

Tift County Transit Development Plan



Prepared by the Southern Georgia Regional Commission



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This publication does not constitute a standard, specification or regulation. This document is prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and Federal Transit Administration

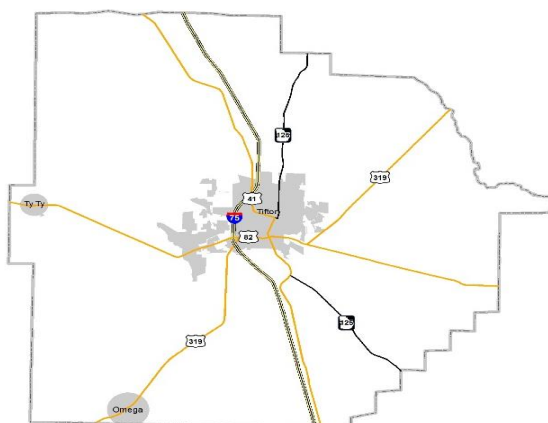
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Introduction

The Tift County Transit Development Plan (TDP) was developed by the Southern Georgia Regional Commission to be used as an informational guidebook. Currently, Tift County does have a public transit system, and this TDP can be used as a source for Tift County's elected officials and staff when discussing and answering basic questions about rural public transit in Tift County. This TDP is also shared with the Georgia Department of Transportation to keep them current on rural public transit characteristics in the community. Tift County should use this report to develop and guide their rural public transit and to enhance service delivery for the residents of the community. This TDP will also compare and contrast the characteristics of Tift County and three of its peer counties: Coffee, Ware, and Thomas, two of which have rural public transit systems, while Coffee currently does not.

The TDP covers an analysis of demographic characteristics of the area, transit related goals and objectives, a demand estimation and needs assessment, and a 5-year Capital and Operating Plan. This information will give officials a better understanding of the opportunities that the public transit system creates for Tift County. When comparing demographic information as well as other Census information in this report the US Census Bureau 2012-2016 American Community Survey 5-year estimates will be utilized to show the current statistics for each county involved unless otherwise noted.

Figure 1 Map of Tift County



Socioeconomic Characteristics

Many community factors contribute to the planning process or incorporation of public transit services into a community. Socioeconomic and demographic data provides an overall view of the community and is broken down to understand the potential need for public transportation services. Based on the data provided, other pertinent information, and professional opinions of those in the transportation field, an informed decision can be made concerning the need and use of public transit in Tift County.

Population

Tift County, Georgia is a semi-rural county in Southern Georgia. The 2015 ACS estimated population for Tift County is 40,787, a slight increase over the 2010 Census total. Below is a table representing the population demographics for Tift County and its peer counties.

Table 1 Tift County Population Demographics

	<i>Tift</i>	<i>Coffee</i>	<i>Ware</i>	<i>Thomas</i>
<i>Population</i>	40,787	43,003	35,723	44,824
<i>Median Age</i>	35.1	35.2	37.9	39.4
<i>Population Over 60</i>	17%	25%	22%	20%
<i>White</i>	56.6%	59.9%	64.4%	57.8%
<i>Black</i>	29.7%	35.3%	29.5	36.3
<i>American Native</i>	0.1%	0.3%	0.5%	0.0%
<i>Asian</i>	1.3%	0.3%	1.1%	0.9%
<i>Hispanic or Latino</i>	10.0%	10.2%	3.6	3.3

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Income

Income is one aspect of demographic information that plays a major role in the need and/or use of public transit services. Whether the community is urban or rural, income is often used as an indication of the need for public transit in a community. When comparing Tift County to Coffee, Ware, and Thomas Counties, it is noted that Tift County has the highest median income at \$37,653, which is about \$3,000 more than Coffee and Ware counties and nearly \$1,000 more than Thomas.

Table 2 Income and Poverty

	Tift	Coffee	Ware	Thomas
Median household income	\$37,653	\$33,965	\$34,909	\$36,641
Persons below the poverty level (%)	29.2%	25.5%	29.2%	23.6%

Poverty status is often an indication that a number of residents are in need of public transportation services and are more likely to have a greater reliance on public transit services. In Tift County, an estimated 11,909 persons are below the poverty level. This means that about 29.2% of the county's population is in poverty under the federal definition. Even though there is a distinctive number of citizens below the poverty level, they are still finding ways to pay for and maintain transportation, and although there is no direct connection between transit ridership and access to vehicles in Tift County, it may be inferred that if a public transit system is affordable and accessible to all residents it may offset some of the costs of transportation for individuals at or below the federal poverty level.

