trips: **20,803**
2. Avg Trips Per Month: **514**
3. Total Miles Traveled: **136,842**
4. Average Distance Per trip: **6.58 Miles**
5. Peak Usage Times: **6 to 9:30 AM & 3 to 5:30 PM**

Public Involvement: Community Survey

Spalding County is currently updating its comprehensive transportation plan, and an intensive public survey was conducted to obtain input from the citizens on what they felt were the top transportation priorities facing the county. At the time this survey was conducted, the public transit service had only been in operation two months.

Table 5: Summary of Responses to Question 4

Transportation Improvement	Highest Priority	Second Highest Priority	Third Highest Priority	Total Top Three Priorities
Commuter Rail	48	21	8	77
Transit within County	29	17	5	51
Improved Roads	23	20	13	56
Remove Trucks from Downtown	21	13	5	39
Improve Signal Timing	20	21	13	54
Reduce Congestion	14	13	7	34
Bike Trails	9	6	3	18
Police Presence/ Enforcement	7	8	10	25
Other	13	10	6	29
No Answer	136	191	250	577

As the survey indicates, there is a strong desire from the citizens to have local public transit available within Spalding County. The MTRDC has worked with our transportation operator, and marketing efforts have been increased.

Human Service Transportation Needs

The Georgia Department of Human Resources (DHR) provides transportation funds for local citizens who are enrolled in its various programs. Where possible DHR purchases trips on local transit systems, and the additional revenue generated helps to keep the annual operating cost low to local governments that provide public transit.

In FY 2007 DHR conducted a needs assessment survey of their clients, and had the following findings:

% of Total Unmet Need by Age Group				
Need Categories	Under 16	17-54	55-59	Over 60
Going to Work	2%	81%	14%	3%
Grocery Shopping	0%	44%	11%	45%
Social Services	0%	55%	20%	26%
Finding a Job	2%	86%	8%	4%
Pharmacy and Drug Store	0%	26%	12%	62%
Medical Care/Dr. Visits	0%	39%	11%	49%

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

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

The results of this survey indicate that these age groups need transportation that is not currently being provided by DHR. If state funding was available to meet these needs, it would likely increase the amount of ridership on Spalding County vehicles and bring in more revenue to help cover daily transit operating expenses.

Demand Evaluation Summary

The MTRDC projects that the current fleet of five (5) vehicles is sufficient for the next contract year (2008), but finds it likely that the fleet will need to expand by an additional one to two vehicles at some point in the future. The rate of expansion is also dependent upon the availability of funding at the state and local levels, and the assumption that any new vehicles would begin service with at least a monthly trip average of 350 trips.

The future expansion of the University of Georgia – Griffin Campus will certainly allow for additional expansions of public transit, and will be factored in during the next plan update in 2013.

Transit Alternatives

Fixed Route Services

No fixed route transit services are currently offered within Spalding County. The County has recently submitted a request to GDOT for funding to begin an urban transit study. That study will evaluate the existing transit services in the County, and likely utilize much of the information from this study to determine potential ridership and vehicle routes. For fixed route services, GDOT usually uses Section 5307 funding because Section 5307 transit funds are reserved for urbanized areas. In regards to any Section 5311 funds being used to provide fixed route service, the GDOT administrative guide has issued the following guidance.

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

Commuter Rail



Commuter rail has been studied extensively in the Spalding County area for over fifteen years. Commuter rail would benefit Spalding County and the entire MTRDC region by providing a direct connection to downtown Atlanta. If commuter rail were to become a reality, the regional rural transit system would likely expand its capacity to become a feeder system to the commuter rail.

GRTA Express Bus Service

Spalding County has recently been part of several transportation studies, and each study has looked at the possibility of establishing GRTA Express Bus service. The findings do indicate that at some future point Spalding County could probably support an express bus stop along I-75, but for now the county doesn't have the population density required to support a fixed route express bus service.

GRTA Vanpool Service

Vanpool programs are used widely throughout the Atlanta area as an alternative means of transportation, and can carry as many as 15 commuters on each one way trip. Vanpools can help an area reduce the amount of cars on the road each day, and provide a cost effective means of providing some type of mass transportation to commutes between Spalding County and downtown Atlanta. Currently there are two GRTA vans that are driven by citizens that meet in Griffin to begin their daily commute.

