Pulaski County
Transit Development Plan
2016 - 2021

Middle Georgia Regional Commission
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2016 - 2021

Prepared by

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This document is prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

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Executive Summary

Pulaski County sits near the geographic center of Georgia, bisected by the Ocmulgee River. Approximately 140 miles west of the Georgia Coast, 130 miles south of Atlanta, and 120 miles east of Columbus, Pulaski County offers access to Middle Georgia and the remainder of the state. With a population of just under 12,000, the county is home to the City of Hawkinsville. Pulaski County was created in 1808 from a portion of Laurens County, and over the years has expanded and contracted geographically to reach its current size of about 247 square miles.

The City of Hawkinsville was an early transportation hub due to its ability to service river barges floating along the Ocmulgee. Over the years, the development of the state’s road transportation network led the county to become a sub-regional hub of state and federal highways. While there is no direct interstate access within the county, the City of Hawkinsville is located within a 30-minute drive of approximately 26,500 households containing almost 73,000 people.

The purpose of this document, the Pulaski County Transit Development Plan (TDP), is to provide an understanding of the current state of transit service within the county, provide an assessment of the needs and opportunities related to transit, examine the community’s goals for public transportation provision, and develop an implementation schedule for action over the next five years. Public transportation plays an important role in many rural communities throughout the State of Georgia, and this plan will help the community clearly communicate what that role is within Pulaski County.

This update to the Pulaski County TDP has been made possible through Federal Transit Administration (FTA) Section 5304 Rural Transit Planning funding. The Middle Georgia Regional Commission (MGRC) is contracted by the Georgia Department of Transportation (GDOT) to develop TDP’s for the nine rural counties within its boundaries.

Finally, this plan will serve as a successor to the original Transit Development Plan, created in 2007 and updated in 2012. That plan developed a robust implementation schedule containing 10 action items to be addressed by 2016. This plan will report on the accomplishments since 2012 and develop a new, practical set of implementation measures to guide Pulaski County over the next five years.
Demographic Analysis

Population Change
Over the past 25 years, Pulaski County has experienced a modest amount of demographic change. It is important to understand how the county has developed in order to determine where it may be going and plan accordingly for the citizenry’s transportation needs. According to the US Census American Community Survey (ACS), the county’s population in mid-2014 was 11,483\(^1\), according to the US Census Bureau. This number is down slightly from the 2010 Census which tallied a total of 12,010 residents. Covering a land area of 249 square miles, the population density is approximately 48.1 persons per square mile. The population of the county is expected to continue its decline over the next 35 years. By 2050, the Georgia Office of Planning and Budget (OPB) projects that just over 10,000\(^2\) people will call Pulaski County home.

![Figure 1: Pulaski County Population Forecast](image)

The shrinking population, in conjunction with the large number of residents commuting outside of the county can have an impact on transit service provision. The Middle Georgia region is seeing a shift in population that can explain the observations in Pulaski County. Figure 2, located on the following page, shows the OPB projections for the entire Middle Georgia region (Baldwin, Crawford, Houston, Jones, Macon-Bibb, Monroe, Peach, Pulaski, Putnam, Twiggs, and Wilkinson counties) through 2050. The rural counties (Crawford, Twiggs, and Wilkinson) are expected to see population declines that are similar to the projections for Pulaski County. The more rapidly urbanizing counties (Baldwin, Jones, and Monroe), are expected to continue to increase in population. The growing population in these counties is a reflection of their proximity to the

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\(^1\) 2014 American Community Survey 5-Year Estimates (PEPANNRES – Pulaski County, Georgia)
urban population centers of Houston and Macon-Bibb counties. While Pulaski County neighbors one of those centers, the majority of the growth for Houston County has occurred in the north and west portions of the county, not the southern end, which is closest to Pulaski County.

