

Charlton County Transit Development Plan

2008

**Developed by the
Southeast Georgia Development Center**



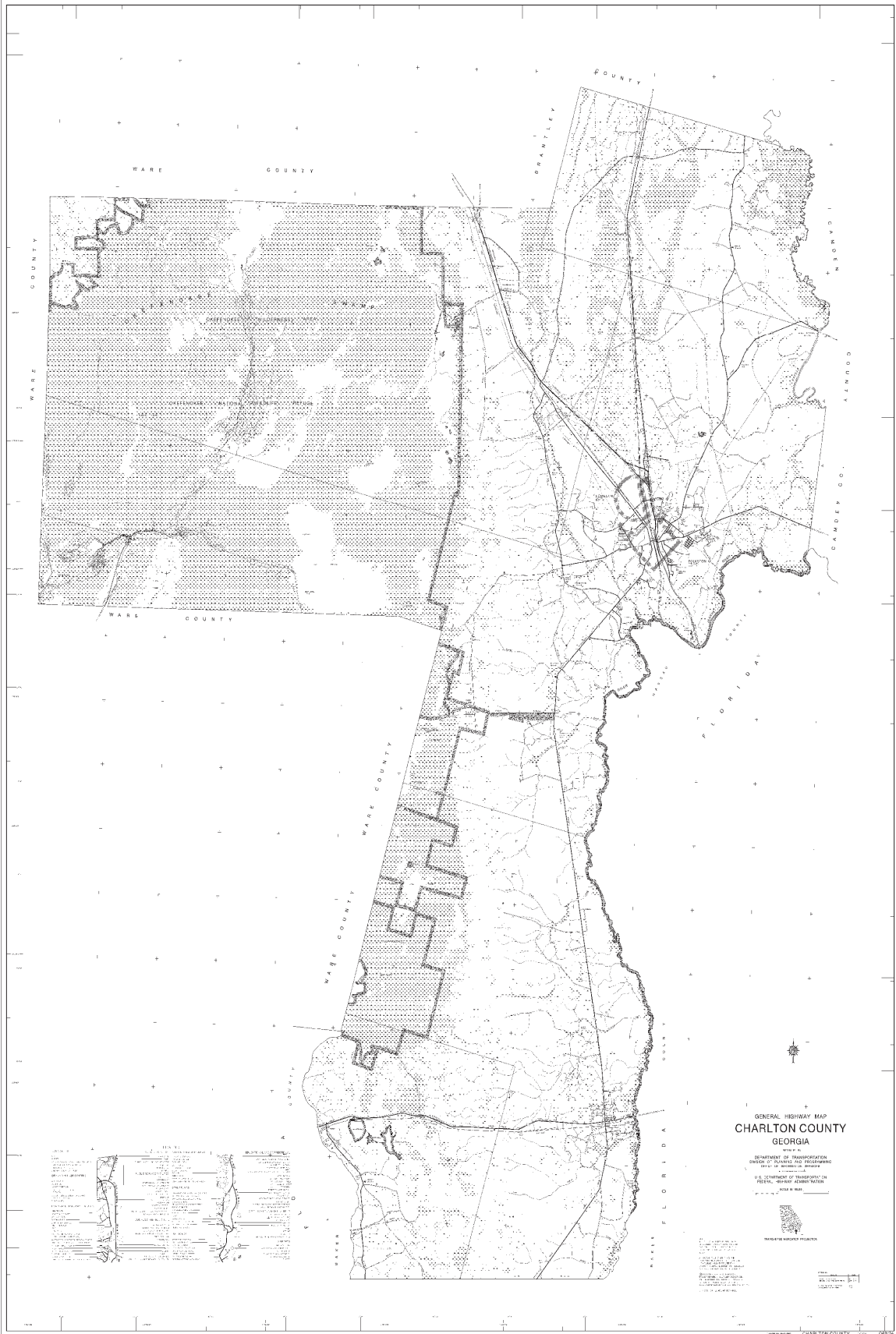
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GENERAL EXPLANATION	
1	Interstate
2	State Route
3	County Road
4	Other Road
5	Waterway
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50	Waterway

GENERAL HIGHWAY MAP
CHARLTON COUNTY
 GEORGIA
 U.S. DEPARTMENT OF TRANSPORTATION
 DIVISION OF FEDERAL AID TO HIGHWAYS
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL BUREAU OF SURVEYING
 WASHINGTON, D.C.

1:50,000
 1965
 CHARLTON COUNTY, GEORGIA

Introduction

Public transportation is often viewed as metropolitan option. Although uncommon in many rural areas, public transportation is becoming a popular alternative. Rural public transportation would benefit many residents in Charlton County. These residents include low income citizens, seniors who no longer drive, students, and the disabled. Public transportation is a reliable and inexpensive transportation option.

This study examines existing transportation services within the county, provides information on the Section 5311 Rural Public Transportation, and a proposed five-year budget.

There are problems associated with the gathering of the information needed in this type of study. One problem is that there is no one source of information, and the sources that are present, are basically snapshots of certain time periods, not necessarily the same. As a result, the base figures of labor force do not necessarily match each other. In addition, both 2000 U.S. Census figures and the Georgia Department of Community Affairs Projections based on that information are now eight to nine years old (many having actually been collected in 1999). 2007-2008 Georgia Department of Labor Labor Force Estimates and other information are more current, but there are no future projections of this information available. As of April, 2008, according to the GA Department of Labor Market Explorer Current Area Profile for Charlton County there are 4,648 persons in the total labor force, which has already surpassed the 2020 Georgia Department of Community Affairs Total Employed Civilian Population Projections of 4,546 persons on which their projected Employment by Industry (industry mix) is based.

The goal of this plan is to provide reliable and cost-effective public transportation for the citizens of Charlton County that will allow greater access to medical facilities, shopping, jobs and educational opportunities.