Vanpool Description

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

Existing Vanpools In Griffin

V00171	Departs From: N Expressway, Griffin	To: Atlanta, Martin Luther King Jr Dr SW
V00174	Departs From: Zebulon Rd, Griffin	To: Atlanta, Aviation Blvd

Capital and Operating Plan

Since Spalding County is part of a regional rural public transportation system, its operating budget is combined with the operating budgets from Butts, Lamar, Pike, and Upson Counties. In order to help with planning and programming, GDOT moved from a calendar year funding cycle to a fiscal year funding cycle. The budget reflected below is an 18 month budget for the five county system from January 1, 2007 to June 30, 2008.

EXHIBIT C

2007 SECTION 5311 APPLICATION BUDGET

Operating Period: From: 01/01/07 To: 06/30/08

County/City: McIntosh Trail RDC

Part A: Expenditures Estimate	
Line Item Description	TOTAL BUDGET
ADMINISTRATIVE BUDGET	
1. Director Salary	25,000
2. Supervisory Salary	13,317
3. Bookkeeper Salary	6,045
4. Secretary Salary	4,583
5. Training	6,000
6. Marketing	1,000
7. Telephone	1,200
8. Office Supplies	2,000
9. Facilities/Rental	6,300
10. Computer Software Maintenance	750
11. Audit	1,500
12. Other (Indirect + Other Admin)	
SUM OF LINES 1-12 = ADMIN BUDGET	67,695
13. Driver Salary	482,314
14. Dispatcher Salary	10,799
15. Mechanic Salary	
16. Fuel	185,000
17. Oil	
18. Tires	
19. Parts	-
20. Maintenance and Repair	32,500
21. Vehicle Insurance	-
22. Drug and Alcohol Testing	2,000
23. License	
24. Uniforms	
25. Other (Communications + Licenses)	15,100
26. EXPENSE TOTAL (sum of lines 1-25)	795,408

NET OPERATING DEFICIT SUMMARY	
27. Less Purchase of Service Revenue	636,292
28. Net Operating Expense (Line 26 minus 27)	159,116
29. Less Fare Revenue (10% of line 28)	15,912
30. Net Operating Deficit (line 28 minus 29)	143,204

NET DEFICIT FINANCIAL SUMMARY	
31. Purchase of Service Income	
32. Net Local Match (50% of line 30)	71,602
33. Excess Purchase of Service Income Above Local Match (line 31 minus 32)	0

**5311 Application Budget
Page 2 of 2**

Part B: Net Operating Budget			
Line Item Description	Total Budgeted Costs	Federal Share (50%)	Local Share (50%)
34. Net Operating Deficit (line 30)	143,204	71,602	71,602
35. Less Excess Purchase of Service Income above Local Match (line 33)	0	0	0
36. OPERATING BUDGET TOTAL (line 34 minus 35)	143,204	71,602	71,602

Part C: Capital Expenditures Estimate						
CAPITAL BUDGET	A	B	C	D	E	F
Equipment Description	Unit Cost	No. of Units	Total Costs	Federal (80%)	State (15%)	Local (5%)
37. Standard Van				0	0	0
38. Modified Van				0	0	0
39. Conversion Van				0	0	0
40. Conversion Van/Lift				0	0	0
41. Mini Bus	33,500	2	67,000	53,600	10,050	3,350
42. Mini Bus/Lift	37,800	1	37,800	30,240	5,670	1,890
43. Shuttle Bus				0	0	0
44. Shuttle Bus/Lift				0	0	0
45. Mobile Radio Unit				0	0	0
46. Base Station				0	0	0
47. Computer, Printer, Software				0	0	0

48. Computer & Dispatching Software				0	0	0
49. Other				0	0	0
50. Other				0	0	0
51. Capital Budget Total (sum of lines 37 thru 50)				104,800	83,840	15,720
						5,240

