

Cook County Transit Development Plan



Prepared by the Southern Georgia Regional Commission



327 West Savannah Avenue
Valdosta, Georgia 31601

www.sgrc.us

Table of Contents

I

Introduction..... 3

II

Socioeconomic Characteristics 4

Population 4

Income..... 4

Modes of Transportation..... 5

Livability Impact 6

Commuting Patterns 6

Age 6

III

Goals and Objectives for Transit..... 6

Evaluation of Existing Services..... 7

IV

Demand Estimation/Needs Assessment 9

Title VI and LEP Analysis..... 9

ADA Analysis..... 10

V

Transit Need and Demand Analysis 12

Capital Equipment Cost and 5-Year Budget Estimates 15

VI

Recommendations..... 19

List of Tables

Table 1 Cook County Population Demographics.....	4
Table 2 Income and Poverty	5
Table 3 Residents 60 Years and Over & Vehicle Availability	6
Table 4 Percentage of Persons that Speak Spanish	10
Table 5 Cook County Disability Characteristics by Age	11
Table 6 Capital Equipment Cost Estimates	16

List of Figures

Figure 1 Map of Cook County	4
Figure 2 Workers by Mode of Transportation	5
Figure 3 Five-Year Average Trips per Mile	8
Figure 4 Five-Year Average of Miles per Vehicle.....	8
Figure 5 Five-Year Average of Total Trips	8
Figure 6 Five-Year Average Paid by Public Riders per Trip.....	9
Figure 7 Five-Year Average of Trips per Vehicle.....	9
Figure 8 Annual Average POS Cost per Trip	9
Figure 9 Five-Year Average of Hours per Vehicle	9
Figure 10 SGRC Transportation Brochure	11
Figure 11 Input Worksheet from Rural Transit Demand Tool.....	13
Figure 12 Output Screen from Rural Transit Demand Tool.....	14
Figure 13 Peer Transit Systems Comparison Sheet.....	15
Figure 14 5-Year Capital and Operating Cost Estimate (without POS)	17
Figure 15 5-Year Capital and Operating Cost Estimates (with POS).....	17

The contents in this publication reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The opinions, findings, and conclusions in this publication are those of the author(s) and do not necessarily reflect those of the Department of Transportation, State of Georgia, the Federal Highway Administration, or the Federal Transit Administration.

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

Introduction

The Cook County Transit Development Plan (TDP) was developed by the Southern Georgia Regional Commission to be used as an informational guidebook. Currently, Cook County does not have a public transit system, and this TDP can be used as a source for Cook County's elected officials and staff when discussing and answering basic questions about rural public transit in Cook County. This TDP is also shared with the Georgia Department of Transportation to keep them current on rural public transit characteristics in the community. Cook 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 Cook County and three of its peer counties: Brooks, Pierce, and Berrien, all of which have rural public transit systems.

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 Cook County. When comparing demographic information as well as other Census information in this report the US Census Bureau 2011-2015 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 Cook 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 Cook County.

Population

Cook County, Georgia is a largely rural county in Southern Georgia. The 2010 Census lists the population for Cook County to be about 17,212 persons. However, the 2015 ACS estimated population for Cook County is 17,033. Below is a table representing the population demographics for Cook County and its peer counties.

Table 1 Cook County Population Demographics

	<i>Cook</i>	<i>Brooks</i>	<i>Berrien</i>	<i>Pierce</i>
<i>Population</i>	17,033	15,637	19,019	18,934
<i>Median Age</i>	36.7	41.4	39.0	39.0
<i>Population Over 60</i>	17%	25%	22%	20%
<i>White</i>	69.1%	59.9%	84.1%	86.4%
<i>Black</i>	27.7%	35.3%	11.4%	7.8%
<i>American Native</i>	0.3%	0.3%	0.4%	0.2%
<i>Asian</i>	0.3%	0.3%	0.7%	0.5%
<i>Hispanic or Latino</i>	5.9%	5.3%	4.9%	5.1%

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 Cook County to Brooks, Pierce, and Berrien Counties, it is noted that Cook County has the second highest median income at \$35,683, which is about \$3,500 more than Berrien and Brooks counties and nearly \$5,000 less than Pierce.

