

Coffee County Transit Development Plan



Prepared by the Southern Georgia Regional Commission



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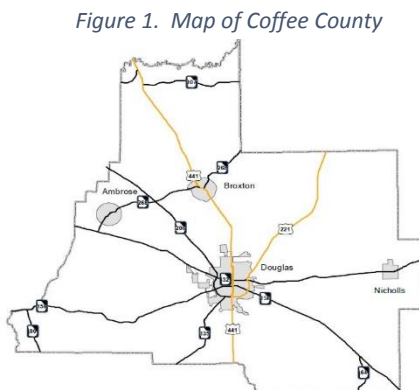
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Introduction

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



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 Coffee County.

Population

Coffee County, Georgia is a largely rural county in Southern Georgia. The 2010 Census lists the population for Coffee County to be about 42,356 persons. However, the 2015 ACS estimated population for Coffee County is 43,003. Below is a table representing the population demographics for Coffee County and its peer counties.

Table 1. Population Demographics

	<i>Coffee</i>	<i>Ware</i>	<i>Thomas</i>	<i>Tift</i>
<i>Population</i>	43,003	35,723	44,824	40,787
<i>Median Age</i>	35.2	37.9	37.1	35.1
<i>Population Over 60</i>	17%	22%	23%	19%
<i>White</i>	66.2%	65.8%	77.9%	64.3%
<i>Black</i>	28.2%	29.6%	15.0%	29.7%
<i>American Native</i>	0.2%	0.5%	0.0%	0.1%
<i>Asian</i>	0.6%	1.1%	1.2%	1.4%
<i>Hispanic or Latino</i>	10.9%	3.6%	7.8%	10.8%

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 Coffee County to Ware, Tift, and Bacon Counties, it is noted that Coffee County has the lowest median income at \$33,965, which is nearly \$1,500-\$3,500 less than that of its' peer counties.

Table 2. Economic Characteristics

	Coffee	Ware	Thomas	Tift
Median household income	\$33,965	\$34,909	\$36,641	\$37,653
Persons below the poverty level (%)	25.5%	29.2%	17.9%	29.2%

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 Coffee County, an estimated 10,966 households are below the poverty level. This means that about 25.5% 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 Coffee 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.

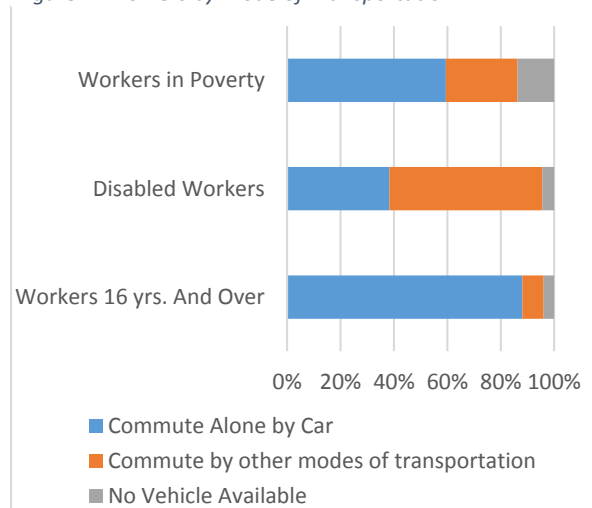
Modes of Transportation

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 15,017 workers in Coffee County 16 years of age and over commuting to work, almost 10,000 persons have 1 or 2

vehicles available for use. Approximately 4,500 workers 16 years and over have 3 vehicles available for use. To further breakdown this number, of the approximately 1,542 workers below the poverty line in Coffee County, 228 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 Coffee County, 83.9% 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. 95 persons used a bus or public transit, 134 persons walked, and 404 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 Coffee County, over 15,107 citizens commute to work daily. Of the 15,107 workers in the county, more than 1,900 or about 12.8% 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 Coffee County is contributing workers to jobs in surrounding counties. A majority (66%) have a one to nineteen minute commute, while the remaining percentage of commuters have between a 20 to 60 minute commute. The mean commute time is 19.7 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 Coffee 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 toned for local public transportation services.

