




PLANNING DEPARTMENT

120 W. Dougherty Street • Athens, Georgia • 30601

TO: All Interested Parties

FROM: Brad Griffin, Director – MACORTS 

DATE: July 1, 2009

RE: MACORTS Special Study – Public Transportation Study

The document that follows this memo is a special study completed during FY 2009 by Streetsmarts, Inc. at the request of the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) Policy Committee. This study examines the public transportation needs of Madison County and Oconee Counties and provides an analysis of public transportation options that could address those needs. Athens-Clarke County was not examined in this study since it already provides public transportation options to its citizens through the Athens Transit System. Basic operating cost estimates and equipment needs are included to give the individual counties a basis for comparison of the infrastructure and funding requirements. Implementation of any of the options described in this report is the responsibility of the individual county leadership.

Copies of this report are available in hardcopy or on CD at the Athens-Clarke County Planning Department free of charge. If you have questions, comments, or would like to request copies of this report, please contact Sherry Moore or Iris Cleveland at (706) 613-3515 or by e-mail at macorts@co.clarke.ga.us.

BAG/sfm



PUBLIC TRANSPORTATION STUDY

for the

MACORTS Region

Athens-Clarke, Madison & Oconee Counties, Georgia

FINAL REPORT

Prepared for:

**Madison Athens-Clarke Oconee Regional
Transportation Study (MACORTS)**



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1. INTRODUCTION

The purpose of this study is to evaluate the options available to provide public transportation service within the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) region. The needs of Madison County and Oconee County were primarily addressed, as neither area provides public transportation at this time. Particular attention has been paid to the needs of the elderly, disabled, and/or impoverished populations, and guidance offered regarding the preliminary actions required within those options. In addition to transportation and mobility benefits provided by public transportation, air quality may also be improved through an increase in public transportation services. At a recent presentation to the United States' House Committee on Ways and Means, the American Public Transportation Association stated that public transportation use currently reduces CO2 emissions by more than 37 million metric tons every year in the United States. Furthermore, they noted that households within close proximity of public transportation drive an average of 4,400 fewer miles annually than those with no access to public transportation and that replacing one car with public transportation in a typical two car household would result in more CO2 savings than if the household went a year without using electricity in their home.

Areas to be addressed in this study include service options, funding options, equipment needs and service delivery specifics (operations/maintenance needs, connectivity, and transferability). To determine the need for public transportation services, the existing conditions of the region were evaluated. This included current transportation services, community demographics, and potential public transportation attractions. A number of public transportation service options were then identified and evaluated. To assist and direct the study, several community stakeholders were interviewed, a public transportation survey was performed at area events, and two (2) public meetings were held within the study area to obtain public input and consensus.

2. STUDY AREA

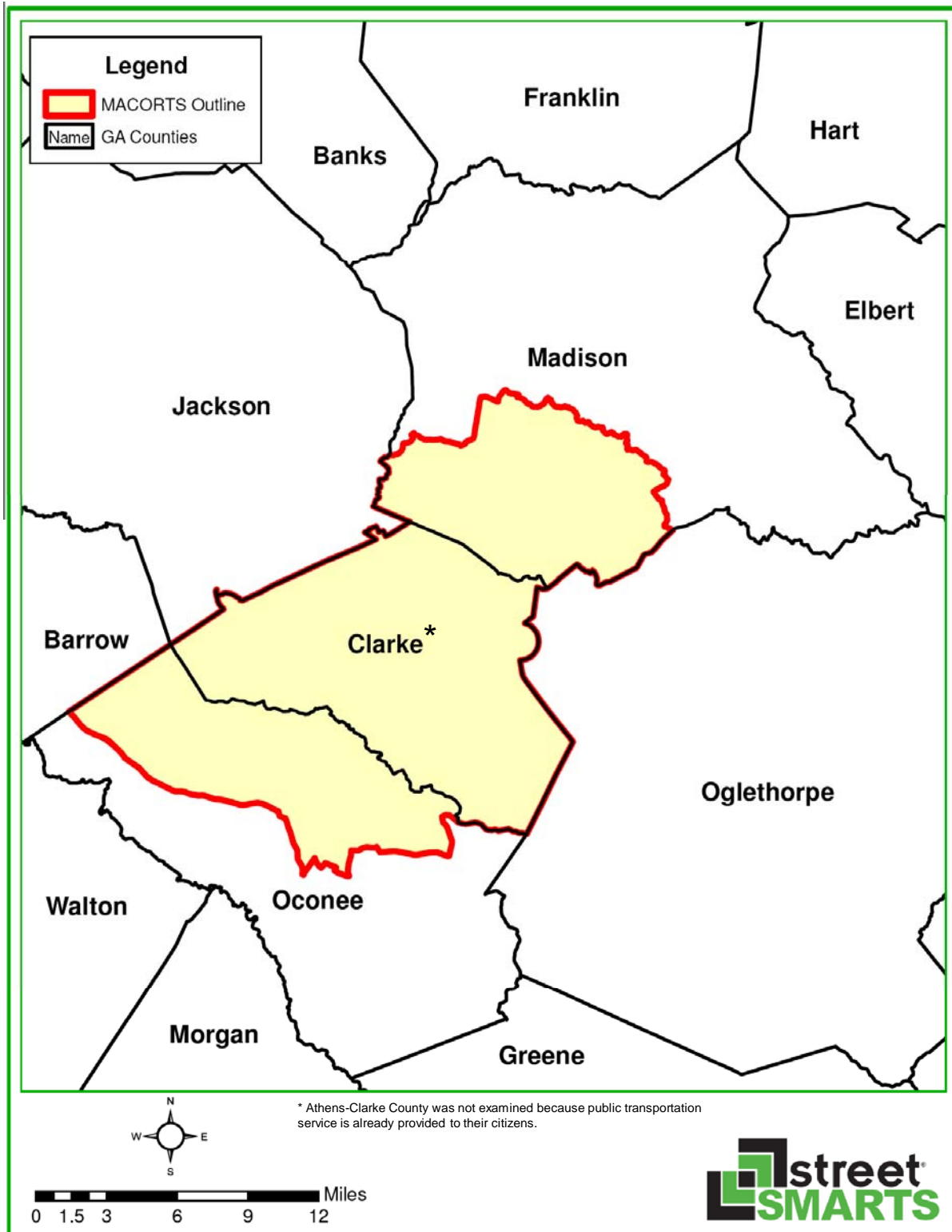
The MACORTS area includes all of the Athens-Clarke County area, much of the northern half of Oconee County, and the southern 1/5th of Madison County. While public transportation service was initially explored for the MACORTS region, as the study progressed it was determined that including the remaining areas of Madison and Oconee Counties made the most sense and provided the best opportunity to create a well utilized public transportation system for the area. **Figure 1** illustrates MACORTS and the surrounding study area. In addition to Athens, cities and towns in the study area include Winterville in Athens-Clarke County, Danielsville, Carlton, Comer, Colbert, Hull, and Ila in Madison County, and Watkinsville, Eastville, North High Shoals, Bogart, and Bishop in Oconee County.

Transportation System Overview

The MACORTS transportation system serves the needs of an estimated 130,721 people in Athens-Clarke County, Oconee County, and Madison County. Based on estimates identified in the 2030 Transportation Plan update for MACORTS, it is projected that the population for this area will grow by 60% over the next 25 years to 208,977. Points of interest regarding the existing transportation system that serves this population are as follows.

- Users of the highway system in the MACORTS area drive on an extensive road network that services the Madison-Athens-Clarke-Oconee area. The highway system includes a substantial number of limited access expressways.
- The Athens Transit System (ATS) is the only public transportation system in the MACORTS area. ATS is responsible for public transportation planning and service to Athens-Clarke County.
- The Athens-Ben Epps Airport is the regional airport for the MACORTS region.
- The MACORTS region is served by two Class 1 railroads, CSX and Norfolk Southern and one Class 3 railroad, the Athens Branch Railroad.
- There is great potential for bicycles as a transportation mode in the MACORTS area. The major destinations for bicycle riders in MACORTS are the downtown of Athens, the University of Georgia and the public schools.
- The selection of which sidewalks to construct rests with the local governments in Madison, Athens-Clarke, and Oconee Counties. However, pedestrian facilities must receive consideration on all new road projects within MACORTS.

Figure 1. Study Area



3. ESTABLISHING PUBLIC TRANSPORTATION NEED AND RIDERSHIP DEMAND

Demographic Analysis

As part of a public transportation study, it is important to develop a geographically-based understanding of the demographic patterns of the study area. These data are collected from the 2000 US Census by block group and then mapped using Geographic Information Systems (GIS) software. This analysis includes a mapping of the population and household densities, along with demographic attributes that are linked to public transportation dependency (elderly population, disabled population, low income population, etc.). The ability to identify higher concentrations of potential public transportation users geographically allows for the identification of areas where public transportation service should be focused. These attributes are:

- Elderly Population: The elderly population (persons 65 and over) is a category of individuals that have a higher dependence on public transportation, as the ability to drive diminishes as individuals become older. Availability of transportation services for the elderly is certainly a quality of life issue, as elderly residents who can access public transportation are able to more fully participate in the community.
- Youth Population: The youth population (persons 17 and under) is another group that tend to use public transportation extensively where it is available, as they have either not yet reached driving age or an automobile is not readily available, and public transportation offers a degree of independence from parents in accessing after school programs and recreational activities.
- Persons that fall below the poverty line: Another strong indicator of public transportation dependency within an area is income, as low-income households are less able to purchase and maintain an automobile.
- Persons with a mobility limitation: Disabled persons typically rely on a higher number of public transportation trips, since many persons' disabilities deny them of the ability to operate an automobile. In addition, many disabled individuals require public transportation vehicles with specialized equipment and many require "door-to-door" service with special assistance.
- Households with no vehicle available: Autoless households demonstrate a higher likelihood of using public transportation because of their limited access to private travel options. It is not uncommon to find the highest concentration of these households in areas where there are high concentrations of people living below the poverty line.

Table 1 shows the demographic characteristics for the study area. A number of these characteristics will help identify populations who are more inclined to use public transportation. Through the graphical representation of these characteristics shown in **Figures 2 through 6**, a spatial comprehension of where higher concentrations of these populations lie will aid in determining where public transportation service would be more successful.

Table 1 - Census Characteristics for the Study Area

	Oconee County	%	Madison County	%
Total Population	26,225	-	25,730	-
Urban vs. Rural				
Urban Population	13,035	50	1,025	4
Rural Population	13,190	50	24,705	96
Age Breakdown				
Age 17 & younger	7,938	30	6,760	26
Age 18 to 64	16,046	61	16,169	63
Age 65 and over	2,241	9	2,801	11
Other Attributes				
Persons Below Poverty Line	1,688	6	2,964	12
Mobility Limited	2,713	10	11,362	12
Autoless Households	298	1	610	2

Major Destinations in the Study Area

Figure 7 illustrates the location of major destinations within the study area. These include major employers, shopping centers, and services. The combination of this information along with the demographic attributes listed above will allow for a determination of where public transportation would operate best and what could be the most effective service type(s).