<table>
<thead>
<tr>
<th>County</th>
<th>1990</th>
<th>2000</th>
<th>2010</th>
<th>2015</th>
<th>2020</th>
<th>2030</th>
<th>2040</th>
<th>2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baldwin</td>
<td>39,567</td>
<td>44,700</td>
<td>45,720</td>
<td>46,457</td>
<td>47,487</td>
<td>48,902</td>
<td>49,185</td>
<td>48,990</td>
</tr>
<tr>
<td>Crawford</td>
<td>9,030</td>
<td>12,495</td>
<td>12,630</td>
<td>12,453</td>
<td>12,285</td>
<td>11,629</td>
<td>10,589</td>
<td>9,408</td>
</tr>
<tr>
<td>Houston</td>
<td>89,662</td>
<td>110,765</td>
<td>139,900</td>
<td>152,213</td>
<td>163,444</td>
<td>185,016</td>
<td>205,265</td>
<td>224,438</td>
</tr>
<tr>
<td>Jones</td>
<td>20,798</td>
<td>23,639</td>
<td>28,669</td>
<td>29,024</td>
<td>30,141</td>
<td>32,084</td>
<td>33,262</td>
<td>34,259</td>
</tr>
<tr>
<td>Macon-Bibb</td>
<td>150,288</td>
<td>153,887</td>
<td>155,547</td>
<td>155,778</td>
<td>158,072</td>
<td>160,506</td>
<td>160,526</td>
<td>159,124</td>
</tr>
<tr>
<td>Monroe</td>
<td>17,179</td>
<td>21,757</td>
<td>26,424</td>
<td>27,516</td>
<td>28,888</td>
<td>31,725</td>
<td>34,417</td>
<td>37,452</td>
</tr>
<tr>
<td>Peach</td>
<td>21,265</td>
<td>23,668</td>
<td>27,695</td>
<td>27,214</td>
<td>27,611</td>
<td>28,090</td>
<td>28,484</td>
<td>28,738</td>
</tr>
<tr>
<td>Pulaski</td>
<td>8,122</td>
<td>9,588</td>
<td>12,010</td>
<td>11,483</td>
<td>11,304</td>
<td>10,903</td>
<td>10,406</td>
<td>10,049</td>
</tr>
<tr>
<td>Putnam</td>
<td>14,261</td>
<td>18,812</td>
<td>21,218</td>
<td>21,533</td>
<td>21,873</td>
<td>22,052</td>
<td>21,831</td>
<td>21,692</td>
</tr>
<tr>
<td>Twiggs</td>
<td>9,832</td>
<td>10,590</td>
<td>9,023</td>
<td>8,337</td>
<td>7,953</td>
<td>6,957</td>
<td>5,771</td>
<td>4,672</td>
</tr>
<tr>
<td>Wilkinson</td>
<td>10,261</td>
<td>10,220</td>
<td>9,563</td>
<td>9,423</td>
<td>9,363</td>
<td>8,938</td>
<td>8,231</td>
<td>7,420</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau / 2015 Georgia OPB Population Projections

Income

A prime indicator of transit dependency is a community’s level of income; lower-income households tend to be more reliant on public transit for their transportation needs. Figure 3, shown on the following page, illustrates this concept by showing the relationship between commute mode and income for the State of Georgia. The lower an individual or household’s income in relation to the poverty level, the more likely they are to take public transportation in their daily commute. As shown, the percentage of workers who earn an income below the poverty level utilizing public transportation for their commute is nearly three times that of those who make 150 percent of the poverty level or higher.
Figure 3: Work-Commute Mode Share in Georgia by Income Level

<table>
<thead>
<tr>
<th>Commute Mode</th>
<th>Below 100 percent of the poverty level</th>
<th>100 to 149 percent of the poverty level</th>
<th>At or above 150 percent of the poverty level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive Alone</td>
<td>67.5%</td>
<td>72.0%</td>
<td>82.0%</td>
</tr>
<tr>
<td>Carpool</td>
<td>16.8%</td>
<td>15.7%</td>
<td>9.3%</td>
</tr>
<tr>
<td>Public Transportation</td>
<td>4.8%</td>
<td>3.7%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Walk</td>
<td>3.4%</td>
<td>2.6%</td>
<td>0.9%</td>
</tr>
<tr>
<td>Taxi, Motorcycle, Bicycle,</td>
<td>3.7%</td>
<td>2.9%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work from Home</td>
<td>3.7%</td>
<td>3.0%</td>
<td>4.8%</td>
</tr>
</tbody>
</table>

2014 American Community Survey 5-Year Estimates (B08122 - Pulaski County)

In Pulaski County, 1,409 residents live below the poverty level, 991 of which live in extreme poverty (50 percent of the poverty level or less). The Median Household Income (MHI) is $35,430, compared to a regional MHI of $43,788, and a statewide MHI of $49,342 in 2014. The income level of Pulaski County is, and will likely remain, a driver of public transportation need.