Table 2 Income and Poverty

	Cook	Brooks	Berrien	Pierce
Median household income	\$35,683	\$32,663	\$31,835	\$40,247
Persons below the poverty level (%)	25.1%	27.6%	26.2%	23.7%

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 Cook County, an estimated 4,275 persons are below the poverty level. This means that about 25.1% 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 Cook 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.

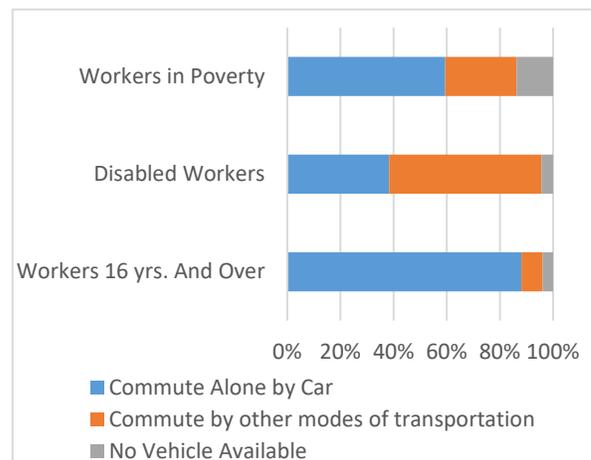
Modes of Transportation

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 6,934 workers in Cook 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 Cook 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 Cook County, 83.4% of workers commute to work via a single-occupancy car, truck, or van and about 10% commute in a carpool of at least two persons. Approximately 97 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



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 Cook County, over 6,934 citizens commute to work daily. Of the 6,934 workers in the county, more than 3,571 or about 51.5% commute out of the county for work every day as shown in statistics from the US Census Bureau American Community Survey (ACS) 2011-2015¹. This is an indication that Cook County is contributing workers to jobs in surrounding counties. A little more than a third (38.3%) have a 1 to 19 minute commute, while the remaining percentage (55.3%) have between a 20 to 60 minute commute. The mean commute time is 26.3 minutes from home to work. 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 over 20% of the population of Cook County is over the age of 60. This is higher than the state average. Older residents oftentimes forgo driving or their vehicle altogether, this can also increase the need of older residents to have tuned for local public transportation services.

Table 3 Residents 60 Years and Over & Vehicle Availability

	<i>Cook</i>	<i>Brooks</i>	<i>Berrien</i>	<i>Pierce</i>
Total	3,337	3,877	4,108	3,805
Male (%)	42.8%	43.4%	47.4%	42.3%
Female (%)	57.2%	56.6%	52.6%	57.7%
No Vehicle Available	7%	7%	7%	6%

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 have additional goals that impact rural public transit in Cook County. The Cook County Comprehensive Plan does not include any goals for public transit. In this section the goals and objectives will be discussed as well as how Cook County Transit is currently meeting them:

1. Basic Mobility to Serve All Georgians

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.

In Cook County the transit service is open to all residents. Many of the current riders are seniors who have some personal mobility issues. The Georgia Department of Transportation contracts with the Southern Georgia Regional Commission to provide coordinated human service transportation for seniors and other clients on a daily basis for trip destinations such as jobs, medical appointments and shopping trips for Ware County residents.

2. Program Implementation

Cook County administers the 5311 rural public transit program through coordination with GDOT and its TPO, MIDS Transportation, Inc., meeting or exceeding the FTA program requirements. As is demonstrated through the performance criteria noted before, the Cook County Transit Service meets or exceeds most of these criteria on a daily basis.

The SGRC works with Cook 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 Cook County Transit System is operated in an efficient and effective manner by the county and its TPO. Utilizing POS contracts, the TPO is able to utilize these funds to match the federal funds used to supplement the public riders. The TPO and Cook County effectively work with GDOT to provide an efficient transit system for the residents of the county.