County Description

Charlton County is primarily rural and covered with swamplands and timber. The county has two incorporated cities, Folkston and Homeland. Charlton County has experienced slow to moderate growth in the last 16 years. According to the 1990 U.S. Census, Charlton County had a total population of 8,496. Due to a 21.0% increase, the total county population for 2000 was 10,282. According to U.S. Census estimates, as of July 1, 2006 it was estimated that there were 10,882 persons in Charlton County, a 5.5% increase from the 2000 census.

Charlton County is primarily rural in nature and coming under tremendous developmental pressure from coastal Georgia and Florida residents who are re-locating in newly formed subdivisions.

The Georgia Department of Labor Market Explorer Current Area Labor Profile report reveals that Charlton County, as of April 2008, had a total labor force of 4,648 of which 236 (or 5.1%) were unemployed.

According to the Georgia Department of Labor 2007 Industry Mix in Charlton County, Providing Services (including Retail) employs 48.6% of the county's labor force. Producing Goods (including Manufacturing) employs 25.6% of the county's labor force. Government employs 25.7% of the county's labor force.

According to the U.S. Census Bureau, the county's per capita income has increased by 45.3% since the 1990 U.S. Census. The 2000 per capita income was \$12,920.00, well below the state's per capita income of \$21,154.00.

Although, the county's per capita income has increased, 20.1% (1,896 persons) of the county's population lives below the poverty level according to 2004 model estimates at the University of Georgia's Georgia Statistics System (www.georgiastats.uga.edu).

Socio-Economic Characteristics

Population

According to the U.S. Census Bureau, Charlton County and the Cities of Folkston and Homeland have experienced a moderate growth rate during the 10 year census period (1990-2000) and a slow growth in the last 6 years. The County's total 1990 population was 8,496, whereas by 2000, the population increased by 21.0% to a total of 10,282. This growth was due to several factors which included low land cost, ideal commuting distance to larger regional cities, and available housing.

According to the U.S. Census Bureau, between 1990 and 2000, the largest population growth occurred in the 35-44 years old bracket. During a 10 year period this age group increased by 67.5%. As illustrated in the table below, the majority of the adult age groups (with the exception of the 25-34 year old and 65-Over age group) increased significantly from 1990 to 2000. A moderate decrease occurred in the 0-4 years old bracket. Table 1 illustrates the County's population. Table 2 illustrates the projected population by age. Table 3 illustrates the County's projected population. Table 4 illustrates the County's projected population by age.

Table 1: Charlton County Population

1970	1980	1990	2000	2006 estimate
5,680	7,343	8,496	10,282	10,882

Source: U.S. Census Bureau

Table 2: Population by Age

Category	1990	2000	% Change
0 – 4 Years Old	777	673	-13.4%
5 – 13 Years Old	1,430	1,645	15.0%
14 – 17 Years Old	434	508	17.1%
18 – 20 Years Old	381	539	41.5%
21 – 24 Years Old	472	549	16.3%
25 – 34 Years Old	1,428	1,471	3.0%
35 – 44 Years Old	1,066	1,785	67.5%
45 – 54 Years Old	899	1,183	31.6%
55 – 64 Years Old	718	935	30.2%
65 and over	891	994	11.6%

Source: GA Dept. of Community Affairs, Original Source: U.S. Bureau of the Census (SF1)

NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend.

Table 3: Charlton County Population Projections

Agency	2010	2015	2020
GA DCA	11,752	12,486	13,221
CAED UGA	11,344	XXXXXXXXXX	XXXXXX XXX
GA OPB	12,142	12,936	XXXXXX XXX

Source: Georgia Dept. of Community Affairs and www.georgiastats.uga.edu

Table 4: Projected Population by Age (GA DCA Projections)

Category	1990	2000	% Changed (1990-2000)	2010	% Changed (2000-2010)	2020	% Changed (2010-2020)
0 – 4 Years Old	777	673	-13.4%	684	1.6%	694	1.5%
5 – 13 Years Old	1,430	1,645	15.0%	1,811	10.1%	1,976	9.1%
14 – 17 Years Old	434	508	17.1%	413	-18.7%	317	-23.3%
18 – 20 Years Old	381	539	41.5%	599	11.1%	659	10.0%
21 – 24 Years Old	472	549	16.3%	595	8.4%	641	7.7%
25 – 34 Years Old	1,428	1,471	3.0%	1,723	17.1%	1,975	14.6%
35 – 44 Years Old	1,066	1,785	67.5%	2,260	26.6%	2,734	21.0%
45 – 54 Years Old	899	1,183	31.6%	1,432	21.1%	1,681	17.4%
55 – 64 Years Old	718	935	30.2%	1,116	19.4%	1,297	16.2%
65 and over	891	994	11.6%	1,121	12.8%	1,247	11.2%

Source: GA Dept. of Community Affairs, Original Source: U.S. Bureau of the Census (SF1)

NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend.

According to the U.S. Census Bureau, during 1990-2000, the 35-44 years old bracket experienced the largest amount of growth and the 0-4 years old bracket experienced the greatest loss. It is projected that the same age bracket will experience the greatest increase during the 2000-2010 decade and the 14-17 years old bracket will experience the greatest loss. Projections for 2010-2020 expect the same 35-44 years old bracket to again increase by the greatest amount and the 14-17 years old bracket to again experience the greatest loss.

According to GA DCA, by the year 2020, the 35-44 years old bracket is projected to be the largest segment of the total population in Charlton County and the 14-17 years old bracket to be the smallest.

Employment

Table 5: Employment by Industry

Category	1990	2000
Total Employed Civilian Population	3,396	3,548
Agriculture, Forestry, Fishing, hunting & mining	196	179
Construction	354	393
Manufacturing	852	547
Wholesale Trade	136	74

Retail Trade	471	354
Transportation, warehousing, and utilities	244	258
Information	NA	22
Finance, Insurance, & Real Estate	124	138
Professional, scientific, management, administrative, and waste management services	110	188
Educational, health and social services	473	555
Arts, entertainment, recreation, accommodation and food services	38	290
Other Services	147	192
Public Administration	251	358

Source: GA Dept. of Community Affairs, Original Source: U.S. Bureau of the Census (SF3)

NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend.