Figure 4: Median Household Income for Middle Georgia

Commute Patterns
Current choice in commute mode can indicate the potential for transit use. Figure 5 on the following page shows how people reached their place of employment in Pulaski County for 2014. It should be noted that the chart does not display a quantity for public transportation; this is due to the fact that the ACS table from which the chart was derived shows a total of zero residents from Pulaski County using public transportation as a commute mode. By far, the largest number
5

of workers drive alone to reach their place of work. A sizeable percentage do carpool (7.8%) and walk (4.2%).

![Figure 5: Means of Transportation to Work (by percentage)](image)

The rural nature of Pulaski County impacts where the residents work. Without the presence of a large economic driver, many residents commute outside of the county for employment. In 2014, a total of 4,096 persons aged 16 or older who lived in Pulaski County were employed. Of that total, nearly 40 percent, worked outside of the county. Such a large number of workers leaving the community for work indicates that the county may serve as a residential center for larger, more urban communities. Major employers are found primarily outside of the county. Figure 6 shows a list of major employers for Pulaski County workers, delineated by their presence within or outside of Pulaski County. The list of employers makes clear that Houston County is a major regional draw for Pulaski County residents.

<table>
<thead>
<tr>
<th>Figure 6: Largest Employers of Pulaski County Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Employers within Pulaski County</strong></td>
</tr>
<tr>
<td>Bold Spring Nursery</td>
</tr>
<tr>
<td>ECP Distributors</td>
</tr>
<tr>
<td>Georgia Department of Corrections</td>
</tr>
<tr>
<td>Harvey’s Supermarkets</td>
</tr>
<tr>
<td>Hollingsworth &amp; Vose Company</td>
</tr>
<tr>
<td>Innovative Therapy Concepts</td>
</tr>
<tr>
<td>McDonald’s Restaurants</td>
</tr>
<tr>
<td>Progressive Long Term Care</td>
</tr>
<tr>
<td>Sunmark Community Bank</td>
</tr>
<tr>
<td>Taylor Regional Hospital</td>
</tr>
</tbody>
</table>

Georgia Department of Labor – 2014 Area Labor Profile for Pulaski County
For those workers employed in Pulaski County, the Georgia Department of Labor indicates that nearly 2,000, or 67 percent are residents of Pulaski County. From outside the county, Pulaski County draws workers primarily from Bleckley, Dodge, Houston, and Telfair counties. These counties contribute over 700 workers to the workforce.³

Age Distribution
A community’s relative age can also impact the need for transit. Older citizens, particularly those over the age of 65, may be more dependent on alternative transportation modes. Decreased income and the increased likelihood of disability can contribute to diminished driving options as one grows older. Alternatively, those citizens under the age of 16 are completely dependent on others for mobility, due to the minimum age for driving a car. Likewise, national trends indicate that more teenagers and young adults who have the option to obtain a driver’s license are choosing not to do so. Due to trends and necessity, both ends of the age spectrum are more likely to need and utilize public transportation. The population of Pulaski County is aging. The number of residents under the age of 18, combined with those aged 65 and over (4,428) is nearly two-thirds that of those between 18 and 64 years of age (7,055)⁴. Additionally, an increasing number of residents will be reaching the age of 65 in the next few decades. Anticipating rapid growth in the number of elderly persons, and evolving transportation choices for the county’s youth assists with planning for future transit demand.

³ Georgia Department of Labor – 2014 Area Labor Profile for Pulaski County (http://explorer.dol.state.ga.us/mis/Profiles/Counties/Pulaski.pdf)
⁴ 2014 American Community Survey 5-Year Estimates (PEPAGESEX – Pulaski County, Georgia)
Persons with Disabilities

Disabled persons are typically more reliant on public transportation. In addition, many disabled individuals require transit vehicles with specialized equipment and many require “door-to-door” service with special assistance.

The goal of any transportation system is to provide the mobility options that meet the travel needs of all community members, including those with disabilities. In 2014, there were 1,615 persons living with a disability in Pulaski County, 877 of whom were between the ages of 18 and 64. A large number of persons live with an ambulatory disability (853). A significant percentage of disabled persons with an ambulatory disability potentially indicates an increased need in transit services for those persons. Additionally, those disabled persons that are aged 65 years and older (342) may require additional care facilities, as well as specialized transportation needs.5

Summary

The demographic analysis presents a conflicting view on the viability of transit for Pulaski County. Low income levels, an aging population, and high numbers of disabled persons speak to the need for public transportation for certain segments of the population. However, the rural nature of the county, combined with commute patterns, work locations, and a decreasing overall population do not appear to be driving a large demand for transit. If one thing comes through clearly, it is that further analysis of the situation is needed.