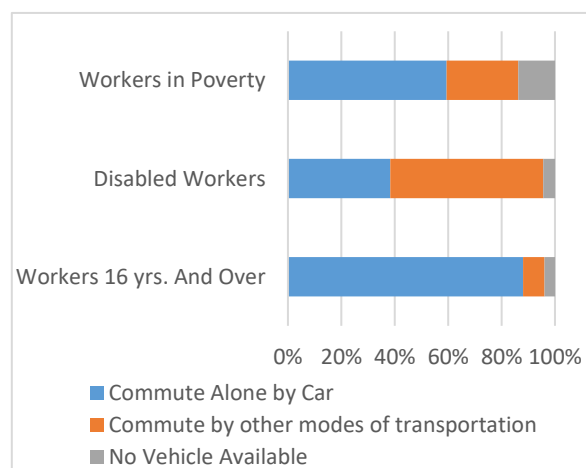
Modes of Transportation

Transportation typically tends to be a large part of any families' budget due to monthly payments on a vehicle, insurance, maintenance, fuel and other factors. While many families do not feel a burden with the expense this mode of transportation can have, it has a significant impact on those families that are living in

poverty. Of the approximately 16,038 workers in Tift County 16 years of age and over commuting to work, almost 4,347 persons have 1 or 2 vehicles available for use. Approximately 2,184 workers 16 years and over have 3 vehicles available for use. To further breakdown this number, of the approximately 728 workers below the poverty line in Tift County, 350 persons do not have a vehicle available to use. This indicates that while transportation is likely a higher portion of a households outlays, many are continuing to find a way to pay for a car, gasoline, and maintenance costs, or asking friends for transportation to work, appointments, and other trips which require a vehicle. From asking friends and family for transportation to just walking to one's destination, citizens are using various modes of transportation to get where they need to go. In Tift County, 79% of workers commute to work via a single-occupancy car, truck, or van and about 14% commute in a carpool of at least two persons. Approximately 300 persons walked, and 90 persons used other modes of transportation, which include motorcycles, bicycles, and/or taxicabs.

The number of persons carpooling, walking, busing, and using other modes to commute to work is an indication that this percentage of the population is more likely to use or need public transit services.

Figure 2 Workers by Mode of Transportation



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Livability Impact

There are many factors that make a community more livable, such as the overall cost of living, accessibility and quality of healthcare, grocery stores, and other amenities. Many of these amenities, especially in rural areas, require a vehicle because they are not within a reasonable distance or lack the infrastructure for residents to walk or bike. For this reason, public transit services can be very important in increasing the livability of a community. Public transit, along with bike and pedestrian infrastructure, offers optimum results for a livable community. As the livability increases so will the quality of life and this will also create an atmosphere for growth and economic development because residents will have available transportation options. Public transportation services will also give those who do not own vehicles or have been asking friends and family for transportation more freedom and flexibility to reach their destination.

Commuting Patterns

In Tift County, over 15,879 citizens commute to work daily. Of the 16,276 workers in the county, more than 13,385 or about 84.3% commute to jobs in Tift County for work every day as shown in statistics from the US Census Bureau American Community Survey (ACS) 2012-2016. This is an indication that Tift County is an economic center and attractor of workers from nearby locations. Almost 80% of the workforce has a less than 25 minute commute time, while those taking Public Transit typically have a 10 minute or less commute time. This moderate number of commuters could also suggest that this particular segment of the population is less likely to need public transit services as a primary means of transportation.

Age

Age can be a significant determining factor in rural public transit systems. Older residents are more likely to need transportation to and from medical appointments, shopping and other daily activities. A little under 20% of the population of Tift County is over the age of 60. This is higher than the state average. Older residents

oftentimes forgo driving of their vehicle altogether, this can also increase the need of older residents to have a need for local public transportation services.

Table 3 Residents 60 Years and Over & Vehicle Availability

	<i>Tift</i>	<i>Coffee</i>	<i>Ware</i>	<i>Thomas</i>
Total	7,736	7,571	7,787	10,426
Male (%)	41.9%	43.4%	42.9%	42.8%
Female (%)	58.1%	56.6%	57.1%	57.2%
No Vehicle Available	7%	7%	7%	6%

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Goals and Objectives for Transit

GDOT lays out several goals and objectives for rural public transit in Georgia. Many of them are straight forward and are discussed here. The SGRC has additional goals that impact rural public transit in Tift County. The Tift County Comprehensive Plan does include goals for public transit. In this section the goals and objectives will be discussed as well as how Tift County Transit is currently meeting them:

1. Basic Mobility to Serve All Georgians

In Tift County the transit service is open to all residents. Many of the current riders are seniors who have some personal mobility issues.

2. Program Implementation

Tift County administers the 5311 rural public transit program, locally known as Tift Lift through coordination with GDOT, meeting or exceeding the FTA program requirements. As is demonstrated through the performance criteria noted before, the Tift Lift Service meets or exceeds most of these criteria on a daily basis.

The SGRC works with Tift County and GDOT to provide technical assistance and analysis of the transit service delivery to better inform local and state officials.

3. Efficiency and Effectiveness

The Tift County Transit System is operated in an effective manner by the county. Tift County could seek to increase the efficiency of their vehicles by utilizing POS contracts and trips. This would maximize the vehicles potential and help

decrease the local match requirement, should Tift continue to operate the public transit system in house.

4. Safe, Secure Quality Service

The Tift Lift service is safe and secure, utilizing a proven training program for drivers and dispatchers. Tift County maintains safety and driver records that provide for a safe and secure environment for the riders.

5. Accessible Service—Usable by Persons with Disabilities

Tift County Transit is committed to meet the needs of all users of the system. All vehicles are lift equipped to assist riders in wheelchairs. All drivers have been trained how to operate the lifts, assist riders and make sure each rider is safely secured aboard the vehicles.

Evaluation of Existing Services

This section will examine how Tift County's transit system compares to other communities of similar size. It will examine the last five fiscal years (2012-2016) of available data on the operations of the Tift Lift rural public transit service. This data will allow us to look at trends and the future growth of the transit service.