Table 6: Employment by Industry (%)

Category	1990	2000
Total Employed Civilian Population	100.0%	100.0%
Agriculture, Forestry, Fishing, hunting & mining	5.8%	5.0%
Construction	10.4%	11.1%
Manufacturing	25.1%	15.4%
Wholesale Trade	4.0%	2.1%
Retail Trade	13.9%	10.0%
Transportation, warehousing, and utilities	7.2%	7.3%
Information	NA	0.6%
Finance, Insurance, & Real Estate	3.7%	3.9%
Professional, scientific, management, administrative, and waste management services	3.2%	5.3%
Educational, health and social services	13.9%	15.6%
Arts, entertainment, recreation, accommodation and food services	1.1%	8.2%
Other Services	4.3%	5.4%
Public Administration	7.4%	10.1%

Source: GA Dept. of Community Affairs, Original Source: U.S. Bureau of the Census (SF3)

NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend.

As illustrated in Tables 5 and 6, education, health and social service replaced manufacturing as the leading employment sector in Charlton County. As of 2000, the education, health and social service sector employed 15.6% of the county's labor force. Manufacturing is the second leading employment sector in the County and employed 15.4% of the county's labor force during 2000.

According to the 2007 Georgia Area Labor Profile, the five largest employers within Charlton County were AJM Packaging Corporation, Charlton County Hospital Authority, Charlton Healthcare, Cornell Corrections and West Fraser Inc.

Table 7: Projected Employment by Industry

Category	1990	% Employed	2000	% Employed	2010	% Employed	2020	% Employed
Total Employed Civilian Population	3,396	100%	3,548	100%	4,047	100%	4,546	100%
Agriculture, Forestry, Fishing, hunting & mining	196	5.8%	179	5.0%	172	4.3%	164	3.6%
Construction	354	10.4%	393	11.1%	509	12.6%	624	13.7%
Manufacturing	852	25.1%	547	15.4%	462	11.4%	377	8.3%
Wholesale Trade	136	4.0%	74	2.1%	80	2.0%	86	1.9%
Retail Trade	471	13.9%	354	10.0%	371	9.2%	388	8.5%
Transportation, warehousing, and utilities	244	7.2	258	7.3%	271	6.7%	284	6.3%
Information	NA	NA	22	0.6%	NA	NA	NA	NA
Finance, Insurance, & Real Estate	124	3.7%	138	3.9%	166	4.1%	193	4.3%
Professional,	110	3.2%	188	5.3%	253	6.3%	317	7.0%

scientific, management, administrative, and waste management services								
Educational, health and social services	473	13.9%	555	15.6%	638	15.8%	721	15.9%
Arts, entertainment, recreation, accommodation and food services	38	1.1%	290	8.2%	371	9.2%	452	9.9%
Other Services	147	4.3%	192	5.4%	258	6.4%	323	7.1%
Public Administration	251	7.4%	358	10.1%	466	11.5%	573	12.6%

Source: GA Dept. of Community Affairs, Original Source: U.S. Bureau of the Census (SF3)
NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend.

According to projected figures shown in Table 7, education, health and social service will remain the largest employment sector in Charlton County during 2010 and 2020. Projected figures for the years 2010 and 2020 estimate 15.8% and 15.9% of the County’s labor force will work in education, health and social service. In addition, between the 2000 and 2020 period, Manufacturing will significantly decrease dropping from 15.4% in 2000 to 8.3% in 2020. Beginning in 2010, Construction will become the second leading employer in Charlton County with 12.6% of the workforce, climbing to 13.7% in 2020.

Table 8: Projected Total Industry Growth In WIA Area #19 To 2014

Industry	Job Growth
Administrative & Support Services	1,850
Educational Services	1,300
General Merchandise Stores	1,120
Truck Transportation	1,040
State Government (excl Ed.& Hospitals)	740
Hospitals	690
Food Service & Drinking Places	630
Ambulatory Health Care Services	610
Heavy & Civil Engineering Construction	500
Nursing & Residential Care Facilities	440

Source: Georgia Area Workforce Trends Projections To 2014 WIA Area #19-SE Georgia, Georgia Department of Labor

According to the cited document (and Table 8), “Total employment in WIA Area #19 is expected to grow from almost 59,000 jobs in 2004 to more than 68,000 by the end of 2014, which equates to approximately 950 new jobs added each year.”

Charlton County is part of this WIA Area #19.

Table 9: Projected Industry Rate Of Growth In WIA Area #19 To 2014

Industry	Job Growth Rate
Waste Management & Remediation Svc.	8.7%
Truck Transportation	7.8%
Miscellaneous Manufacturing	7.4%
Nonmetallic Mineral Product Manufacturing	6.4%
Administrative & Support Services	6.3%
Chemical Manufacturing	5.6%
General Merchandise Stores	4.6%
Social Assistance	4.3%
Heavy & Civil Engineering Construction	4.3%
Rental & Leasing Services	3.9%

Source: Georgia Area Workforce Trends Projections To 2014 WIA Area #19-SE Georgia, Georgia Department of Labor

According to the cited document (and Table 9), “ This area’s economy is currently growing at essentially the same rate as Georgia’s economy at 1.7% per year, substantially faster than the nation’s job growth rate of 1.2% annually.”

Unemployment

Table 10: Charlton County Employment Status

	1990	1995	2000	2007
Total Labor Force	3,554	3,935	3,967	4,549
Employed	3,391	3,689	3,86	4,331
Unemployed	163 (4.6%)	246 (6.3%)	161 (4.1%)	218 (4.8%)

Georgia Department of Labor

Table 11: Georgia Employment Status

	1990	1995	2000	2007
Total Labor Force	3,300,136	3,699,727	4,242,889	4,814,831
Employed	3,129,389	3,522,905	4,095,362	4,602,947
Unemployed	170,747 (5.2%)	176,822 (4.8%)	147,527 (3.5%)	211,884 (4.4%)

Georgia Department of Labor

According to statistics obtained from the Georgia Department of Labor, the unemployment rate in Charlton County has remained in the 4.1% to 4.8% range over the past 17 years, except for a spike in 1995 which caused it to increase by approximately 50%, possibly due to NAFTA. The rate has remained on average slightly higher than the Georgia unemployment rate.