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5 2014 American Community Survey 5-Year Estimates (S1810 – Pulaski County, Georgia)
Needs Assessment and Demand Estimation

In order to better understand the potential demand for transit in Pulaski County, it would be helpful to use a tested methodology to forecast existing demand. Such a methodology exists in the tool developed under the Transportation Research Board’s (TRB) Transit Cooperative Research Program “Project B-36,” *Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation* (for simplicity, Tool B-36). The project established a methodology for estimating the need and demand for rural passenger transportation. The documentation for utilizing the tool was developed through funding by the Federal Transit Administration in 2012.

Need

Tool B-36 allows transportation planners to assess a community’s “need” for transit by analyzing the area’s population living below the poverty line, and persons without access to a personal vehicle. By combining those numbers with a function of the number of households without a personal vehicle and a given “mobility gap” (an assessment of daily trip rates for rural household in a given state), the tool is able to compute both the number of persons in need of access to transit and the number of individual, one-way trips needed on an annual basis. It is important to note that while a number of trips may be “needed,” this need may be met by other means, such as asking friends and/or family for a ride, walking/biking, or simply refraining from taking a trip.

The number of persons residing in households with income below the poverty level for Pulaski County is 1,409\(^6\). Combined with the number of persons living in households without access to a vehicle (528\(^7\)) and the State of Georgia’s “Mobility Gap,” the analysis outputs an “Estimation of Transit Need” of 360 daily one-way trips, or 109,200 annual one-way trips. This number assumes that transit is needed 300 days a year. This number seems to be quite large compared to the 8,929 trips provided by the county’s existing 5311 rural public transit system\(^8\) and the Department of Human Services Coordinated Transportation program\(^9\) (discussed later in this plan) in FY2014 (the latest year for which complete data is available). It is evident that a more nuanced level of total “demand” should be calculated.

Demand

In addition to “need,” Tool B-36 is able to estimate “demand” for a number of scenarios. First, the tool is able to estimate the demand for general rural transit within a given community. This calculation is made by associating various transit-dependent groups (the elderly, those with limited mobility, and those without access to a personal vehicle) with their propensity to use transit. These factors reduce the “need” that was previously discussed to a more plausible

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6 2014 American Community Survey 5-Year Estimates (S1701 – Pulaski County, Georgia)
7 2014 American Community Survey 5-Year Estimates (B08201 – Pulaski County, Georgia)
8 Middle Georgia Regional Mobility Manager Program
9 Middle Georgia Regional Commission – DHS Coordinated Transportation Program
“demand” that can be used for more accurate planning. Using this method, a realistic calculation of trips within Pulaski County can be developed.

Pulaski County’s population of individuals between the ages of 18 and 64 with a mobility-related disability is 877. The elderly population, considered to be aged 60 and above, totals 2,783. Finally, harkening back to the assessment of “need,” 528 persons live in a household without access to a vehicle. When combined with these groups’ propensity to utilize public transit, Tool B-36 estimates that 11,500 one-way trips would be demanded on an annual basis. This number, roughly 10 percent of the “needed” trips previously calculated, is much more reasonable given the characteristics of Pulaski County.

A final way in which the tool estimates “demand” is for trips between a rural community and an urban center. By calculating the number of daily trip “need” between the two locations (a factor of commuting patterns and distance), the tool uses a multiplier to quantify the actual number of trips that are possible between the areas. This is a valuable calculation that will be used to determine the potential for trips between Pulaski County and its largest employment center, Houston County (and, by extension, Robins Air Force Base). With a distance of approximately 25 miles between the population center of Pulaski County (the City of Hawkinsville) and the employment center of Houston County (Robins AFB), and a total of 1,450 daily commuters travelling between the two (from Pulaski County, to Houston County), Tool B-36 calculates a total annual demand of 18,400 trips. Assuming 255 workdays per year, this number breaks down to 70 trips per day.

The calculations provided by the TRB’s Project B-36 tool reveal numerous opportunities for transit in Pulaski County. The numbers show an unmet demand for trips within Pulaski County and between the county and the major employment center of Houston County. After a more in-depth examination of existing services, goals and objectives will be developed taking advantage of opportunities presented by both the “need” and “demand” calculations. Documentation for the inputs and outputs of Tool B-36 can be found in Appendix A.