Table 3. Residents 60 Years and Over & Vehicle Availability.

	Coffee	Ware	Thomas	Tift
Total	7,351	7,801	10,259	7,629
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%

Evaluation for Potential Transit Service

To better understand the possibility of a transit system in Coffee 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 Coffee County would likely require funding from the

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.

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 Coffee County should promote these established goals by the State of Georgia. Should Coffee County implement a public transit system, meeting the above goals would not be difficult. Coffee 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 system should aim to recover a minimum of 20 percent of its public transportation costs as a goal from fare box revenues generated through regular public transportation operations, with a minimum of ten percent fare box recovery required. **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

Ten percent of the public transportation operating costs must be provided from fare or other local dollars. The remaining 90 percent of the operating cost is considered the net operating deficit. 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, 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 Coffee 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 Coffee 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 Coffee 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

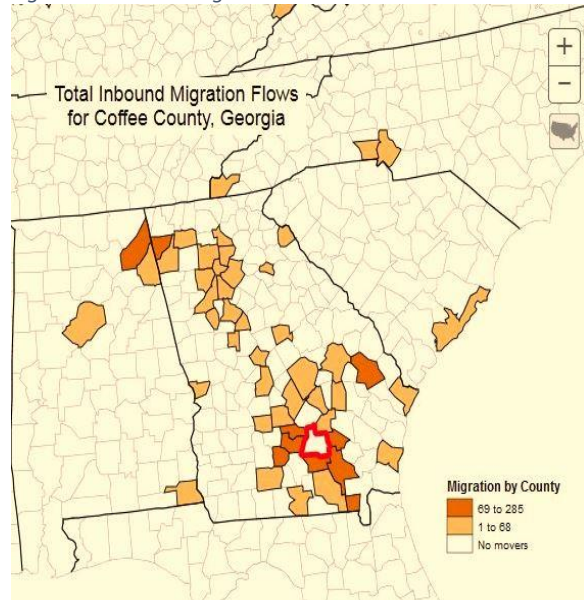
Currently there are no public transportation systems in place in Coffee County. However, there are some other services within the county that provide public transit for clients, they include the Department of Human Services and Medicaid which currently provide approximately 8,000 trips per year. Although, 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 Coffee 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 the Human Service Providers. This form of transportation system excludes much needed transportation services for the citizens of Coffee County for general needs.

Demand Estimation/Needs Assessment

This section provides data and analysis of certain characteristics of Coffee County. Coffee County is a county with a growing population (see figure 4), a high number of commuters (many who find/use other modes of transportation), a low median income and relatively low household income in comparison to other peer counties. Coffee County

also has a significant poverty percentage. All of these factors suggest that the demand and the need for public transit may increase as these characteristics increase. These traits also suggest that Coffee County could potentially benefit from a rural transit system and should give full consideration to one.

Figure 3. Inbound Migration Flow



Title VI and LEP Analysis

Although there is no current public transit system in Coffee 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 Coffee 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 Coffee County, 1,408 or 39.9% 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	574
Margin of Error	+/- 23.1
Coffee County	8.8%
United States %	13%

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

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

Figure 4. SGRC Transit Brochure



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

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

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

Coffee County would provide materials in other languages for the potential riders should a Coffee 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 Coffee County, 1,044 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.

Table 5. Coffee County Disability Characteristics by Age

AGE	Total Population	Disabled Residents	Disabled Residents (%)
Under 5 years	2,911	0	0.0%
5 to 17 years	7,862	444	5.6%
18 to 34 years	9,108	609	6.7%
35 to 64 years	14,580	3,152	21.6%
65 to 74 years	3,220	1,240	38.5%
75 years and over	1,894	1,333	70.4%

Transit Need and Demand Analysis

For many families, it can be a tough challenge for them to meet their transportation needs even if they have one or even two vehicles. 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 Coffee 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 Coffee County.