Figure 2. Elderly Population

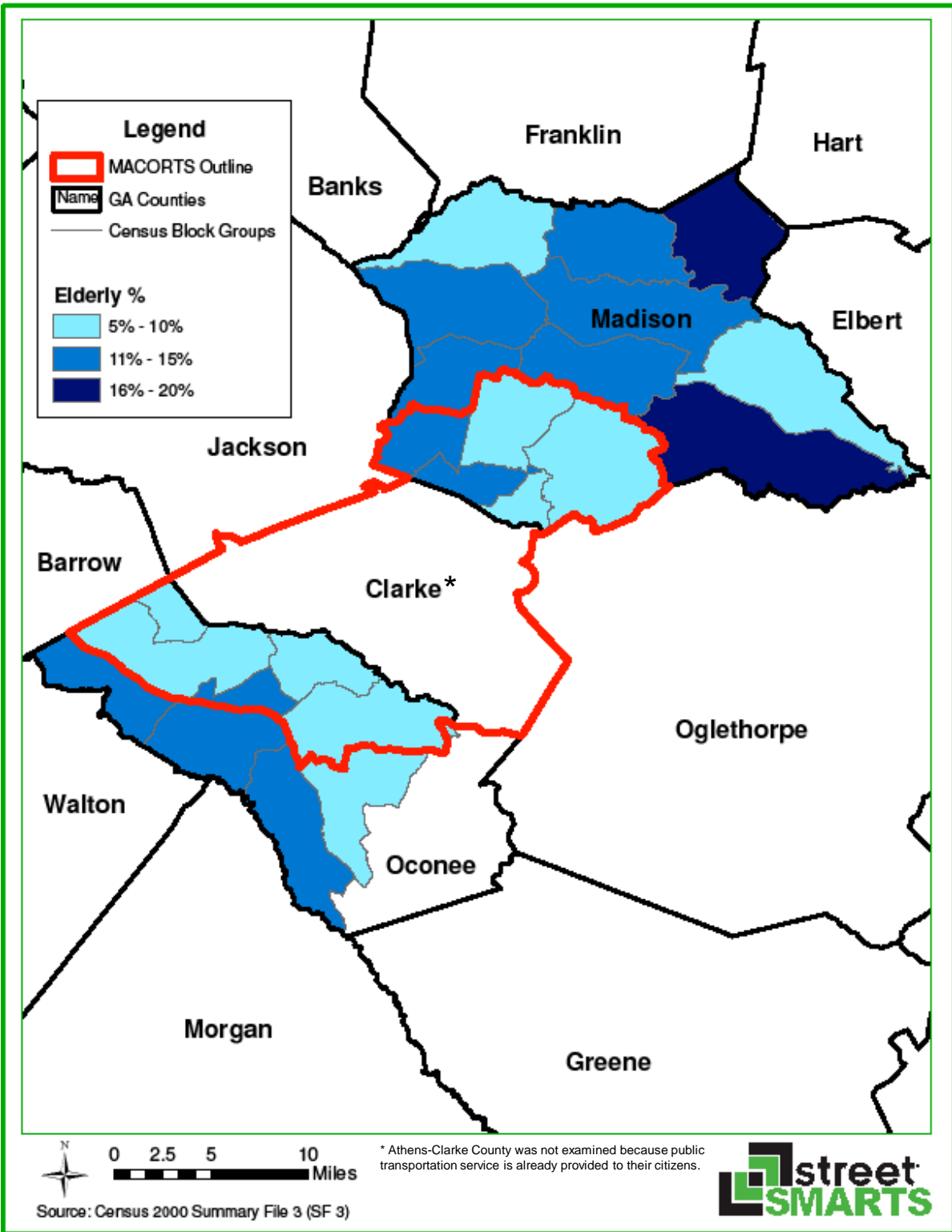


Figure 3. Youth Population

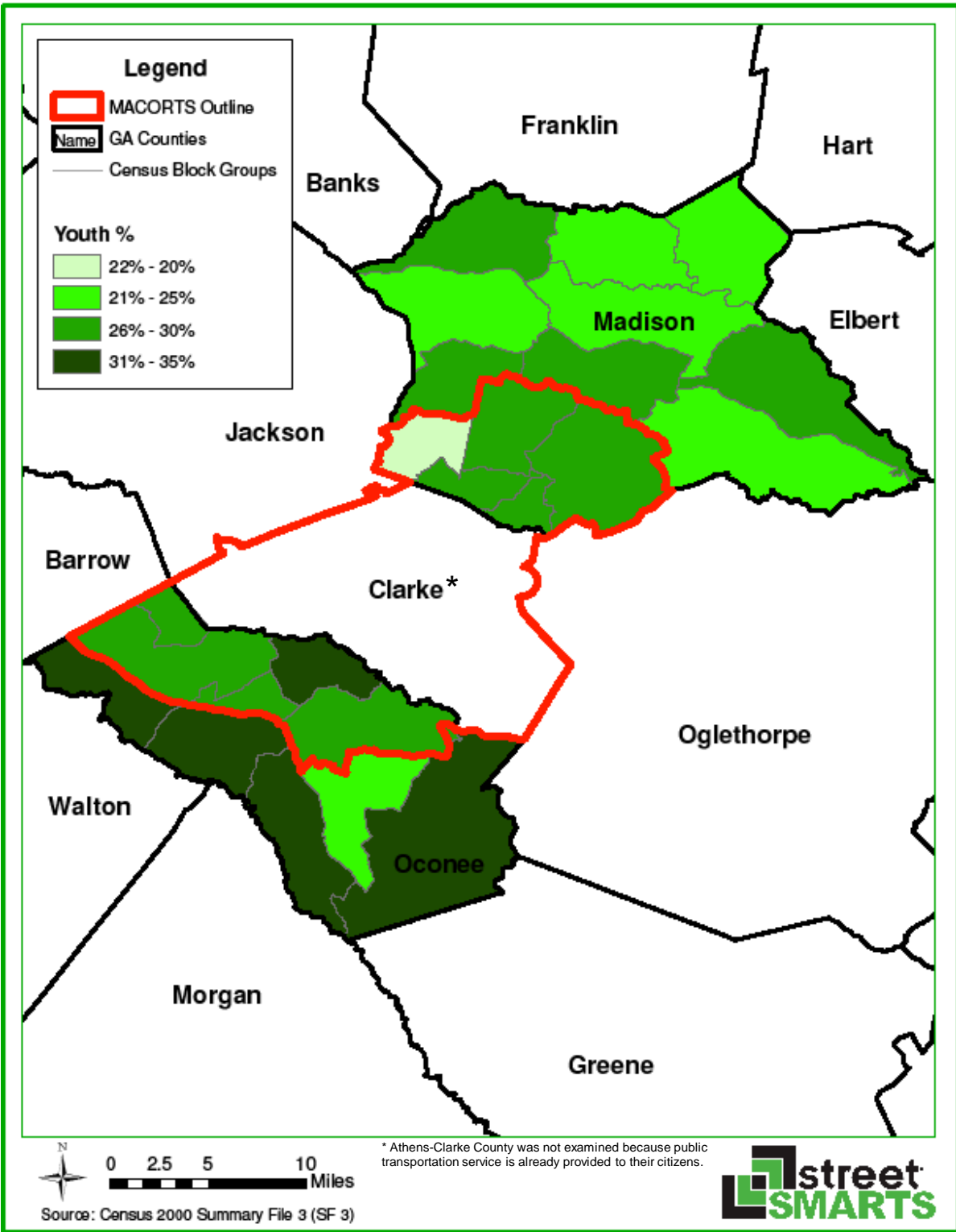


Figure 4. Percentage of Persons with Mobility Limitations

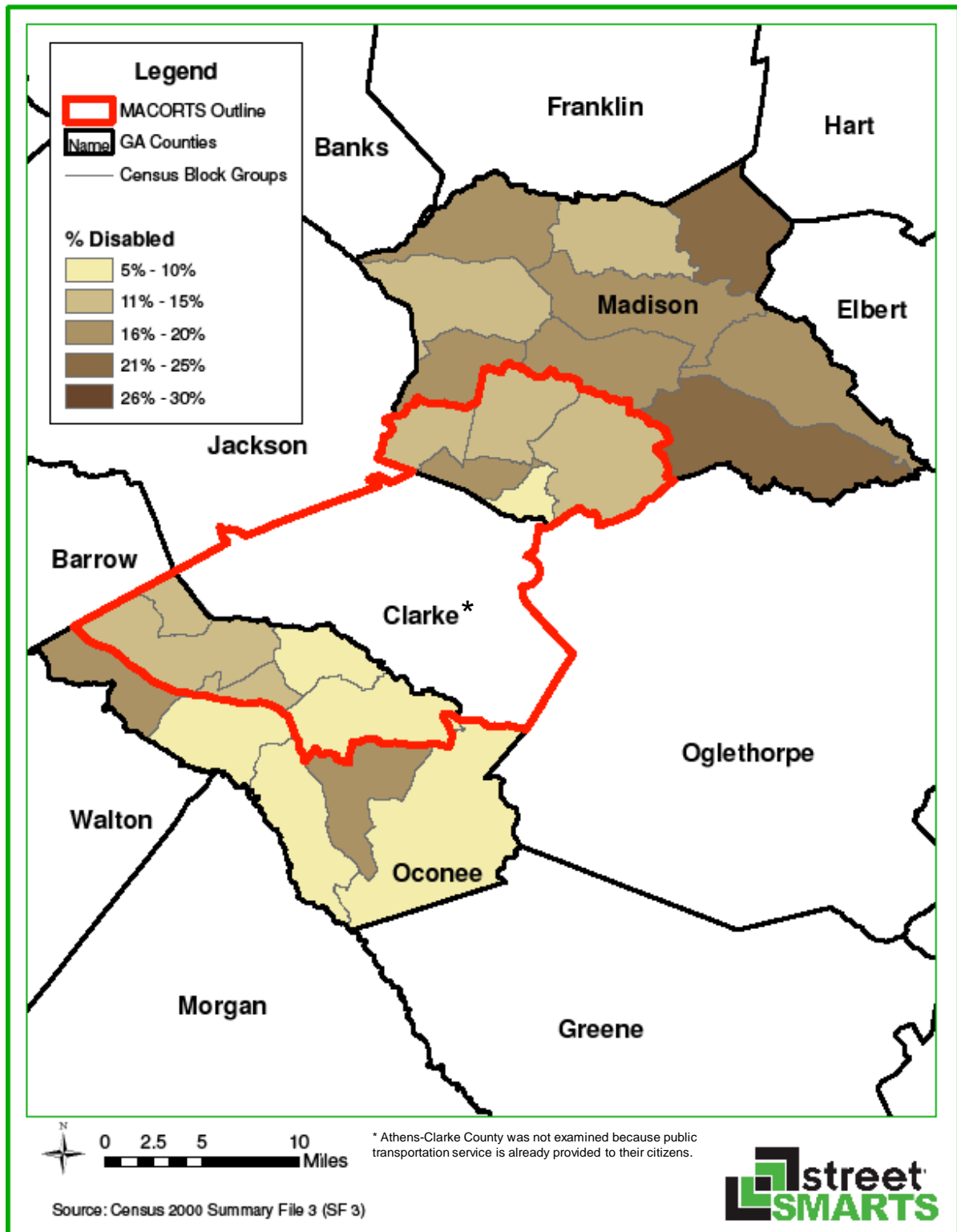


Figure 5. Percentage of Persons Below Poverty

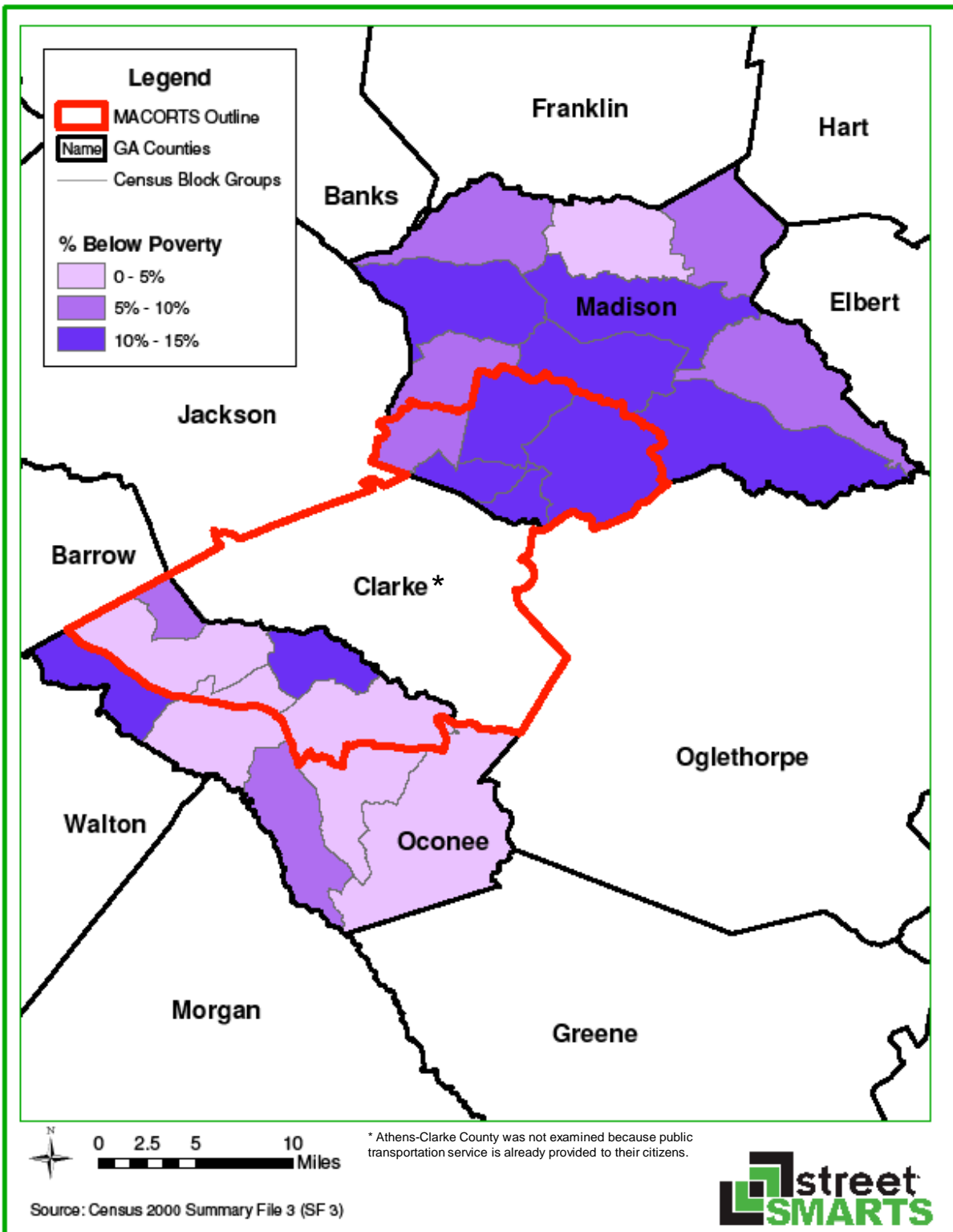


Figure 6. Percentage of Autoless Households

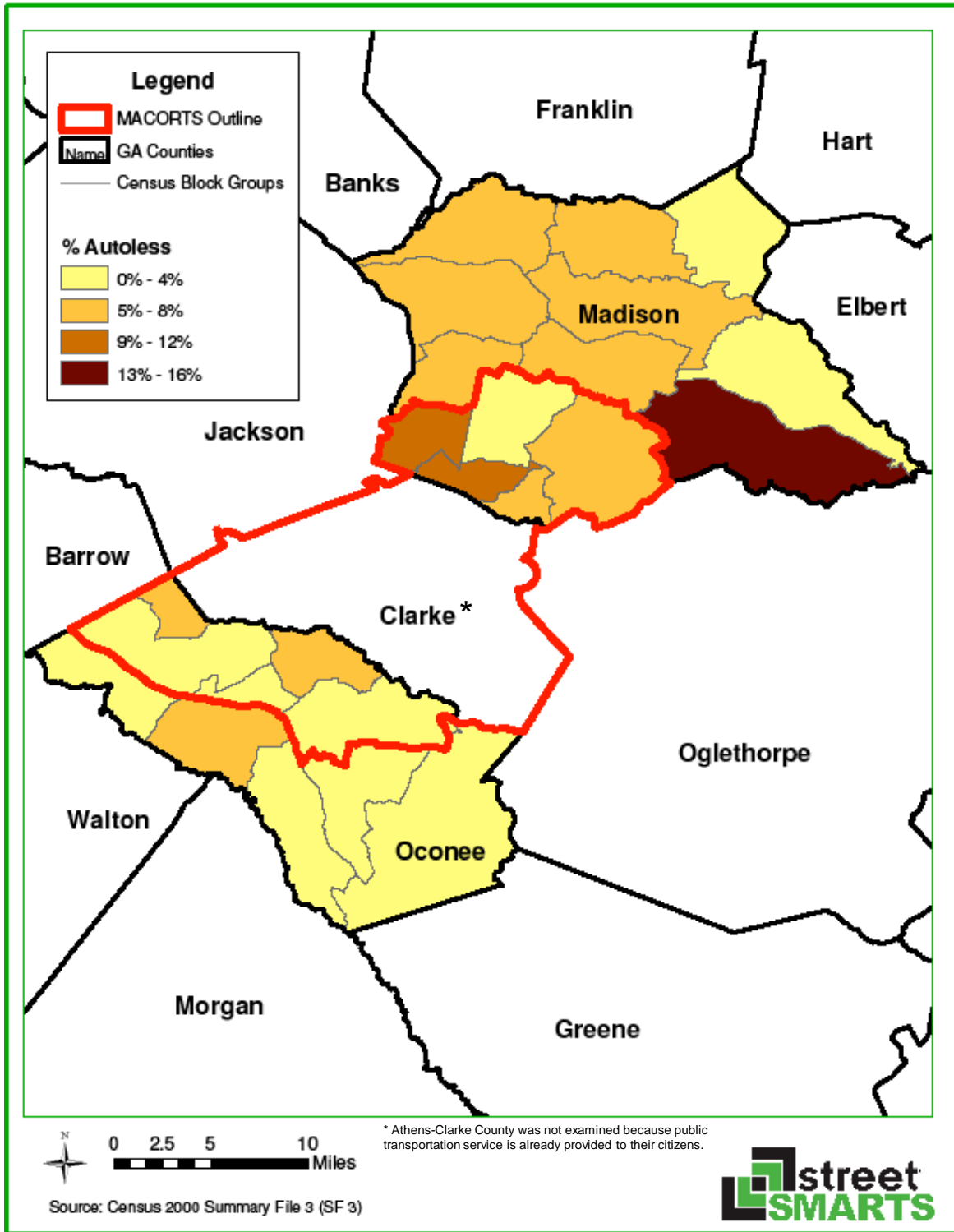


Figure 7. MACORTS Area Destinations



4. PUBLIC INVOLVEMENT

Stakeholder Surveys

An important step in determining the need for a public transportation service was to consult with community stakeholders. Stakeholders interviewed include county and regional officials and transportation professionals. The discussions provided valuable input to assessing the issues surrounding the transportation needs and trends in the MACORTS area and, in turn, the potential justification for public transportation service.

Stakeholder Survey Results Analysis

Stakeholders had varied responses depending on which counties they were representing. Overall, the stakeholders in Athens-Clarke County said the residents of their county would support public transportation financially, whereas stakeholders from Oconee and Madison Counties said that their residents would not likely support public transportation financially.

In general the Madison and Oconee County stakeholders agreed that:

- The issues and problems in their area are due primarily to growth and the inability of area roadways to handle existing traffic, especially during the peak hours.
- Elderly citizens would benefit from public transportation in the region.
- A rapid rail system from Atlanta to Athens would be beneficial.

Athens-Clarke County stakeholders agreed that:

- There is a need for public transportation in the region for everyone, especially people who cannot afford cars.
- There is not enough money for buses and their services; therefore, the frequency of buses is too low.
- Sprawl is a thing of the past and more and more people are moving into town.
- The residents of Athens-Clarke County would support public transportation.

However, within Madison and Oconee Counties the stakeholders had varying opinions when answering other questions. Some of the various comments are detailed below:

- Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?
 - The elderly population needs public transportation.
 - No, there is not a need for public transportation.
 - There is a need in and around Athens.
 - There is a need, confined to Clarke and Oconee Counties. There won't be a need outside of it.

- We don't have a need for buses, but if there was a train from Athens to Atlanta, our residents would use that service. This would help the area grow economically.
- Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?
 - Should be paid for by the users.
 - Should be paid for by the county that has the public transportation.
 - Private industry should contribute to funding with a zone application along this corridor.
 - SPLOST may be another option therefore the citizens have an opportunity to vote on whether or not this is something they want tax money funneled toward.
 - A sales tax, user tax, or vehicle tax.
 - Grants for senior citizens and those not able to afford vehicles (based on income) and the user fee.
 - Like the interstate system – use public funds.
- Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?
 - Get a transportation system for the elderly that is affordable and readily available on a set-up or call basis.
 - First, to identify the real need; careful assessment of the need and utilizing resources that are out there, but not being fully used.
 - Monitor growth and the needs and then address them as they come up. No need right now, but as we grow there might be a need.
 - I would like to see the bus service to that area (Veteran's Clinic) be given serious consideration.
 - A train from Athens to Atlanta; expanding Hwy 316 by adding lanes; more buses and a train within Athens.
 - Look at consolidated public transportation system for other counties, including Oglethorpe, Madison, Oconee, Clarke, and anything between Athens and Atlanta.
 - Provide a service, but for a limited number of people who need the service. It will become an expense burden if it gets out of hand.
 - To get community support for public transportation and showing how the community could benefit from public transportation.
 - Education and communication with the public to obtain support of "new" ideas for the area. Create an initial plan and make it visual – what can be if this comes to fruition.
 - As this rural county develops economically, then these needs will come, but it's a few decades away.

Public Surveys

A survey to determine the support for a public transportation service, the potential use, trip purpose, and key destinations was prepared and conducted at the *Folklife in Georgia Festival* in Madison County, Georgia on April 4, 2009 and the Junior Women's Club Easter Egg Hunt in Oconee County on April 11, 2009. Printed copies were also made available at the public meetings held in each county (see below). A total of 88 surveys were received. The key results from the survey are listed in **Table 2** below and on the following page.

Table 2 – Public Survey Results

Data/Question	# of responses	%
County of Residence		
Oconee	31	47
Madison	15	23
Athens-Clarke	14	21
Barrow	5	8
DeKalb	1	2
Hart	1	2
Morgan	1	2
Employment Status		
Full-time	52	60
Part-time	12	14
Retired	12	14
Student	7	8
At-home	4	5
Primary means to get to work		
Drive alone	66	78
Drive with someone else	10	12
Other	4	5
Ride in car with someone else	3	4
Walk	3	4
Bicycle	2	2
Are there special transportation needs in your household?		
Yes	7	8
No	76	92
How many times in the past year have you needed or wanted some type of public transportation?		
Never	38	44
Daily	14	16
Weekly	11	13
Monthly	9	10
Once	6	7
Twice	6	7
More than Twice, less than monthly	3	3

Data/Question	# of responses	%
What are the greatest transportation needs in the area?		
Buses	43	36
Access to Athens	26	21
Access to Atlanta	24	20
Light Rail	19	16
Transportation for the Elderly	3	2
Transportation for the Disabled	2	2
Access for bikes	2	2
School Related Congestion	2	2
Would you be willing to pay a fare to use public transportation?		
Yes	81	94
No	5	6
What amount would you be willing to pay per trip?		
Minimum	\$1	N/A
Maximum	\$25	N/A
Average	\$3.47	N/A

Note: Not all responses add up to 88 as some questions were skipped by participants and some received multiple responses

When asked to provide what they felt was the greatest transportation need in the MACORTS area, a variety of responses were given:

- Mobility for the elderly
- Mobility for the disabled
- Access to Athens from Madison and Oconee Counties
- Access to Atlanta
- Medical transportation (e.g. transportation to and from a regularly occurring appointment such as dialysis)
- More ways to get to school (UGA, Athens Technical, etc.)
- More bicycle accommodations on public transportation vehicles
- Smaller, more frequent buses

Additionally, several participants suggested that a public/private partnership could be explored as a potential means to expand public transportation within the MACORTS area.

Public Meetings

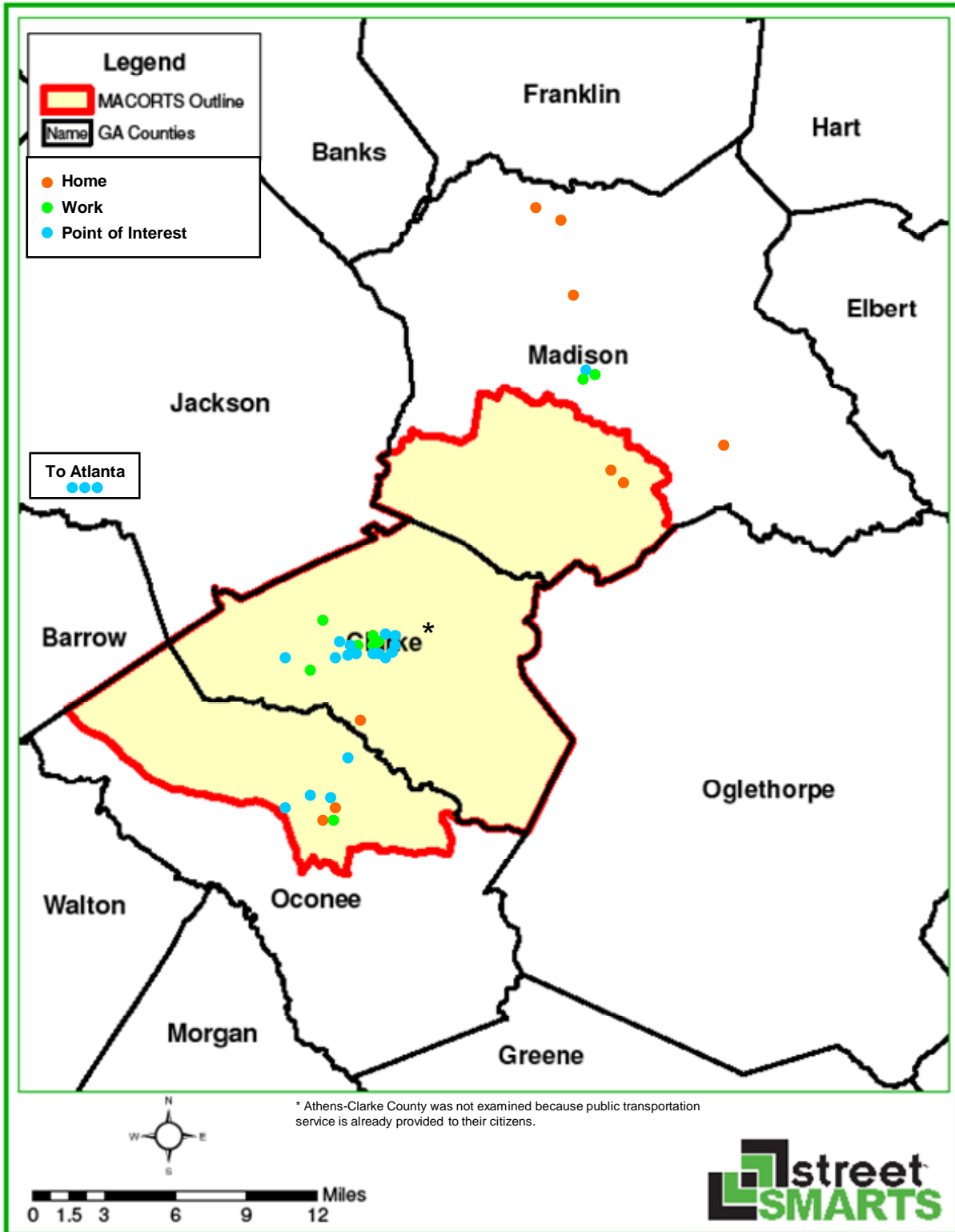
On April 23rd, 2009 and April 28th, 2009, public meetings were held at the Veteran's Park Community Center in Oconee County and the Madison County Government Complex in Madison County, respectively. The purpose of the meetings was to determine the level of demand and support for public transportation in the area. Approximately ten (10) people attended the meeting in Madison County and nine (9) people in the Oconee County.

Attendees cited several reasons for establishing public transportation service, including providing travel options for the elderly and disabled, promoting more viable growth patterns, and to improve air quality in the region.

The attendees gave responses similar to the public survey participants when asked to name the greatest transportation need in the MACORTS area (access to and from Athens and Atlanta, medical transportation, etc.) and who should provide the service (the county, state, and public/private partnership).

An interactive mapping exercise at the public meetings led to the development of a "point of interest" figure which displays where participants live, work, and would like to travel to using transit, if such services were available. The clusters on the map show that the greatest concentrations of work and desirable travel destinations lie within the downtown Athens area. Other clusters include Atlanta, Danielsville in Madison County, and the area surrounding Veteran's Park Community Center in Oconee County.

Figure 8. Origins, Destinations, and Points of Interest



Existing Service

The Athens Transit System (ATS) is the only public transportation system in the MACORTS area. ATS is responsible for providing fixed route service for the Athens-Clarke County area and also provides specialized transportation or paratransit service called "The Lift". This service is provided to persons with disabilities in the Athens-Clarke county area. Athens Transit also offers a service called "The Link", which serves the rural areas of Athens-Clarke County and is funded through Section 5311 Non-urbanized Area Formula Program. Typically this program is run as a demand-response door-to-door van service; however The Link operates a bit differently. Instead of door-to-door service, riders are connected to The Bus (the fixed-route service), which allows more people to access more locations than if the service ran in the traditional door-to-door manner.

Although they are eligible, Madison and Oconee Counties do not currently provide public transportation through the 5311 program. However, the Region 5 office of the Georgia Department of Human Resources (DHR) coordinates a demand-response van service for area residents, including those in Athens-Clarke, Oconee, and Madison counties who are clients of its Division of Aging, Division of Family and Children's Services' (DFCS), Temporary Assistance to Needy Families (TANF) program, the Division of Mental Health, Developmental Disabilities, and Addictive Diseases (MHDDAD), and also serves clients affiliated with the Department of Labor's Vocational Rehabilitation Services (DOL/VR) program.

Types of Public transportation Service

Public transportation service can be organized in a wide range of alternatives. The type of service can be defined using three factors:

- Type and capacity of vehicle: rail, bus, van, minibus, taxi, etc.
- Degree of exclusivity of right-of-way: fully shared with other traffic, partially shared (i.e., high occupancy vehicle lane); or entirely exclusive (i.e., busway or exclusive rail bed).
- Operational strategy: routing, scheduling, and stop location.

Routing refers to the assigned course that the public transportation vehicle follows. The route structure directly determines the accessibility of the public transportation system to the potential customer and which destinations have public transportation service. The route structure also determines how direct a trip is between origin and destination which effects the travel time. The following describes those services, which should be considered in any public transportation system for the MACORTS area.

Fixed Route System

Bus service operates along defined routes and according to published schedules. Buses vary in size from minibuses, which carry up to 20 passengers, up to multi-section articulated buses, which have an extra passenger unit attached by means of a flexible joint and can carry as many as 130 passengers.

A fixed-route public transportation service is the traditional description of a bus system. Vehicles operate on a predetermined route following a set schedule. Established, predetermined stops are typically identified for locations where passengers will be picked up and dropped off. A fixed-route system is designed for passengers without mobility impairments. Fixed-route service in a corridor can effectively serve residents within one quarter-mile of the corridor to fixed destinations. Those individuals with mobility impairments may have difficulty in accessing the fixed-route system.