4. Safe, Secure Quality Service

The Cook County Transit System is safe and secure, utilizing a proven training program for drivers and dispatchers. Cook County and its TPO maintain safety and driver records that provide for a safe and secure environment for the riders.

5. Accessible Service—Usable by Persons with Disabilities

Cook 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

Cook County Transit is similar to that of other counties in the region. This section will examine how Cook County Transit compares to other communities of similar size. This section will look at the last five years (2010-2015) of available data on the operations of the Cook County rural public transit service. This data will allow us to look at trends and the future growth of the transit service.

Many of the transit systems in the region use purchase of service contracts (POS) to supplement the ridership and utilization of the public transit systems. This is no different in Cook County, where over the past five years, coordinated transportation (POS) has accounted for, on average, and 78% of all trips annually.

Cook County currently provides an annual average of 18,035 trips over the last five years using 6, ADA accessible vans. Below are several charts that highlight the usage of vehicle fleets in transit systems throughout the region. Brooks County has a fleet of 7 vehicles, Berrien County

has a fleet of 2 vehicles and Pierce County has a fleet of 8 vehicles.

When looking at all of the vehicle-based data as a whole, Cook County is actually doing very well at providing public and coordinated 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 Cook County, there is actually a surplus of hours of service (32 hours annually, over 5 year average), meaning that trips are taking place during the normal operating hours of 7:30-5:30 Monday through Friday. This is only one metric, though, and other data and information must be considered before taking action to expand the service.