Area Employment and Commuting Patterns

The 2007 Georgia Area Labor Profile reveals that 49.1% of the county's employed residents work within Charlton County. 14.9% of the county's residents work in Duval County, Florida and 14.5% work in Camden County, Georgia, completing the top locations. Out of the top five locations, three are in Florida. Florida accounts for approximately 27.1% of the Charlton employment. The ten largest employers within the Charlton County area include: Wal-Mart Associates Inc. (Camden County), Wal-Mart Associates Inc. (Ware County), Express Scripts Inc (Camden County), Lockheed Martin Corporation (Camden County), V.T. Griffin Services (Camden County), Kings Bay Community Hospital Inc. (Camden County), Cornell Corrections (Charlton County), Satilla Regional Medical Center (Ware County), Ware State Prison (Ware County) and Baptist Village Inc. (Ware County).

Table 12: Employed Residents of Charlton County

County Where Employed	Number	Percent of Total
Charlton County	1,711	49.1
Duval County, Florida	519	14.9
Camden County	506	14.5
Nassau County, Florida	328	9.4
Baker County, Florida	98	2.8
Ware County	59	1.7
Glynn County	55	1.6
Charlton County	30	0.9
Other	146	4.2
Total Residents	3,482	100.0

Georgia Department of Labor 2007 Area Labor Profile

Table 13: Persons Working in Charlton County

County of Residence	Number	Percent of Total
Charlton County	1,711	67.9
Camden County	242	9.6
Nassau County, Florida	157	6.2
Charlton County	129	5.1
Ware County	85	3.4
Pierce County	68	2.7
Duval County, Florida	41	1.6
Glynn County	23	0.9
Other	65	2.6
Total Residents	2,521	100.0

Georgia Department of Labor 2007 Area Labor Profile

Income

Table 14: Charlton County Per Capita Income

Category	1990	2000
Per Capita Income	8,894	12,920

Source: U.S. Bureau of the Census (SF3)

Table 15: Georgia Per Capita Income

Category	1990	2000
Per Capita Income	13,631	21,154

Source: U.S. Bureau of the Census (SF3)

Table 16: Projected Charlton County Per Capital Income

Category	1990	2000	2010	2020
Per Capita Income	8,894	12,920	17,074	21,228

Source: DCA Data Views

The per capita income for Charlton County increased from \$8,894.00 in 1990 to \$12,920.00 in 2000, a 45.3% increase. From 1990 to 2000, Georgia's per capita income increased by 55.2%. Charlton County's per capita income remains well below the state's average per capita income. Projected figures for the County predict the per capita income will continue to slowly increase.

Table 17: Charlton County Median Household Income

Category	1990	2000
Median Household Income	22,328	27,869

Source: U.S. Bureau of the Census (SF3)

Table 18: Georgia Median Household Income

Category	1990	2000
Median Household Income	29,021	42,433

Source: U.S. Bureau of the Census (SF3)

According to statistics obtained from the U.S. Bureau of Census, the median household income for Charlton County increased by 49.4%. During this same time frame, 1990-2000, the median household income for Georgia increased by 46.2%. Although, Charlton County's median household income has increased, it still remains well below the state's average.

Table 19: Regional Median Household Income

Rank	County	2000 (1999)	2004 Estimate
1	Coffee	\$ 30,710	\$30,710
2	Brantley	30,361	33,687
3	Berrien	30,044	31,559
4	Pierce	29,895	32,533

5	Ware	28,360	29,413
6	Charlton	27,869	29,107
7	Bacon	26,910	28,270
8	Clinch	26,755	27,005
9	Atkinson	26,470	26,720

Source: www.georgiastats.uga.edu

Within the nine counties served by Southeast Georgia Regional Development Center, Charlton County had the sixth highest median household income in 2000 (1999). It is estimated that as of 2004, Charlton County has the sixth highest median household income in the region.

Table 20: Percentage of Person below Poverty

County	2000 (1999) Total	2000 (1999) White	2000 (1999) African- American	2000 (1999) Hispanic	2004 Estimate Total
Bacon	23.7	18.9	47.2	27.5	18.2
Clinch	23.4	18.9	35.4	14.3	20.9
Atkinson	23.0	17.6	30.6	34.8	19.6
Charlton	20.9	15.1	38.2	40.0	20.1
Ware	20.5	13.4	39.6	33.6	19.5
Coffee	19.1	14.9	30.8	22.8	19.3
Pierce	18.4	15.4	38.7	48.3	16.8
Berrien	17.7	14.3	36.8	38.2	17.2
Brantley	15.6	14.6	31.2	35.9	16.3

Source: www.georgiastats.uga.edu

Charlton County had the fourth highest total rate of total persons below poverty within the nine county Southeast Georgia RDC area in 2000 (1999). According to 2004 estimates, Charlton County now has the second highest percentage of total persons below poverty.

Transportation

The majority (77.7%) of the Charlton County labor force drove to work alone as shown in Table 21. The mean travel time to work was 33.8 minutes. Although, the census reported an approximate 2 or 0.1% of the labor force utilizing public

transportation to travel to work, Charlton County does not have a recognized form of public transportation, such as buses or taxi services.

Table 21: Commuting to Work/Time, 2000 (Charlton County)

Workers 16 years and over	3,484	100.0
Car, truck, or van -- drove alone	2,707	77.7
Car, truck, or van -- carpooled	607	17.4
Public transportation (including taxicab)	2	0.1
Walked	43	1.2
Other means	45	1.3
Worked at home	80	2.3
Mean travel time to work (minutes)	33.8	(X)

Source: U.S. Bureau of the Census (SF3)

Table 22: Number of Vehicles Per Household, 2000 (Charlton County)

# of Households	None	%	One	%	Two	%	Three +	%
3,342	383	11.5%	1,090	32.6%	1,275	38.2%	594	17.8%

Source: www.georgiastats.uga.edu

Data obtained from the Georgia County Guide (Source: www.georgiastats.uga.edu) reveals 383 or 11.5% of households in Charlton County do not own a vehicle. The majority of households own two vehicles.

