

Clinch County Transit Development Plan



Prepared by the Southern Georgia Regional Commission

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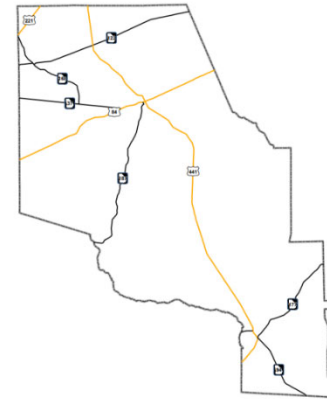
be utilized to show the current statistics for each county involved unless otherwise noted.

Introduction

The Clinch County Transit Development Plan (TDP) was developed by the Southern Georgia Regional Commission to be used as an informational guidebook for considering public transit services in Clinch County. Currently Clinch County does not have a public transit system, but this TDP can be used as a source for Clinch County’s elected officials and staff when discussing and answering basic questions about rural public transit in Clinch County. This TDP is also shared with the Georgia Department of Transportation to keep them current on rural public transit opportunities and the characteristics of the community. Clinch County should use this report to develop and guide a rural public transit system and to enhance service delivery for the residents of the community. This TDP will explain the 5311 program, which is a possible funding source for Clinch County to help with the implementation of a rural transit program. This TDP will also compare and contrast the characteristics of Clinch County and three of its peer counties: Turner, Brantley, and Stewart. Turner and Brantley Counties have a single-county rural transit system and Stewart County is a part of a larger regional transit system, the Lower Chattahoochee Regional Transportation Authority. Although Stewart is a part of a mini-regional public transit system, much of its socioeconomic data is comparable to Clinch County, which may be useful in providing a comparable snapshot of what a regional system may look like for Clinch County should Clinch decide to opt-into a regional rural public transit system. A regional public transit system would cover all 18 counties in the Southern Georgia region and put public transit services under one or two providers. Opting into a regional rural transit system may be more beneficial to rural counties than a single-county public transit system.

This 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, specifically for Clinch County. This information will give officials a better understanding of the opportunities that a public transit system may create for Clinch 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

Figure 1. Map of Clinch County



Socioeconomic Characteristics

Many community factors contribute to the planning process or incorporation of public transit services into a community. Socioeconomic and demographic data supplies 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 potential use of public transit in Clinch County.

Population

Clinch County, Georgia is a largely rural county in Southern Georgia. The 2021 ACS estimated population for Clinch County is 6,737 persons. Below is a table representing the population demographics for Clinch County and comparable peer counties.

Table 1. Population Demographics

<i>Population</i>	6,737
<i>Median Age</i>	38.5
<i>Population Over 60</i>	20.4%
<i>Race/Ethnicity</i>	
<i>White</i>	68.2%
<i>Black</i>	26%
<i>American Native</i>	2.5
<i>Asian</i>	0.4%
<i>Hispanic or Latino (any race)</i>	6.2%
<i>Other race</i>	4.5%

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.

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 Clinch County, an estimated 2,010 persons are below the poverty level. This means that about 35% 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 Clinch 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.

number, of the approximately 1,542 workers below the poverty line in Clinch County, 62 persons do not have a vehicle available to use. This indicates that while transportation is likely a higher portion of a household's 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 Clinch County, 80.6 of workers commute to work via a single-occupancy car, truck, or van and about 12.7% commute in a carpool of at least two persons. 6% of workers in Clinch County used other modes of transportation, which include walking, motorcycles, bicycles, and/or taxicabs.

The number of persons carpooling, walking, using, 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.

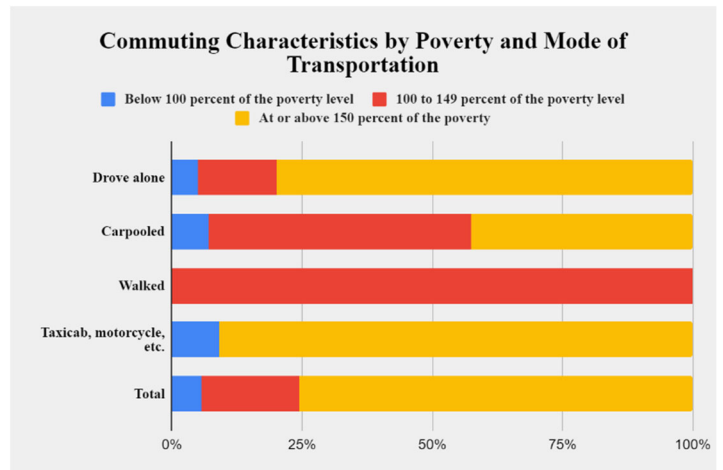
Table 2. Economic Characteristics

Median household income	\$47,750
Persons below the poverty level (%)	30.2%

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 2,271 workers 16 years of age and over in Clinch County commuting to work, almost 1,044 persons have 1 or 2 vehicles available for use. Approximately 1,049 workers 16 years and over have 3 vehicles available for use. To further breakdown this