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

Figure 3 Five-Year Average Trips per Mile

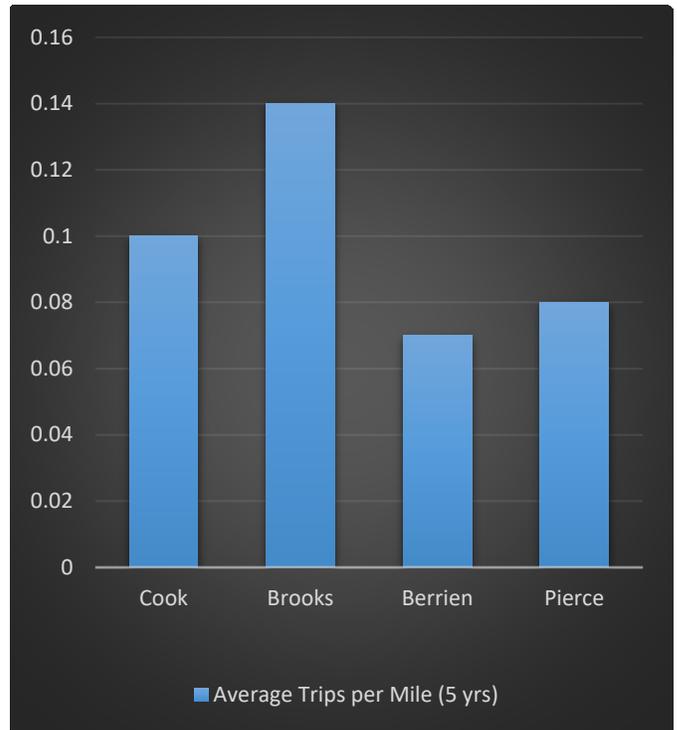


Figure 5 Five-Year Average of Total Trips

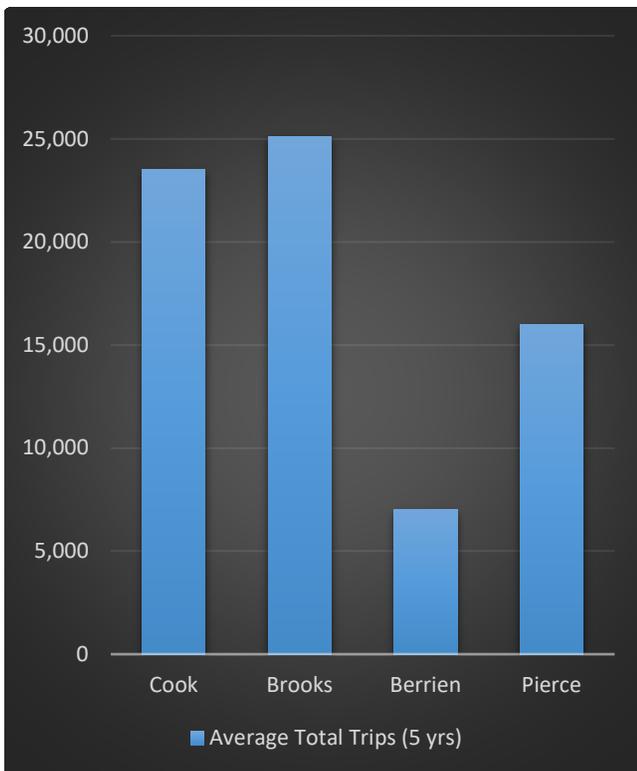


Figure 4 Five-Year Average of Miles per Vehicle

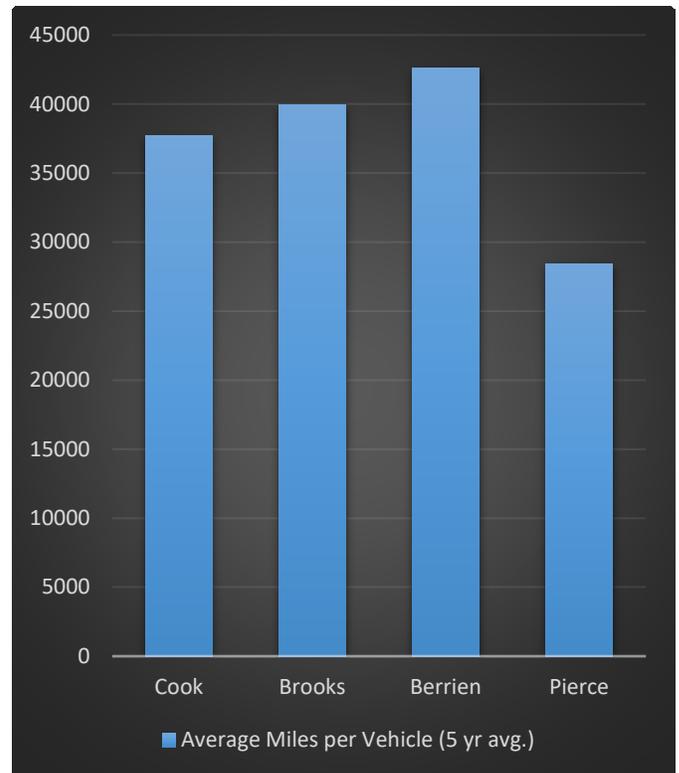


Figure 7 Five-Year Average Number of Trips per Vehicle

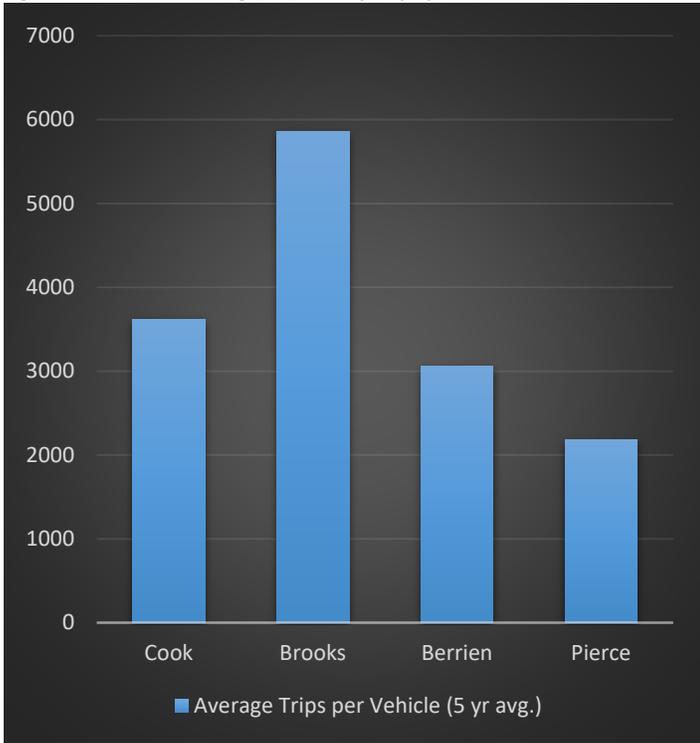


Figure 6 Five-Year Average Paid by Public Riders per Trip

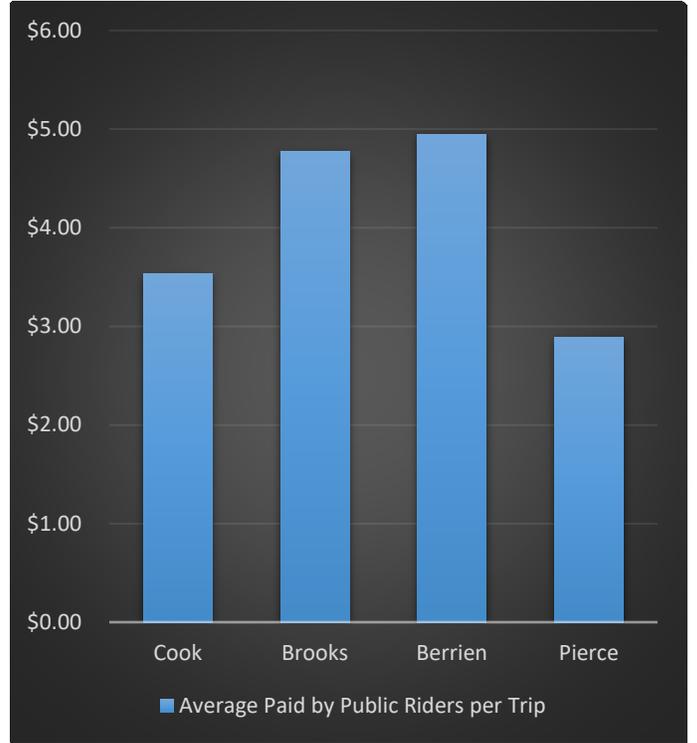


Figure 9 Five-Year Average of Hours per Vehicle

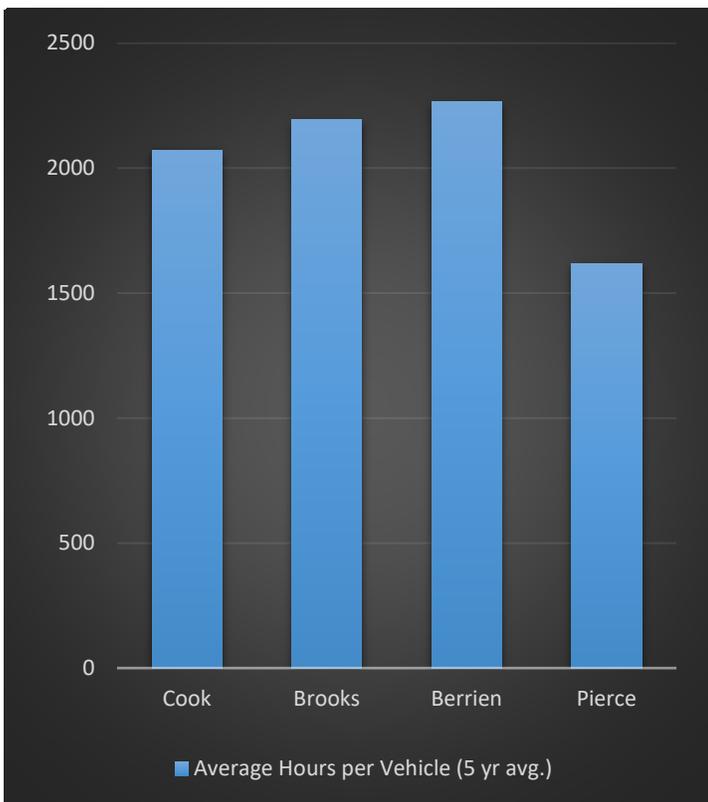
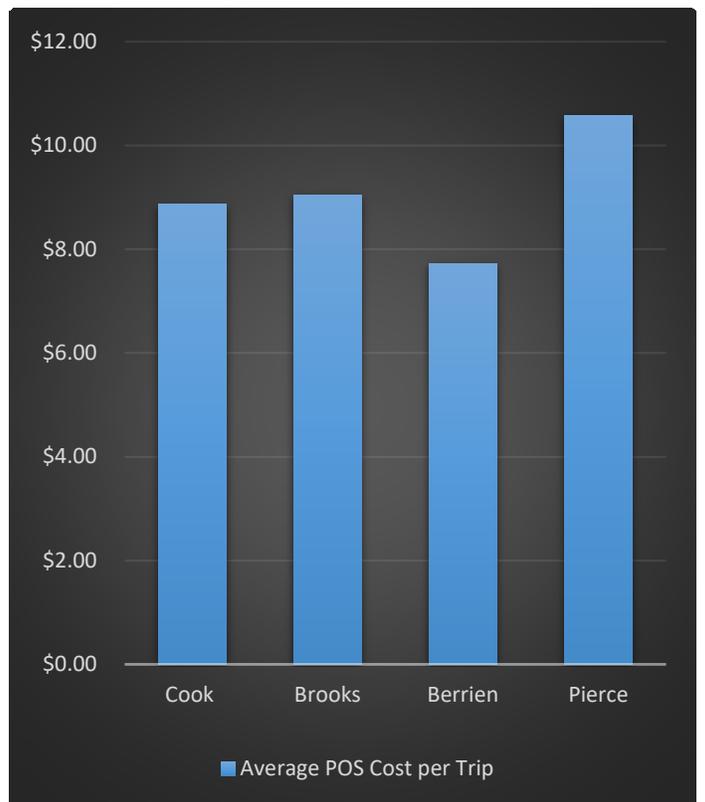


Figure 8 Annual Average POS Cost per Trip



Title VI and LEP Analysis

As a recipient of federal funds, Cook 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 Cook County is Spanish. It is estimated that there are a total of 3,527 persons, or 8.8% of the total population that speaks Spanish. This percentage is moderately lower than the national percentage of people that speak Spanish at home. The US Census Bureau estimates that of the persons 5 years and older in Cook County, 1,408 or 39.9% of persons who speak Spanish are linguistically isolated, meaning that they do not speak English very well.