Tift County transit is different from other counties in the region, in that it operates the 5311 program in-house. Many of the transit systems in the region use a third party operator and purchase of service contracts (POS) to supplement the ridership and utilization of the public transit systems.

However, in Tift County, POS contracts with DHS' Coordinated Transportation program has not been utilized, meaning that Tift County has to

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pay, on average, \$105,000 a year in operating costs from its general fund as part of the 5311 local match requirement.

Tift County currently provides an annual average of 11,203 trips using two, ADA accessible vans. Below are several charts that highlight the usage of vehicle fleets in transit systems throughout the region. Ware County has a fleet of 7 vehicles, and Thomas County has a fleet of 16 vehicles.

When looking at all of the vehicle-based data as a whole, Tift County is actually doing very well at providing public transportation trips to residents. One way to look at how well utilized the vehicles are, is how much time is remaining at the end of the year based on the operating hours of service. In Tift, County, there is actually a surplus of hours of service, meaning that trips are taking place during the normal operating hours of 8am-5pm Monday through Friday.

The following charts provide a breakdown of the available data for the Tift County public rural transit system.

Figure 3 Average Miles per Vehicle

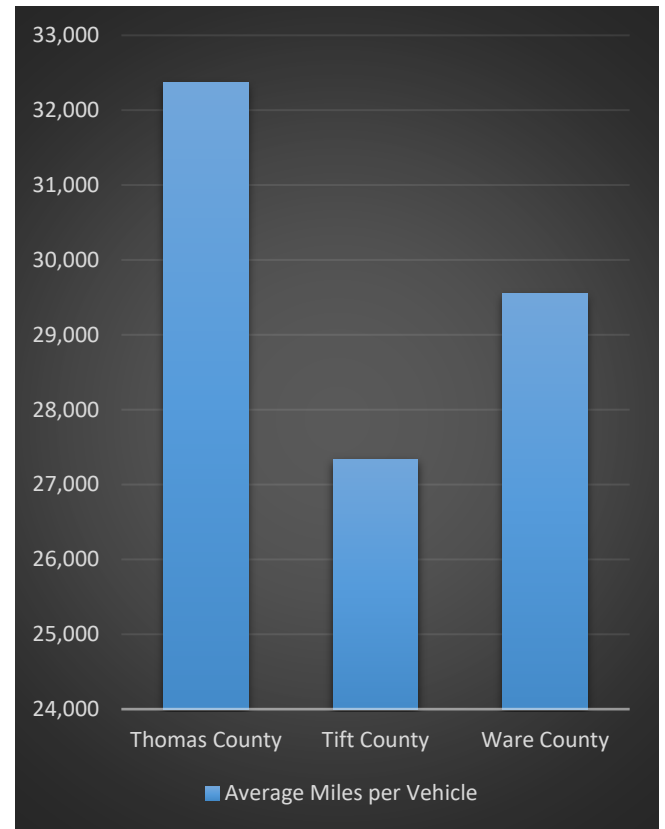


Figure 4 Average Total Trips

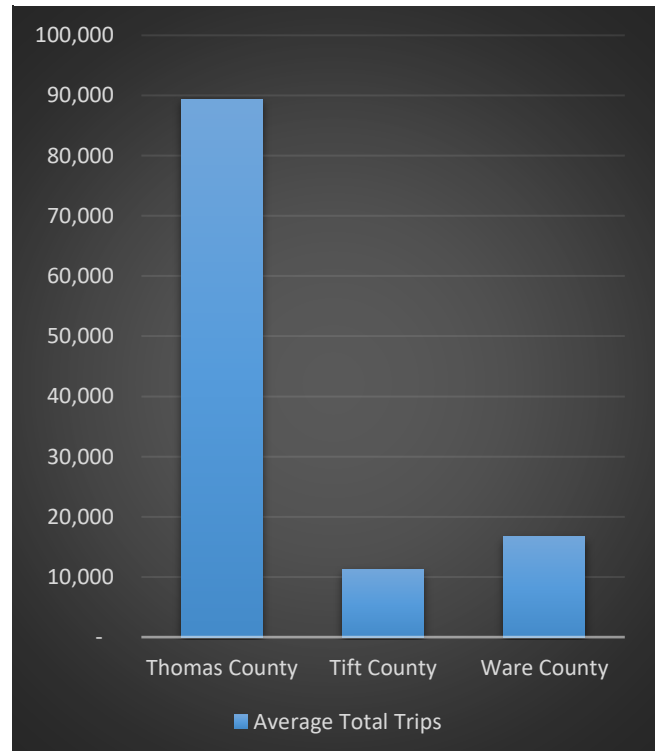
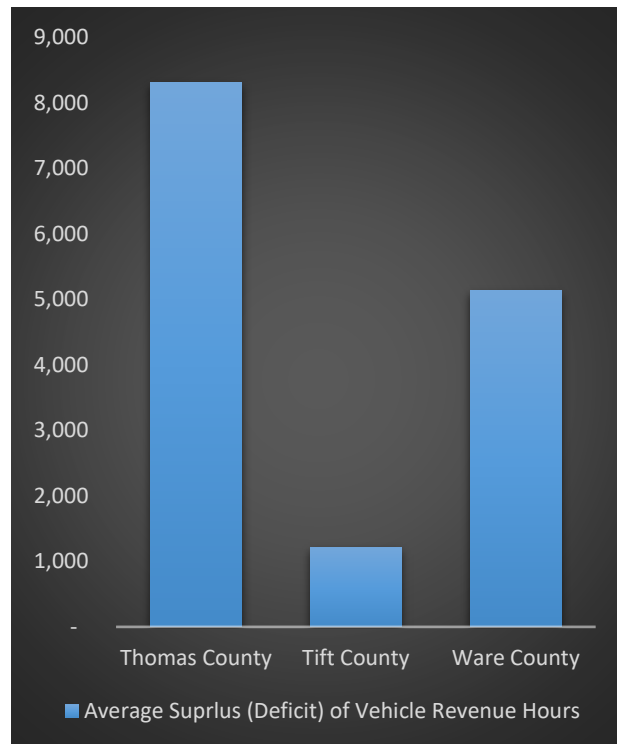