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10 2014 American Community Survey 5-Year Estimates (B01001 – Pulaski County, Georgia)
11 Georgia Department of Labor – 2014 Area Labor Profile for Pulaski County
(http://explorer.dol.state.ga.us/mis/Profiles/Counties/Pulaski.pdf)
Performance Evaluation of Existing Services

DHS Coordinated Transportation/NET

Recognizing the importance of transportation in linking people with services and opportunities, the Department of Human Services (DHS) developed a statewide transportation system to meet the specialized transportation needs of its clients who are elderly, mentally and physically disabled and/or low-income. The goal is to provide safe, efficient and cost-effective transportation for these clients, allowing these persons access to essential services provided by the department.

DHS partners with GDOT and counties/local providers in order to coordinate services and provide transportation in a more efficient and effective manner. DHS’s coordinated transportation system is administered through DHS’s Office of Facilities and Support Services, Transportation and Services Section. Actual services are provided through contracted vendors in each region of the state. Contractors may come from government entities, the private sector, or not-for-profit vendors. Eligibility for the service is determined locally by human service providers affiliated with various divisions of DHS.

The Georgia Department of Human Services contracts with the Middle Georgia Regional Commission to administer the DHS Coordinated Transportation Program in the 11-county region, including Pulaski County. The MGRC utilizes two Third Party Operators (TPO), Macon-Bibb EOC in Crawford, Macon-Bibb, and Monroe counties, and Quality Transportation in the remaining eight counties. In Pulaski County, the program serves clients of the Department of Family and Children Services, the Department of Labor Vocational Rehabilitation Program-Perry Hub, the Pulaski County Senior Center, and the Pulaski County Service Center for the Middle Georgia Community Service Board. This coordinated service provided 2,296 trips to Pulaski County residents in fiscal year 2015, down from 2,929 trips in 2014 and 8,271 in 2011. This drop in usage is due to decreased utilization of the service by clients of the DFCS, as seen in Figure 8.

The human service providers served by the DHS Coordinated System are responsible for determining which clients are appropriate for service (see Appendix B for a list of programs eligible under each human service provider). In order to meet given demand, the coordinated system may incorporate the use of taxi service, private van service, or public transit systems where service is available. In Pulaski County, the current DHS operator (Quality Transportation) occasionally contracts with the TPO for the Pulaski County 5311 system (discussed below) in Pulaski County sits in Service Delivery Area 6, which covers the Middle Georgia region.
order to provide service to DHS clients. This coordination of the two systems is beneficial to both, as the county is allowed to use the portion of the DHS fare not originating from the Federal Transit Administration as a portion of its local public transit match requirements.

### Figure 8: Pulaski County DHS Coordinated Transportation Trips

<table>
<thead>
<tr>
<th>Human Service Provider</th>
<th>FY 2015</th>
<th>FY 2014</th>
<th>FY 2013</th>
<th>FY 2012</th>
<th>FY 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pulaski County Senior Center</td>
<td>1,459</td>
<td>1,212</td>
<td>1,467</td>
<td>1,151</td>
<td>1,229</td>
</tr>
<tr>
<td>Pulaski County DFCS</td>
<td>1,029</td>
<td>177</td>
<td>1,202</td>
<td>1,871</td>
<td>5,518</td>
</tr>
<tr>
<td>Step One Recovery Center</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>320</td>
<td>0</td>
</tr>
<tr>
<td>Service Center for Middle GA CSB</td>
<td>660</td>
<td>688</td>
<td>516</td>
<td>320</td>
<td>298</td>
</tr>
<tr>
<td>Perry Hub – Department of Labor</td>
<td>0</td>
<td>0</td>
<td>228</td>
<td>701</td>
<td>1,226</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,296</strong></td>
<td><strong>2,929</strong></td>
<td><strong>3,413</strong></td>
<td><strong>4,363</strong></td>
<td><strong>8,271</strong></td>
</tr>
</tbody>
</table>

Source: Middle Georgia Regional Commission

### 5311 Rural Public Transit

The Federal Transit Administration (FTA) administers Section 5311 Rural Public Transit, a federal funding program, to provide assistance for rural public transportation. The program is instrumental in improving access to commercial businesses and community activity centers for rural residents. Federal funds are allocated to the states on a formula basis, and can be used for capital assistance, operating assistance, planning, and program administration. The Georgia Department of Transportation (GDOT) is responsible for administering the program at the state level. The Section 5311 Program has had a significant influence on mobility in rural communities since its inception in 1991, providing necessary mobility to non-urban areas.