The advantages of a fixed route service are:

- It can be provided at a relatively low cost on a per-passenger-trip basis.
- Schedule reliability can be high, since buses do not deviate from the route.
- Cost can be determined with regularity and service can be expanded with an accurate cost determined.
- May be cost effective for outlying areas.
- Service does not require an advance reservation.

The disadvantages of a fixed route service are:

- Fixed-route public transportation service is seldom attractive for people with automobiles in smaller communities and rural areas.
- Fixed-route service is often slow to change with community use patterns.
- Fixed-route systems serve their routes even at times of low demand.
- With the passage of the Americans with Disabilities Act in 1991, urban public transportation agencies found themselves faced with the challenge of providing a high level of service to individuals with disabilities. Most agencies have met this challenge by operating a paratransit service in addition to their normal fixed-route service. However, such a practice is often costly and inefficient.
- Typically, minimum densities of seven dwelling units per acre, or population densities of 1000 persons per square mile are needed to make fixed-route service feasible.

Route Deviation

Route deviation service is typically a “hybrid” configuration adapting features of both fixed-route and fixed-schedule public transportation systems as well as demand responsive curb-to-curb systems. With route deviation, public transportation vehicles follow a specific route, but leave the route to serve demand-response origins and destinations. In the absence of any requests to “deviate”, the service operates as a traditional fixed-route system with vehicles following a specific route making scheduled stops. Unlike traditional fixed-route service, however, customers are allowed to request that vehicles deviate to either pick them up or drop them off at a specific location off

of the advertised route. After accommodating off-route requests, vehicles return to and continue along the advertised route. Route deviation service brings the fixed route bus to the curb for the consumer who otherwise could not get to the bus stop due to a disability.

The advantages of the route deviation service are:

- Flexibility in routing.
- Passenger convenience.
- Retains some characteristics of fixed-route systems.
- The ADA-mandated complementary paratransit service is not necessary since the bus can deviate from the route to pick up disabled passengers.
- May elicit more public transportation use in low density areas.

The disadvantages of the route deviation service are:

- The passengers on the bus may have a longer travel time than for fixed-route service and the service reliability is lower.
- Costs are variable, not as easy to predict or define.
- Specific stop times on the set route will be more of a range of time than a set time.

Point Deviation Service

Point Deviation Service requires public transportation vehicles to stop at specified checkpoints (shopping centers, park-and-ride lots, senior centers, medical facilities, industrial parks, etc.) at specific times, but travels a flexible route between these points to service specific customer requests for service. Users are picked up at the checkpoints and taken either to another checkpoint or to a demand-response specific destination. Service between the checkpoints does not require advance reservations. However, service from any other location on a demand-response basis requires an advance reservation so that the vehicles can be scheduled for pick-up and drop-off. A point deviation service offers an advantage over route deviation because there is no specified route for the vehicles to use. Checkpoint service requires only that the vehicle arrive at the next checkpoint within the designated time window. This type of service is used to provide access to fixed-route service from very low density areas or for persons with limited mobility.

The advantages of the point deviation service are:

- Flexibility in routing.
- Passenger convenience.
- The ADA-mandated complementary paratransit service is not necessary since the bus can deviate from the route to pick up disabled passengers.
- May elicit more public transportation use in low density areas.

The disadvantages of the point deviation service are:

- The passengers on the bus may have a longer travel time than for fixed-route service and service reliability is lower.
- Costs are variable, not as easy to predict or define.
- No set time along routes for bus stops.

Demand Response

Demand Response public transportation service is comprised of vehicles operating in response to calls from passengers or their agents to the public transportation operations, which then dispatches a vehicle to pick up the passengers and transport them to their destinations. A demand response operation, frequently termed dial-a-ride, is characterized by the following: (a) The vehicles do not operate over a fixed-route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a special need; and (b) typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers.

Demand Response public transportation service is already offered in Madison and Oconee Counties by DHR through the Division of Mental Health, Developmental Disabilities, and Addictive Diseases (MHDDAD), the Division of Family and Children's Services (DFCS), and the Division of Aging. Trips must be ordered 24 hours in advance and are wheelchair accessible. The operating hours are Monday through Friday from 6:00 AM to 6:30 PM. Table 2 shows the number of trips and riders for Madison and Oconee Counties in 2006.

Table 3 - Human Service Trips and Riders

	Human Service Trips	Human Service Riders
Madison		
MHDDAD	8,296	23
DFCS	353	10
Aging	5,386	62
Oconee		
MHDDAD	0	0
DFCS	164	10
Aging	5,680	67

**Data from the Coordinated Public Transit – Human Services Transportation Plan, 2006*

In addition to DHR services, the Oconee County Senior Center provides on demand transportation to adults age 60 and older in Oconee County who are members of the center. The service is available Monday through Friday from 8:00 AM to 4:00 PM, for trips to and from the Senior Center, doctor's appointments, shopping, and miscellaneous trips. There are no fixed routes and arrangements/appointments to use the service must be made in advance.

Ridesharing (Carpool/Vanpool)

Ridesharing refers to carpooling and vanpooling in which vehicles carry additional passengers. Carpooling uses participants' own automobiles. Vanpooling usually uses rented vans (often supplied by employers, non-profit organizations or government agencies). Most vanpools are self-supporting, with operating costs divided among members. Vanpooling is particularly suitable for longer commutes (10 miles or more each way).

Ridesharing is one of the most common and cost effective alternative transportation modes, particularly in areas that are not well served by public transportation. Many commuters rideshare part-time, for example, twice a week. Ride-matching is a common component of Commute Trip Reduction programs intended to reduce urban traffic problems. Ridesharing is also an important mobility option for non-drivers, particularly in small towns and rural areas, where notices are often posted on bulletin boards and travel needs are shared through informal networks. Transportation Management Associations, public transportation agencies and community transportation organizations often provide ride-matching services.

The advantages of ridesharing are:

- Ridesharing has minimal incremental costs because it makes use of vehicle seats that would otherwise be unoccupied.
- Ridesharing tends to have lower costs per vehicle-mile than public transportation because it does not require a paid driver and avoids empty backhauls.
- Ridesharing can be implemented through public information campaigns and a dedicated organizer.

The disadvantages of ridesharing are:

- Ridesharing is generally only suitable for trips with predictable schedules such as commuting or attending special events.
- Ridesharing usually requires vehicle ownership.

6. PEER COMMUNITY ANALYSIS

Peer Communities

A review of public transportation systems in communities similar to the MACORTS jurisdiction was completed to examine the characteristics and operations and to form a comparison to the MACORTS system. Peer public transportation systems were chosen based on their location, demographics, and land use characteristics. In particular, systems were chosen in areas where some land use, such as a major college or university, has provided a density and population of potential riders that would not otherwise exist in the relatively rural area.

The five peer communities selected were:

- Eugene, Oregon (Lane County)
- Bloomington, Indiana (Monroe County)
- Charlottesville, Virginia (Albemarle County)
- Tuscaloosa, Alabama (Tuscaloosa County)
- South Bend, Indiana (St. Joseph County)

For each location information was gathered on the size of the city/county, the major land use that is a vital part of the local public transportation system, the nature of services provided by the area's public transportation operator(s), notable destinations serviced by the public transportation system(s), the budget for the system(s), and the associated cost to the rider to utilize the public transportation system(s). Maps from the systems were included to show the extension of the routes into the rural areas they service. Additionally, when available, the transit data worksheets for each peer community from the National Transit Database were included.

Eugene, Oregon (Lane County)

Population: ~ 140,000

Major University: University of Oregon – 20,000 students

Public transportation Services:

- Lane Transit District
 - <http://www.ltd.org>
 - Cost to ride the bus:
 - Adults 19-64: \$1.50
 - Youth 6-18: \$0.75
 - Children 5 and under: Free
 - Honor Rider 65+: Free
 - Handicapped: \$0.75
 - University of Oregon students: Free
 - Lane Community College: discounted bus pass
 - Demand Response Vans: \$3.00 per one way trip
 - Forty-five fixed city routes
 - Notable fixed city route destinations:
 - Eugene Transit Station
 - Shopping Centers
 - University of Oregon and Lane Community College
 - Sacred Heart Medical Center
 - Grade Schools
 - 17 Park and Ride lots
 - Seven fixed rural routes
 - Notable fixed rural route destinations:
 - 5 Park and Ride lots
 - Numerous towns, such as Junction City, Alvadore, Coburg, Waltersville, Veneta, Lowell, Crewell, and Cottage Grove
 - Grade Schools
 - Shopping Centers

Figure 9. Eugene, Oregon Rural Routes

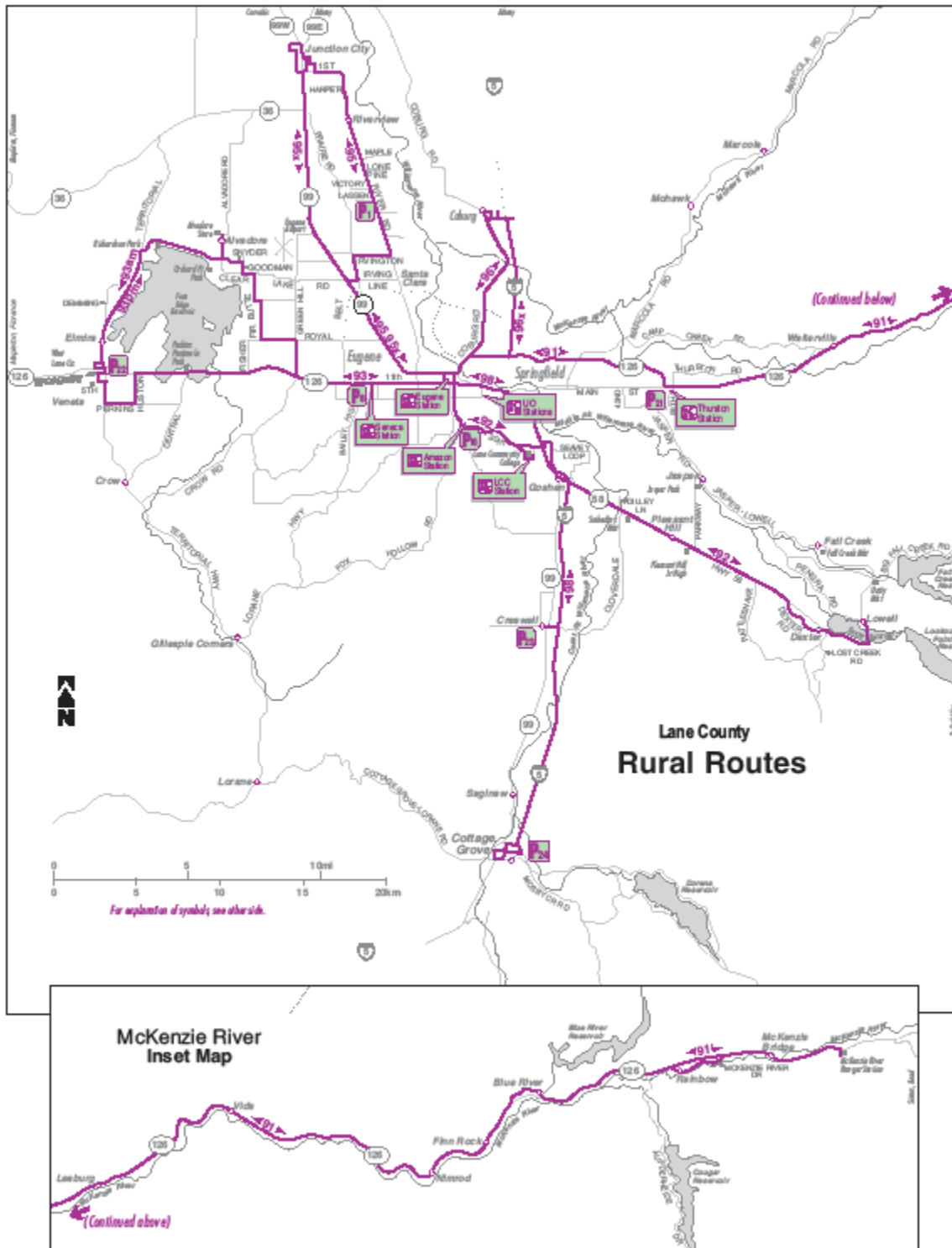
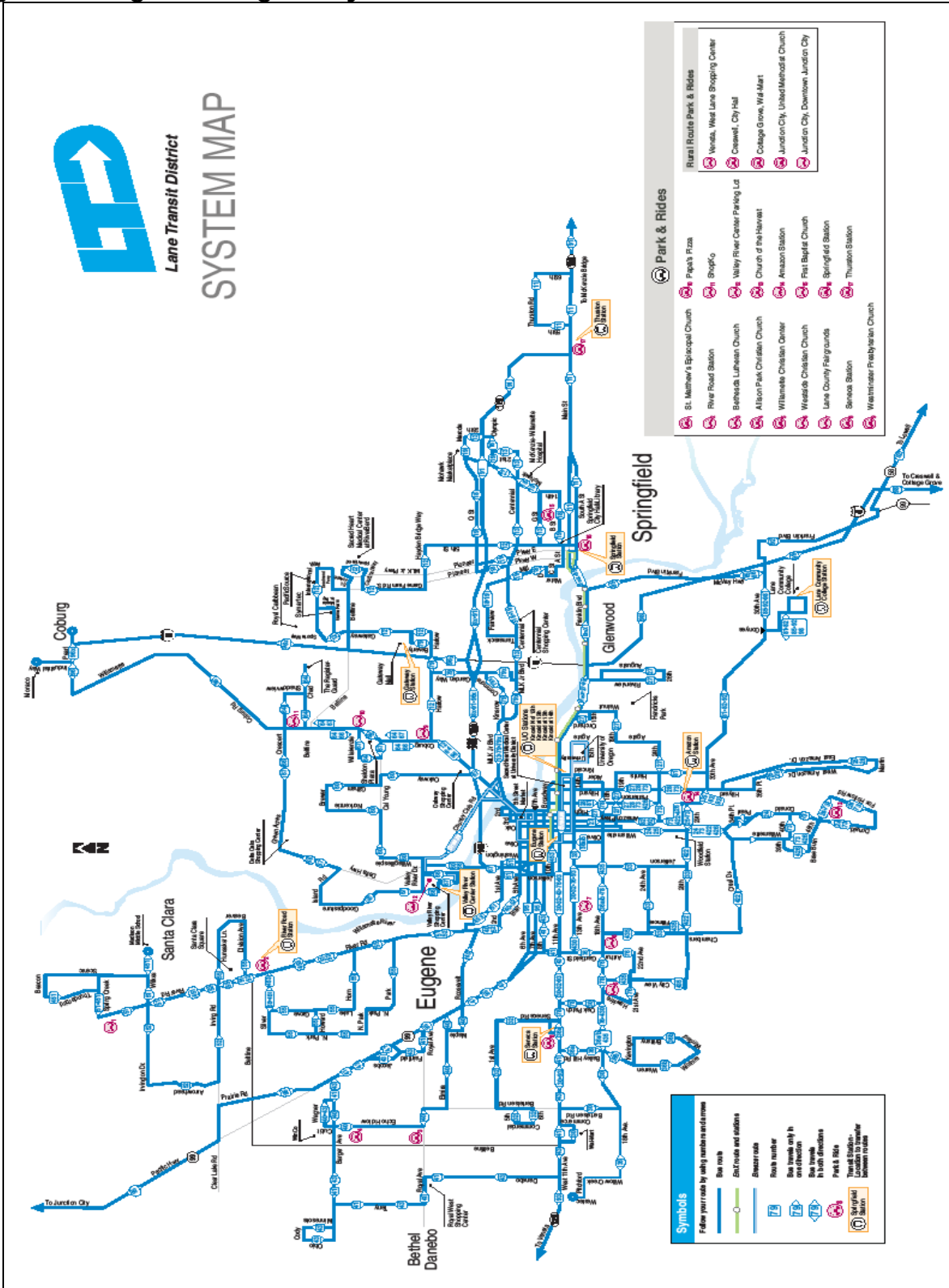


Figure 10. Eugene, Oregon City Routes



ID Number: 0007
 www.ltd.org
 3600 East 17th Avenue
 Eugene, OR 97403

Lane Transit District (LTD)

General Manager: Mr. Mark Pangborn
 (541) 682-8100

General Information

Urbanized Area (UZA) Statistics - 2000 Census	
Eugene, OR	68
Squares Miles	224,049
Population	138
Population Ranking out of 465 UZAs	
Other UZAs Served	241

Service Area Statistics	
Squares Miles	272,272
Population	

Service Consumption

Annual Passenger Miles	37,390,145
Annual Unlimited Trips	9,913,458
Average Weekly Unlimited Trips	33,759
Average Saturday Unlimited Trips	16,101
Average Sunday Unlimited Trips	8,841

Service Supplied

Annual Vehicle Revenue Miles	4,420,897
Annual Vehicle Revenue Hours	354,315
Vehicles Operated in Maximum Service	124
Vehicles Available for Maximum Service	149
Base Period Requirement	84

Service Consumption

Annual Passenger Miles	37,390,145
Annual Unlimited Trips	9,913,458
Average Weekly Unlimited Trips	33,759
Average Saturday Unlimited Trips	16,101
Average Sunday Unlimited Trips	8,841

Service Supplied

Annual Vehicle Revenue Miles	4,420,897
Annual Vehicle Revenue Hours	354,315
Vehicles Operated in Maximum Service	124
Vehicles Available for Maximum Service	149
Base Period Requirement	84

Financial Information

Fare Revenues Earned	
Fare Revenues	\$5,442,772
Local Funds	\$5,442,772
State Funds	21,966,352
Federal Assistance	2,050,052
Other Funds	1,009,888
Total Operating Funds Expended	\$32,636,090

Sources of Operating Funds Expended

Local Funds	\$6,258,188
State Funds	\$2,146
Federal Assistance	11,568,994
Other Funds	0
Total Capital Funds Expended	\$17,860,328

Summary of Operating Expenses

Salary, Wages and Benefits	\$23,959,759
Materials and Supplies	3,246,072
Purchased Transportation	2,659,137
Other Operating Expenses	2,771,122
Total Operating Expenses	\$32,636,090
Reconciling Cash Expenditures	\$0

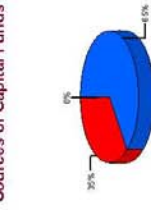
Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	91	0	\$12,278,545	\$3,830,632	\$253,274	\$474,671	\$16,837,022
Demand Response	0	30	\$1,023,308	\$0	\$0	\$0	\$1,023,306
Vanpool	0	3	\$0	\$0	\$0	\$0	\$0
Total	91	33	\$13,301,851	\$3,830,632	\$253,274	\$474,671	\$17,860,328

Sources of Operating Funds Expended

Local Funds	\$6,258,188
State Funds	\$2,146
Federal Assistance	11,568,994
Other Funds	0
Total Capital Funds Expended	\$17,860,328

Sources of Capital Funds Expended

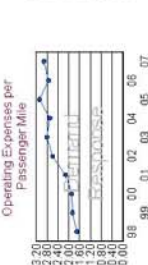
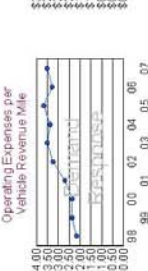
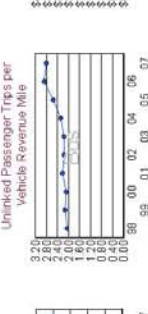
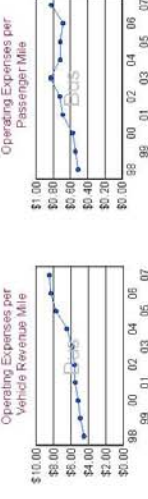


Model Characteristics

	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Revenue Hours	Annual Vehicle Revenue Hours	Fixed Guideway Vehicles Available for Maximum Service	Directional Route Miles	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$29,461,276	\$5,413,706	\$16,837,022	35,687,644	3,464,018	9,757,984	279,088	3.2	N/A	7.0	91	1.04	20%
Demand Response	\$3,133,830	\$200,659	\$1,023,306	1,023,306	8,841	140,850	73,977	3.0	N/A	3.3	30	N/A	33%
Vanpool	\$40,873	\$23,407	\$0	950,211	66,975	14,534	1,597	4	N/A	1.3	3	N/A	33%

Performance Measures

	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Unlinked Passenger Trips per Vehicle Revenue Mile
Bus	\$8.50	\$105.34	\$0.83	\$3.02	\$3.20	\$3.02	\$2.81	2.82	34.83	2.82
Demand Response	\$3.52	\$42.89	\$2.92	\$22.24	\$4.00	\$2.92	\$28.11	0.16	1.93	0.16
Vanpool	\$0.61	\$26.25	\$0.06	\$2.81	\$3.20	\$0.06	\$2.81	0.22	9.34	0.22



¹ Excludes data for purchased transportation reported separately.