Figure 5 Average Surplus of Vehicle Revenue Hours



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Figure 6 Average Trips per Mile

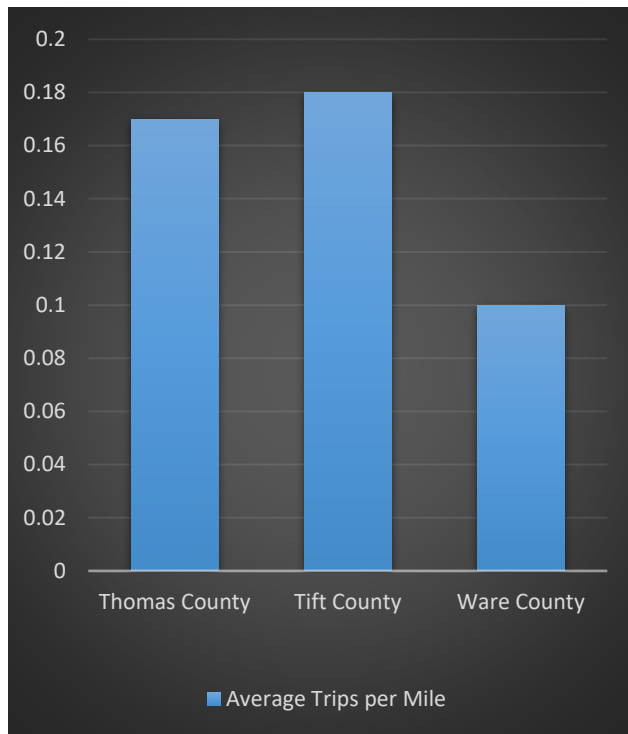


Figure 7 Average Hours per Vehicle

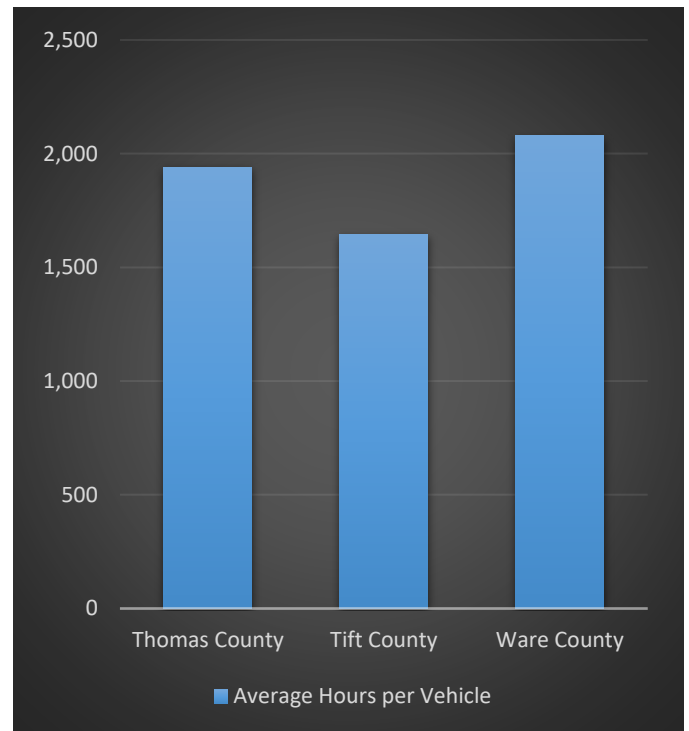
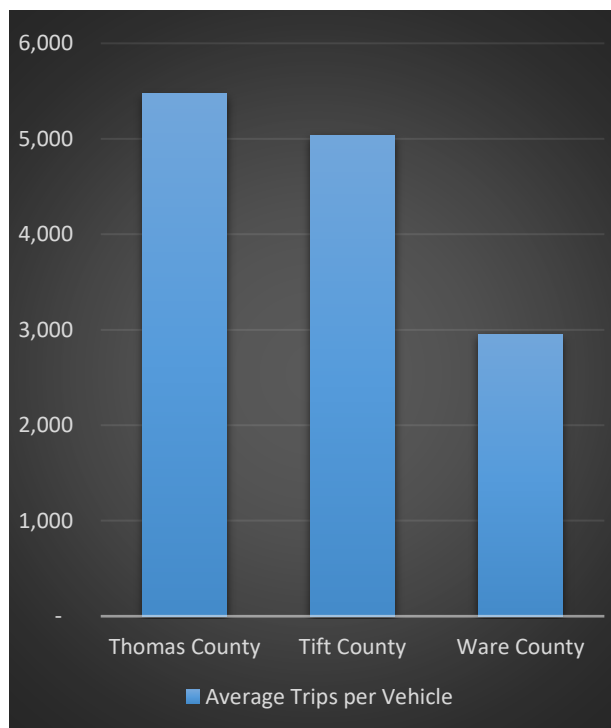