Pulaski County currently makes public transportation available through the 5311 program. The county provides demand-response service to residents on a per-trip basis, with reservations required 24 hours in advance of a trip. This setup is typical of rural transit systems in the State of Georgia. The county has provided this service for many years, and matching funds are made available in the budget annually. However, the relatively high local match requirement of 50 percent for operating expenses and a 20 percent match on capital expenditures place constant strain on the county’s budget. Additionally, the state requirement that 10 percent of the operating budget come from fare box receipts (i.e. paying passengers) means that, in times of low ridership, the amount of service that can be provided is decreased, regardless of the need.

The county currently utilizes the Middle Georgia Community Action Agency (MGCAA) as its TPO for 5311
service. MGCAA manages the program on a day-to-day basis, accepting reservations and managing daily service plans, including routing and scheduling. However, the county itself employs the one full-time driver and one part-time driver that operate the bus. Pulaski County owns the one bus used in the program, and charges $1.00 per stop, up to $5.00 per day per rider. Service is not currently offered outside of the county. In state fiscal year 2014, the county provided 6,000 trips under the 5311 program. Figure 9 on the following page shows the county’s service metrics over the past four years.

<table>
<thead>
<tr>
<th>Figure 9: Pulaski County 5311 Transit Historical Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2011</strong></td>
</tr>
<tr>
<td>Cost per Trip</td>
</tr>
<tr>
<td>Number of Trips</td>
</tr>
<tr>
<td>Total Vehicle Miles</td>
</tr>
<tr>
<td>Cost per Passenger Mile</td>
</tr>
<tr>
<td>Total Cost</td>
</tr>
</tbody>
</table>

Compared to averages for the Middle Georgia region, Pulaski County operates an efficient system in terms of cost per trip. At $10.23 per trip, it is the second lowest cost per trip in the region, behind Baldwin County at $8.50. The cost per mile is higher than the average, which may be due in part to the rural nature of the county and the maintenance of only one bus for service. This setup requires routing that lacks the potential efficiencies of having multiple buses. However, the additional cost of owning and maintaining a second (or third) bus would likely increase the overall system budget to a level that would be untenable, given the current levels of ridership. If the county were to consider adding an additional bus, it would be desirable to identify and pursue additional ridership.

<table>
<thead>
<tr>
<th>Figure 10: 5311 Transit Funding Breakdown – FY 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pulaski County</strong></td>
</tr>
<tr>
<td>Vehicles in System</td>
</tr>
<tr>
<td>Federal Share</td>
</tr>
<tr>
<td>Local Share</td>
</tr>
<tr>
<td>Fare Revenues</td>
</tr>
<tr>
<td>Trips per Year</td>
</tr>
<tr>
<td>Miles per Year</td>
</tr>
<tr>
<td>Cost per Passenger Trip (Local Share)</td>
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<tr>
<td>Cost per Passenger Mile (Local Share)</td>
</tr>
<tr>
<td>Vehicle Hours</td>
</tr>
<tr>
<td>Hours per Day</td>
</tr>
<tr>
<td>Operational Days</td>
</tr>
</tbody>
</table>

Middle Georgia Regional Mobility Manager
Private Service

No private taxi services currently operate within Pulaski County. However, with Robins Air Force Base as a major regional employer, numerous vanpool programs currently serve, either directly or indirectly, the county’s residents. Vanpool programs lease vans (usually 15-passenger) to individuals with common origin and destination points for common use in the daily work commute. Some vanpools are eligible for employer subsidies, which for federal employees is tax deductible up to $130 per month. Because these services are not coordinated by any one entity, exact numbers for annual use are not available. However, a search of the two national providers, Enterprise RideShare and VRIDE, shows one vanpool passing through Pulaski County on its way from Eastman to Robins AFB. Stakeholder input revealed that two smaller, private vans do serve the county, using the Harvey’s Supermarket parking lot as a common origin.