Bloomington, Indiana (Monroe County)

Population: ~ 69,000 (123,000 in total county)

Major University: Indiana University – 40,000 students

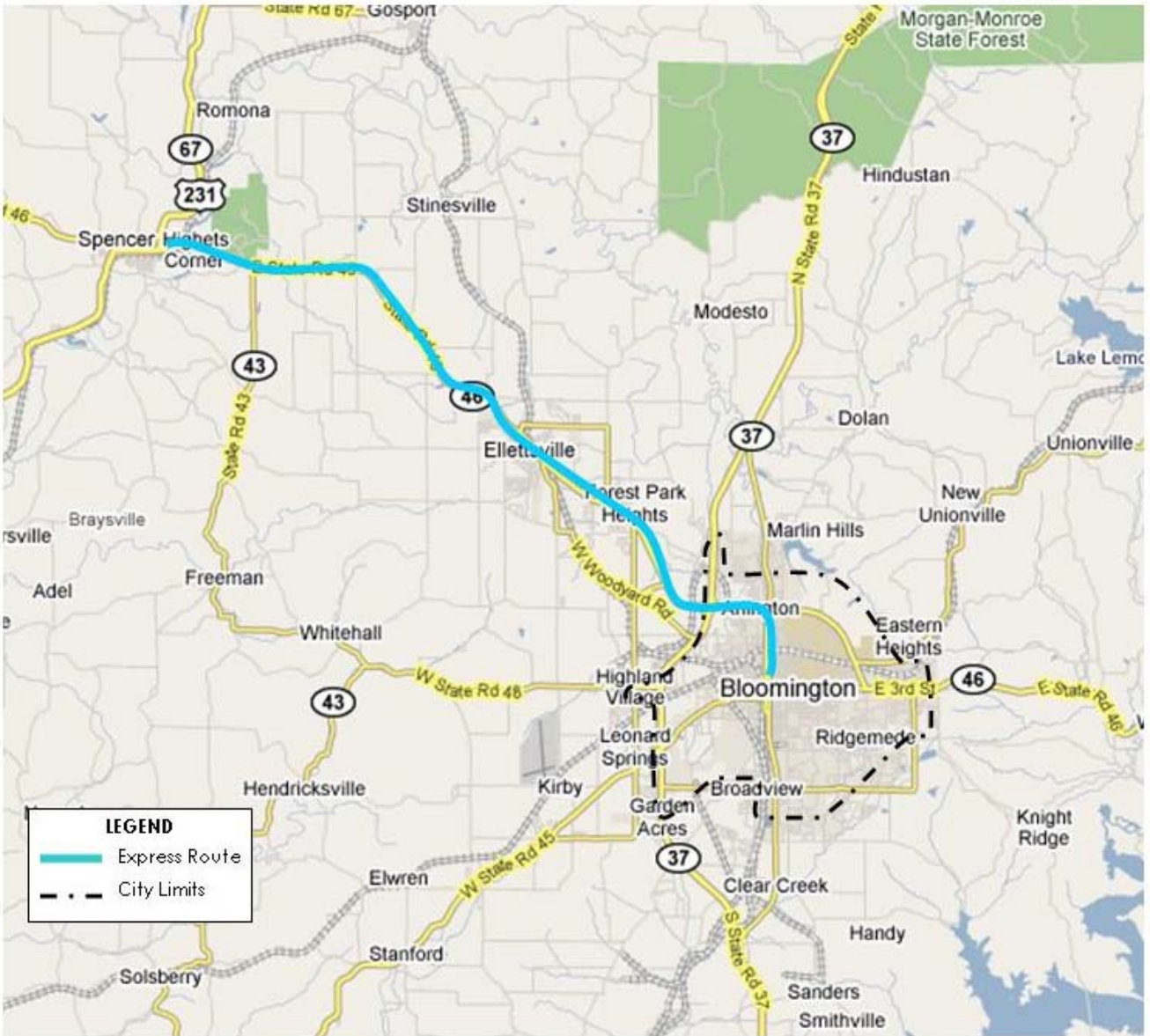
Public transportation Services:

- Rural Public transportation
 - <http://www.area10.bloomington.in.us/ruraltransit/>
 - On demand pre-scheduled services
 - A Medicaid transportation provider
 - Serves Monroe County and two surrounding counties (Owen and Lawrence)
 - Cost to ride
 - Adults travel within one county: \$0.75
 - Adults travel in two counties: \$1.50
 - Senior Citizens: donation
 - County Routes are round-trips servicing specific points within each county
 - Three Express Routes service all three counties between Spencer, Ellettsville, Bloomington, IU, Ivy Tech State College, and Clear Creek
 - County Sweeps are round-trip routes within each county that operate during AM and PM peak hours

- Bloomington Transit
 - <http://www.bloomingtontransit.com>
 - Cost to ride:
 - Regular Fare: \$1.00
 - U-PASS: Free
 - BT Access Demand Response Vans for disabled (\$2.00 cost to ride)
 - Nine fixed routes
 - Notable destinations:
 - Indiana University
 - Bloomington Hospital
 - Downtown Bloomington
 - Shopping Centers including Wal-Mart, K-Mart, Aldi's, Sam's Club, TJ Maxx, Lowe's, Old Navy
 - IU Library
 - Grade Level schools

- IU Campus Bus
 - http://www.iubus.indiana.edu/campus_bus
 - Cost to ride: no fee
 - Five fixed routes on campus
 - One EXPRESS Route

Figure 11. Bloomington Transit Map



Bloomington Public Transportation Corporation (BT)

General Manager: Mr. Lew May
(812) 332-5688

General Information

Unorganized Area (UZA) Statistics - 2000 Census

Bloomington, IN	
Serving Miles	43
Population	82,456
Population Ranking out of 465 UZAs	263
Other UZAs Served	

Service Area Statistics

Square Miles	21
Population	69,291

Service Consumption

Annual Passenger Miles	7,722,801
Annual Unlinked Trips	2,696,093
Average Weekday Unlinked Trips	9,513
Average Saturday Unlinked Trips	2,850
Average Sunday Unlinked Trips	632
Annual Vehicle Revenue Miles	1,113,876
Annual Vehicle Revenue Hours	101,128
Vehicles Operated in Maximum Service	38
Vehicles Available for Maximum Service	49
Base Period Requirement	26

Service Supplied

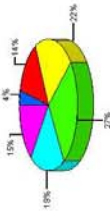
Annual Vehicle Revenue Miles	1,113,876
Annual Vehicle Revenue Hours	101,128
Vehicles Operated in Maximum Service	38
Vehicles Available for Maximum Service	49
Base Period Requirement	26

Financial Information

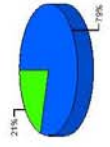
Fare Revenues Earned	\$1,290,373
Sources of Operating Funds Expended	
Fare Revenues	(22%)
Local Funds	(25%)
State Funds	(32%)
Federal Assistance	(16%)
Other Funds	(4%)
Total Operating Funds Expended	\$5,172,931
Sources of Capital Funds Expended	
Local Funds	(0%)
State Funds	(0%)
Federal Assistance	(79%)
Other Funds	(21%)
Total Capital Funds Expended	\$1,465,291

Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operate	Purchase Transportati ¹	Revenue Vehicle	Systems ar Guidewa ¹	Facilities ar Stator	Other	Totals
Bus Demand Response	29	0	\$1,356,433	\$51,891	\$5,175	\$0	\$1,465,291
Total	29	0	\$1,356,433	\$51,891	\$5,175	\$0	\$1,465,291



Sources of Capital Funds Expended

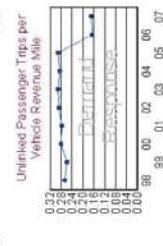
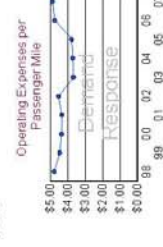
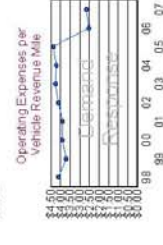
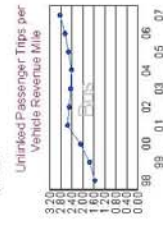
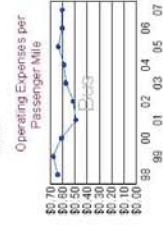
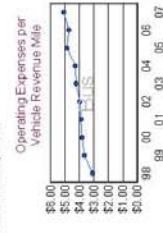


Model Characteristics

	Operatin Expense ¹	Fare Revenue ¹	Uses o Capita Fund ¹	Annual Passenger Mile	Annual Vehicle Revenue Mile	Unlinked Tri	Annus Revenue Hour	Fixed Guidew Direction Route Mile	Vehicles Availab for Maximum Service	Vehicles Operated Maximum Servi	Average Fle Age in Year	Peak t Base Rat	Percon Spant
Bus Demand Response	\$46,10,453	\$1,237,344	\$55,023	7,609,140	905,386	2,570,720	\$1,022	0.0	11	29	7.2	1.12	31%
Total	\$555,344	\$1,356,433	\$0	113,691	208,460	35,373	20,166	N/A	11	9	4.8	N/A	22%

Performance Measures

	Operating Expense Vehicle Revenue M	Service Efficiency	Operating Expense Vehicle Revenue Hc	Cost Effectiveness	Operating Expense Unlinked Passenger ¹	Service Effectiveness	Operating Expense Vehicle Revenue M
Bus Demand Response	\$5.00	\$2.66	\$56.90	\$0.61	\$1.79	2.84	31.73
Total	\$27.62	\$27.62	\$27.62	\$4.83	\$15.70	0.17	1.76



¹ Excludes data for purchased transportation reported separately.

Charlottesville, Virginia (Albemarle County)

Population: ~ 42,000 (118,000 entire county)

Major University: University of Virginia – 21,000 students

Public transportation Services:

- Charlottesville Transit Service (CTS)
 - <http://www.charlottesville.org/Index.aspx?page=661>
 - Cost to ride: \$0.75 per one way trip
 - Complimentary on-demand paratransit services
 - Complimentary downtown Trolley service
 - Increased ridership from 2007 to 2008 by 14.5% with improvements made from the 2005 *Charlottesville Transit Development Report*
 - 18 fixed routes
 - Notable destinations:
 - UVA Hospital
 - Downtown Charlottesville
 - University of Virginia
 - Kmart, Wal-Mart, Sam's Club
 - Charlottesville High School
 - DMV Office, Social Security Office, County Office
 - Library, City Hall, Amphitheater, Parks

- University Transit Service (UTS)
 - <http://www.virginia.edu/parking/uts/index.html>
 - Six fixed routes
 - Notable destinations:
 - On-Campus Housing
 - Stadium
 - Alumni Hall
 - Chapel
 - UVA Hospital
 - Amtrak Station
 - Downtown Charlottesville

Figure 12. Charlottesville Transit Service Day Routes

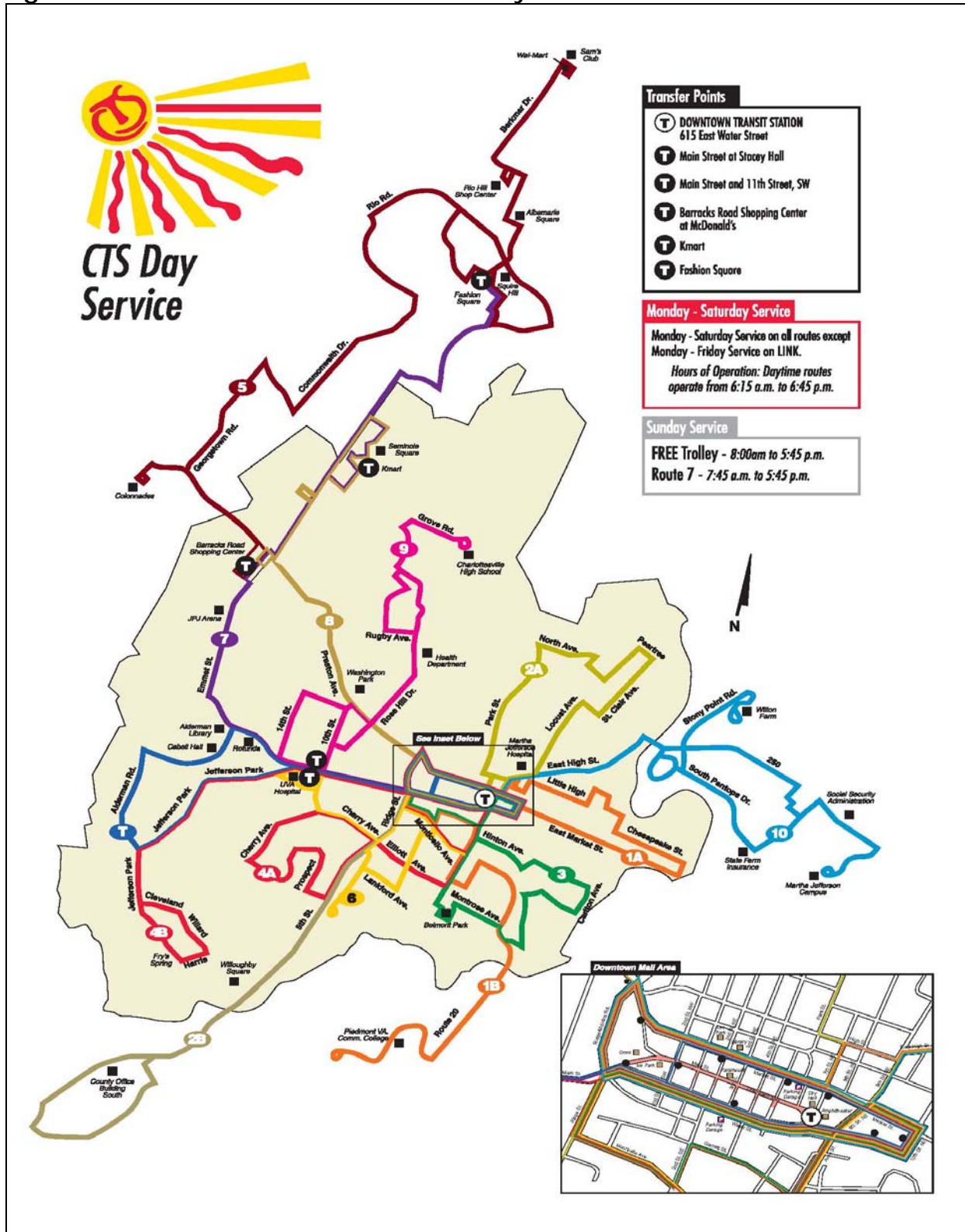


Figure 13. Charlottesville Transit Service Night Routes

CTS Night Service



**Monday - Saturday
Service on all routes**

Hours of Operation: Nighttime routes operate from 6:45p.m. to 11:45p.m., Monday - Saturday.

Transfer Point

- T** DOWNTOWN TRANSIT STATION
615 East Water Street
- T** Main Street at Stacey Hall
- T** Main Street and 11th Street, SW
- T** Barracks Road Shopping Center
at McDonald's
- T** Fashion Square

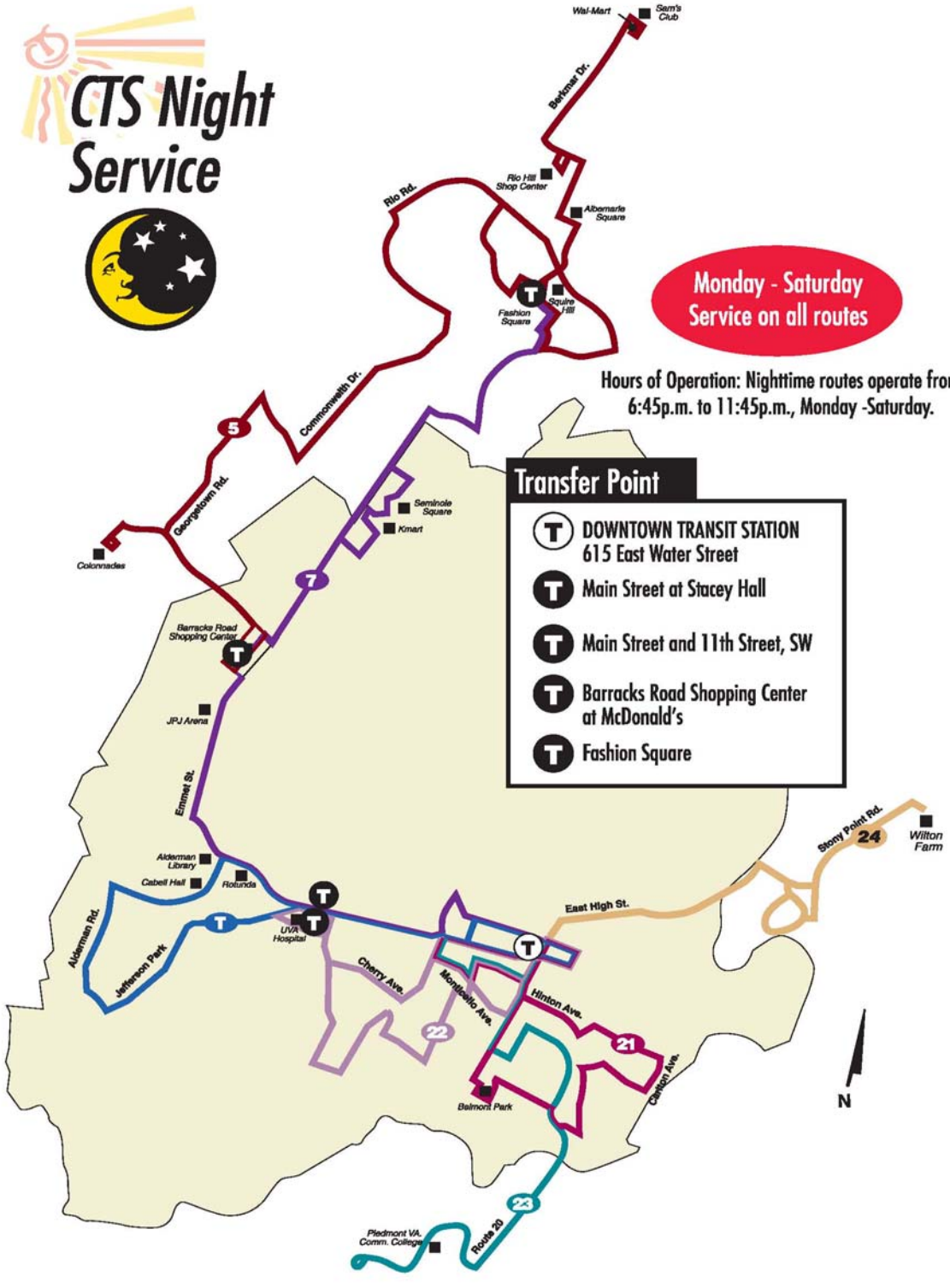
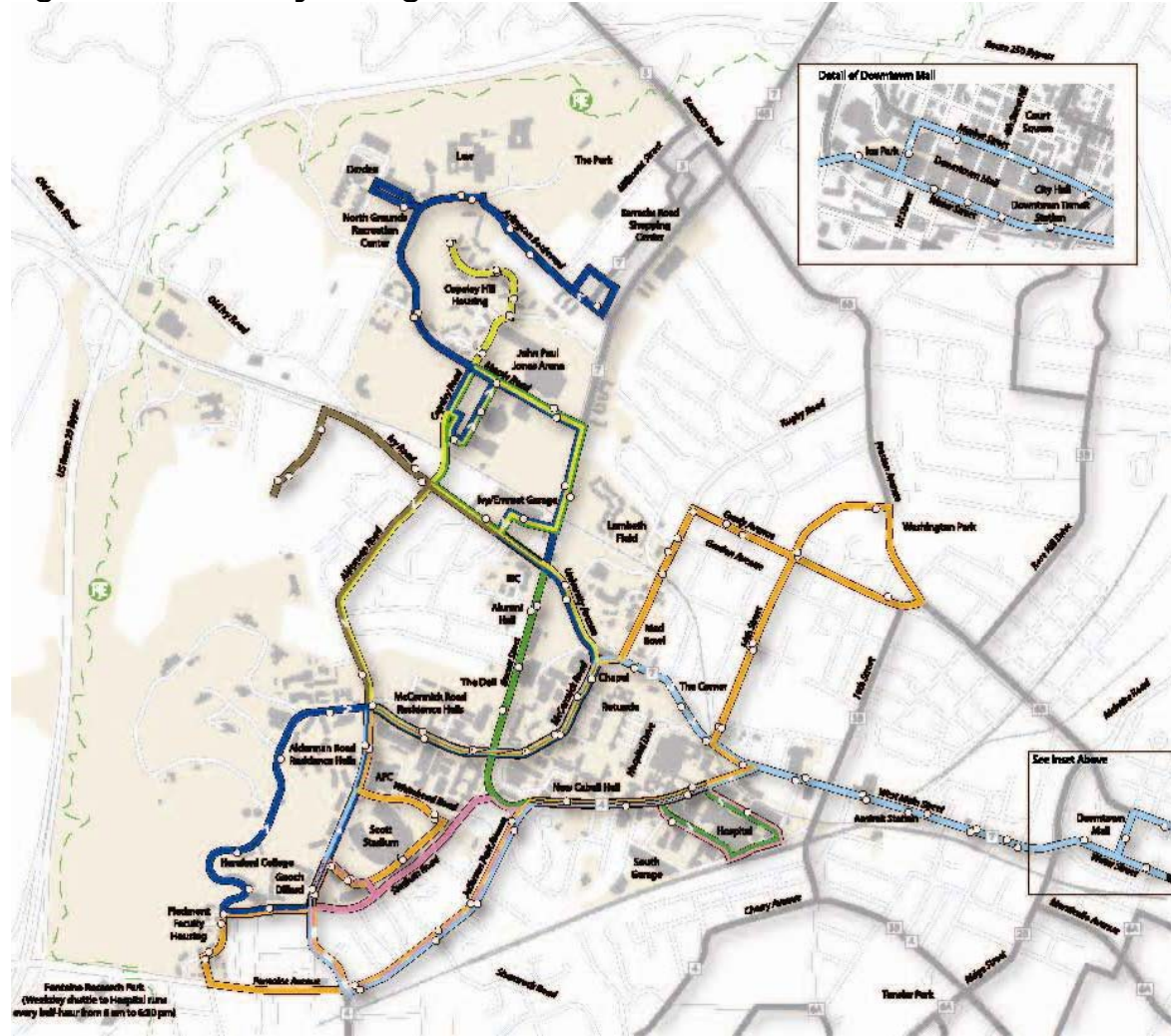