Figure 8 Average Trips per Vehicle



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Title VI and LEP Analysis

As a recipient of federal funds, Tift County must adhere to all federal laws and regulations regarding the delivery of public transit services. As part of this, any public transit service may not discriminate against a rider on the basis of race, color, sex or limited ability to speak the English language, among other traits according to Title VI of the Civil Rights Act of 1964, and the Executive Orders covering Environmental Justice and Limited English-proficiency.

Four factors are used to determine the county's need to provide services for persons with Limited English Proficiency. The four factors are outlined here:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the public transit service.

The second most common language spoken at home in Tift County is Spanish. It is estimated that there are a total of 3,768 persons, or 9.2% of the total population that speaks Spanish. This percentage is much lower than the national percentage of people that speak Spanish at home. Tift County also has a relatively high number of residents who are native speakers of Vietnamese compared to other counties.

2. The frequency with which LEP individuals come in contact with the transit service.

Tift County Transit does not have a history of LEP individuals who could not use the system. It is recommended that if needed Tift County utilize the website of the Southern Georgia Regional Commission where a Google Translator is available for potential riders to learn more about the system.

The Southern Georgia Regional Commission has also put together a Regional Transit Brochure that can be accessed on the SGRC website as well as in print form at various locations throughout the region.

3. The nature and importance of the transit service provided by Tift County to the LEP community.

Tift County Transit is provided as a service to riders in the county to access basic, non-emergency public transit services.

4. The resources available to Tift County and overall costs.

Based on the information provided here, there does not appear to be a great need at this time that would justify the overall costs of providing information separately in another language to residents. As noted previously, it is recommended that potential riders utilize the SGRC website at www.sgrc.us, where a Google Translator can provide for basic information on the service to LEP individuals.

Table 4 Percentage of Persons that Speak Spanish

Estimate	3,768
Margin of Error	+/- 375
Tift County	9.2%
United States %	21%

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Figure 9 SGRC Transportation Brochure



ADA Analysis

In Tift County 2,493 persons have an ambulatory difficulty, meaning they have difficulty moving about under their own power. The population 65 years and older account for 54% of those individuals with an ambulatory difficulty, however, this is just one type of disability and different disabilities should be considered so that the public transit system is accessible for everyone. Residents that have disabilities are more likely to need public transportation to get to doctor's appointments, or just to go shopping, but this can prove difficult without ADA accessible vehicles to transport them. Often times residents with disabilities have a greater reliance on someone else providing transportation for them.

Table 5 Tift County Disability Characteristics by Age

AGE	Total Population	Disabled Residents	Disabled Residents (%)
5 to 17 years	7,577	12	0.0%
18 to 34 years	10,020	29	0.3%
35 to 64 years	14,776	1,116	7.6%
65 to 74 years	3,247	619	20.0%
75 years and over	2,106	717	34.0%

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Transit Need and Demand Analysis

For many families, it can be a tough challenge to meet transportation needs even if one or two vehicles are available. These families face the challenge of long trips to work and to businesses that put many miles on vehicles that may or may not be pre-owned and already worn down. Likewise, a family that only has one mode of transportation faces just the challenge of meeting the transportation needs for the whole family. This analysis consists of these factors and others to estimate the possible demand for rural public transit trips within Tift County. The information is based on the use of transit systems information from peer counties that are similar in size and population.

Using the Transportation Research Board's *TCRP Report 161: Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation: Final Workbook and Final Spreadsheet Tool*, the SGRC was able to produce the following estimates of rural public transit need and demand for Tift County.

The analysis shows there is demand for rural public transit in Tift County. Currently, Tift County provides about 11,000 one way public trips annually. Overall, there is an estimated need for 531,000 one-way trips annually in Tift County based on the communities' mobility gap. This number seems high because it factors in the many potential riders that find alternative means of transportation, like getting a ride with friends or family, walking, riding a bicycle, etc. Further analysis shows that there is an estimated demand for 27,500 trips annually for the general rural public transit (not including POS trips). Based on the demand estimates worksheet, an estimated demand of 31,200 POS trips could be ordered by the Human Service Providers (HSPs) and Medicaid beneficiaries in Tift County. Once POS trips are inserted into the equation, there is a total demand of 58,700 trips annually.