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

Cook County Transit does not have a history of LEP individuals who could not use the system. It is recommended that if needed Cook 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 Cook County to the LEP community.

Cook 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 Cook 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	702
Margin of Error	+/- 168
Cook County	4.4%
United States %	13%

Figure 10 SGRC Transportation Brochure



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 Cook County Disability Characteristics by Age

AGE	Total Population	Disabled Residents	Disabled Residents (%)
Under 5 years	1,173	0	0.0%
5 to 17 years	3,339	176	5.3%
18 to 34 years	3,571	261	7.3%
35 to 64 years	6,466	1,222	18.9%
65 to 74 years	1,438	341	23.7%
75 years and over	902	528	58.5%

ADA Analysis

In Cook County, 1,353 persons have an ambulatory difficulty, meaning they have difficulty moving about under their own power. The population 65 years and older account for 46% 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

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 Cook 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 Cook County.

The analysis shows there is demand for rural public transit in Cook County (not POS - Purchase of Service trips). Overall, there is an estimated need for 154,800 one-way trips annually in Cook County based on the communities' mobility gap. This number is 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 37,400 trips annually for the general rural public transit (not including POS or Human Service Agency trips). Once POS trips are inserted into the equation, there is a total demand of 99,400 trips annually for the general public plus POS trips. Currently Cook County provides about 18,000 Human Service Agency (DFCS, Aging, and DBHDD) trips annually. More specifically, based on the demand estimates worksheet, an estimated demand of 62,000 more POS trips could be ordered by the three Human Service Providers (HSPs) operating in Cook County.