Existing Transit Services

Taxicab

There are no existing taxicab services within Charlton County. In the past, there have been some van owners that have provided rides, for a cost, to the various paper manufacturers located in the Kingsland-St. Marys area.

City Provided Transportation—Folkston

The City of Folkston has no public transportation.

City Provided Transportation—Homeland

The City of Homeland has no public transportation.

Interstate/Intrastate Bus Service

Several years ago, Trailways and Greyhound stopped providing service to small towns in Georgia and other states. The closest Greyhound station is located in Jacksonville, Florida. The closest Trailways station appears to be in Jacksonville, Florida, as well, although their service is uncertain and very hard to determine because of their independent carriers.

Senior Transportation

The Southeast Georgia RDC's Area Agency on Aging contracts with the GA Dept. of Human Resources who arranges for MIDS to transport enrolled Charlton County seniors only to the Charlton County Senior Center in Folkston at no cost to them.

TANF Transportation

The Southeast Georgia RDC's Area Agency on Aging contracts with the GA Dept. of Human Resources who arranges for MIDS to transport TANF families in Charlton County to their appointments and destinations at no cost to them. The parent must stay on the vehicle until all of the children have been put off and must be back on the vehicle before their children are picked up again. These appointments & destinations must be arranged through their Case Worker.

Medicaid Transportation

Non-emergency transportation is provided through Logistic Care, which transports Medicaid clients to medical appointments.

Developing a Public Transit System

Potential Patrons

Surveys were developed by the Southeast Georgia Regional Development Center to assess possible transit patrons. Surveys were delivered to the Charlton County Commission Office and the Charlton County Senior Center/Concerted Services. Eighteen (18) were returned. Questions on the survey included:

1. Do you believe public transportation is needed in Charlton County?

Yes: 18

No: 0

2. Who would most benefit from public transportation in Charlton County?

The Elderly: 11

The Poor: 8

The Handicapped: 6

Everyone: 3

Medical Patients: 3

Myself: 2

Those with no cars: 2

Students: 1

3. If you used public transportation, what would be your destination?

Waycross: 16

St. Marys/Kingsland:	14
Folkston:	12
Callahan, FL:	11
Jacksonville, FL:	3
Brunswick:	1

4. What would be the purpose of your trips?

Shopping:	15
Appointments:	11
Medical Appointments:	10
Pharmacy:	2
Work:	2
Courthouse:	1
Restaurants:	1

5. Comments.

- For the cost of gas, we really need some help.
- We really need this!
- Could use now.
- There are so many people here that do not have anyone to help them.
- It would be good for everyone.
- Transportation is needed very much.
- We need any help that can be provided, I would like for transportation to be in Charlton County for all of the needy people.
- Transportation is needed for Charlton County as much as it is anywhere because of no cabs. It is needed badly.
- We meet all needs for transportation.
- Include Jacksonville in the travel options.
- Please do what you can to get us public transportation in Charlton County.
- This is really needed and some have no way at all to get to special doctors.
- Transportation is badly needed in Charlton County.

6. How many people in your household would use this service?

Total: 34

Recommendations

The Section 5311 program can be operated in one of two ways. One option is a county operated transit system, for example, the Pierce County Transit. Pierce County Transit is funded in part by the Federal Transit Administration Section 5311 Program. This is a cost match program, which means the federal government provides 50% of the funds and the county provides a 50% match. The transit system does not have a set route; patrons call at least 3 days ahead and schedule a ride. Rates are based on the mileage of each trip. Within a 10 mile radius, a one-way trip is \$4. One-way trips over 10 miles cost \$6. Patrons 60 years old or over pay \$2 for a one-way trip. Medical rates are higher and are

reimbursed by Medicaid. Pierce County Transit currently has 11 employees (1 full time employee and 10 part time employees). All drivers and employees must have PASS (passenger assistance) training, defensive driving, first aid, and CPR. All drivers must pass a drug and alcohol screening. The vehicles are regularly inspected by GDOT and Medicaid. Vans are usually replaced when they have 100,000 miles on them or are 5 years old. Maintenance and repairs are performed by an outside vendor selected by the county.

The second option is a third party operator, such as the Bacon County Transit, Berrien County Transit and Ware County Transit Systems.

The Bacon County Transit System is operated by a third part operator, MIDS Inc., from Valdosta. Bacon County applies for the funds, provides vehicle insurance, and monitors the transit system but Mids operates the daily transit. Currently, Bacon County has two vans that are maintained by Mids. In addition, Mids employees and pays the drivers and any additional staff. Mids also ensures that the drivers and employees have the proper training, such as PASS, defensive driving, first aid, etc.

The Berrien County Transit System is operated by a third part operator, MIDS Inc., from Valdosta. Berrien County applies for the funds, provides vehicle insurance, and monitors the transit system but Mids operates the daily transit. Currently, Berrien County has two vans that are maintained by Mids. In addition, Mids employees and pays the drivers and any additional staff. Mids also ensures that the drivers and employees have the proper training, such as PASS, defensive driving, first aid, etc.

The Ware County Transit System is operated by a third part operator, MIDS Inc., from Valdosta. Ware County applies for the funds, provides vehicle insurance, and monitors the transit system but Mids operates the daily transit. Currently, Ware County has four vans that are maintained by Mids. In addition, Mids employees and pays the drivers and any additional staff. Mids also ensures that the drivers and employees have the proper training, such as PASS, defensive driving, first aid, etc.

In each of the above Mids counties, patrons call to schedule a ride approximately 24 hours in advance and pay \$3 per stop within a ten-mile radius in county. In county for 11 miles and over, patrons pay \$5 per stop. Out of county rides depend on how busy the schedule is and cost \$5.00 to the county line and .50 cents per mile over that. Operation hours are approximately 8:00 a.m. to 5:00 p.m. Monday through Friday, however they may operate earlier, if available.