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Figure 10 Input Worksheet from Rural Transit Demand Tool

[illegible]

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Figure 11 Output Screen from Rural Transit Demand Tool

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT TABLE		
Service Area:	Tift County, GA	
Analysis Description:	Tift County TDP FY2018 Need and Demand Analysis	
Additional Description:		
Estimation of Transit Need		
Total need for passenger transportation service:	14,900	Persons
Total households without access to a vehicle:	1,702	Households
State Mobility Gap:	1.3	Daily 1-Way Psgr.-Trips per Household
Total need based on mobility gap:	2,210	Daily 1-Way Passenger-Trips
	531,000	Annual 1-Way Passenger-Trips
General Public Rural Non-Program Demand		
Estimate of demand for general public rural transportation		
Rural transit trips:	27,500	Annual 1-Way Passenger-Trips
General Public Rural Passenger Transportation		
Estimate of demand for rural transportation		
Total Rural Non-Program Demand	28,300	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:		
Commuter trips by transit between counties:		Daily 1-Way Passenger Trips
		Annual 1-Way Passenger-Trips
Rural Program Demand		
Annual Program Trip Estimation		
SGRC Senior Center	7,000	Annual 1-Way Passenger-Trips
SGRC DFCS	200	Annual 1-Way Passenger-Trips
DCH Medicaid	24,000	Annual 1-Way Passenger-Trips
Total Rural Program Demand	31,200	Annual 1-Way Passenger-Trips

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Figure 12 Peer Transit Systems Comparison Sheet

Peer Data Worksheet										
Input Data from Peer Transit Systems or Existing Transit Service										
Name of Peer System		Ware County	Tif County	Thomas County						
Population of Area		40,721	40,787	45,063						
Size of Area Served (Square Miles)		908	269	552						
Annual Vehicle-Miles of Service Provided		170,073	61,722	529,308						
Annual Vehicle-Hours of Service Provided		11,889	3,690	33,813						
Service Type (Fixed Route, Route-Deviation, Demand-Response)		Demand-Response	Demand-Response	Demand-Response						
Number of One-Way Trips Served per Year		16,695	11,203	89,400						
Degree of Coordination with Other Carriers (Low, Medium, High)		High	Low	High						

Results of Peer Data Comparison		Population	Annual Vehicle-miles	Annual vehicles-hours
Input Data for My System:		40,721	58,856	3,524
Observed Trip Rates		Demand Estimate Based On:		
Peer Values		Population	Annual Vehicle-miles	Annual vehicles-hours
Trips per Capita				
Maximum	2.0	81,442		
Average	0.9	36,649		
Median	0.4	16,288		
Minimum	0.3	12,216		
Trips per Vehicle-Mile				
Maximum	0.2		11,771	
Average	0.1		5,886	
Median	0.2		11,771	
Minimum	0.1		5,886	
Trips per Vehicle-Hour				
Maximum	3.0			10,572
Average	2.4			8,458
Median	2.6			9,162
Minimum	1.4			4,934
Values expected for my system				
Maximum		81,442	11,771	10,572.0
Average		36,649	5,886	8,458.0
Median		16,288	11,771	9,162.0
Minimum		12,216	5,886	4,934.0

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Capital Equipment Cost and 5-Year Budget Estimates

A rural transit system includes capital expenses and operating expenses. Table 6 shows the estimated expenses for several vehicles that would be included in capital expenses. Given the growth of Tift County's population and the above Transit Need/Demand Analysis, 3 vehicles may be enough to efficiently operate the public transit system in a few years. However, if demand significantly increased in a short time period, two or more vehicles may need to be considered for purchase to improve efficiency. Tift County would also need to consider purchasing newer materials, such as a mobile radio, a computer, a printer, and essential software as well.

Necessary capital equipment is eligible for funding under the Section 5311 grant program. There is a 10% local funding minimum required for qualified capital equipment. However, this amount may be higher depending on the availability of state and federal funds. The chart below provides the average cost of equipment needed based on the GDOT Rural Transit Budget Worksheet.

Table 6 GDOT Capital Equipment Cost Estimates

Capital Equipment	Capital Cost
Shuttle Van	\$41,066.92
Shuttle Van w/ Lift	\$44,712.92
Shuttle Bus	\$46,528.92
Shuttle Bus w/ Lift	\$48,947.92
Mobile Radio	\$2,000.00
Computer, Printer and Software	\$3,200.00

The following 5-Year Capital and Operating Budget estimates are based on current costs of services with an inflation rate of 2.32% per year in order to give an approximate value of what public transit services may cost in the next few years. The estimates provided are based on the Transit Need/Demand Analysis for Tift County, as well as, Ware and Thomas County data, which is comparable to Tift County in population and other demographic areas.

There are three different budget options presented in the figures below, the first represents public transit service operated without Purchase of Service (POS) funds and the second and third, represent public transit service with various POS funds.

Operating with Public Only trips would likely require 3 vehicles to adequately meet the demand in Tift County. Beginning with the 5 year average ridership of 11,203 trips per year, and continuing the trend out toward 2023, the estimated annual ridership is 16,619 trips per year. Operating 3 vehicles would adequately meet this demand, while only purchasing 2 vehicles over the next 5 years; one additional, and one replacement for the existing fleet.

The second option includes adding DHS POS trips, and begins with 3 vehicles operating during the first three years, and adds two more vehicle in the 4th year of service.

The third option includes DHS and DCH (Medicaid) POS trips. This option begins with 8 vehicles, and adds 2 more in the 4th year of service.

The budget summary shows estimates from 2019-2023 with and without these POS options. According to this, the local contribution can range from \$13,413 per year with POS contracts to \$168,341 per year without POS contracts.