Figure 13 Peer Transit Systems Comparison Sheet

Peer Data Worksheet									
Input Data from Peer Transit Systems or Existing Transit Service									
Name of Peer System	Brooks County	Berrien County	Pierce County						
Population of Area	15,637	19,019	18,934						
Size of Area Served (Square Miles)	498	458	343						
Annual Vehicle-Miles of Service Provided	186,485	101,452	209,083						
Annual Vehicle-Hours of Service Provided	8,886	5,215	9,942						
Service Type (Fixed Route, Route-Deviation, Demand-Response)	Demand-Response	Demand-Response	Demand-Response						
Number of One-Way Trips Served per Year	14,837	7,155	14,228						
Degree of Coordination with Other Carriers (Low, Medium, High)	Low	Low	Low						

Results of Peer Data Comparison		Annual vehicle-miles		Annual vehicle-hours	
Input Data for My System:		17,033	248,192	13,883	
Observed Trip Rates		Demand Estimate Based On:			
Peer Values		Population	Annual Vehicle-miles	Annual vehicle-hours	
Trips per Capita					
Maximum	0.9	15,330			
Average	0.7	11,923			
Median	0.8	13,626			
Minimum	0.4	6,813			
Trips per Vehicle-Mile					
Maximum	0.1		24,819		
Average	0.1		24,819		
Median	0.1		24,819		
Minimum	0.1		24,819		
Trips per Vehicle-Hour					
Maximum	1.7			23,601	
Average	1.5			20,825	
Median	1.4			19,436	
Minimum	1.4			19,436	
Values expected for my system					
Maximum		15,330	24,819	23,601.0	
Average		11,923	24,819	20,825.0	
Median		13,626	24,819	19,436.0	
Minimum		6,813	24,819	19,436.0	

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 Cook County's population and the above Transit Need/Demand Analysis, 6 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 more vehicles may need to be considered for purchase to improve efficiency. Cook 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 FY17 Rural Transit Budget Worksheet.

Table 6 Capital Equipment Cost Estimates

Capital Equipment	2017
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 Cook County, as well as, Brooks and Pierce County data, which is comparable to Cook County in population and other demographic areas.

There are two different budget options presented in the figures below, the first represents public transit service operated without Purchase of Service (POS) funds and the second, represents public transit service with POS funds. Both options begin with 6 vehicles during the first three years, and adds two more vehicle in the 4th year of service. The budget summary shows estimates from 2018-2022 with and without POS contracts. According to this, the local contribution can range from \$6,480 per year with POS contracts to \$204,537 per year without POS contracts.

Figure 14 5-Year Capital and Operating Cost Estimate (without POS)

FY2018-2019		
Net Operating Summary		
Administrative Total / Ratio	\$80,478.22	20%
Operating Total / Ratio	\$315,529.00	80%
Total Operating Budget	\$ 396,007.22	
LESS: POS Revenue		
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 396,007.22	
LESS: 10% Fare Revenue	\$ 39,600.72	
Net Operating Total	\$ 356,406.50	

Vehicles	6
Average Trips Per Vehicle	710
Total Trips Projected	4,258
Percentage of Public Trips	100.00%
POS Trips	
POS Amount	
Rate Per Trip	
POS Fully Allocated Costs	#DIV/0!
Total Public Trips	4,258
Subsidized Revenue Per Public Trip	\$ 41.85
Expected Farebox Per Trip	\$ 9.30

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 356,406.22	\$ 178,203.11	\$ -	\$ 178,203.11
POS Local Funds		\$ -	\$ -	
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ -	\$ -	\$ -	\$ -
Budget Grand Total	\$ 356,406.22	\$ 178,203.11	\$ -	\$ 178,203.11