Figure 14. University of Virginia Transit Service Routes



Charlottesville Transit Service (CTS)

Transit Manager: Mr. Bill Watterson
 (434) 970-3840

General Information

Unzoned Area (UZA) Statistics - 2000 Census

Charlottesville, VA	
Square Miles	37
Population	61,449
Population Ranking out of 465 UZAs	312
Other UZAs Served	

Service Area Statistics

Square Miles	38
Population	81,449
Annual Passenger Miles	6,946,727
Annual Unlinked Trips	1,590,120
Average Weekday Unlinked Trips	5,838
Average Saturday Unlinked Trips	1,994
Average Sunday Unlinked Trips	32
Annual Vehicle Revenue Miles	1,313,857
Annual Vehicle Revenue Hours	96,295
Vehicles Operated in Maximum Service	44
Vehicles Available for Maximum Service	99
Base Period Requirement	19

Financial Information

Fare Revenues Earned

Fare Revenues	\$539,321
Local Funds	\$539,321
State Funds	2,330,905
Federal Assistance	1,057,578
Other Funds	1,551,726
Total Operating Funds Expended	\$5,459,078

Sources of Capital Funds Expended

Local Funds	\$64,862
State Funds	404,647
Federal Assistance	3,517,244
Other Funds	(0.0%)
Total Capital Funds Expended	\$3,986,753

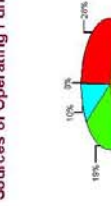
Summary of Operating Expenses

Salary, Wages and Benefits	\$3,125,412
Materials and Supplies	897,511
Purchased Transportation	1,217,112
Other Operating Expenses	447,822
Total Operating Expenses	\$5,687,867
Reconciling Cash Expenditures	\$0

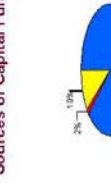
Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operate	Purchase Transportat ¹	Revenue Vehicle ¹	Systems ar Guidewa ¹	Facilities ar Stator	Other	Totals
Bus	28	0	\$311,368	\$59,414	\$3,339,162	\$277,829	\$3,986,753
Demand Response	0	16	\$0	\$0	\$0	\$0	\$0
Total	28	16	\$311,368	\$59,414	\$3,339,162	\$277,829	\$3,986,753

Sources of Operating Funds Expended



Sources of Capital Funds Expended

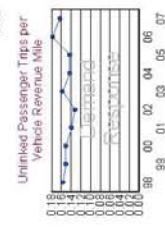
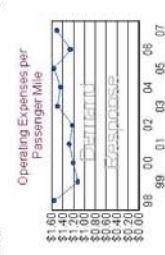
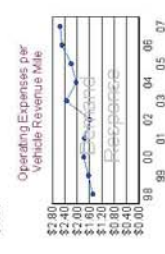
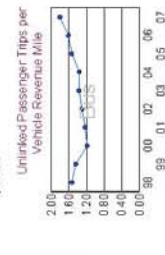
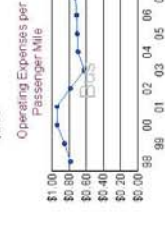
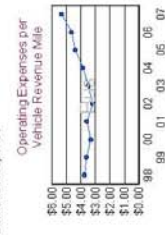


Model Characteristics

Bus	Operating Expense ¹	\$4,468,511	Fare Revenue ¹	\$419,190	Uses o Capita Fund ¹	\$3,986,753	Annual Passenger Mile	6,140,302	Annual Vehicle Revenue Mile	835,198	Annual Revenue Hour	74,089	Fixed Guidew Direction Route Mile	0.0	Annual Vehicle Revenue Hour	74,089
Demand Response		\$12,8346		\$120,131		\$0		806,425	478,761		22,266	N/A	N/A		22,266	

Performance Measures

Bus	Operating Expense ¹ Vehicle Revenue M	\$5.35	Operating Expense ¹ Vehicle Revenue Hc	\$80.31	Operating Expense ¹ Passenger Mile	\$0.73	Operating Expense ¹ Unlinked Passenger ¹	\$2.06	Operating Expense ¹ Vehicle Revenue M	\$1.51	Operating Expense ¹ Vehicle Revenue M	\$15.62	Operating Expense ¹ Vehicle Revenue M	\$15.62
Demand Response		\$2.55		\$54.91										

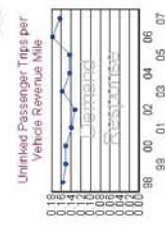
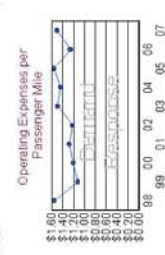
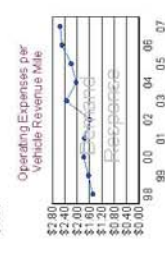
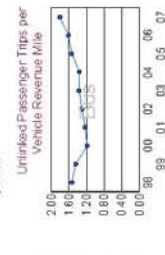
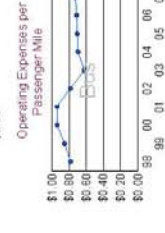
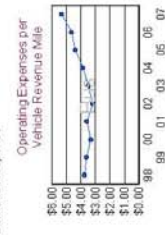


Model Characteristics

Bus	Operating Expense ¹	\$4,468,511	Fare Revenue ¹	\$419,190	Uses o Capita Fund ¹	\$3,986,753	Annual Passenger Mile	6,140,302	Annual Vehicle Revenue Mile	835,198	Annual Revenue Hour	74,089	Fixed Guidew Direction Route Mile	0.0	Annual Vehicle Revenue Hour	74,089
Demand Response		\$12,8346		\$120,131		\$0		806,425	478,761		22,266	N/A	N/A		22,266	

Performance Measures

Bus	Operating Expense ¹ Vehicle Revenue M	\$5.35	Operating Expense ¹ Vehicle Revenue Hc	\$80.31	Operating Expense ¹ Passenger Mile	\$0.73	Operating Expense ¹ Unlinked Passenger ¹	\$2.06	Operating Expense ¹ Vehicle Revenue M	\$1.51	Operating Expense ¹ Vehicle Revenue M	\$15.62	Operating Expense ¹ Vehicle Revenue M	\$15.62
Demand Response		\$2.55		\$54.91										



1 Excludes data for purchased transportation reported separately.

Tuscaloosa, Alabama (Tuscaloosa County)

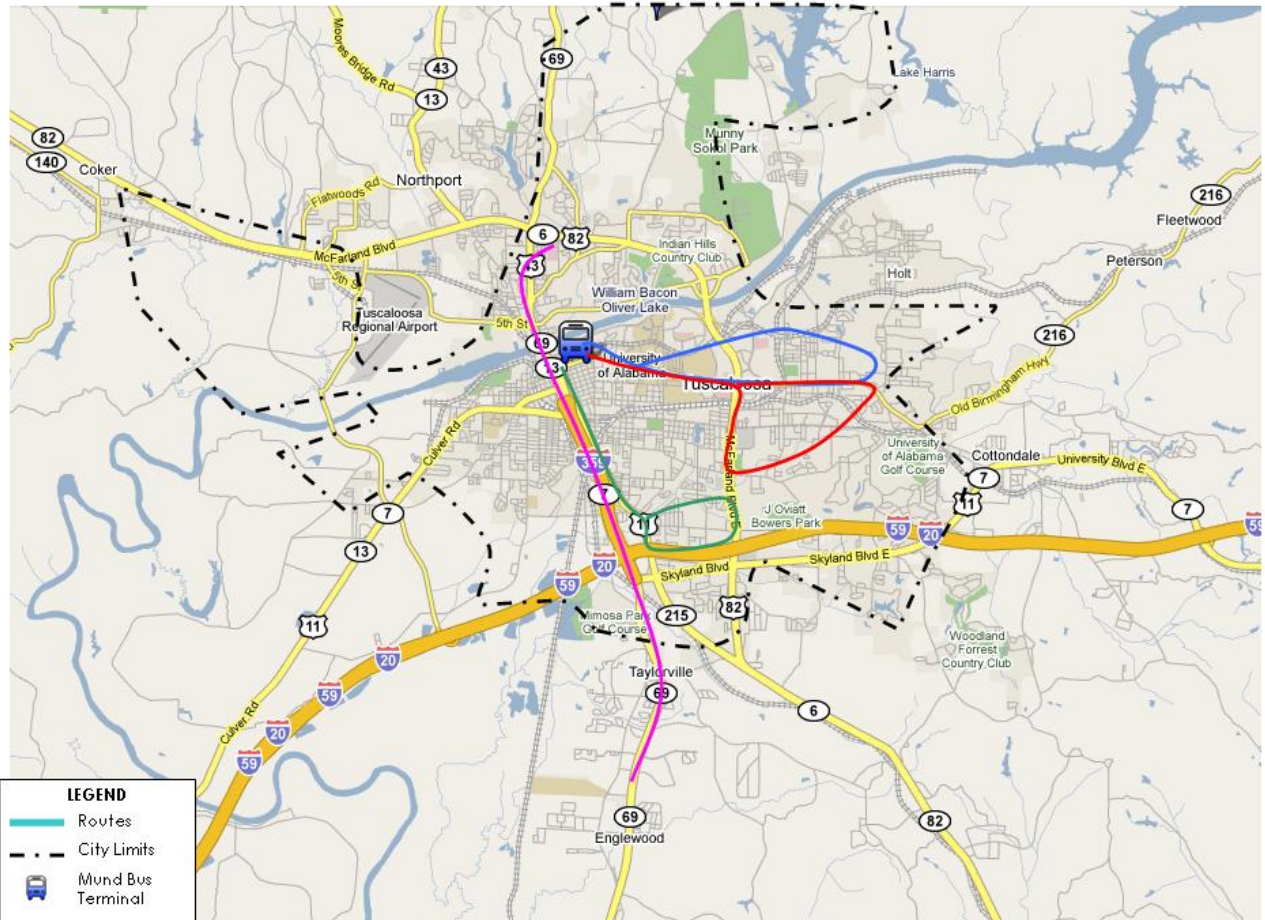
Population: ~ 83,000

Major University: University of Alabama – 25,500 students

Public transportation Services:

- Tuscaloosa Transit Authority Trolley System
 - <http://www.uatrolley.org/door/>
 - Cost to ride:
 - Adults: \$1.00
 - Transfer: \$0.20
 - Children 3 and under: Free
 - Students K-12: \$0.50
 - Elderly and Handicapped: \$0.50
 - Demand Response Vans (\$2.00 cost to ride)
 - Five fixed routes
 - Notable destinations:
 - University of Alabama
 - Downtown Tuscaloosa
 - Greyhound Bus Station
 - Wal-Mart, K-Mart, Piggly Wiggly
 - Public Library, Post Office, Federal Building
 - Veterans Affairs Hospital
- Crimson Ride
 - <http://crimsonride.ua.edu/index.html>
 - Cost to ride: no fee
 - Demand Response Vans when Crimson Ride buses are not operating
 - Five fixed routes on campus
 - Three Nights and Weekends routes

Figure 15. Tuscaloosa Transit Trolley System Map



Tuscaloosa County Parking and Transit Authority (TMT)

CEO and Manager: Mr. Jimmie Cain
 (205) 556-3878

General Information

Unorganized Area (UA) Statistics - 2000 Census

Tuscaloosa, AL	76
Square Miles	116,898
Population	233
Population Ranking out of 465 UZAs	
Other UZAs Served	

Service Area Statistics	1,340
Square Miles	171,159
Population	

Service Consumption

Annual Passenger Miles	1,023,320
Annual Unlinked Trips	192,646
Average Weekday Unlinked Trips	762
Average Saturday Unlinked Trips	0
Average Sunday Unlinked Trips	0

Service Supplied

Annual Vehicle Revenue Miles	349,819
Annual Vehicle Revenue Hours	30,465
Vehicles Operated in Maximum Service	11
Vehicles Available for Maximum Service	17
Base Period Requirement	6

Financial Information

Fare Revenues Earned

Fare Revenues	\$318,647
Local Funds	\$314,846
State Funds	468,597
Federal Assistance	362,683
Other Funds	24,165
Total Operating Funds Expended	\$1,191,291

Sources of Operating Funds Expended

Local Funds	(0%)
State Funds	(0%)
Federal Assistance	(77%)
Other Funds	(23%)
Total Capital Funds Expended	\$16,807

Summary of Operating Expenses

Salary, Wages and Benefits	\$794,500
Materials and Supplies	162,586
Purchased Transportation	0
Other Operating Expenses	234,205
Total Operating Expenses	\$1,191,291
Reconciling Cash Expenditures	\$0

Vehicles Operated in Maximum Service and Uses of Capital Funds

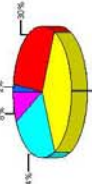
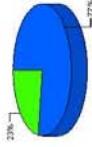
Bus	Directly Operate	Purchase Transportat ¹	Revenue Vehicle	Systems ar Guidewa ¹	Facilities ar Stator	Other	Tots
Demand Response	6	0	\$11,607	\$0	\$5,000	\$0	\$16,607
Total	11	0	\$11,607	\$0	\$5,000	\$0	\$16,607

Sources of Operating Funds Expended

Local Funds	(0%)
State Funds	(0%)
Federal Assistance	(77%)
Other Funds	(23%)
Total Capital Funds Expended	\$16,807

Sources of Capital Funds Expended

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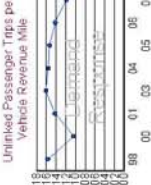
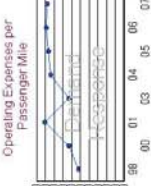
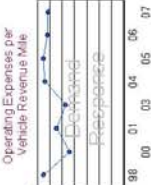
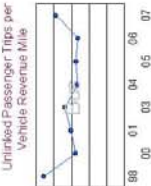
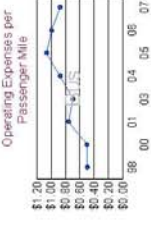
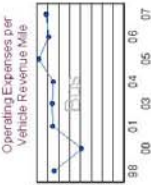


Model Characteristics

Bus	Operating Expense ¹	\$621,091	Fare Revenue ¹	\$297,120	Uses o Capita Fund ¹	\$16,807	Annual Passenger Mile	939,633	Annual Vehicle Revenue Mile	229,415	Annual Revenue Hour	21,252	Fixed Guidew Direction Route Mile	0.0	Vehicles Availab for Maximu Service	10	Average Fle Age in Year	4.2	Vehicles Operated Maximum Servi	6	Peak h Base Rat	1.00	Percon Sparet	67%
Demand Response	\$370,200	\$271,527	\$0	\$3,687	\$0	\$0	\$3,687	120,504	9,213	N/A	6.4	5	1.00	N/A	4.0%									
Total	\$991,291	\$568,647	\$16,807	\$3,687	\$0	\$0	\$3,687	350,919	30,465	N/A	10.6	11	1.00	N/A	4.0%									

Performance Measures

Bus	Operating Expense ¹ Vehicle Revenue M	\$3.50	Operating Expense ¹ Vehicle Revenue Hc	\$38.64	Operating Expense ¹ Passenger M	\$0.87	Operating Expense ¹ Passenger M	\$0.87	Operating Expense ¹ Vehicle Revenue M	\$4.60	Operating Expense ¹ Vehicle Revenue M	\$25.92	Operating Expense ¹ Vehicle Revenue M	\$4.60	Operating Expense ¹ Vehicle Revenue M	\$25.92
Demand Response	\$3.07	\$40.18	\$0.70	\$40.18	\$0.67	\$0.67	\$0.67	\$0.67	\$4.60	\$25.92	\$4.60	\$25.92	\$4.60	\$25.92	\$4.60	\$25.92
Total	\$3.28	\$39.41	\$0.73	\$39.41	\$0.77	\$0.77	\$0.77	\$0.77	\$4.60	\$25.92	\$4.60	\$25.92	\$4.60	\$25.92	\$4.60	\$25.92



1 Excludes data for purchased transportation reported separately.

South Bend, Indiana (St. Joseph County)

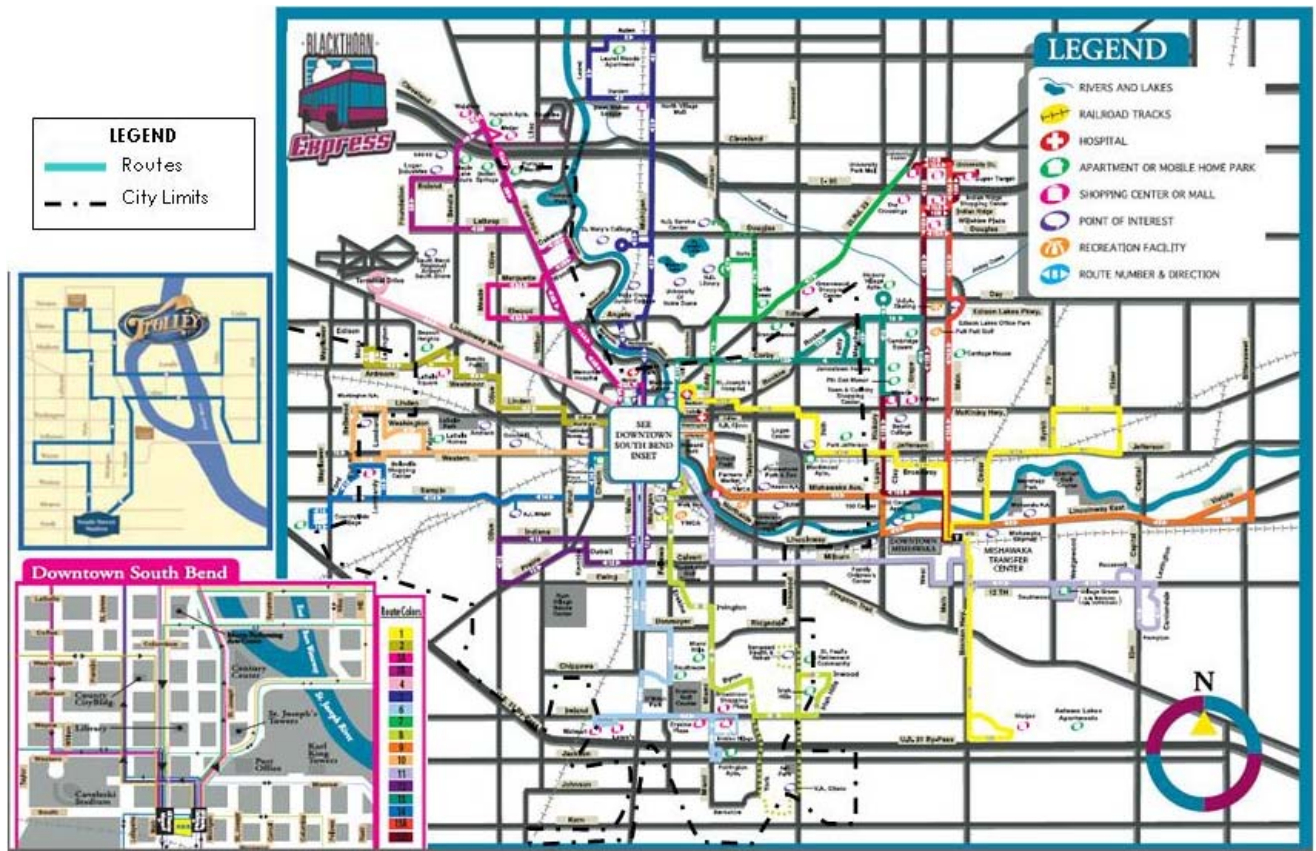
Population: ~ 107,800

Major University: University of Notre Dame – 11,700 students

Public transportation Services:

- TRANSPO
 - <http://www.sbtranspo.com>
 - Cost to ride the bus:
 - Cash: \$0.75
 - Tokens: 2 tokens
 - Transfer: Free
 - Children 4 and under: Free
 - Students of University of Notre Dame and St Mary's: Free with ID
 - Elderly and Handicapped: \$0.35 or 1 token
 - Cost to ride the trolley:
 - Cash: \$0.25
 - Elderly and Handicapped: \$0.10
 - Demand Response Vans (double the regular fixed fare for a one way trip)
 - Fifteen fixed routes and a Trolley
 - Notable fixed route destinations:
 - South Bend and Mishawaka Transfer Centers
 - Town & County Shopping Center
 - University Park Mall
 - Medical Facilities
 - Parks
 - Libraries
 - Downtown South Bend
 - Government Buildings
 - Notable Trolley destinations:
 - South Street Center
 - Madison Center
 - Memorial Hospital
 - County City Building
 - SWEEP and EXPRESS routes
 - SWEEP services the University of Notre Dame and St. Mary's College
 - Blackthorn EXPRESS services the Blackthorn Industrial Area
 - Stadium EXPRESS services the Notre Dame stadium on game days

Figure 16. TRANSPO Route Map



ID Number: 5052
 www.sbtranspo.com
 801 East Northside Boulevard, 1437
 South Bend, IN 46817

South Bend Public Transportation Corporation (Transpo)

General Manager: Mr. William Brown
 (574) 239-2307

General Information

Unzoned Area (UA) Statistics - 2000 Census

South Bend, IN-MI	156
Squares Miles	276,498
Population	115
Population Ranking out of 465 UZAs	
Other UZAs Served	