The analysis shows there is demand for rural public transit in Coffee County (not POS - Purchase of Service trips). Overall, there is an estimated need for 431,200 trips annually in Coffee 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 31,300 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 48,200 trips annually for the general public plus POS trips. Currently Coffee County provides about 8,000 Human Service Provider (DFCS, Aging, DBHDD) trips annually. More specifically, an estimated demand of 8,900 more POS trips could be ordered by the three Human Service Providers (HSPs) operating in Coffee County.

Figure 5. Input Worksheet from Rural Transit Demand Tool

SERVICE AREA CHARACTERISTICS INPUT TABLE -- Fill In All Unshaded Boxes			
Service Area:	Coffee County, GA		
Analysis Description:	Coffee County, GA Transit Need and Demand		
Additional Description:			

Transit Need Inputs			
Number of persons residing in households with income below the poverty level:	9,975		
Number of households residing in households owning no vehicles:	Households	Persons	
1-Person households:	739	739	
2-Person households:	310	620	
3-Person households:	129	387	
4-or-more-Person households:	204	816	
Mobility Gap: Enter State (from drop-down list):	GA		
General Public Rural Non-Program		American Community Survey Table Number	
Population Age 60+	7,351	B01001	
Population Age 18 - 64 with a Mobility Limitation	2,160	S1810	
Persons Living in Households with No Vehicle Available	2,562	B08201	
General Public Rural Passenger Transportation			
Need: Annual Vehicle-miles of Service:	Annual Revenue-Miles		
Small City Fixed Route Inputs			
Population of City:	Persons		
College and University Enrollment (Total):	Students		
Annual Revenue-Hours of Service:	Annual Revenue-Hours		
Demand - Commuter by Transit to an Urban Center			
Workers Commuting from Rural County to Urban Center			
Distance from Rural County to Urban Center	Miles		
Is the Urban Center a State Capital?	Check Box for Yes		

Program Demand Inputs						
Program Name	Program Type	Number of Program Participants:	Number of Events per Week:	Percentage of Participants who attend on an AVERAGE day:	Percentage of Participants who are Transit Dependent or Likely to Use Transit:	Number of Weeks Program is Offered (Annually):
Coffee County DFCS	Developmental Services: Case Management	8	7	90%	100%	52
Coffee County Senior	Senior Nutrition	10	5	90%	100%	52
Coffee County BHDD	Mental Health Services	15	5	90%	100%	52

The preferred source of demographic data is the American Community Survey, available at: <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
 At that website enter the referenced Table Number in the appropriate box. Some table numbers may not be available for communities under

Figure 6. Output Screen from Rural Transit Demand Tool

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT TABLE		
Service Area:	Coffee County, GA	
Analysis Description:	Coffee County, GA Transit Need and Demand	
Additional Description:		
Estimation of Transit Need		
Total need for passenger transportation service:	12,500	Persons
Total households without access to a vehicle:	1,382	Households
State Mobility Gap:	1.3	Daily 1-Way Psgr.-Trips per Household
Total need based on mobility gap:	1,800	Daily 1-Way Passenger-Trips
	431,200	Annual 1-Way Passenger-Trips
General Public Rural Non-Program Demand		
Estimate of demand for general public rural transportation Rural transit trips:	31,300	Annual 1-Way Passenger-Trips
General Public Rural Passenger Transportation		
Estimate of demand for rural transportation Total Rural Non-Program Demand		Annual 1-Way Passenger-Trips
Small City Fixed Route		
Annual Ridership:		Annual 1-Way Passenger-Trips
Demand - Commuter by Transit to an Urban Center		
Proportion of Commuters using Transit:		Daily 1-Way Passenger Trips
Commuter trips by transit between counties:		Annual 1-Way Passenger-Trips
Rural Program Demand		
Annual Program Trip Estimation		
Coffee County DFCS	5,200	Annual 1-Way Passenger-Trips
Coffee County Senior	4,700	Annual 1-Way Passenger-Trips
Coffee County BHDD	7,000	Annual 1-Way Passenger-Trips
		Annual 1-Way Passenger-Trips
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Total Rural Program Demand	16,900	Annual 1-Way Passenger-Trips