Part D: BUDGET SUMMARY				
	A	B	C	D
Budget Totals	Total	Federal	State	Local
52. Operating Budget Total (line 36)	143,204	71,602		71,602
53. Capital Budget Total (line 51)	104,800	83,840	15,720	5,240
Grand Total (sum of lines 52 and 53)	248,004	155,442	15,720	76,842

Section 5311 CY 07 Budget Methodology

18 Month Ridership Projection

Contract Year	Ridership	Active Vehicles
2007-2008	128,700	13

FAC (Cost Per Trip)

Total CY2007 Expenses:	795,408
Total CY 2007 Trips:	128,700
FAC:	\$6.18

Budget Summary

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

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

Local Match Requirements 2008 to 2012

The MTRDC pro-rates the amount of local match for each participating local government based on the percentage of the vehicle fleet. Spalding County has five (5) vehicles, and is approximately 38% of the regional system. Therefore once the MTRDC calculates the local match required for a contract year, Spalding County is asked to provide 38% of the total matching funds. The local operational match expenses will assume that the fleet size remains at five (5) vehicles through the year 2012. The MTRDC will use the 2007-2008 required match as a baseline funding level, and adjust 5% per year for inflation.

A capital acquisition cost will be programmed in 2009 and 2010 as old vehicles are replaced due to expected wear and tear. The capital costs also assume the local governments will only be required to provide a 5% replacement cost match.

Capital replacements and expansions for this scenario are programmed as follows:

- 2009
 - 2 vehicles
 - 1 Wheelchair Lift Shuttle Bus
 - 1 Shuttle Buses
- 2010
 - 3 vehicles
 - 2 Shuttle Buses
 - 1 Wheelchair Lift Shuttle Bus

Scenario 1: Local Operating Match Based On Five Vehicles (Existing Fleet)

Year	2008	2009	2010	2011	2012
Operating	\$28,271	\$29,684	\$31,168	\$32,726	\$34,362
Capital		\$5,550	\$5,700		
Total	\$28,271	\$35,234	\$36,868	\$32,726	\$34,362

**** These figures only represent the Griffin/Spalding County local match, not the GDOT match for the regional system.**

GDOT requires a five year capital and operations estimate for all rural transit development plans, and that information can be found in Appendix E.

Appendix A: Sample County Authorizing Resolution

AUTHORIZING RESOLUTION
BETWEEN
SPALDING COUNTY
AND
MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER
(MTRDC)

WHEREAS, the Georgia Department of Transportation in cooperation with the McIntosh Trail Regional Development Center has agreed to participate in the formation of a Regional 5311 Transportation System; and

WHEREAS, Spalding County has agreed to participate in this regional transportation program lead by the McIntosh Trail Regional Development Center; and

THEREFORE, the parties agree as follows:

Article I.

The McIntosh Regional Development Center will act as the designated agency for the receipt of funds from the Georgia Department of Transportation for the purpose of operating the McIntosh Trail Regional Transit System.

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

Article II.

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

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

Chairman, Spalding County

Date

Appendix B: Sample County Contract

SECTION 5311 PUBLIC TRANSPORTATION SERVICE AGREEMENT

FOR OPERATION OF MCINTOSH TRAIL REGIONAL TRANSIT SYSTEM

BETWEEN THE BOARD OF COMMISSIONERS OF SPALDING COUNTY

AND

MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER

PREAMBLE

This Agreement is made and entered into this 1st day of January, 2007 by and between the Board of Commissioners of SPALDING County hereinafter referred to collectively as the "COUNTY"; and MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER, hereinafter referred to as "MTRDC"; and shall terminate on the 30th day of June, 2008 unless terminated earlier under other provisions of this agreement.

WHEREAS, the Georgia Department of Transportation (GDOT) in cooperation with the McIntosh Trail Regional Development Center has agreed to participate in the formation of a Regional 5311 Public Transportation System; and

WHEREAS, SPALDING County has agreed to participate in this regional transportation system administered by the McIntosh Trail Regional Development Center; and

NOW, THEREFORE, the parties agree as follows:

ARTICLE I

TERM OF AGREEMENT TERMINATION PROVISIONS AND ATTACHED DOCUMENTS

1. **Engagement**: The MTRDC is retained and engaged by the counties for the purpose of operating a 49 U.S.C. 5311 public transportation program.
2. **Term of Agreement**: The term of Agreement shall be from January 1, 2007 through June 30, 2008.
3. **Termination of Agreement**: The COUNTY or MTRDC reserves the right to terminate this Agreement for just cause upon 60 (sixty) days written notice to the other party.