Figure 2. Commuting Characteristics by Poverty and Vehicles Available



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 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 Clinch County, over 2,271 citizens commute to work daily. Of the 2,271 workers in the county, more than 665 or about 29.3% commute out of the county for work every day as shown in statistics from the US Census Bureau American Community Survey (ACS) 2021¹. This is an indication that Clinch County is contributing workers to jobs in surrounding counties. 58.2% have a one-to-nineteen-minute commute, while the remaining percentage of commuters have between a 20-to-60-minute commute. 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. Approximately, 17% of the population of Clinch County is over the age of 60. This is almost equal with the state average. Due to the percentage of residents that are over the age of 60, there should be discussion concerning mobility options for senior residents. Seniors oftentimes forgo driving or their vehicle altogether, this can also increase the need of older residents to have toned for local public transportation services.

Table 3. Householders 65 Years and Over & Vehicle Availability

<i>Clinch County</i>	
<i>Householders</i>	744
<i>No Vehicle Available</i>	49
<i>1 + Vehicle Available</i>	658

Evaluation for Potential Transit Service

To better understand the possibility of a transit system in Clinch County, not only is it necessary to know what funding options are available for rural areas, but it is also important to have knowledge of the potential ridership base. The next few sections will discuss 5311 programs, characteristics of potential riders, overview of existing services, transit need and demand analysis, and 5-year budget estimates.

Understanding 5311 Programs

Sometimes the decision to implement a rural transit system in a county is stalled due to financial questions, such as: How can we pay for a rural transit system? This is where the 5311 Rural Public Transportation Program comes in. Any rural public transportation system in

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.

Clinch County would likely require funding from the Federal Transit Administration’s Section 5311 Rural Public Transportation Program. The Section 5311 Program offers local areas an opportunity to provide transit services, which in turn improves access to jobs, healthcare, recreational activities and other services that residents often use. The program is administered by the Georgia Department of Transportation in partnership with local communities to provide assistance for rural public transportation. Federal funds are allocated to the states on a formula basis, and can be used for capital assistance, operating assistance planning, and program administration. GDOT is the recipient of these funds, and it in turn provides Federal funding (and a limited amount of state capital funding) to local sub-recipients (counties) in Georgia.

Due to the administering of these funds by GDOT, the State of Georgia has established the following statewide goals for the Section 5311 program:

Goal: Basic Mobility to Serve All Georgians:

- serving those persons with the most critical needs for access and mobility, especially those without alternatives.
- providing service without any trip purpose restrictions or eligibility requirements including medical, social services, personal shopping, business, and employment trips.
- serving all areas with appropriate levels of service, subject to the required local or regional participation.
- addressing economic development—through employment trips, services to support local employment sites, new ones, etc.

Goal:

Program Implementation:

- partnering with the FTA in the administration of the Section 5311 program, meeting all FTA program requirements.
- managing a program of excellence that provides timely management direction, guidance, and reimbursement to allow local entities to provide quality service.
- partnering with local or regional entities to plan services to meet locally identified needs.
- partnering with local or regional entities to operate the services.

- providing technical assistance to help local providers improve effectiveness, efficiency, safety, and quality of service.
- providing technical information, policy analyses, and program management data to support transit program development.

Goal: Efficiency and Effectiveness:

- while maximizing ridership, recognizing that there are significant differences in population density, trip characteristics, and client needs (accessibility, assistance, etc.) which will affect usage.
- subject to performance requirements appropriate to the area and type of service
- with the appropriate type of service—demand-responsive, subscription route, route deviation, or fixed-route.
- using the appropriate vehicle type—accessible if needed, sedan, van, small bus, large bus.

Goal: Safe, Secure Quality Service:

- operating equipment that is within its design life, inspected for safety and overall condition
- operated by staff meeting the highest qualifications—appropriate license (Commercial Driver’s License (CDL) if required), safe driving and criminal records checked, drug and alcohol tested, etc.
- operated by a staff that is trained to proficiency in all necessary skills: Defensive Driving, Passenger Assistance, First Aid and CPR.
- providing a safe and secure service to the riders.