Service Area Statistics

Squares Miles	68
Population	154,346

Service Consumption

Annual Passenger Miles	12,622,887
Annual Unlinked Trips	3,515,050
Average Weekday Unlinked Trips	12,075
Average Saturday Unlinked Trips	8,470
Average Sunday Unlinked Trips	0

Service Supplied

Annual Vehicle Revenue Miles	1,960,586
Annual Vehicle Revenue Hours	140,572
Vehicles Operated in Maximum Service	57
Vehicles Available for Maximum Service	65
Base Period Requirement	37

Service Consumption

Annual Passenger Miles	12,622,887
Annual Unlinked Trips	3,515,050
Average Weekday Unlinked Trips	12,075
Average Saturday Unlinked Trips	8,470
Average Sunday Unlinked Trips	0

Service Supplied

Annual Vehicle Revenue Miles	1,960,586
Annual Vehicle Revenue Hours	140,572
Vehicles Operated in Maximum Service	57
Vehicles Available for Maximum Service	65
Base Period Requirement	37

Financial Information

Fare Revenues Earned

Fare Revenues	\$1,347,746	(15%)
Local Funds	\$1,347,746	(44%)
State Funds	4,127,483	(23%)
Federal Assistance	2,201,749	(14%)
Other Funds	1,284,838	(5%)
Total Operating Funds Expended	\$9,419,130	

Sources of Capital Funds Expended

Local Funds	\$0	(0%)
State Funds	1,051,813	(100%)
Federal Assistance	0	(0%)
Other Funds	0	(0%)
Total Capital Funds Expended	\$1,051,813	

Summary of Operating Expenses

Salary, Wages and Benefits	\$6,357,357
Materials and Supplies	1,495,069
Purchased Transportation	0
Other Operating Expenses	1,556,704
Total Operating Expenses	\$9,419,130
Reconciling Cash Expenditures	\$0

Vehicles Operated in Maximum Service and Uses of Capital Funds

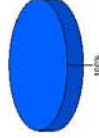
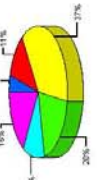
	Directly Operate	Purchase Transportat ¹	Revenue Vehicle ¹	Systems ar Guidewa ¹	Facilities ar Stator	Other	Totals
Bus Demand Response	49	0	\$86,174	\$108,876	\$723,705	\$0	\$1,061,813
Total	57	0	\$86,174	\$108,876	\$723,705	\$0	\$1,061,813

Sources of Operating Funds Expended

Local Funds	0	(0%)
State Funds	1,051,813	(100%)
Federal Assistance	0	(0%)
Other Funds	0	(0%)
Total Operating Funds Expended	\$1,051,813	

Sources of Capital Funds Expended

Local Funds	0	(0%)
State Funds	1,051,813	(100%)
Federal Assistance	0	(0%)
Other Funds	0	(0%)
Total Capital Funds Expended	\$1,051,813	



Model Characteristics

Bus Demand Response	\$6,640,649	\$1,297,009	\$50,737	\$1,051,813	\$0	\$1,051,813
Total	\$7,938,396	\$1,347,746	\$50,737	\$1,051,813	\$0	\$1,051,813

Performance Measures

Operating Expense ¹ Vehicle Revenue M	\$4.96
Operating Expense ¹ Vehicle Revenue Hc	\$4.25
Operating Expense ¹ Passenger Mile	\$69.21
Operating Expense ¹ Unlinked Passenger ¹	\$3.11

Cost Effectiveness

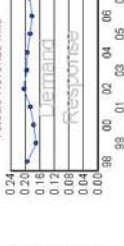
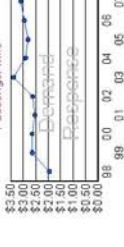
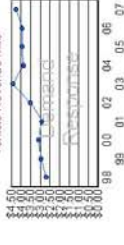
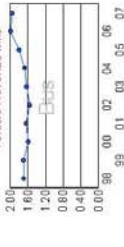
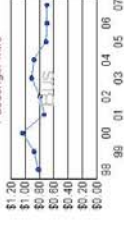
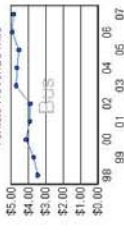
Operating Expense ¹ Vehicle Revenue M	\$0.70
Operating Expense ¹ Unlinked Passenger ¹	\$2.48
Operating Expense ¹ Passenger Mile	\$22.53

Service Efficiency

Operating Expense ¹ Vehicle Revenue M	\$4.96
Operating Expense ¹ Vehicle Revenue Hc	\$4.25
Operating Expense ¹ Passenger Mile	\$69.21
Operating Expense ¹ Unlinked Passenger ¹	\$3.11

Service Effectiveness

Operating Expense ¹ Vehicle Revenue M	1.96
Operating Expense ¹ Unlinked Passenger ¹	0.19
Operating Expense ¹ Passenger Mile	22.53



1 Excludes data for purchased transportation reported separately.

Table 4 - Peer Summary

	MACORTS	Athens-Clarke/Athens Transit	Bloomington, Indiana	Charlottesville, Virginia	South Bend, Indiana	Tuscaloosa, Alabama	Eugene, Oregon
Size of Population Served	130,721	101,000	69,291	61,449	154,346	171,159	272,272
Square Miles of Area Served	243	44	21	38	66	56	241
Funding Sources							
Federal	N/A	21%	16%	28%	14%	32%	3%
State	N/A	0%	32%	19%	23%	0%	6%
Local	N/A	37%	25%	42%	44%	39%	67%
Ridership Fares	N/A	41%	22%	10%	14%	26%	17%
Operating Budget	N/A	\$3,557,100	\$5,165,800	\$5,687,900	\$9,419,100	\$1,191,300	\$32,636,100
Service Times	N/A	6:00am – 11:00pm	6:00am – 11:30pm	6:00am – 11:45pm	5:30am – 10:00pm	5:00am – 6:00pm	6:00am – 11:100pm
System Size							
Bus	N/A	20	29	28	49	6	91
Demand Response	N/A	3	9	16	8	5	30
% of System Comprised of Demand Response Service	N/A	13%	24%	36%	14%	46%	25%

The peer communities examined show that there is a wide range of system and service options for relatively similar locales. From the smaller systems such as the Bloomington, Indiana area to the large program offered in the Eugene, Oregon area; fleet size, ridership fares, budgets, service areas etc. vary greatly. Even among the two communities most similar to the MACORTS area, South Bend, Indiana, and Tuscaloosa, Alabama, there are vast differences in their budgets and fleet size. For example, the percentage of funding that comes from ridership fares varies from a high of 26% in Tuscaloosa to a low of 10% in Charlottesville; with the average across all five communities being 18%. Although there are distinct differences between the communities, they do have a few key elements in common.

First, all of them are comprised of some combination of bus service and demand response service, although the ratio of bus service to demand response service varies across the locales.

Second, in addition to the fares collected from riders and the funding received from the community's local government, each system utilizes some combination of State and/or Federal funds to provide their service.

Third, all the systems extend into the rural areas surrounding the primary urban area. However, the degree to which the rural routes extend varies greatly from location to location. For example, the McKenzie River route in Eugene extends 40+ miles into the rural countryside to the east of the city while the Tuscaloosa system only reaches a few miles into the more rural area south of the city.

Finally, aside from the relatively small system in Tuscaloosa, all the systems have very similar operating hours that extend from the early morning into the late evening; thus allowing flexibility for riders who work hours outside of the traditional nine to five schedule and use by citizens wishing to employ the system for shopping and other errands.

7. COST ESTIMATES

Costs for public transportation can vary over a wide range based on the type of vehicle used (and their associated fuel costs, maintenance costs, and right-of-way requirements), the type of service provided, and the size or coverage of the system. Costs are typically divided into two areas; capital costs and operating costs.

Capital Costs

Capital costs include the acquisition of the public transportation vehicle itself and the related equipment and administration related expenses required to begin service. A few maintenance items are also sometimes included in capital costs. Usually these are larger items that are purchased in advance such as backup buses, reserve engines etc. Spare tires, for example, are classified as capital items for federal funding purposes. Below, in **Table 5**, is 2007-2008 data for the average costs for new public transportation vehicles across the United States and, as expected, the prices vary greatly based on the type of vehicle selected.

Table 5 – Typical Capital Costs

Public Transportation Vehicle	U.S. Average New Vehicle Costs for 2007/2008
Bus	
Bus, articulated (>=55')	\$811,137
Bus, transit (>=27'6")	\$398,239
Bus, trolley replica (any length)	\$355,883
Demand Response	
Bus, suburban (>=27'6")	\$86,495
Small vehicle (<27'6")	\$59,129
Van Pool	
Small vehicle (<27'6")	\$22,872
Commuter Rail	
Rail car, 1 level	\$1,900,000
Rail car, 2 levels	\$1,799,796
Light Rail	
Rail car, single articulated	\$2,850,000

Source: American Public Transportation Association - Transit Vehicle Database

Operating Costs

Operating costs are the reoccurring costs that are connected to the day to day operations of the public transportation system. Examples include fuel, maintenance labor, and operator salaries and benefits. Data for 2007 from the FTA's National Transit Database lists the following operating costs estimates for various public transportation vehicles:

Table 6 – Typical Operating Costs

Public Transportation Vehicle	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Average Age of Operating Vehicle (years)
Bus	\$109.2	\$0.8	7.1
Demand Response	\$55.8	\$3.3	3.6
Van Pool	\$30.5	\$0.1	2.4
Commuter Rail	\$423.9	\$0.4	17.9
Light Rail	\$213.7	\$0.6	16.5

Source: Federal Transit Authority - Transit Vehicle Database

As can be seen, the costs vary greatly depending on the type of vehicle employed and there are advantages and disadvantages to each choice. For example, while buses are much cheaper to run on a per-vehicle hourly basis than commuter rail (\$109.2 compared to \$423.9), the large volume of people that can be transported via a rail based vehicle results in a lower cost per passenger mile when compared to a bus (\$0.8 for the bus, \$0.4 for the commuter rail).

8. FUNDING SOURCES

There are various funding sources that can be examined for use in developing a new public transportation system at the federal, state and local levels. Below is a list of programs that may be considered for use.

Federal Funding

Federal programs are administered by the Federal Transit Administration (FTA). These programs can cover operating and capital expenditures related to providing public transportation services.

- *5307 - Urban Area Formula Program*
 - For incorporated areas with a population of 50,000 or more
 - Funds are appropriated to the Governor for distributions to areas with population under 200,000
 - Able to be used for operating expenses for areas under 200,000

- *5309 - Major Capital Investment Program / New Starts and Small Starts*
 - Provides assistance for three areas: new and replacement buses and facilities, modernization of existing rail systems, and new fixed guideway systems

- *5310 - Transportation for Elderly Persons and Persons with Disabilities*
 - Funds to assist nonprofit groups in meeting the transportation needs of the elderly and person with disabilities
 - Distributed to states based on population of elderly and disabled persons

- *5311 - Non-urbanized Area Formula Program*
 - Funding for areas with a population less than 50,000
 - Funds available for capital, operating, and administrative assistance
 - State must use 15% of annual funds to support intercity bus service

- *5316 - Job Access and Reverse Commute Program (JARC)*
 - Funding for providing access to job for welfare recipients and low-income persons and to provide reverse commute transit services available to the general public

- *5317 - New Freedom Program*
 - Funding to improve access to employment for Americans with disabilities

- *Surface Transportation Program (Highway “Flex” Funds)*
 - Provides 80% funding through Federal share and may be used for all projects eligible under current FTA programs excluding Section 5307 operating expenses
- Temporary Assistance for Needy Families (TANF)
 - An annual \$16.4 billion block grant program that provides TANF grants to the States under the Personal Responsibility and Work Opportunity Reconciliation Act (PRWORA)
- Welfare-to-Work (WtW) Grant
 - Provides funding to States and local communities to move eligible TANF recipients into jobs.

State Funding

State programs are administered by the Georgia Department of Transportation (GDOT). In some cases GDOT provides up to 50 percent of the matching funds needed for federal grants. The administration of some of the federal grants for which the MACORTS area would be eligible, such as Section 5307 for areas with a population under 200,000, is passed down to the state level and handled by GDOT. Application for funding in these cases would be made through GDOT.

- Georgia General Assembly
 - Funds contracted through GDOT based on transit agencies’ request for funds to the Office of Intermodal Programs (OIP)
- Department of Human Resources Coordinated Transportation System
 - A program that provides demand response transportation to qualified individuals through their divisions, including Aging, DFCS, TANF, and MHDDAD

Local Funding

Local funding is provided through a variety of sources, including county and city general tax revenues.

- Commuter Choice Program (Transit Benefit Program)
 - A private based program in which an employer may provide up to \$65 in benefits per month tax free to employees who commute by vanpool or transit and up to \$175 per month tax free in employee parking benefits.
- US Housing and Urban Development (HUD)
 - HUD allocates funds to communities to transport recipients of HUD funded programs to jobs
- Volunteer and Faith-Based Community
 - TANF funds may be provided through the Charitable Choice provision in PRWORA which allows the funds to be paid to charities, religious groups, and other private organizations to provide transportation services.

9. FINDINGS

After gathering citizen input from public meetings and surveys, examining similar peer communities, and reviewing information on various public transportation modes, options potentially available to the MACORTS area were able to be determined.

Thousands of people within the counties of Madison and Oconee were identified as potential users of a public transportation system. This population includes those who are mobility limited; do not own a personal vehicles; and who are below the poverty line.

Table 7 – Summary of Potential Riders

	Oconee County	%	Madison County	%
Total Population	26,225	-	25,730	-
Age 65 and over	2,241	9	2,801	11
Other Attributes				
Persons Below Poverty Line	1,688	6	2,964	12
Mobility Limited	2,713	10	11,362	12
Autoless Households	298	1	610	2

Based on discussions and surveys with stakeholders and potential users, the following elements are desirable for a public transportation system in the MACORTS area:

- Mobility for the elderly.
- Medical transportation to and from appointments.
- Access to Athens from Madison and Oconee Counties.
- Access to Atlanta.
- Access to local post-secondary schools (UGA, Athens Technical, etc.).
- Bicycle accommodations on public transportation vehicles.

The above elements are in addition to the potential users of the system who would choose the mode as an option rather than a need. This population desires to have a public transportation system in place so as to decrease reliance on their own personal vehicles. As noted, households within close proximity of public transportation drive an average of 4,400 fewer miles annually than those with no access to public transportation and that replacing one car with public transportation in a typical two car household would result in more CO2 savings than if the household went a year without using electricity in their home.

Three particular options appear to be the most applicable to Madison and Oconee counties: a demand response system, a fixed route bus system and some level of vanpool coordination. Summaries of the three scenarios follow below:

DEMAND RESPONSE SYSTEM

The demand response system would, by definition, have variable routes, hours, and schedules. This system would be comprised of smaller buses or shuttles and would cover the entire MACORTS area (relative to that particular day's requests). As mentioned previously, demand response service is already offered in Madison and Oconee counties by the Department of Human Resources (DHR) but the program is not for the general population and ridership eligibility is determined by the DHR. Apart from rider eligibility, there are other service options for a demand response system including the number of vehicles in the fleet, service time periods, operating schedule (days of the week, holidays) and fare structure to name a few.

As an example of a demand response system for the MACORTS area, the following scenario was developed for a five year period using data and information gathered during the course of this study:

Assumptions:

- Number of small demand response vehicles = 4
- Number of vehicles needing to be replaced within five years = 2
- Service Start Time = variable
- Service End Time = variable
- Total Hours of Service per day per vehicle = variable, assume average of 14 hrs
- Days in operation per week = 5 days
- Weeks in operation per year = 52

Costs:

- Capital Costs = \$60,129 x 4 vehicles = \$240,000
- Operating Costs per year for the entire service = \$810,000
- TOTAL COSTS FOR YEAR 1 = \$1,050,000
- TOTAL COSTS PER YEAR FOR YEARS 2-5 = \$810,000

COST ESTIMATES:

TOTAL COSTS OVER 5 YEAR PERIOD = \$4,400,000
AMOUNT COVERED THROUGH RIDERSHIP FARES = \$800,000
COSTS TO BE COVERED THROUGH ADDITIONAL FUNDING = \$3,600,000

As reported in the Peer Communities Analysis section of the report, on average, the systems examined funded 18% of their budget through fares collected from users. Using this percentage, approximately \$800,000 of the demand response option would be covered through ridership fares. The remaining costs would have to be covered through the use of some combination of federal, state, or local funding.

FIXED ROUTE BUS SYSTEM

In the second option, a fixed route bus system is created for the MACORTS area. The system would consist of three buses, two of which would be active at any one time with the third bus serving as a reserve or emergency bus. The system would operate along fixed routes and a set timetable with specific stop locations. A possible configuration would be to have one major route for each of the two peripheral counties (Madison and Oconee) that lead to and from the downtown Athens area, resulting in one bus per route per county. These lines would provide service to the area of MACORTS most often cited as a desired public transportation destination, downtown Athens.

As an example of a fixed route bus system for the MACORTS area, the following scenario was developed for a five year period using data and information gathered during the course of this study:

Assumptions:

- Number of buses = 3 (2 active, 1 in reserve)
- Number of buses needing to be replaced within five years = 0
- Service Start Time = 6 am
- Service End Time = 11 pm
- Total Hours of Service per day per bus = 17 hours
- Days in operation per week = 5 days
- Weeks in operation per year = 52

Costs:

- Capital Costs = \$398,239 x 3 buses = \$1,170,000
- Operating Costs per year for the entire service = \$970,000
- TOTAL COSTS FOR YEAR 1 = \$2,130,000
- TOTAL COSTS PER YEAR FOR YEARS 2-5 = \$970,000

TOTAL COSTS OVER 5 YEAR PERIOD = \$6,000,000

AMOUNT COVERED THROUGH RIDERSHIP FARES = \$1,100,000

COSTS TO BE COVERED THROUGH ADDITIONAL FUNDING = \$4,900,000

VANPOOL/RIDESHARE COORDINATION

Because of the nature of vanpooling and ridesharing, the third option is rather different from a demand response and fixed route bus system since the program typically involves private companies, neighborhood groups, or community organizations instead of a government owned and maintained fleet. Because of this, it is difficult to develop service scenarios and cost estimates for Madison and Oconee County. However, one element that MACORTS could assist in that would potentially increase the use of vanpooling and ridesharing in Madison and Oconee would be to assist in the coordination of such efforts, either through a phone system or public website. The development of this system would allow for riders to share information on available vehicles, pick-up locations, schedules, etc. that would greatly increase the efficiency of such programs.

Without such coordination you often have half empty vans and shuttles passing each other on the same roadway, heading to the same destination. If these separate programs could coordinate their efforts those trips could be conducted much more efficiently and other trips/routes could be developed to greatly increase the coverage of the system. Possible examples would be the coordination a vanpool program for students at UGA or Athens Tech who live in Madison and Oconee and would otherwise find it difficult to arrange or afford transportation to the campus or employees who reside in the MACORTS area but work in Gwinnett County or Atlanta.

APPENDIX A: STAKEHOLDER SURVEY

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Linda Fortson

AGENCY: Madison County Planning and Zoning

DATE: March 6, 2009

TIME: 2:10 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Public transportation is not a priority or major need.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Only problems I know of are with roads.

- 3) How do the area's transportation problems affect economic vitality?

It doesn't.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

No, there is not a need for public transportation.

- 5) Who would benefit from public transportation service?

Elderly, if there was a need.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Don't foresee any trends that would affect public transportation.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Grants

- 8) Would the residents of your county support public transportation financially?

Don't see that happening because the County is so rural.

9) What should be the highest priority for public transportation services?

Elderly population because they usually have to rely on someone else to get them somewhere.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Can't identify any future goals at this point in time; there's not a great enough need for public transportation or money.

If public transportation were available it would primarily be used by residents to get to Clarke County for medical needs.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Anthony Dove

AGENCY: Madison County Board of Commissioners

DATE: March 6, 2009

TIME: 1:00 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

High traffic issue from Madison into Athens creates a bottleneck

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Same as above

- 3) How do the area's transportation problems affect economic vitality?

Any problems slow economic development

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Not sure of an immediate need.

In the future there will be a need, but don't know of a specific site.

- 5) Who would benefit from public transportation service?

Students and the elderly

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

There will be an increase in the age of the population.

There will be more students needing higher education.

Increased fuel prices.

7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

No comment.

8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

Buses to a particular area.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Study more to see how it would impact our area.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Stanley Thomas

AGENCY: Madison County Board of Commissioners

DATE: March 6, 2009

TIME: 1:15 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

There is lots of growth because of the addition to sewer to the county, which in turn adds traffic.

There is a public safety issue on the roads for pedestrians especially in front of the Ingles/bank where there needs to be a traffic signal, where the veteran's clinic (10,000 people) is being built, and at the intersection of Glenn Kary Road and SR 29 Bypass because of the turn lanes.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Unsafe areas because there hasn't been development of signals and direction of population in the past and now that it is growing we're not ready.

- 3) How do the area's transportation problems affect economic vitality?

Lots of concern in safety, therefore the people decide to shop somewhere else other than Ingles which hurts the economy. At one point that Ingles accounted for 11% of the counties sales tax.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

No strong need currently.

- 5) Who would benefit from public transportation service?

The elderly in the county and the low income.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

*Trend may be for public transportation in the future for jobs.
The economic situation and more elderly people who don't want to leave the*

rural area, but still have needs to shop, work, and get to the doctor's.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Should be shared by all by using SPLOST money or 1% sales tax. Everyone should help, not only property owners.