A vanpool driver in the UCLA vanpool program
Service Opportunities

Unmet Demand

The demand estimation shows that approximately 11,500 one-way trips are needed within Pulaski County annually. When combined, the DHS Coordinated Transportation program and the county’s 5311 Rural Public Transportation service provided 8,929 trips during FY 2014. That equates to a difference of just over 2,000 trips of unmet demand, or roughly one-third of the 5311 program’s existing annual service. The demographic and transit demand analysis shows that there is an unmet need within the county.

Connectivity

Out-of-County Service

The largest opportunity for expansion of service is to out-of-county areas, particularly Houston County. The demand estimation tool demonstrates that a large number of trips between the two areas are needed, and Pulaski County is in a good position to capitalize on the unmet demand. The total of 18,400 trips is more than three times the number of trips that the county’s 5311 service provided in FY 2014. Combined with the 2,000 in-county trips, the total unmet demand provides a clear direction for how expanded transit may work, by focusing on transportation to areas with high trip concentration, such as Robins Air Force Base, Frito-Lay, and other employment centers.

The current lack of out-of-county service by the 5311 system provides both a challenge and an opportunity for service provision. In order to meet the demand that exists for out-of-county service, the county’s system would have to make capital purchases of additional vans, hire additional drivers, and take-on a greater annual operating cost. That would be a challenge for any government, particularly a rural county whose budget is already strained by the transit system. The opportunity lies in the possibility for private service to meet the area’s demand. Private vanpool services could step-up to provide the needed connectivity. The businesses who perform this function are already serving Robins Air Force Base and greater Houston County from the north, and, if made aware of the potential demand from Pulaski County, could potentially increase the quantity of their service to the south.

Urban/Regional Transit

Finally, out-of-county service would provide the residents of Pulaski County with better access to a more expansive transit network. The City of Warner Robins recently began its first-ever public transit service. Managed by the Warner Robins Housing Authority, the Warner Robins Transit Bus (WRTB) runs a single route that bisects the city on an east/west line. While small in scope, there is opportunity for expansion which would benefit all those who live and work in the area. Also, once connected to Warner Robins, Pulaski County residents would be able to take advantage of the “Buses into Robins Daily,” or BiRD program run by the Macon-Bibb County Transit Authority (MTA). This program connects Robins Air Force Base and the City of Warner Robins to the MTA system spanning Macon-Bibb County and portions of Jones and Monroe counties.
Goals and Objectives

Goals and objectives are an integral part of any transportation plan because they provide a strategic framework to achieve the community’s vision for the future. Pulaski County has identified the following goals and corresponding objectives based on an assessment of existing conditions and feedback received during the planning process.

Goal 1: Provide reliable and efficient transit services while meeting the existing demand within Pulaski County

Objectives

Continue to allocate funding in the county’s annual budget for the provision of public transit

Pulaski County is committed to continued support of its public transportation. In order to ensure that there is no disruption of service for existing users, funding should be allocated in the annual budget.

Conduct a cost/benefit analysis for the purchase of additional buses and hiring of additional drivers for the county’s 5311 Rural Public Transit Program

As stated previously in this document, the county’s 5311 program is operating near its maximum capacity given its current resources in terms of buses and drivers. In order for the 5311 program to meet unmet demand, the purchase of additional buses and the hiring of additional drivers will likely be necessary. In order to understand more completely the feasibility of this action, the county should undertake a cost/benefit analysis of multiple scenarios. Such expansion will likely need to be planned out at least a year in advance, as budget cycles dictate.

Conduct outreach to increase knowledge of existing transit services

This study identifies unmet demand for public transportation. Some of this demand may be met by expansion of the county’s 5311 program, while other potential users may be eligible to utilize the DHS Coordinated Transportation services. Pulaski County should engage in public education and awareness activities to increase use of all transit services. The county can take advantage of existing outreach programs such as the Middle Georgia Mobility Manager Program.
Goal 2: Identify opportunities for increased connectivity outside of Pulaski County

Objectives

Work with vanpool companies to increase the level of private service to Pulaski County

Pulaski County, potentially through the Middle Georgia Mobility Manager Program, should work with the two national vanpool providers (VRIDE and Enterprise Rideshare), and any other local providers, currently serving Robins Air Force Base and other destinations outside of the county, to develop additional routes that either originate in or pass through the county.