Goal: Accessible Service—Usable by Persons with Disabilities:

- providing service that is accessible (adequate number of accessible lift- or ramp-equipped vehicles).
- using operators trained to proficiency in passenger assistance, lift use, restraints, mobility devices (folding, stowage, etc.).
- user information and outreach to ensure that persons needing the service are aware of it and can obtain information.

Goal: Coordinated Provision of Transportation in Rural Areas:

- coordinated policies at the state level through interagency coordination.

- coordinated at regional/local level—shared vehicles, shared ride, coordinated management—where it will result in more cost-effective, quality service that meets client and general public transit rider needs.

A rural transit system in Clinch County should promote these established goals by the State of Georgia. Should Clinch County implement a public transit system, meeting the above goals would not be difficult. Clinch County should carry out varying forms of public outreach to garner support and notify residents of the service. The Southern Georgia Regional Commission is also available to help with achieving certain goals, such as coordinated provision of transportation in rural areas and the effectiveness and efficiency of the system.

Likewise, GDOT has established minimum criteria for transit programs in GDOT’s Rural Public Transportation Service Policy. These include:

- Services should not be duplicative of other transportation services;
- Vehicles should be utilized to reach a goal of 500 one-way passenger trips per vehicle month **or** be operated 120 hours per month **or** 1,000 vehicle miles per month;
- Vehicles should be available for public transportation service on a daily basis;
- Vehicle trips for contract, charter or subscription service should recover fully allocated costs;
- The total of all purchase of service agreements should recover the fully allocated operating costs

Additionally, GDOT recommends that service should be funded to the maximum extent possible by the generation of fare box revenue.

Section 5311 funds can be used for capital and operational costs. These are two different types of costs incurred for developing and continuing a rural transit system. Local funding for capital acquisition will at a minimum be ten percent of the costs. Capital expenses under Section 5311 can include:

1. Vehicles,
2. Communication equipment,
3. Wheelchair lifts,
4. Equipment installation costs,

5. Computer equipment and purchase of software (laptops are not an eligible expense and monthly software maintenance or lease fees are an operating expense), or
6. Office equipment,
7. Smart Card Reader,
8. Fare boxes

Federal funding may be provided for up to 50 percent of the net operating deficit; the remaining 50 percent (or more) must be provided from local funds. Operating costs include, but are not limited to, driver, mechanic, and dispatcher salaries, licenses, vehicle insurance, drug and alcohol testing, uniforms, maintenance and repairs (includes oil, tire and parts) and fuel. Monthly service fees for cell phones and/or two way radio services are eligible operating expenses.

In the South 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. It should be noted that operational expenses do not include capital costs. All other operational expenses are handled by the third party operator.

Currently, two of the three peer counties usually charge \$3 for trips that are less than ten miles, \$5 for trips that are over 10 miles with the destination still being in the county, if the destination is outside of the county, an extra \$0.50 per mile is charged.

When considering rural transit for Clinch County, the following types of service are appropriate for rural public transportation programs and the funding provided for them, 5311 funds, will potentially offset or completely cover the local match required by Clinch County:

Demand-response or route deviation service: Demand-response is a type of service where individual passengers can request door-to-door or curb-to-curb transportation from a specific location to another specific location at a certain time. A technology –based ordering service similar to the one that Uber uses would

help incorporate technology into ordering service possibly making it more efficient.

Route deviation service operates along a public way on a fixed-route, but which may deviate from the route occasionally in response to take a passenger to a destination or pick one up from an origin, after which it returns to the regular route, however, due to the large size of Clinch County and its' rural nature this service would not be the best choice.

Contract and subscription service:

Subscription service is a type of demand response service in which routes and schedules are pre-arranged to meet the travel needs of riders who sign up for the service in advance. Often these riders are clients of human service agencies, who contract with the transportation operator to provide the service on behalf of the agency. This type of service may be provided by a Section 5311 program only to the extent that it does not violate FTA Charter Bus restrictions.

Evaluation of Existing Services

Currently there are no public transportation systems in place in Clinch County. However, there are some other services within the county that provide public transit for clients, they include the Division of Family and Child Services (DFCS), and the SGRC Area Agency on Aging which currently provide approximately 9,700 trips per year, according to the FY18 DHS TRIP\$ year end summary report. Although this is a form of public transit, the services are limited to pre-qualified clients receiving specific public assistance. Based on the data previously mentioned Clinch County could benefit from a demand-response style public transit system, because current services are not wide-ranging and are specific for the clients of Human Service Providers. This form of transportation system excludes much needed transportation services for the citizens of Clinch County for general needs.