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Figure 13 Budget Estimates for Public Only in FY19

FY2019 Public Only						
Net Operating Summary						
Administrative Total / Ratio	\$ 77,900.00	23%				
Operating Total / Ratio	\$ 263,400.00	77%				
Total Operating Budget	\$ 341,300.00					
LESS: POS Revenue	\$ -					
LESS: Non-5311 Expenses	\$ -					
Public Transportation Budget	\$ 341,300.00					
LESS: 10% Fare Revenue	\$ 34,130.00					
Net Operating Total	\$ 307,170.00					
Budget Summary					Totals	Federal
					State	Local
Operating Budget Total	\$ 307,170.00	\$ 153,585.00	\$ -	\$ 153,585.00		
POS Local Funds	\$ -	\$ -	\$ -	\$ -		
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -		
Capital Budget Total	\$ 44,712.92	\$ 35,770.34	\$ 6,706.94	\$ 2,235.65		
Budget Grand Total	\$ 351,882.92	\$ 189,355.34	\$ 6,706.94	\$ 155,820.65		
					Vehicles	3
					Average Trips Per Vehicle	4,644
					Total Trips Projected	13,932
					Percentage of Public Trips	100.00%
					POS Trips	-
					POS Amount	\$ -
					Rate Per Trip	#DIV/0!
					POS Fully Allocated Costs	#DIV/0!
					Total Public Trips	12,000
					Subsidized Revenue Per Public Trip	\$ 15.78
					Expected Farebox Per Trip	\$ 2.84

Figure 14 Budget Estimates for Public Only in FY23

FY2023 Public Only						
Net Operating Summary						
Administrative Total / Ratio	\$ 85,384.61	23%				
Operating Total / Ratio	\$ 288,707.39	77%				
Total Operating Budget	\$ 374,091.99					
LESS: POS Revenue	\$ -					
LESS: Non-5311 Expenses	\$ -					
Public Transportation Budget	\$ 374,091.99					
LESS: 10% Fare Revenue	\$ 37,409.20					
Net Operating Total	\$ 336,682.79					
Budget Summary					Totals	Federal
					State	Local
Operating Budget Total	\$ 336,682.79	\$ 168,341.40	\$ -	\$ 168,341.40		
POS Local Funds	\$ -	\$ -	\$ -	\$ -		
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -		
Capital Budget Total	\$ -	\$ -	\$ -	\$ -		
Budget Grand Total	\$ 336,682.79	\$ 168,341.40	\$ -	\$ 168,341.40		
					Vehicles	3
					Average Trips Per Vehicle	5,540
					Total Trips Projected	16,619
					Percentage of Public Trips	100.00%
					POS Trips	-
					POS Amount	\$ -
					Rate Per Trip	#DIV/0!
					POS Fully Allocated Costs	#DIV/0!
					Total Public Trips	16,619
					Subsidized Revenue Per Public Trip	\$ 10.13
					Expected Farebox Per Trip	\$ 2.25

¹ The ACS is a 5-year sampled survey of American households, the data may include large margins of error that may or may not be presented in this report. For detailed information a detailed review of the ACS data is encouraged.

Figure 15 Budget Estimates for Public and DHS POS Trips in FY19

FY2019 With SGRC/DHS POS Trips				
Net Operating Summary				
Administrative Total / Ratio	\$ 97,375.00	27%		
Operating Total / Ratio	\$ 263,400.00	73%		
Total Operating Budget	\$ 360,775.00			
LESS: POS Revenue	\$ 94,104.53			
LESS: Non-5311 Expenses	\$ -			
Public Transportation Budget	\$ 266,670.47			
LESS: 10% Fare Revenue	\$ 26,667.05			
Net Operating Total	\$ 240,003.42			
Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 240,003.42	\$ 120,001.71	\$ -	\$ 120,001.71
POS Local Funds	\$ 94,104.53	\$ -	\$ -	\$ 94,104.53
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ 41,712.42	\$ 33,369.94	\$ 6,256.86	\$ 2,085.62
Budget Grand Total	\$ 187,611.31	\$ 153,371.65	\$ 6,256.86	\$ 27,982.80

Vehicles	3
Average Trips Per Vehicle	8,373
Total Trips Projected	25,119
Percentage of Public Trips	100.00%
POS Trips	11,187
POS Amount	\$ 94,104.53
Rate Per Trip	\$ 8.41
POS Fully Allocated Costs	\$ 21.45
Total Public Trips	13,932
Subsidized Revenue Per Public Trip	\$ 11.01
Expected Farebox Per Trip	\$ 1.91

Figure 16 Budget Estimates for Public and DHS POS Trips in FY23

FY2023 With SGRC/DHS POS Trips				
Net Operating Summary				
Administrative Total / Ratio	\$ 214,154.33	32%		
Operating Total / Ratio	\$ 449,184.80	68%		
Total Operating Budget	\$ 663,339.13			
LESS: POS Revenue	\$ 100,970.96			
LESS: Non-5311 Expenses	\$ -			
Public Transportation Budget	\$ 562,368.17			
LESS: 10% Fare Revenue	\$ 56,236.82			
Net Operating Total	\$ 506,131.35			
Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 506,131.35	\$ 253,065.68	\$ -	\$ 253,065.68
POS Local Funds	\$ 100,970.96	\$ -	\$ -	\$ 100,970.96
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ -	\$ -	\$ -	\$ -
Budget Grand Total	\$ 405,160.39	\$ 253,065.68	\$ -	\$ 152,094.72