- 8) Would the residents of your county support public transportation financially?

Not favorable. There are some needs, but the people are not accustomed to public transportation.

- 9) What should be the highest priority for public transportation services?

Shuttle vans. No need for buses or a rail.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Monitor growth and the needs and then address them as they come up.

No need right now, but as we grow there might be a need.

Project a plan.

Don't spend tax money right now because we are in a recession.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Dewitt Bond

AGENCY: Madison County Board of Commissioners

DATE: March 6, 2009

TIME: 2:00 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

The water problem, which does not affect transportation.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Don't have any.

- 3) How do the area's transportation problems affect economic vitality?

N/A

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

No need.

- 5) Who would benefit from public transportation service?

N/A

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Ability to move people faster and further.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

The user.

- 8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

For the elderly.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Public transportation is way down on the list for needs in the county.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Tod Hebenton

AGENCY: Madison County Planning and Zoning Commission

DATE: March 6, 2009

TIME: 2:05 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Control the growth. Transportation would help the small towns and downtown areas.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Hwy 316 near the Oconee area is a problem.

- 3) How do the area's transportation problems affect economic vitality?

There are no businesses in Madison because there is no transportation.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

There is a need in and around Athens.

A train from Athens to Atlanta.

- 5) Who would benefit from public transportation service?

Everybody, not just one group.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Depends on telecommuting, which would reduce the need for transportation.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

The state.

8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

A train from Athens to Atlanta.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

A train from Athens to Atlanta.

Expanding Hwy 316 by adding lanes.

More buses and a train within Athens.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: John Stuedemann

AGENCY: Madison County Planning and Zoning Commission

DATE: March 6, 2009

TIME: 2:15 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Need transportation system other than fuel vehicles locally and nationally.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Not so bad. Can't go anywhere without fuel and there are currently no alternatives.

- 3) How do the area's transportation problems affect economic vitality?

More rapid system into and out of Atlanta would mean people could become more involved economically.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

A rapid rail system, though the problems' not local.

- 5) Who would benefit from public transportation service?

Everybody.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Continue to see energy cost rise and we won't have the luxury of the automobile, we must have an alternative.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Like the interstate system – use public funds.

8) Would the residents of your county support public transportation financially?

They would support the right kind.

9) What should be the highest priority for public transportation services?

A rapid rail system like the interstate system that connects major cities and moves people around the country.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Strive for a rapid rail system that may take 20-30 years, but be an alternative to air travel.

Connect with cities that already have rapid transit.

Need the infrastructure both locally and nationally.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Wendell Hanley

AGENCY: Madison County Planning and Zoning Commission

DATE: March 6, 2009

TIME: 2:30 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Getting into the Athens area is difficult. A shuttle bus would be a good idea.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Congestive: Hwy 106 and Hwy 29 are problem areas.

- 3) How do the area's transportation problems affect economic vitality?

Little effect.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Yes public transportation in the suburban cities of Athens.

- 5) Who would benefit from public transportation service?

Everybody.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Economical downfall, so people are looking for a cheaper way to get to work.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Funds of the user.

- 8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

Don't know.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Surveys to see what the need is.

Allow counties to have a say so in what their needs are.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Wayne Douglas

AGENCY: Madison County Planning and Zoning Commission

DATE: March 6, 2009

TIME: 2:45 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Business – goes hand in hand with transportation. Have to get employees to work.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

No problems because there is no public transportation. The problem is there is no transportation.

- 3) How do the area's transportation problems affect economic vitality?

Not everyone owns cars, so businesses develop where there is public transportation so their employees can get to work.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

There is a need, confined to Clarke and Oconee Counties. There won't be a need outside of it.

- 5) Who would benefit from public transportation service?

Lower socioeconomic groups.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Nothing happening right now. UGA will attract some growth.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Not sure.

8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

High speed rails from Athens to Atlanta.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Look at consolidated transit system for other counties, including Oglethorpe, Madison, Oconee, Clarke, and anything between Athens and Atlanta.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Joe Dudley

AGENCY: Director, Senior Center

DATE: March 9, 2009

TIME: 2:00 pm

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Most important issue is jobs and unemployment. We don't have any public transportation to get people to their places of employment.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

We don't have a transportation system. It probably wouldn't be used if it only provided service in Madison County.

- 3) How do the area's transportation problems affect economic vitality?

If it (public transportation) were established it may be used to get to work.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

The elderly population needs public transportation. Currently the Senior Center will pick up seniors and bring them to the center. Once at the center they will take them to the local drug store, grocery store or doctor, but it has to be within Madison County. The center often receives call asking if they can recommend someone that can take the senior to a doctor's appointment, etc. outside Madison County. (The individual has to be at least 60 years old and must pay a \$2 fee for each visit.

- 5) Who would benefit from public transportation service?

Elderly.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Don't see a lot of demand within Madison County because there's no place to go within the county.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Strong believer that people should pay for what they use, but if that wasn't sufficient then some sort of local tax may have to be used.

- 8) Would the residents of your county support public transportation financially?

They probably wouldn't vote to support a tax increase for public transportation alone.

- 9) What should be the highest priority for public transportation services?

Highest priority should be to provide affordable and available transportation to the elderly population. Citizens shouldn't have to worry about how they're going to get somewhere. May times seniors hold on to their license longer than they should because they're afraid they won't be able to get where they need to go.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Get a transportation system for the elderly that is affordable and readily available on a set-up or call basis.

Coordinated regional transit service is more likely to be used.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Peggy Hackett

AGENCY: Dept. of Human Resources (Regional Transportation)

DATE: March 10, 2009

TIME: 9:15 am

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

People from the surrounding counties, outside of Clarke County, need transportation to Clarke County or to other surrounding counties.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Public transportation is not available to the majority of the people in my service area.

- 3) How do the area's transportation problems affect economic vitality?

We provide transportation to DHR clients who are trying to get jobs or need medical care, but we don't provide day to day service, such as trips to the grocery store. We provide limited transportation service (usually 3 to 6 months) to a persons place of employment before they have to find their own means of transportation.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Yes, we need either a County run or regional system public transportation system. Our providers often have to cross county lines. There are a lot of sites within our area that would benefit from public transportation. One of the programs for development disabilities is to get people to work who will likely never drive. To depend on public transportation would be better for them. If it's affordable people would use it, but they would have to be educated on how to use it.

- 5) Who would benefit from public transportation service?

Low income, seniors, the aging population, DFACS and developmental disabilities folks would benefit. Unfortunately, some counties don't want to transport those types of clients.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Right now because of the economic situation, we're seeing more DFACS clients and people eligible for TANF (Temporary Assistance for Needy Families). TANF clients usually need transportation to look for jobs, training, school, etc.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Through a purchase of service agreement or other contracts. Funding to help offset some of that cost comes from a variety of sources such as federal and state funding programs.

- 8) Would the residents of your county support public transportation financially?

Some would, some wouldn't.

- 9) What should be the highest priority for public transportation services?

A high priority for public transportation would be to medical services. Also to empower them to be more independent so that they can get to the store, etc. Don't know how many would use it for work.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

To try to have some kind of regional system that would provide service to all of the counties in the area and not be limited to one county.

Additional comments: Not sure how the public is using the regional systems that are already in place in Georgia.

Advantage Behavioral Health Systems provides approximately 250 trips a day with 20 vans.

GRN (Gwinnett, Rockdale, Newton provider)

Clarke County clients need to get to Oconee County.

Medical need usually brings clients to Clarke County.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Frank Watson

AGENCY: Oconee County Land Use and Transportation Planning Committee

DATE: March 10, 2009

TIME: 2:20 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

The Mar's Hill widening keeps being put off, and needs to be completed.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Back and forth congestion to and from work.

- 3) How do the area's transportation problems affect economic vitality?

Effects it when people can't get back and forth to and from work, shopping, and shipments for businesses.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

A need to help people get to and from work.

- 5) Who would benefit from public transportation service?

Elderly senior citizens.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Lack of funding and the economic condition we're in.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

No comment.

8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

Taking care of people who don't have cars, so a shuttle service would be beneficial.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

A goal to reach as many people as possible.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Abe Abouhamdan

AGENCY: Oconee County Land Use and Transportation Planning Committee

DATE: March 10, 2009

TIME: 1:15 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

The main factor is growth. We need to pre-plan for the growth.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

It is moderate at this point. Planned roadways are not being finished fast enough.

- 3) How do the area's transportation problems affect economic vitality?

There is a tremendous impact on commercial growth.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Some need for a shuttle to go to senior citizens.

- 5) Who would benefit from public transportation service?

Elderly who can't or don't drive and people who are not able to afford a vehicle, but have to get to work.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Proper growth planning in both residential and non-residential areas. Need to know how to plan ahead.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Grants for senior citizens and those not able to afford vehicles (based on income) and the user fee.

8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

A shuttle for senior citizens for medical and everyday needs. People who use it have to have a need.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Provide a service, but for a limited number of people who need the service. It will become an expense burden if it gets out of hand.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Mary Mellein

AGENCY: Oconee County Land Use and Transportation Planning Committee

DATE: March 10, 2009

TIME: 2:30 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

No answer.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Long distances between residences and places to shop because of the rural area. Mar's Hill needs to be widened, but has been put off because of state funding.

- 3) How do the area's transportation problems affect economic vitality?

Good transportation attracts new businesses to new areas, especially growth along 316.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Needs to be an agreement between the counties to transport people to shopping centers, such as a bus service between Watkinsville and Athens. Also, a mass transit line between Bogart and Atlanta.

- 5) Who would benefit from public transportation service?

People who work in Atlanta from the mass transit and people with limited mobility or who don't have the means to drive from the local transit.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

The energy crisis. We need to reduce greenhouse gases. It needs public awareness. The transit needs to be safer, cheaper, and more convenient than cars.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Needs to come from government backing.

- 8) Would the residents of your county support public transportation financially?

No.

- 9) What should be the highest priority for public transportation services?

A cooperation between Clarke and Oconee Counties for a bus service between major shopping locations.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

A study needs to be done about having a train into Atlanta. More sidewalk programs to make safer, more usable sidewalks.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Derek Crowe

AGENCY: Oconee County Land Use and Transportation Planning Committee

DATE: March 11, 2009

TIME: 10:10 AM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

The rail from Athens to Atlanta is ridiculous.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

The upgrade of 316 and the safety issues that go along with that.

- 3) How do the area's transportation problems affect economic vitality?

There are adequate transportation facilities right now, which is helping the economy. The Mar's Hill development will be in good shape to help the economy. The Jenny Mill Parkway project will help. Currently living appropriately on the west sides of Clarke and Oconee Counties. It is not feasible to develop in the east and north of the counties. The current policies are too environmentally strict to allow for the development that needs to happen.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

A need in Athens-Clarke County, but the expansion of it is ludicrous.

- 5) Who would benefit from public transportation service?

Low income people to get back and forth from work.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

There will be no need and there are no trends to put people on the bus.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Should be paid for by the county that has the public transportation.

8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

Where there are high traffic volumes contained in a downtown area. Safety needs to be a major concern; safety on the buses and safety getting to the bus stops.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

No goals for public transportation.

Other Comments:

- *The bus ridership is very under used because the bus system is not properly mandated. It must serve a local area, not every street. There are no buses that run near the campus, so kids living some apartments can't take the bus to and from campus.*
- *There should be no shuttle van service; isn't that what a taxi is for? As far as a medical service to take people to the doctor's and medical visits, Yes there would be a need for it.*

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Courtney Gale

AGENCY: Oconee County Land Use and Transportation Citizen Committee

DATE: March 11, 2009

TIME: N/A

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Prior to the decline in the economy, rapid developmental growth in the area put huge stress on the local government, infrastructure, and residents. There is no appeal to stay in the area with a long commute to work, fewer professional options or retirement travel options outside of the immediate area.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Oconee Co. is at a crossroad...increased development and pressure on the roadways without a solid tax base. There is no connectivity with surrounding counties or Atlanta other than Hwy 20, 78, and 316. This is the time to look forward and have proactive planning to anticipate growing transportation demands.

- 3) How do the area's transportation problems affect economic vitality?

There must be a balance to coordinate all interested /effected parties. Oconee Co. has the opportunity to plan for a vibrant future with directing specific growth alongside alternative transportation options such as rail lines connecting Atlanta to the area. Currently, the downside of working in the Atlanta area is the travel time to and from work. It is a negative on family and leisure time along with daily increased stress. People move out of the area because of this, therefore a transient young community continues.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Yes, there is a need to appeal to the young professional population with an option other than having to drive to Atlanta. Fuel cost, increased taxes for roadway improvement, and environmental consequences are concerns. Focus on the Hwy 316 corridor (rail line) would be a great initial point of focus with an end point in Athens at the Multimodal center.

- 5) Who would benefit from public transportation service?

The benefit of a rail line would cross many different levels...Tourism for events hosted in Athens, GA (UGA sporting events, Twilight Bike Race etc) = jobs, \$ for local businesses, benefit to local governments, and UGA promotion. The local population benefits with an alternative form of transportation to the Atlanta area for leisure or work. Growth in an area for some is not beneficial, but these days it is undeniable. The growth can be guided by the citizen desires and government needs.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Anything that affects a personal finance such as fuel costs will/has become a trend influencing travel habits. A younger population will demand services with options related to transportation. There is a concern for environmental impact and time efficiency concerning travel.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Private industry should contribute to funding with a zone application along this corridor. If Hwy 316 is going to be a technology corridor make it an appealing offer and include these businesses in the planning process. SPLOST may be another option therefore the citizens have an opportunity to vote on whether or not this is something they want tax money funneled toward. The local government should explore other communities that have a successful public transportation and communicate. What was good, bad, and ugly? Lessons learned? There is no reason to attempt to recreate the wheel, but you must get a wheel that fits this community.

- 8) Would the residents of your county support public transportation financially?

I believe the young professional/family will support it, but the retirement or limited income person will be hesitant. Education and publicity on how it would be a beneficial addition to the community is a must.

- 9) What should be the highest priority for public transportation services?

Make it affordable with destinations in mind to start with. Look at the big picture; who must be involved to make this work (once someone reaches a stop along

316 is there a bus service or sidewalk available to get the traveler to point of destination?) Include citizen input during the conception/planning phase.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Education and Communication with the public to obtain support of "new" ideas for the area. Create an initial plan and make it visual – what can be if this comes to fruition.

MACORTS Transit Study Stakeholder Questionnaire

NAME: Mayor Heidi Davison

AGENCY: Athens-Clarke County

DATE: March 11, 2009

TIME: 10:00 am

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Athens has a high poverty rate; an effective means of transportation needs to be made more available. Service should take people to school and work and then everywhere in between. Public transportation should be a means for total mobility. As a result it will help to alleviate air pollution and wear and tear on roads.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Funding; there's not enough money for transit. As a result, service only runs every hour and people have to wait a long time. Sprawled patterns of development make it difficult to provide service to everyone. People are starting to understand the increased cost of this type of development pattern.

- 3) How do the area's transportation problems affect economic vitality?

Providing public transportation decreased the cost that people have to pay to have an automobile. They can spend this extra money on other goods and services rather than their car.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Need to look at commuting patterns. Park-and-ride lot at the 316 connector to bring people in from Oconee County. People also come in from Madison County. There is industrial development along the county line, but there is not a lot of development around these sites to support people without their cars.

- 5) Who would benefit from public transportation service?

Everyone, although they may not realize it.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

More people are looking to move downtown so that they can be closer to amenities and work and not as auto dependent.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Riders should pay a portion of the cost and government should subsidize a portion of the cost through federal funds, general funds, SPLOST, etc. Ultimately, government subsidizes every form of transportation one way or another.

- 8) Would the residents of your county support public transportation financially?

Not sure about Oconee and Madison County residents, but Athens-Clarke County residents have voted to support public transportation through SPLOST.

- 9) What should be the highest priority for public transportation services?

Make mobility available to everyone that needs it or wants it. Seniors and kids should be given the freedom to just go. The nation's auto dependence has taken away some people's freedom and ability to be independent and has stigmatized the public transportation system.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Increase the ability of people to move around the area without being solely dependent on the automobile.

Everyone benefits when they can access services such as shopping, work, recreation, etc.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Mayor James Luken

AGENCY: Watkinsville

DATE: March 11, 2009

TIME: 11:00 am

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Four (4) state roads come through Watkinsville. There is a lot of truck traffic in Watkinsville (Main Street). Pushing 441 south is important; the connector from Rt 15 to 441 would redirect truck traffic around the city rather than through the city.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

See comments above.

- 3) How do the area's transportation problems affect economic vitality?

The ability to build retail downtown is adversely affected by the amount of traffic on Main Street, especially truck traffic.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

We don't have a need for buses, but if there was a train from Athens to Atlanta, our residents would use a spur of that service. This would help the area grown economically.

- 5) Who would benefit from public transportation service?

No one; this is a very affluent community and we don't have the demographics to support public transportation.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Right now the economy is overriding everything.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

From state and federal help for public transportation such as rail.

- 8) Would the residents of your county support public transportation financially?

No

- 9) What should be the highest priority for public transportation services?

N/A; don't have a need.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

As this rural county develops economically, then these needs will come, but it's a few decades away. May need to support service personnel.

Other comments:

- *Most residents work in Athens, at UGA, or Athens Regional. Some travel to Gwinnett for employment.*
- *Oconee doesn't want public transportation; they like it the way it is.*
- *Have a few industries that people travel to Oconee for such as the Southwire plant, EFI, eyeglass plant, ironworks, etc.*

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Pamela Moore

AGENCY: Parent Mentor for Madison County schools

DATE: March 17, 2009

TIME: 11:35 am

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

I work with and personally have a family member with a disability. Many families are tied to their homes because they don't have a way to help those members get out.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Families who have members that use wheel chairs. It's very expensive to have personal transportation that accommodates a wheel chair; it's an expense that a lot of families in our area can't take on.

- 3) How do the area's transportation problems affect economic vitality?

If people are stuck in their homes they don't shop and aren't fully integrated into the community.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

There is a need for public transportation. We might have better family/parent participation in our schools if public transportation were available.

- 5) Who would benefit from public transportation service?

Everyone.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

One of the things we work hard to do in Madison County is to promote the idea of community. Everyone works together to solve a problem and the entire community is taken into consideration. That doesn't happen when only the people with transportation can participate. Having public transportation would promote community building.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Don't know; our tax revenues are not there so I hesitate to identify that as a source. Maybe the businesses that would benefit from better transportation could contribute, but there are a limited number of businesses in Madison County.

- 8) Would the residents of your county support public transportation financially?

I think they would if they could see the benefit and how it would be useful to them.

- 9) What should be the highest priority for public transportation services?

To be efficient and available to everyone.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

First, to identify the real need; careful assessment of the need and utilizing resources that are out there, but not being fully used. Example: Why haven't we pooled together the church vans that are in the area as a transportation resource?

Medicaid funds are not being used in an efficient way; take a common sense approach to the way resources are being used or not used.

Additional question: Do you see a need for public transportation for kids in Madison County schools?

Yes, there are kids that can't join clubs or sports or participate in extra curricular activities because of transportation. Providing public transportation to those students would increase our graduation rates (studies have shown that students that participate in after school activities have a higher graduation rate), which would trickle down to everything else in the community.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Wayne Provost

AGENCY: Director, Oconee Strategic & Long Range Planning Dept.

DATE: March 18, 2009

TIME: 2:00 pm

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

The growing elderly population. From Oconee's standpoint handicapped and elderly access are important. I don't think that general routing would be feasible, but should consider special routes for those groups in the future.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Funding is always an issue. Alternate modes of transportation need to come forth with some type of financial support, but there's not any funding source other than gas tax. State needs to look at some type of revenue from the users.

- 3) How do the area's transportation problems affect economic vitality?

Fuel cost is a major issue; need to look at developing domestic sources of energy. The cost of commuting to work was becoming a major component of people's budget.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Oconee County doesn't have a specific site or need for general transit routes. Perhaps special routing for handicapped and elderly as previously mentioned.

- 5) Who would benefit from public transportation service?

Handicapped and elderly from Oconee's standpoint.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Fuel efficiency and domestic energy sources are the most important things. Society is engrained with auto dependence; need technical advances to preserve that lifestyle.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Should come from the users, but are always subsidized in some way.

- 8) Would the residents of your county support public transportation financially?

No.

- 9) What should be the highest priority for public transportation services?

The national rail system shouldn't have been allowed to decline. We should have passenger service along with freight service. It could be very economical and the infrastructure is already there.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Beyond the elderly and handicapped services, our constituents wouldn't support public transportation. Don't know if there are enough people in those categories that would utilize the service.

The Oconee population probably wouldn't use regional transit in any significant numbers if it were available.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Lucy Rowland

AGENCY: Chair, Athens Planning Commission

DATE: March 18, 2009

TIME: 2:40 pm

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Going to non-attainment status. We have to get transit positioned so that we can address that issue. We really need the train from Atlanta to Athens.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

We don't have enough buses on the road and they don't run with enough frequency.

- 3) How do the area's transportation problems affect economic vitality?

Economic vitality hinges on the lack of transit in the region. There are a lot of people who can't afford a car and are therefore limited on where they can travel.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

There is definitely a need. We need to connect the region and we don't have that connectivity.

- 5) Who would benefit from public transportation service?

The small towns in the 3 county area; the bedroom communities that are working in the MPO.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Definitely the cost of gasoline. As a result, sprawl will be a thing of the past.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

The same as in Europe, state run. Problem is that the US has historically laid the tracks for rail and then handed them over to private firms.