Title VI and LEP Analysis

Although there is no current public transit system in Clinch County, there is a need to know the laws of an entity receiving federal funds, should a public transit service be implemented. All federal laws and regulations regarding the delivery of public transit services must be

adhered to, this means that 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, among others. This information along with other factors can be helpful when estimating the demand for a public transit system.

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 Clinch County is Spanish. It is estimated that there are a total of 145 persons, or 2.3% of the total population that speaks Spanish. This percentage is substantially 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 Clinch County, 65 or 45% of persons who speak Spanish are linguistically isolated, meaning that they do not speak English very well.

Table 4. Percentage of Persons that Speak Spanish

Estimate	225
Margin of Error	+/- 2.9%
Clinch County	3.6%
United States %	13%

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

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

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

Figure 3. SGRC Transit Brochure



sgrc REGIONAL TRANSIT

Regional Public Transit Available in Southern Georgia

The opportunity for ridership is available to the general public!

You can schedule a trip for any purpose within the participating regional counties: Atkinson, Bacon, Ben Hill, Berrien, Brantley, Brooks, Charlton, Coffee, Cook, Irwin, Lowndes, Pierce, Tift, Turner and Ware.

Cost to Ride for Each One Way Trip

\$3.00 (0-10 miles)
\$3.00 plus 50 cents per mile (10+ miles)

Trips must be booked at least 24-hours in advance.

Call 1-855-360-7475
 or download the Let's Ride App
 (QR Code Below)

To learn more visit our website at:
www.letsridesouthga.com

Let's Ride




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

Clinch County would provide materials in other languages for the potential riders should a Clinch County Transit system be implemented; however, 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 these services 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.

ADA Analysis

In Clinch County, 321 persons have an ambulatory difficulty, meaning they have difficulty moving about under their own power. The population 65 years and older accounts for 45% of those individuals with an ambulatory difficulty, however, this is just one type of the 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 go shopping, but this can prove difficult without ADA accessible vehicles to transport them. Oftentimes residents with disabilities have a greater reliance on someone else providing transportation for them.

AGE	Total Population	Ambulatory Residents	Ambulatory Residents (%)
Under 18 Years	1277	0	0.0%
18 to 34 Years	1425	12	0.8%
35 to 64 Years	2539	410	16.1%
65 to 74 Years	594	148	24.9%
75 years and over	289	151	52.2%

Table 5. Clinch County Ambulatory Characteristics by Age

Capital Equipment Cost and 5-Year Budget Estimates

A rural transit system includes capital expenses and operating expenses. Given the growth of Echols County’s population and the above Transit Need/Demand Analysis, one vehicle may be enough to operate a public transit system. However, if demand significantly increased in a short period, two vehicles may need to be considered to improve efficiency. Echols County would also need to consider purchasing a mobile radio, a computer, a printer, and essential software as well.

The following Capital and Operating Budget estimates were created using the GDOT TDP Guidebook Financial Toolkit and are based on current costs of services for Glascock County with an inflation rate of 3% per year for operating costs and 4% per year for capital costs to give an approximate value of what public transit services may cost in the next few years. Echols County does not currently have public transit, so the estimates provided are based on the Transit Need/Demand Analysis for Echols County as well as operating information from Glascock County. Further the Southern Georgia Regional Commission has implemented Regional Transit which may also have an impact on the overall cost to Echols County should they implement transit service through joining the current regional transit system that is in place.

The first table represents public transit service assumptions of costs in. The second table represents the capital cost summary to implement transit services in Echols County. The final table shows the final revenue, operating and capital summary. The table shows that local contribution, depending on implementation year, could range from \$68,000 to \$70,000. Once again, these assumptions are based on data from a peer county and does not include potential local cost savings through the SGRC regional transit system.

Figure 6. GDOT TDP Guidebook Financial Toolkit Assumptions for Clinch County Transit Services

Transit Service	
Key Variables	
Attributes	Costs in 2023
Fixed Route Cost per Revenue Hour	\$0.00
Fixed Route Cost per Revenue Mile	\$0.00
ADA Paratransit Cost per Revenue Hour	\$88.52
ADA Paratransit Cost per Revenue Mile	\$6.01
Vanpool Cost per Revenue Hour	\$0
Inflation Rate for Operating Costs	3%
Inflation Rate for Capital Costs	4%
Total Fixed Route Fleet Size	0
Total Demand Response Fleet Size	5

TDP Years	
Enter Current Year	2023
Enter First Year of TDP Financial Plan	2022

Figure 7. GDOT TDP Guidebook Financial Toolkit Capital Cost Summary for Transit Services