ARTICLE II

SCOPE OF WORK

COUNTY RESPONSIBILITIES

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

MTRDC RESPONSIBILITIES

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

ADDITIONAL RESPONSIBILITIES

1. The MTRDC and the third party operator shall defend all lawsuits, not related to insurance claims, brought upon the FTA Section 5311 regional public transportation program (commonly known as the McIntosh Trail Regional Transit System), or any claim related to the aforementioned public transportation program. The MTRDC agrees to pay in full all costs and expenses incidental thereto; however, a COUNTY may have the right, at its own expense, to participate in the defense of any suit, without relieving MTRDC of any obligation.
2. All wages, salaries, fringe benefits, other employee costs, services, fuels, lubricants, parts, materials, taxes and the expenses required for the performance of this contract shall be supplied and paid for by the third party operator retained by the MTRDC. Payment from the COUNTY to the MTRDC for all expenses incurred in fulfilling the intent of this contract shall be the fund amount listed in Article IV.
3. MTRDC shall operate the FTA Section 5311 Regional Public Transportation program services in accordance with the guidelines and policies set by GDOT. MTRDC further agrees to maintain appropriate books, records, documents, papers, and other evidence pertaining to public transportation operations for the period of this Agreement and for three years beyond the period of this Agreement and to make such materials available for inspection, upon request by the Authorized Representative or his designee, any COUNTY, and the GDOT or their representatives.
4. Service expansions or improvements may be recommended by MTRDC to the participating COUNTY. It is agreed that the MTRDC must have approval and additional funds (if applicable) from the COUNTY before implementation of expansions or improvements.

ARTICLE III

SCOPE OF SERVICES

SERVICES TO BE OFFERED

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

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

REVENUE AND EXPENSE REPORTING AND INVOICING

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

ACCIDENT REPORTING

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

FEDERAL COMPLIANCE

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

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

ARTICLE IV
COMPENSATION

The COUNTY's maximum obligation to the MTRDC shall not exceed \$_____ for services rendered between January 1, 2007 and June 30, 2008. This maximum amount will be requested no more than monthly and no less than once a year, and the amount requested can be less than the maximum amount if the transit system exceeds its yearly ridership goals.

On behalf of the Board of Commissioners
of SPALDING County

Board of Commissioners

ATTEST:

Clerk, Board of Commissioners of
SPALDING County

MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER

Witness

Notary Public (Seal)

TERMS OF USAGE

*An Attachment to the Third Party Operator Agreement Between
The Boards of Commissioners of SPALDING County
AND
MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER*

WHEREAS, the Boards of Commissioners for the aforementioned COUNTY have indicated a desire to contract with MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER to provide public transportation services within their county area, located in the McIntosh Trail region; and

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

THEREFORE, the parties agree to the following, as an Attachment to their Third Party Operator agreement as referenced above:

1. MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER will have the right to operate and manage vehicles placed by the above named COUNTY into the McIntosh Trail Regional Transit System, an FTA Section 5311 program.
2. MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER will follow all state and federal laws regarding the safe operation of any vehicle placed in the McIntosh Trail Regional Transit System.
3. MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER recognizes that program vehicles are the property of the respective COUNTY, and will treat said property with proper care and attention. Nothing in the "Terms of Usage" shall constrain the COUNTY from its rights of ownership and supervision over respective program vehicles.
4. MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER acknowledges the following: Should the COUNTY withdraw from the main Third Party Operator agreement, program vehicle(s) must be returned to the county.

This "Terms of Usage" agreement is effective only upon execution of the main agreement between the COUNTIES and MCINTOSH TRAIL REGIONAL DEVELOPMENT CENTER. Termination of the main agreement automatically eliminates any claim the MTRDC may have pertaining to rights of operation for said program vehicles.