To effectively operate a public transit system, Charlton County would need to evaluate the pros and cons of both methods of operation. A transit system like Pierce County would enable Charlton County to be responsible for every aspect of the system, whereas, having a third party operator, would ease the responsibilities of the County but the local government would still have to monitor the system and the operator.

It is recommended that future transportation should be available Monday-Friday and should begin operating around 5:30 or 6:00 AM and end around 6:00 PM. The

County can choose to provide one part-time driver for a night shift if the occasion should arise.

If the County chooses to develop a future public transit system, goals and objectives for a proposed Section 5311 program are listed below. In addition to the goals and objectives, sample funded and unfunded five-year administrative, operating, and capital budgets are included in tables 19-30.

Goals and Objectives

Although, many citizens in Charlton County have access to private transportation, it has been determined that citizens, such as the elderly, disabled, and low income individuals and families would greatly benefit from public transportation. Public transportation would allow residents to keep medical appointments, make trips to the grocery store, allow citizens to look for jobs out of county, and have a reliable means of transportation to jobs.

Goal 1: Provide reliable, cost effective public transportation for the citizens of Charlton County and the Cities of Folkston and Homeland that will allow greater access to various shopping centers, medical facilities, jobs, and educational facilities.

Objective: Assess the transportation needs of seniors, disabled citizens, the labor force, and students (traditional and non-traditional).

Strategy 1: Meet with local agencies that provide services to seniors and the disabled.

Strategy 2: Meet with local educational providers (Waycross College, Okefenokee Technical College, etc.) to assess the needs of students.

Timeline: February 2009

Goal 2: Increase labor force in Charlton County by using public transportation to transport employees to and from work and as a marketing tool for prospective industries and employers.

Objective: Form a transportation committee.

Strategy 1: Survey local employers and employees to determine who would use public transportation, hours public transit should be available, and area traveled. Information would also be obtained from the Department of Labor.

Timeline: March-April 2009

Goal 3: Review survey results and use findings to determine if a Section 5311 Rural Transportation Program is warranted. If so, begin necessary steps to develop a Section 5311 program.

Objective: Create a budget.

Strategy 1: Prepare a Section 5311 application for FHWA and GDOT.

Objective 2: Decide if the County or a third party operator would operate the transit system.

Strategy: Meet with third party operators to discuss the possibility of operating the county's transit system.

Objective 3: Secure a location within the County to house the 5311 vans and transit office.

Strategy: Public transportation committee members actively seek location by assessing sites within the county. Encourage members to use existing structures.

Timeline: June-December 2009

Goal 4: If program is funded, the County or third party operator begins process to hire employees.

Objective: Hire competent staff.

Strategy: Work with the Department of Labor to find and interview prospective employees.

Objective 2: Provide required training to employees.

Strategy: Apply for Rural Transit Assistance Program (RTAP) funds to be used for training costs and training materials.

Strategy: Work with Charlton County Hospital & Red Cross to provide first aid and CPR training to all employees.

Timeline: February-July 2010

Goal 5: Begin a public service campaign.

Objective: Create community awareness of transit system.

Strategy: Hold a contest to develop a system name, logo, etc.

Strategy: Distribute flyers.

Strategy: Publish announcements in the local newspaper and advertise on local radio stations.

Timeline: September-December 2010

January 2011 begin operation of public transit system.

Proposed Five Year (2011-2015) Administrative, Operating, and Capital Budget

Table 23:

Grantee: Charlton County

Reporting Period: 2011

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$22,620.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$630.00
Marketing Expenses	\$630.00
Telephone Expenses	\$945.00
Office Supplies	\$630.00
Rental Expenses	\$2,100.00
Standard Overhead	\$0.00
Computer Software	\$525.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$28,080.00

Operating Budget

Driver Salaries (2 Full Time)	\$45,240.00
Dispatcher Salary (2.5 days per week)	\$7,540.00
Mechanic Salary	\$0.00
Fuel (3.44 gal per Energy Information Admin. Short-Term Energy Outlook 2009 X 2 vans X 8 hours @ 2 gal hr X 260 days)	\$28,621.00
Maintenance and Repair	\$2,100.00
Vehicle Insurance	\$5,250.00
Drug/Alcohol Testing	\$578.00
License	\$0.00
Uniforms	\$525.00
Communications (Cell Phones)	\$1,800.00
Other	\$0.00
Subtotal Operations	\$91,654.00

Total Expenses **\$119,734.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1 person per van per hour @ \$3) **\$17,520.00**

Net Expenses (Less Farebox Revenue) **\$102,214.00**

Purchase of Service Local Funds **\$0.00**

Excess POS (Above Local Match) **\$0.00**

Section 5311 Federal Share	<u>\$59,867.00</u>
Local Share (Includes Any Excess POS)	<u>\$59,867.00</u>

Table 24:

Grantee: Charlton County

Reporting Period: 2012

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$23,751.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$662.00
Marketing Expenses	\$662.00
Telephone Expenses	\$992.00
Office Supplies	\$662.00
Rental Expenses	\$2,205.00
Standard Overhead	\$0.00
Computer Software	\$551.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$29,485.00

Operating Budget

Driver Salary	\$47,502.00
Dispatcher Salary	\$7,917.00
Mechanic Salary	\$0.00
Fuel	\$30,052.00
Maintenance and Repair	\$2,205.00
Vehicle Insurance	\$5,513.00
Drug/Alcohol Testing	\$607.00
License	\$0.00
Uniforms	\$551.00
Communications (Cell Phones)	\$1,890.00
Other	\$0.00
Subtotal Operations	\$96,237.00

Total Expenses **\$125,722.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1.125 persons per van per hour @ \$3) **\$19,710.00**

Net Expenses (Less Farebox Revenue) **\$106,012.00**

Purchase of Service Local **\$0.00**

Funds	
Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$62,861.00
Local Share (Includes Any Excess POS)	\$62,861.00

Table 25:

Grantee: Charlton County

Reporting Period: 2013

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$24,939.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$695.00
Marketing Expenses	\$695.00
Telephone Expenses	\$1,042.00
Office Supplies	\$695.00
Rental Expenses	\$2,315.00
Standard Overhead	\$0.00
Computer Software	\$579.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$30,960.00

Operating Budget

Driver Salary	\$49,877.00
Dispatcher Salary	\$8,313.00
Mechanic Salary	\$0.00
Fuel	\$31,555.00
Maintenance and Repair	\$2,315.00
Vehicle Insurance	\$5,789.00
Drug/Alcohol Testing	\$637.00
License	\$0.00
Uniforms	\$579.00
Communications (Cell Phones)	\$1,985.00
Other	\$0.00
Subtotal Operations	\$101,050.00

Total Expenses **\$132,010.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1.25 persons per van per hour @ \$3) **\$21,900.00**

Net Expenses (Less Farebox Revenue) **\$110,110.00**

Purchase of Service Local Funds	<u>\$0.00</u>
Excess POS (Above Local Match)	<u>\$0.00</u>
Section 5311 Federal Share	<u>\$66,005.00</u>
Local Share (Includes Any Excess POS)	<u>\$66,005.00</u>

Table 26:

Grantee: Charlton County

Reporting Period: 2014

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$26,186.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$730.00
Marketing Expenses	\$730.00
Telephone Expenses	\$1,094.00
Office Supplies	\$730.00
Rental Expenses	\$2,431.00
Standard Overhead	\$0.00
Computer Software	\$608.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$32,509.00

Operating Budget

Driver Salary	\$52,371.00
Dispatcher Salary	\$8,729.00
Mechanic Salary	\$0.00
Fuel	\$33,133.00
Maintenance and Repair	\$2,431.00
Vehicle Insurance	\$6,078.00
Drug/Alcohol Testing	\$669.00
License	\$0.00
Uniforms	\$608.00
Communications (Cell Phones)	\$2,084.00
Other	\$0.00
Subtotal Operations	\$106,103.00

Total Expenses **\$138,612.00**

Purchase of Service Revenue \$0.00

Farebox Revenue (1.50 persons per van per hour @ \$3) \$26,280.00

Net Expenses (Less Farebox Revenue) \$112,332.00

Purchase of Service Local Funds	\$0.00
Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$69,306.00
Local Share (Includes Any Excess POS)	\$69,306.00

Table 27:

Grantee: Charlton County

Reporting Period: 2015

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$27,495.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$767.00
Marketing Expenses	\$767.00
Telephone Expenses	\$1,149.00
Office Supplies	\$767.00
Rental Expenses	\$2,553.00
Standard Overhead	\$0.00
Computer Software	\$638.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$34,136.00

Operating Budget

Driver Salary	\$54,990.00
Dispatcher Salary	\$9,165.00
Mechanic Salary	\$0.00
Fuel	\$34,790.00
Maintenance and Repair	\$2,553.00
Vehicle Insurance	\$6,382.00
Drug/Alcohol Testing	\$702.00
License	\$0.00
Uniforms	\$638.00
Communications (Cell Phones)	\$2,188.00
Other	\$0.00
Subtotal Operations	\$111,408.00

Total Expenses **\$145,544.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (2 persons per van per hour @ \$3) **\$35,040.00**

Net Expenses (Less Farebox Revenue) **\$110,504.00**

Purchase of Service Local Funds	\$0.00
Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$72,772.00
Local Share (Includes Any Excess POS)	\$72,772.00

Table 28 Capital Budget

Capital Budget	Quantity	Cost
Standard Van		\$0.00
Modified Van		\$0.00
Conversion Van		\$0.00
Conversion Van/Lift		\$0.00
Shuttle Van	1	\$60,000.00
Shuttle Van/Lift	1	\$66,000.00
Shuttle Bus		\$0.00
Shuttle Bus/Lift		\$0.00
Computer Hardware	1	\$4,000.00
Total	XXXXXXXXXX	\$130,000.00
Federal Share (80%)	XXXXXXXXXX	\$104,000.00
State Share (15%)	XXXXXXXXXX	\$19,500.00
Local Share (5%)	XXXXXXXXXX	\$6,500.00

* Price quoted for a new 13 passenger 2006 Dodge Sprinter 3500 by Sam Hawes of Transportation South (Thebuscenter.com)

Tables 23-27 illustrate proposed public transportation funding by the federal 5311 program. For the first year, 2011, the estimated total cost is \$119,734.00 (excluding estimated revenues), which means the local county would receive \$59,867.00 from the federal government and match this. Projected estimates were created by increasing the proposed budget by 5%.

Table 28 illustrates the proposed capital budget. The local government is required to provide 5% of the total capital budget, federal funds provide 80% of the budget, and state funds provide 15% of the budget.

In addition to start up funds, the County can also receive funds to assist in the training of public transit employees. The Rural Transit Assistance Program (RTAP) funds are provided by the state and can be used by all entities eligible to apply for 5310 and 5311 funds. RTAP funds are used for driver training, grants management, vehicle maintenance, individual training needs reimbursement, registration fees, seminars, etc.

Unfunded Proposed Five Year (2011-2015) Administrative, Operating, and Capital Budget

Table 29:

Grantee: Charlton County

Reporting Period: 2011

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$22,620.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$630.00
Marketing Expenses	\$630.00
Telephone Expenses	\$945.00
Office Supplies	\$630.00
Rental Expenses	\$2,100.00
Standard Overhead	\$0.00
Computer Software	\$525.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$28,080.00

Operating Budget

Driver Salary	\$45,240.00
Dispatcher Salary	\$7,540.00
Mechanic Salary	\$0.00
Fuel	\$28,621.00
Maintenance and Repair	\$2,100.00
Vehicle Insurance	\$5,250.00
Drug/Alcohol Testing	\$578.00
License	\$0.00
Uniforms	\$525.00
Communications (Radios)	\$1,800.00
Other	\$0.00
Subtotal Operations	\$91,654.00

Total Expenses **\$119,734.00**

Farebox Revenue (1 person per van per hour @ \$3) **\$17,520.00**

Net Expenses (Less Farebox Revenue) **\$102,214.00**

Table 30:

Grantee: Charlton County

Reporting Period: 2012

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$23,751.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$662.00
Marketing Expenses	\$662.00

Telephone Expenses	\$992.00
Office Supplies	\$662.00
Rental Expenses	\$2,205.00
Standard Overhead	\$0.00
Computer Software	\$551.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$29,485.00

Operating Budget

Driver Salary	\$47,502.00
Dispatcher Salary	\$7,917.00
Mechanic Salary	\$0.00
Fuel	\$30,052.00
Maintenance and Repair	\$2,205.00
Vehicle Insurance	\$5,513.00
Drug/Alcohol Testing	\$607.00
License	\$0.00
Uniforms	\$551.00
Communications (Radios)	\$1,890.00
Other	\$0.00
Subtotal Operations	\$96,237.00

Total Expenses **\$125,722.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1.125 persons per van per hour @ \$3) **\$19,710.00**

Net Expenses (Less Farebox Revenue) **\$106,012.00**

Table 31:

Grantee: Charlton County

Reporting Period: 2013

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$24,939.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$695.00
Marketing Expenses	\$695.00
Telephone Expenses	\$1,042.00
Office Supplies	\$695.00
Rental Expenses	\$2,315.00
Standard Overhead	\$0.00
Computer Software	\$579.00
Audit	\$0.00

Other	\$0.00
Subtotal Administrative	\$30,960.00

Operating Budget

Driver Salary	\$49,877.00
Dispatcher Salary	\$8,313.00
Mechanic Salary	\$0.00
Fuel	\$31,555.00
Maintenance and Repair	\$2,315.00
Vehicle Insurance	\$5,789.00
Drug/Alcohol Testing	\$637.00
License	\$0.00
Uniforms	\$579.00
Communications (Radios)	\$1,985.00
Other	\$0.00
Subtotal Operations	\$101,050.00

Total Expenses **\$132,010.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1.25 persons per van per hour @ \$3) **\$21,900.00**

Net Expenses (Less Farebox Revenue) **\$110,110.00**

Table 32:

Grantee: Charlton County

Reporting Period: 2014

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$26,186.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$730.00
Marketing Expenses	\$730.00
Telephone Expenses	\$1,094.00
Office Supplies	\$730.00
Rental Expenses	\$2,431.00
Standard Overhead	\$0.00
Computer Software	\$608.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$32,509.00

Operating Budget

Driver Salary	\$52,371.00
Dispatcher Salary	\$8,729.00
Mechanic Salary	\$0.00

Fuel	\$33,133.00
Maintenance and Repair	\$2,431.00
Vehicle Insurance	\$6,078.00
Drug/Alcohol Testing	\$669.00
License	\$0.00
Uniforms	\$608.00
Communications (Radios)	\$2,084.00
Other	\$0.00
Subtotal Operations	\$106,103.00

Total Expenses **\$138,612.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1.50 persons per van per hour @ \$3) **\$26,280.00**

Net Expenses (Less Farebox Revenue) **\$112,332.00**

Table 33:

Grantee: Charlton County

Reporting Period: 2015

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$27,495.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$767.00
Marketing Expenses	\$767.00
Telephone Expenses	\$1,149.00
Office Supplies	\$767.00
Rental Expenses	\$2,553.00
Standard Overhead	\$0.00
Computer Software	\$638.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$34,136.00

Operating Budget

Driver Salary	\$54,990.00
Dispatcher Salary	\$9,165.00
Mechanic Salary	\$0.00
Fuel	\$34,790.00
Maintenance and Repair	\$2,553.00
Vehicle Insurance	\$6,382.00
Drug/Alcohol Testing	\$702.00
License	\$0.00

Uniforms	\$638.00
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Capital Budget	Quantity	Cost
Standard Van	0	\$0.00
Modified Van	0	\$0.00
Conversion Van	0	\$0.00
Conversion Van/Lift	0	\$0.00
Shuttle Van	1	\$60,000.00
Shuttle Van/Lift	1	\$66,000.00
Shuttle Bus	0	\$0.00
Shuttle Bus/Lift	0	\$0.00
Computer Hardware	1	\$4,000.00
Subtotal Capital		\$130,000.00
Communications (Radios)		\$2,188.00
Other		\$0.00
Subtotal Operations		\$111,408.00

Total Expenses **\$145,544.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (2 persons per van per hour @ \$3) **\$35,040.00**

Net Expenses (Less Farebox Revenue) **\$110,504.00**

Table 34:

- Price quoted for a new 13 passenger 2006 Dodge Sprinter 3500 by Sam Hawes of Transportation South (Thebuscenter.com).

Tables 29-34 are a proposed budget without any federal or state funding. As proposed, for the first year, 2011, Charlton County would provide \$119,734.00 (excluding potential farebox revenues) to begin a public transportation system. In addition to the administrative and operating budget, Charlton County would cover the entire operating budget. Therefore the County would need \$119,734.00 (excluding potential farebox revenues) plus \$130,000.00 for a total budget of \$249,734.00. Future estimates (except farebox revenues) are projected by increasing the budget by 5% each year.

Conclusion

If, in the future, the County considers rural public transportation, the Federal Transit Administration Section 5311 Program is recommended. Many rural regions are using this program and have found it to work successfully in various cities and counties. Rural public transportation is a great benefit to the citizens, as well as the County. Public transportation provides a reliable way for citizens to attend classes at community college or technical colleges, provides safe transportation for the elderly, and can act as recruiting tool for new industries.

-Georgia Department of Community Affairs

-Georgia Department of Labor Area Profile 2007- Charlton County

-Georgia Department of Labor Market Explorer Current Area Profile for Charlton County April, 2008.

-Georgia Department of Labor “Georgia Area Workforce Trends Projections To 2014 WIA Area #19-SE Georgia”

-U.S. Census Bureau

-[WWW.Georgiastats.uga.edu](http://www.Georgiastats.uga.edu)

**-Energy Information Administration Short-Term Energy Outlook
(<http://www.eia.doe.gov/steo>)**