FY2021-2022		
Net Operating Summary		
Administrative Total / Ratio	\$ 90,257.03	20%
Operating Total / Ratio	\$ 353,868.53	80%
Total Operating Budget	\$ 444,125.56	
LESS: POS Revenue		
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 444,125.56	
LESS: 10% Fare Revenue	\$ 44,412.56	
Net Operating Total	\$ 399,713.00	

Vehicles	8
Average Trips Per Vehicle	570
Total Trips Projected	4,559
Percentage of Public Trips	100.00%
POS Trips	
POS Amount	
Rate Per Trip	
POS Fully Allocated Costs	#DIV/0!
Total Public Trips	4,559
Subsidized Revenue Per Public Trip	\$ 60.27
Expected Farebox Per Trip	\$ 9.74

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 399,713.00	\$ 199,856.50	\$ -	\$ 199,856.50
POS Local Funds		\$ -	\$ -	
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ 93,623.33	\$ 74,898.67	\$ 14,043.50	\$ 4,681.17
Budget Grand Total	\$ 493,336.33	\$ 274,755.17	\$ 14,043.50	\$ 204,537.67

Figure 15 5-Year Capital and Operating Cost Estimates (with POS)

FY2018-2019		
Net Operating Summary		
Administrative Total / Ratio	\$80,478.22	20%
Operating Total / Ratio	\$315,529.00	80%
Total Operating Budget	\$ 396,007.22	
LESS: POS Revenue		
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 396,007.22	
LESS: 10% Fare Revenue	\$ 39,600.72	
Net Operating Total	\$ 356,406.50	

Vehicles	6
Average Trips Per Vehicle	3954
Total Trips Projected	23,726
Percentage of Public Trips	18.00%
POS Trips	19,468
POS Amount	\$ 171,723.10
Rate Per Trip	\$ 17.74
POS Fully Allocated Costs	\$ 18.31
Total Public Trips	4,258
Subsidized Revenue Per Public Trip	\$ 41.85
Expected Farebox Per Trip	\$ 9.30

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 356,406.22	\$ 178,203.11	\$ -	\$ 178,203.11
POS Local Funds	\$ 171,723.10	\$ -	\$ -	\$ 171,723.10
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ -	\$ -	\$ -	\$ -
Budget Grand Total	\$ 184,683.12	\$ 178,203.11	\$ -	\$ 6,480.01

FY2021-2022		
Net Operating Summary		
Administrative Total / Ratio	\$ 90,257.03	20%
Operating Total / Ratio	\$ 353,868.53	80%
Total Operating Budget	\$ 444,125.56	
LESS: POS Revenue		
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 444,125.56	
LESS: 10% Fare Revenue	\$ 44,412.56	
Net Operating Total	\$ 399,713.00	

Vehicles	8
Average Trips Per Vehicle	3175
Total Trips Projected	25,398
Percentage of Public Trips	66.00%
POS Trips	20,842
POS Amount	\$ 182,770.43
Rate Per Trip	\$ 17.75
POS Fully Allocated Costs	\$ 19.18
Total Public Trips	7,004
Subsidized Revenue Per Public Trip	\$ 39.23
Expected Farebox Per Trip	\$ 6.34

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 399,713.00	\$ 199,856.50	\$ -	\$ 199,856.50
POS Local Funds	\$ 182,770.43	\$ -	\$ -	\$ 182,770.43
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ 93,623.33	\$ 74,898.67	\$ 14,043.50	\$ 4,681.17
Budget Grand Total	\$ 310,565.90	\$ 274,755.17	\$ 14,043.50	\$ 21,767.24

Recommendations

The Cook County rural public transit service has greatly impacted the quality of life for Cook 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 Cook County Rural Public Transit Service is doing an excellent job of providing public and coordinated transportation trips to residents.

The staff of the Southern Georgia Regional Commission recommend that Cook County continue to gather socioeconomic, demographic and other pertinent information concerning the Cook County Transit System, in order to make changes as needed to the operation of the transit system as demographics and socioeconomic characteristics change.

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