Vehicles	5
Average Trips Per Vehicle	6,290
Total Trips Projected	31,448
Percentage of Public Trips	34.75%
POS Trips Estimate	14,829
SGRC/DHS POS Amount Estimate	\$ 100,970.96
Rate Per Trip	\$ 6.81
POS Fully Allocated Costs	\$ 34.13
Total Public Trips	16,619
Subsidized Revenue Per Public Trip	\$ 15.23
Expected Farebox Per Trip	\$ 3.38

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Figure 17 Budget Estimates for Public, DHS, and DCH POS Trips in FY19

FY2019 With SGRC/DHS/Medicaid POS Trips						
Net Operating Summary					Vehicles	8
Administrative Total / Ratio	\$ 194,750.00	22%			Average Trips Per Vehicle	6,201
Operating Total / Ratio	\$ 702,400.00	78%			Total Trips Projected	49,610
					Percentage of Public Trips	100.00%
Total Operating Budget	\$ 897,150.00				POS Trips	35,678
LESS: POS Revenue	\$ 583,930.13				POS Amount	\$ 583,930.13
LESS: Non-5311 Expenses	\$ -				Rate Per Trip	\$ 16.37
					POS Fully Allocated Costs	\$ 7.90
Public Transportation Budget	\$ 313,219.87					
LESS: 10% Fare Revenue	\$ 31,321.99				Total Public Trips	13,932
					Subsidized Revenue Per Public Trip	\$ 25.52
Net Operating Total	\$ 281,897.88				Expected Farebox Per Trip	\$ 2.25
Budget Summary						
	Totals	Federal	State	Local		
Operating Budget Total	\$ 281,897.88	\$ 140,948.94	\$ -	\$ 140,948.94		
POS Local Funds	\$ 140,948.94	\$ -	\$ -	\$ 140,948.94		
Excess POS Local Funds	\$ 442,981.19	\$ -	\$ -	\$ 442,981.19		
Capital Budget Total	\$ 268,277.52	\$ 214,622.02	\$ 40,241.63	\$ 13,413.88		
Budget Grand Total	\$ 409,226.46	\$ 355,570.96	\$ 40,241.63	\$ 13,413.88		

Figure 18 Budget Estimates for Public, DHS, and DCH POS Trips in FY23

FY2023 With SGRC/DHS/Medicaid POS Trips						
Net Operating Summary					Vehicles	10
Administrative Total / Ratio	\$ 214,154.33	19%			Average Trips Per Vehicle	5,799
Operating Total / Ratio	\$ 898,369.60	81%			Total Trips Projected	57,993
					Percentage of Public Trips	34.75%
Total Operating Budget	\$ 1,112,523.93				POS Trips Estimate	41,374
LESS: POS Revenue	\$ 631,862.20				POS Amount Estimate	\$ 631,862.20
LESS: Non-5311 Expenses	\$ -				Rate Per Trip	\$ 15.27
					POS Fully Allocated Costs	\$ 10.46
Public Transportation Budget	\$ 480,661.73					
LESS: 10% Fare Revenue	\$ 48,066.17				Total Public Trips	16,619
					Subsidized Revenue Per Public Trip	\$ 13.02
Net Operating Total	\$ 432,595.56				Expected Farebox Per Trip	\$ 2.89
Budget Summary						
	Totals	Federal	State	Local		
Operating Budget Total	\$ 432,595.56	\$ 216,297.78	\$ -	\$ 216,297.78		
POS Local Funds	\$ 216,297.78	\$ -	\$ -	\$ 216,297.78		
Excess POS Local Funds	\$ 582,414.71	\$ -	\$ -	\$ 582,414.71		
Capital Budget Total	\$ -	\$ -	\$ -	\$ -		
Budget Grand Total	\$ 432,669.56	\$ 216,297.78	\$ -	\$ (0.00)		

¹ The ACS is a 5-year sampled survey of American households, the data may include large margins of error that may or may not be presented in this report. For detailed information a detailed review of the ACS data is encouraged.

Recommendations

The Tift County rural public transit service has greatly impacted the quality of life for Tift County residents by creating access to employment, healthcare services, shopping, and other general needs.

Based on the research and data collected and analyzed within this Transportation Development Plan, the Tift County Rural Public Transit Service is doing an adequate job of providing public transportation trips to residents. If they are to continue providing public only trips, they should consider the addition of another vehicle to keep up with the pace of demand, while promoting the service to gain additional ridership on a daily basis.

In the Southern Georgia Region, many counties that have a rural transit system contract with a third party operator. Third party operators are experienced transit providers that are able to provide transit service effectively and efficiently. These counties use the Section 5311 funds to purchase capital equipment and contract with the third party operator for operation of the system. According to MIDS Transportation, Inc., the most utilized third party operator in the South Georgia region, local governments generally only pay for vehicle insurance and operational expenses, not covered through POS contracts to meet the FTA local match requirement. All other operational expenses are handled by the third party operator.

The staff of the Southern Georgia Regional Commission recommends that Tift County consider adding Purchase of Service trips into their mixture of trips to offset some of the local match costs required by FTA.

If Tift County would like more information about the data in this Transportation Development Plan please contact the Southern Georgia Regional Commission at (229) 333-5277.

¹ The ACS is a 5-year sampled survey of American households, the data may include large margins of error that may or may not be presented in this report. For detailed information a detailed review of the ACS data is encouraged.