CAPITAL COST SUMMARY

Example Capital Costs - Update to Reflect Local Context

Capital Description	Units	Estimated Unit Cost (FY 2020)
Vehicles		
New Heavy Duty Buses Required for Expanded Service Plan - Fixed Route	0	\$0
Demand Response and Paratransit Vehicles	2	\$80,000
Passenger Amenities		
Shelters	0	\$0
Benches	0	\$0
Bus Stop Signs	0	\$0
Placeholder	0	\$0
Technology Upgrades		
GFI Fareboxes	2	\$9,760
Automated Passenger Counters	2	\$2,900
Automated Vehicle Locators	2	\$2,740

CAPITAL VEHICLE ESTIMATION

Fixed Route Vehicles	2023	2022	2023	2024	2025
Service Plan Vehicle Requirements	0	0	0	0	0
Spare Requirements	0	0	0	0	0
Total Vehicle Requirements	0	0	0	0	0
Additional Vehicles Needed (Includes Replacements)	0	0	0	0	0
FR TOTAL CAPITAL COST (with inflation)	\$ -	\$ -	\$ -	\$ -	\$ -

Demand Response Vehicles	2023	2022	2023	2024	2025
Total Vehicle Requirements	0	0	0	2	2
Additional Vehicles Needed (Includes Replacements)	0	0	0	2	2
DR TOTAL CAPITAL COST (with inflation)	\$ -	\$ -	\$ -	\$ 179,978	\$ 187,177
TOTAL CAPITAL COSTS	\$ -	\$ -	\$ -	\$ 179,978	\$ 187,177

Figure 8. GDOT TDP Guidebook Financial Toolkit Final Revenue, Operating and Capital Summary for Clinch County Transit Services

FINAL REVENUE, OPERATING AND CAPITAL SUMMARY

Service Plan Year	Program Element	Total Costs	Federal Sources						State Sources	Local Sources
			FTA Section 5307	FTA Section 5311	FTA Section 5339	FHWA Flex	CARES Funding	Add Federal Source	Add State Source	Add Local Source
2022	Operating Costs	\$ -	\$ -	\$ -						
	Capital Costs	\$ -	\$ -	\$ -						
	Total	\$ -	\$ -	\$ -						
2023	Operating Costs	\$ -	\$ -	\$ -						
	Capital Costs	\$ -	\$ -	\$ -						
	Total	\$ -	\$ -	\$ -						
2024	Operating Costs	\$ 208,169	\$ -	\$ 104,084.43					\$ 104,084.43	
	Capital Costs	\$ 179,978	\$ -	\$ 143,982.59			\$ 17,997.82	\$ 17,997.82		
	Total	\$ 388,147	\$ -	\$ 248,067.02			\$ 17,997.82	\$ 122,082.26		
2025	Operating Costs	\$ 214,414	\$ -	\$ 107,206.97					\$ 107,206.97	
	Capital Costs	\$ 187,177	\$ -	\$ 149,741.90			\$ 18,717.74	\$ 18,717.74		
	Total	\$ 401,591	\$ -	\$ 256,948.86			\$ 18,717.74	\$ 125,924.70		

Conclusion

Clinch County has many residents that would benefit from a public transportation system especially disabled and senior residents who are more likely to need assistance with mobility. Based on the research and data collected and analyzed within this Transportation Development Plan, the staff of the Southern Georgia Regional Commission recommends that Clinch County participate in the regional transit system. Although the current data does not warrant the need for a fully implemented demand-response rural public transportation system, officials should consider collaboration with the regional transit system in place to help provide transportation for Clinch County residents. This option may be more beneficial and financially feasible than a single county public transportation system. Opting in would oblige the county to potentially pay a portion of a cash match for capital and operating costs. This cash match would likely be based on a formula that all parties would agree to before service began.

Given the daily outflow of workers to nearby counties, a regional system may provide an affordable commuting option for residents with no vehicle access or limited mobility. Moreover, if Clinch County were to opt into a regional transit system, some of its POS trips could be used to benefit the surrounding counties. A demand-response rural public transit system or collaboration to create/support a regional public transportation system with local entities and/or neighboring communities would greatly impact the quality of life for Clinch County residents by creating access to employment, healthcare services, shopping, and other general needs, beyond county boundaries. Implementing a public transit system may also help with economic outcomes by increasing the number of trips made daily to healthcare services, grocery stores, retail outlets, etc. It would also provide these benefits at a lower investment compared to a single county system, in addition to reducing the time and expense incurred by staff for annual training, daily monitoring, and monthly invoicing.

If Clinch County would like more information about implementing a demand response rural public transit system, please contact the Southern Georgia Regional Commission at (229) 333-5277.