Appendix C: Sample Press Release

McIntosh Trail Regional Development Center
Post Office Box 818
Griffin, Georgia 30224

DATE: January 23, 2007
CONTACT: Robert Hiatt
TITLE: Governmental Services Director
PHONE: (770) 227-6300

PRESS RELEASE

FOR IMMEDIATE DISTRIBUTION

PUBLIC TRANSPORTATION IN SPALDING COUNTY



The City of Griffin and Spalding County began to participate in a regional public transportation program on July 1st 2006 . The regional public transportation program provides public transportation for residents of Butts, Lamar, Pike, Spalding, and Upson Counties, and has operated in the region since 1999. The regional public transportation program is administered by the McIntosh Trail Regional Development Center, and is one of two suburban regional public transportation systems approved by the Georgia Department of Transportation.

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

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

Appendix D: Sample Advertisement

RURAL PUBLIC TRANSPORTATION
IS AVAILABLE TO ALL LOCAL
RESIDENTS.
IT SERVES EVERYONE ON A REGULAR
BASIS AND HAS
AFFORDABLE RATES WITH FRIENDLY
WELL-TRAINED DRIVERS.

IT IS SAFE, CLEAN, DEPENDABLE AND
PROVIDES SERVICE FOR:
EDUCATION • SHOPPING • MEDICAL
RECREATION • EMPLOYMENT

THE LACK OF TRANSPORTATION
PRESENTS A MAJOR PROBLEM FOR
SOME RESIDENTS.

IN THE EFFORT TO ALLEVIATE
SUCH PROBLEMS, THE COUNTY
COMMISSIONERS SECURED FUNDS
TO OPERATE RURAL PUBLIC
TRANSPORTATION VANS.

THE NEXT TIME YOU NEED A RIDE
YOU CAN COUNT ON US.

TO INSURE A RESERVATION FOR A
SPECIFIC DATE AND TIME.

CONTACT 770-229-4885



Public Transportation

Council on Aging
Transportation Service

Serving
Butts • Lamar • Pike
Spalding • Upson

Council on Aging Transportation
Service

Serving
Butts • Lamar • Pike
Spalding • Upson

PO Box 169
Griffin Ga 30224
770-229-4885



*\$2.00
per one way trip*

770-229-4885

Appendix E:
MTRDC Regional Transit Capital and Operating Projections
2008 to 2012

	CY 06	CY07	CY08	CY09	CY10	CY11	CY12
Operating Cost							
Total Expenses	\$619,566	\$650,544	\$683,072	\$717,225	\$753,086	\$790,741	\$830,278
Revenues	\$510,840	\$536,382	\$563,201	\$591,361	\$620,929	\$651,976	\$684,574
Net Operating Expense	\$108,726	\$114,162	\$119,870	\$125,864	\$132,157	\$138,765	\$145,703
Farebox	\$10,873	\$11,416	\$11,987	\$12,586	\$13,216	\$13,876	\$14,570
Deficit	\$97,853	\$102,746	\$107,883	\$113,278	\$118,941	\$124,888	\$131,133
Local Operating Match	\$48,927	\$51,373	\$53,942	\$56,639	\$59,471	\$62,444	\$65,566
GDOT Operating Match	\$48,927	\$51,373	\$53,942	\$56,639	\$59,471	\$62,444	\$65,566
Capital Cost							
	CY 06	CY07	CY08	CY09	CY10	CY11	CY12
	\$34,600	\$20,960	\$36,600	\$15,000	\$22,500	\$22,500	\$36,600

**Capital cost figures only include the 20% portion expected to be supplied by GDOT and Local Match

** Operating costs are figured on the CY06 (12 month) budget and adjusted 5% per year

References

1. Georgia DOT Section 5311 Administrative Guide
2. U.S. Census Bureau – Spalding County & Related Statistics
3. Spalding County Comprehensive Plan 2004
4. Spalding County Multi-County Study 2004
5. Spalding County Comprehensive Transportation Plan 2007

Websites

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