- 8) Would the residents of your county support public transportation financially?

Yes, especially when it becomes obvious that it's too expensive to drive.

- 9) What should be the highest priority for public transportation services?

Bus transit at this point and make it truly regional.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Getting the frequency up; people won't use buses that only run once an hour. Also, getting service farther out.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Melvin Davis

AGENCY: Oconee Board of Commissioners

DATE: March 17, 2009

TIME: 2:30 pm

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Public transportation is not as high as other needs. It may become more of a need in the urbanized areas in the future as a means of transportation to shopping areas, doctor's offices, etc. Some seniors rely on these services.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Oconee County is unique; rush hour is more predominant than in other areas, especially in places like Mars Hill, Epps Bridge and 441.

- 3) How do the area's transportation problems affect economic vitality?

Significantly; if people can't get to where they want to go then they will find alternate routes.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Ebbs Bridge and shopping areas.

- 5) Who would benefit from public transportation service?

Seniors and limited resource individuals.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

N/A

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Should be paid for by the users.

8) Would the residents of your county support public transportation financially?

No.

9) What should be the highest priority for public transportation services?

Not a high priority.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

Long term, rail is needed to alleviate congestion.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Charles Grimes

AGENCY: President, Oconee Chamber of Commerce

DATE: March 17, 2009

TIME: 2:50 pm

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Road and highways. Oconee is a bedroom community that needs four lane roads with turn lanes. The area is not large enough for public transportation.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Infrastructure and roads are not built to support the traffic that's on them right now.

- 3) How do the area's transportation problems affect economic vitality?

Businesses want to be in areas that traffic can access easily.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Not within Oconee County. Eventually we would like to see a train from Atlanta to Athens.

- 5) Who would benefit from public transportation service?

N/A; this is one of the wealthiest areas in the state.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Don't see nay trends that would affect public transportation.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Should be paid for by the user and a transit authority should be set up to furnish buses, etc.

8) Would the residents of your county support public transportation financially?

Limited support.

9) What should be the highest priority for public transportation services?

Easy access to public transportation that is affordable.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

The only thing that's come up is rapid transit.

We would like to have parking for tour buses in Watkinsille.

People are coming to the County for shopping, etc.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Marian Nolley

AGENCY: Oconee County Senior Center

DATE: March 19, 2009

TIME: 3:30 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

We could use public transportation for seniors.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

Some people don't drive and there is no public transportation for them to use.

- 3) How do the area's transportation problems affect economic vitality?

An increase in public transportation would mean an increase in the economy.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

There is a need for a bus system. There is a need for a van service, though I foresee some administration issues with getting the vehicles, running them, and servicing them.

- 5) Who would benefit from public transportation service?

The population I serve, 60+.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

More transportation will be needed because there will be more places to go, more things to do, etc.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Federal and state grants.

8) Would the residents of your county support public transportation financially?

N/A – don't know

9) What should be the highest priority for public transportation services?

Getting service into Oconee County.

10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

First step would be to mail a survey to residents and see what the need is for public transportation.

**MACORTS Transit Study
Stakeholder Questionnaire**

NAME: Churck Horton

AGENCY: Oconee County Board of Commissioners

DATE: March 19, 2009

TIME: 3:15 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

More than talk needs to happen to get a rapid train from Athens to Atlanta.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

It is dependent on where you are. There are problems in the downtown Athens area, especially while UGA is in school. There is congestion on 316 to Atlanta.

- 3) How do the area's transportation problems affect economic vitality?

If you can't get to point A to point B, then you can't sell things, deliver things, receive things, and it is unpleasant for customers. Congestion is stressful between Athens and Atlanta; adding more lanes is not the answer.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

There is not a demand outside of Athens; don't need a bus system into Oconee County unless it is specific to the Epps Bridge shopping area or to Watkinsville. No need at all to the south.

- 5) Who would benefit from public transportation service?

Commuters into Atlanta would benefit from the train. Workers in service type jobs would benefit from the bus system.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

Illegal/migrant workers use buses when there is work to be done. So, if the economy goes up the ridership of these workers would increase.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

A sales tax, user tax, or vehicle tax. The buses in Athens get a chunk of money from the university through student fees and auxiliary services. If the money didn't come from the university, then the downtown bus system would not be good. We can't keep building roads, there has to be a way to get cars off the road. If we can show how the cars get off the road, then you will get money.

- 8) Would the residents of your county support public transportation financially?

They would support a train, but not buses.

- 9) What should be the highest priority for public transportation services?

A train from Athens to Atlanta.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

First priority should be the rapid train. A shuttle van service for private use, that you could rent from Athens-Clarke County that they marketed to the public would be useful. It would help keep drunk drivers off the road. Could use the buses on game days to shuttle people from parking lots or hotel outside of Athens to the game.

MACORTS Transit Study Stakeholder Questionnaire

NAME: Margaret Hale

AGENCY: Oconee County Board of Commissioners

DATE: March 19, 2009

TIME: 4:00 PM

- 1) What important issues face the area, and how does public transportation relate in importance to these issues?

Public safety on 316 corridor is an issue.

- 2) How would you characterize transportation problems in the area? Describe particular problems.

We are growing as an area and we need to widen the entrances into Oconee County.

- 3) How do the area's transportation problems affect economic vitality?

316 being an undeveloped corridor is a huge issue. Can't get builders to come in because there are no definitive plans in place.

- 4) Is there a need for public transportation in the area? If so, what is that need? Is there a specific facility and/or site that would benefit from public transportation?

Need to upgrade the corridors that are already in place. Need to correct interchanges and 4 lane the road into Watkinsville. Don't need public transportation, except maybe a train from Athens to Atlanta.

- 5) Who would benefit from public transportation service?

Workers outside of the county would benefit from the train.

- 6) What trends, such as social, economic, and technical changes, do you think will affect public transportation needs over the next 10 years?

There are environmental concerns. As those increase there will be a need for carpooling, conserving gas, and possibly car rider places outside of Athens-Clarke County for park and rides.

- 7) Public transportation seldom comes close to being paid for through the fares of the user. From where should funds come to support public transportation services?

Don't know because we don't have public transportation; probably from the riders.

- 8) Would the residents of your county support public transportation financially?

No.

- 9) What should be the highest priority for public transportation services?

More on the green side of things. Need for buses to have clean fuel.

- 10) Taking our discussion as a whole, what would you suggest are appropriate goals for future public transportation service in the area?

A train to and from Atlanta, though support is questionable since they don't have any public transportation right now.

APPENDIX B: PUBLIC SURVEY

Response Number	County	Community	Employment Status		Where do you work? (name of business)	Where do you work? (address)	How do you get to work?						Do you or a family member have a special trans. need?	What would meet that need?	Do you have a vehicle for personal use?	How many times have you needed/wanted trans.?	What are the greatest trans. needs in the area?	Where should the service go?	Who should provide the service?	Would you be willing to pay a fare?	Up to what amount per trip?	Up to what amount per trip? (comments)
							Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone	Other										
1			full-time		self			X	X	X			yes	wheelchair	yes	once	busing for elderly	all over the county	county	yes	\$5.00	
2			full-time		Conwed Plastics	1755 Olympic Dr, Athens, GA			X						yes	never				yes		
3	Athens-Clarke		retired		-	-			X				no		yes	once	bus	Athens		yes		any
4			part-time			Dekalb				X			no		yes	never	bus to athens	Athens		yes		
5	Madison	Harrison	at home		home	Harrison			X				no		yes	never				yes	\$1.00	
6	Athens-Clarke	Athens	at home		home	232 Claystone Woods Dr.			X	X			no		yes	never				yes	\$1.00	
7	Athens-Clarke	Addville	part-time	student	Snelling Dining Hall (UGA)	UGA		X					no		yes	monthly	Rail from Athens to Atlanta	throughout area	county	yes	\$1.00	
8	Madison	Sanford	full-time		Barx Bros	Jefferson Hwy				X			no		yes	daily	buses, improved roads, train depot	athens, Danielsville town center, park & ride to atlanta	county	yes	\$3.00	
9			retired						X				no		yes	never				yes		
10			full-time		Madison Co. Hardware	535 General Daniel Ave N, Danielsville, GA			X				no		yes	never				no		
11			retired		-	-					X		yes	bus, carpool	no	weekly	paratransit for handicapped, socializing, groceries	county wide	county	yes	\$3.00	
12			at home	retired				X					no		yes	monthly	bus	athens to atlanta		yes		
13	Madison		full-time			Athens			X	X					yes	daily	To athens, to atlanta	Commuter train		yes	\$1.00	
14			part-time			UGA			X				no		yes	daily	more city buses, more often	around campus		no		

Response Number	County	Community	Employment Status		Where do you work? (name of business)	Where do you work? (address)	How do you get to work?						Do you or a family member have a special trans. need?	What would meet that need?	Do you have a vehicle for personal use?	How many times have you needed/wanted trans.?	What are the greatest trans. needs in the area?	Where should the service go?	Who should provide the service?	Would you be willing to pay a fare?	Up to what amount per trip?	Up to what amount per trip? (comments)	
							Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone	Other											
15			full-time		Clarke Co. Schools			X						seating for kids	yes	weekly	more routes to Athens			yes	\$1.00		
16			full-time		ARMC	1199 Prince Ave, Athens, GA				X				no	yes	twice		athens to atlanta		yes	\$3.00		
17			full-time		Happy Kids	7139 Hwy 29 South, Hull, GA.			X					no	yes	never				yes	\$2.00		
18	Madison		retired											yes	unable to drive, special bus needed	yes	monthly	bus	Danielsville, Illa	county	yes	\$3.00	
19	Athens-Clarke	Athens	student		UGA	UGA	X							no		yes	daily	more routes to Athens	athens	county, state	yes	\$2.00	
20			full-time		Feed and Environmental Water Lab, UGA	UGA			X					no		yes	never				yes		
21	Athens-Clarke	Athens	full-time			Milledge Ave, Athens, GA.					X	scooter		no		yes	weekly	evening, weekend hours	athens, everywhere		yes		based on distance
22			retired		teacher				X	X				no		yes	monthly	trains	atlanta	public	yes		
23			at home						X					no		yes	daily	more routes to Athens			yes	\$2.00	
24			full-time		Madison County High School				X					no		no	never	more routes to Athens, doctors, shopping	madison to athens		yes	\$25.00	
25			retired						X					no		yes	weekly	doctors			yes		depends
26	Madison		retired																				
27			full-time		Partner Software	825 S Milledge Ave, Athens, GA			X					no		yes	daily	more routes to athens	athens		yes	\$1.50	
28			retired							X						yes	never						
29	Oconee	Watkinsville	part-time		Clarke Co.				X					no		yes	more than twice	rail athens to atlanta	every county seat in	GDOT	yes	\$5.00	



XResponse Number	County	Community	Employment Status		Where do you work? (name of business)	Where do you work? (address)	How do you get to work?						Do you or a family member have a special trans. need?	What would meet that need?	Do you have a vehicle for personal use?	How many times have you needed/wanted trans.?	What are the greatest trans. needs in the area?	Where should the service go?	Who should provide the service?	Would you be willing to pay a fare?	Up to what amount per trip?	Up to what amount per trip? (comments)
							Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone	Other										
30	Madison	southern	part-time		self employed, renovates homes			X					no		yes	never	more routes to athens, connect to buses and airports	to and from athens	private and public funds	yes	\$5.00	
31	Madison	western	full-time		AT&T	Athens			X				no		yes	once		to and from athens, to and from Atlanta	GDOT	yes	\$5.00	
32	Hart	Hartwell	full-time		self employed			X					no		yes	never	rail service	to and from Atlanta	GDOT	yes	\$10.00	
33	Barrow	Winder	full-time		Vision Landscaping	Watkinsville			X				no		yes	never	more buses	winder	county	yes	\$2.00	
34	Barrow	Bethlehem	full-time		State	Watkinsville			X				yes	buses	yes	monthly	more buses	winder	GDOT	yes	\$1.50	
35	Madison	Danielsville	full-time		Camp Maranatha	170 Floyd Rd, Danielsville, GA					X	lives there	no		yes	never				no		
36	Madison	southern	full-time		Madison Co. High School				X				no		yes	never		around the rim of the county	county	no		
37	Madison	Hull	retired										no		yes	never		to and from athens	private	no		
38		Meadow Church	retired										no		yes	never	more buses	to and from Athens	private	yes	\$5.00	
39	Oconee	northern	full-time		UGA	UGA			X				no		yes	daily	more buses	to and from Athens	GDOT	yes	\$2.00	
40	Madison	Sanford	full-time		Magnolia Brush Manuf.		X		X				yes	buses	yes	monthly	busing	around the rim of the county		yes		depends on distance traveled
41	Oconee		student		Oconee County High School				X				no		yes	twice	bus	state		yes		few dollars



Response Number	County	Community	Employment Status		Where do you work? (name of business)	Where do you work? (address)	How do you get to work?					Do you or a family member have a special trans. need?	What would meet that need?	Do you have a vehicle for personal use?	How many times have you needed/wanted trans.?	What are the greatest trans. needs in the area?	Where should the service go?	Who should provide the service?	Would you be willing to pay a fare?	Up to what amount per trip?	Up to what amount per trip? (comments)
							Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone										
42	Oconee		full-time		Georgia Gwinnett College			X				no		yes	daily	rail service	to and from Atlanta	public	yes	\$5.00	\$10 with internet
43	Oconee		full-time		Zaxbys			X				no		yes	never	bus		county	yes	\$1.00	
44	Barrow		full-time		Gwinnett County			X				no		no	never	public		private	yes	\$1-5	depending on amenities
45	Oconee		part-time	self-employed	Athens Regional Medical			X				no		yes	never	train		city	yes	\$1.50	
46	Athens-Clarke		full-time		Costco			X				no		yes	twice	bus		public	yes	\$0.50	
47	Oconee		full-time		Imeryus			X				no		yes	once	bus	within the city	county	yes	\$15.00	
48	Oconee		student		Oconee County High School			X				no		yes	twice	bus	within the county	county	yes	\$1.00	
49	Oconee		full-time		UGA			X				no		yes	weekly	train	within the city and to and from Atlanta	state/city	yes	\$5.00	
50	Oconee		full-time		County Government			X				no		yes	never	bus	Oconee to Clarke	county/city	yes	\$1-2	
51	Oconee		full-time		The Summit Agency			X				no		yes	never	bus	within the city	county	yes	\$1.00	
52	Oconee		full-time		Food Bank			X				no		yes	never	bus	within the county	county	yes	\$1.00	
53	Oconee		self-employed		Auto Shop			X				no		yes	never	bus	within the county and city	private	yes	\$1.00	
54	Oconee		full-time		UGA			X				no		yes	twice	train	to and from Atlanta	county and private	yes		up to \$5
55	Athens-Clarke		full-time		UGA			X				no		yes	weekly	bus and train	to and from Atlanta	county	yes	\$5.00	\$2-\$5



Response Number	County	Community	Employment Status		Where do you work? (name of business)	Where do you work? (address)	How do you get to work?						Do you or a family member have a special trans. need?	What would meet that need?	Do you have a vehicle for personal use?	How many times have you needed/wanted trans.?	What are the greatest trans. needs in the area?	Where should the service go?	Who should provide the service?	Would you be willing to pay a fare?	Up to what amount per trip?	Up to what amount per trip? (comments)
							Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone	Other										
56	Oconee		part-time		Wal-mart					X			no		no	daily	bus	within the city	city	yes	\$2.00	
57	Oconee		full-time		UGA			X					no		yes	twice	bus	within the city	city	yes	\$1.00	
58	Oconee		self-employed		Homemaker/Housecleaner			X					no		yes	never	bus	within the city	county and chamber of commerce	yes	\$1.00	
59	Oconee		full-time		UGA			X					no		yes	never	train	to and from Atlanta	county, city, state, private	yes	\$10.00	
60	Athens-Clarke		student		UGA		X						no		no	daily	bus and train	to and from Atlanta	county	yes	\$1.00	
61	Athens-Clarke		full-time		Athens/Clarke County			X					no		yes	daily	bus and "the Link"	medical transportation	federal	yes	\$2.00	
62	Oconee		retired										no		yes	never	bus	within the city	private	yes	\$1.00	
63	Barrow		full-time		World F			X					no		yes	monthly	bus and train	within the county	county	yes	\$2.00	
64	Oconee		full-time		Auto Max			X					no		yes	never	bus	within the county	city	yes	\$1.00	
65	Athens-Clarke		full-time		UGA			X					no		yes	weekly	train	to and from Atlanta	state	yes	\$5.00	
66	Oconee		full-time		Athens Pulmonary			X					no		yes	never	bus	within the city	city/county	yes	\$2.00	
67	Oconee		full-time		Coca-Cola					X	motorcycle		no		yes	never	bus/train	within the city	government and private	yes	\$1.00	
68	Oconee	Watkinsville	part-time	student	Oconee Parks and Recreation			X					no		yes	daily	school congestion	to and from Athens	county	yes	\$2.00	



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							Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone	Other										
69	Athens-Clarke		part-time		Oconee Parks and Recreation				X				no		yes	more than twice	school congestion	to and from Athens	county	yes	\$1.50	
70	Athens-Clarke		full-time		UGA			X					no		yes	monthly		to and from Atlanta	government subsidies	yes	\$5.00	
71	Dekalb		full-time		Alpha Delta sorority			X					no		yes	never		around Athens	city	yes	\$1.50	
72	Athens-Clarke		part-time		Oconee County Recreation Dept.				X				no		yes	monthly		to and from Athens	city	yes	\$5.00	
73	Barrow	Statham	full-time		homemaker			X					no		yes	never	bicycle access	shopping centers	city and county	yes	\$2.00	
74	Morgan	Good Hope	part-time		Egleston Children's Hospital			X					no		yes	never	busing	to and from Atlanta	private	yes	\$5.00	
75	Oconee	Watkinsville	full-time		Athens Regional Medical			X					no		yes	once	train	to and from Atlanta	private	yes	\$2.00	
76	Oconee	Watkinsville	full-time		Athens Regional Medical			X					no		yes	never	train	to and from Atlanta	private	yes	\$10.00	
77	Oconee		work at home		stay at home mom			X					no		yes	never		to and from Athens	state	yes	\$5.00	
78	Oconee	Watkinsville	full-time		US Dept of Agriculture			X					yes	bus	yes	once	train	to and from Atlanta	federal and state	yes	\$6.00	
79	Oconee	Watkinsville	part-time	student	Stephens Limosine			X					no		yes	never	busing	to and from Watkinsville	county	yes	\$1.00	
80		Greshamville	full-time		Cutting Edge Laser			X					yes	van route	yes	never	vans or buses for elderly	to and from municipalities	city	yes	\$5.00	
81	Oconee		full-time		Dial America			X					no		yes	daily	bus	Danielsville and Colbert		yes	\$4.00	



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						Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone	Other										
82	Oconee	Watkinsville	full-time	Law Offices of Eric Rasle	425 N. Lumpkin Street, Suite 210			X				no		yes	daily	bike paths, bus, train, sidewalks	to and from Watkinsville and Atlanta	state	yes		\$10 to and from Atlanta; \$1 within Athens
83	Oconee	Watkinsville	work at home	Watkinsville						X		no		yes	weekly	into and out of Athens	into and out of Athens	regional transit authority	yes	\$1.50	
84	Athens-Clarke		work at home		Alpine Way, Athens							no		yes	weekly	small buses	main towns, within counties	semi-private	yes	\$2.00	depends on distance traveled
85	Madison	Comer	full-time	Madison County BOE				X				no		yes	more than twice	within Madison Co and to and from Atlanta	Danielsville, Comer, Ila, Carlton, Hull		yes	\$2.00	
86	Madison		full-time	Athens Regional Medical	1199 Prince Ave, Athens, GA			X				no		yes	weekly	for people with disabilities	to and from Athens and Madison Co and	government and volunteers	yes	\$4.00	
87	Madison	Danielsville	full-time	Madison Co Government				X				no		yes	never	for older people	to and from Athens		yes		
88	Madison		full-time	Ingles	Athens, GA			X				no		yes	weekly	to and from Athens and Atlanta	to and from Athens and Atlanta	government and private	yes	\$5.00	depends on distance traveled

Summary of Public Surveys

County			Employment Status			How do you get to work?						Do you or a family member have special trans. needs?		Do you have a vehicle for personal use?		How many times have you needed/wanted trans.?			Would you be willing to pay a fare?		Up to what amount per trip?		What are the greatest trans. needs in the area?		
County	#	%	Employment	#	%	Walk	Bike	Drive Alone	Drive with Someone	Ride with Someone	Other		#	#		#	%		#		\$		#	%	
Oconee	31	47%	full-time	52	60%	3	2	66	10	3	4	No	76	Yes	82	never	38	44%	Yes	81	Max	\$25	bus	43	36%
Madison	15	23%	retired	12	14%	4%	2%	78%	12%	4%	5%	Yes	7	No	5	daily	14	16%	No	5	Average	\$3.47	access to Athens	26	21%
Athens-Clarke	14	21%	part-time	12	14%											weekly	11	13%			Min	\$1	access to Atlanta	24	20%
Barrow	5	8%	student	7	8%											monthly	9	10%					train/rail	19	16%
Hart	1	2%	at home	4	5%											once	6	7%					elderly	3	2%
DeKalb	1	2%														twice	6	7%					disabled	2	2%
Morgan	1	2%														more than twice	3	3%					bike access	2	2%
																							school congestion	2	2%