Consider expansion of the 5311 program to include regular service to Robins Air Force Base

As Pulaski County considers the addition of buses and drivers to the existing 5311 program, it should evaluate the potential impact of out-of-county commuters. The option for regular service between Hawkinsville and Robins Air Force Base, particularly during the morning and afternoon commute times, should be considered.
Appendix A

Needs Assessment and Demand Estimation Tool Documentation
### Service Area Characteristics Input Table -- Fill In All Unshaded Boxes

<table>
<thead>
<tr>
<th>Service Area:</th>
<th>Pulaski County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analysis Description:</td>
<td>Pulaski County TDP - FY 2016 Need and Demand Analysis</td>
</tr>
<tr>
<td>Additional Description:</td>
<td></td>
</tr>
</tbody>
</table>

#### Transit Need Inputs

- Number of persons residing in households with income below the poverty level: 1,409
- Number of households residing in households owning no vehicles:
  - 1-Person households: 107
  - 2-Person households: 123
  - 3-Person households: 25
  - 4-or-more-Person households: 25

#### General Public Rural Non-Program

- Population Age 60+:
  - Population Age 60+:
  - Population Age 18 - 64 with a Mobility Limitation: 877
  - Persons Living in Households with No Vehicle Available: 528

#### General Public Rural Passenger Transportation

- Need:
  - Annual Vehicle-miles of Service: [Enter Value]

#### Small City Fixed Route Inputs

- Population of City:
- College and University Enrollment (Total):
- Annual Revenue-Hours of Service:

#### Demand - Commuter by Transit to an Urban Center

- Workers Commuting from Rural County to Urban Center: 1,450
- Distance from Rural County to Urban Center: 25 Miles
- Is the Urban Center a State Capital? [Check Box for Yes]

---

The preferred source of demographic data is the American Community Survey, available at: [http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml](http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml)

At that website enter the referenced Table Number in the appropriate box. Some table numbers may not be available for communities under...
<table>
<thead>
<tr>
<th>Service Area: Pulaski County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Analysis Description: Pulaski County TDP - FY 2016 Need and Demand Analysis</td>
</tr>
</tbody>
</table>

### Estimation of Transit Need

| Total need for passenger transportation service: | 1,900 Persons |
| Total households without access to a vehicle: | 280 Households |
| State Mobility Gap: | 1.3 Daily 1-Way Psgr.-Trips per Household |
| Total need based on mobility gap: | 360 Daily 1-Way Passenger-Trips |
| | 109,200 Annual 1-Way Passenger-Trips |

### General Public Rural Non-Program Demand

Estimate of demand for general public rural transportation

| Rural transit trips: | 11,500 Annual 1-Way Passenger-Trips |

### General Public Rural Passenger Transportation

Estimate of demand for rural transportation

| Total Rural Non-Program Demand | Annual 1-Way Passenger-Trips |

### Small City Fixed Route

Annual Ridership: | Annual 1-Way Passenger-Trips |

### Demand - Commuter by Transit to an Urban Center

Proportion of Commuters using Transit: 2%

| Commuter trips by transit between counties: | 70 Daily 1-Way Passenger Trips |
| | 18,400 Annual 1-Way Passenger-Trips |

### Rural Program Demand

Annual Program Trip Estimation

| Total Rural Program Demand | Annual 1-Way Passenger-Trips |
Appendix B
DHS Coordinated Transportation Eligibility Categories

Division of Aging Services (DAS)
- Trips to and from senior centers
- Trips to and from medical appointments
- Trips for shopping
- Trips to and from work/employment
- Field trips
- Trips to pay bills

Division of Family and Children Services (DFCS)
- Trips in support of Temporary Assistance to Needy Families (TANF) recipients
- Trips to and from technical schools and adult education programs
- Trips to and from work experience sites for food stamp recipients
- Trips to and from medical appointments
- Trips to and from mental health centers
- Other non-TANF trips
- Trips to and from substance abuse treatment
- Trips for social services

Department of Behavioral Health and Developmental Disabilities (DBHDD)
- Trips to and from employment locations
- Trips to and from day centers
- Trips to and from mental health appointments
- Trips to and from community training and integration activities
- Trips to and from job training
- Trips to and from medical appointments
- Trips for social services

Department of Public Health (DPH)
- Trips for immunizations
- Trips to and from Public Health Clinic and to and from stores
- Trips for prenatal visits to clinics and other prenatal appointments
- Trips to scheduled medical appointments

Department of Labor Vocational Rehabilitation Services Program (DOL/VRS)
- Trips to and from school
- Trips to and from employment
- Trips for job search and job placement
- Trips to and from job training
- Trips to and from workshops and assessment sites