Figure 7. Peer Transit Systems Comparison Worksheet

Peer Data Worksheet									
Input Data from Peer Transit Systems or Existing Transit Service									
Name of Peer System	Ware County	Tift County	Thomas County						
Population of Area	36,312	40,787	44,824						
Size of Area Served (Square Miles)	318	259	545						
Annual Vehicle-Miles of Service Provided	178,615	58,856	532,863						
Annual Vehicle-Hours of Service Provided	13,243	3,524	33,667						
Service Type (Fixed Route, Route-Deviation, Demand-Response)	Demand-Response	Demand-Response	Demand-Response						
Number of One-Way Trips Served per Year	20,506	11,719	86,067						
Degree of Coordination with Other Carriers (Low, Medium, High)	Low	High	Low						

Results of Peer Data Comparison		Annual Vehicle- Annual vehicles-		
		Population	miles	hours
Input Data for My System:		43,003	256,778	16,811
Observed Trip Rates		Demand Estimate Based On:		
Peer Values		Population	Annual Vehicle- miles	Annual vehicles- hours
Trips per Capita				
Maximum	1.9	81,706		
Average	0.9	38,703		
Median	0.6	25,802		
Minimum	0.3	12,901		
Trips per Vehicle-Mile				
Maximum	0.2		51,356	
Average	0.2		51,356	
Median	0.2		51,356	
Minimum	0.1		25,678	
Trips per Vehicle-Hour				
Maximum	3.3			55,476
Average	2.5			42,028
Median	2.6			43,709
Minimum	1.5			25,217
Values expected for my system				
Maximum		81,706	51,356	55,476.0
Average		38,703	51,356	42,028.0
Median		25,802	51,356	43,709.0
Minimum		12,901	25,678	25,217.0

Capital Equipment Cost and 5-Year Budget Estimates

A rural transit system includes capital expenses and operating expenses. Table 10 shows the estimated expenses for several vehicles that would be included in capital expenses. Given the growth of Coffee County’s population and the above Transit Need/Demand Analysis, vehicles may be enough to operate a public transit system. However, if demand significantly increased in a short time period, six vehicles may need to be considered for purchase to improve efficiency. Coffee County would also need to consider purchasing 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 Demand Response Vehicles 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. Coffee County does not currently have public transit so the estimates provided are based on the Transit Need/Demand Analysis for Coffee County, as well as, Ware and Tift County data, which is comparable to Coffee 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 5 vehicles during the first three years, and adds one more vehicle in the 4th year of service. The budget summary shows that the local contribution can range from \$4,000 per year (with POS contracts) in the 2018 fiscal year to \$151,000 per year without POS contracts in the 2021 fiscal year

Figure 8. 5-Year Capital and Operating Cost without POS Estimates

Operator: Coffee County/TPO Public only, No POS
 Date: 2/16/2017 2.32% Inflation Rate

FY2018-2019		
Net Operating Summary		
Administrative Total / Ratio	\$47,936.92	17%
Operating Total / Ratio	\$237,203.34	83%
Total Operating Budget	\$ 285,140.26	
LESS: POS Revenue	\$ -	
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 285,140.26	
LESS: 10% Fare Revenue	\$ 28,514.03	
Net Operating Total	\$ 256,626.23	

Vehicles	5
Average Trips Per Vehicle	311
Total Trips Projected	18,674
Percentage of Public Trips	100%
POS Trips	-
POS Amount	\$ -
Rate Per Trip	#DIV/0!
POS Fully Allocated Costs	#DIV/0!
Total Public Trips	18,674
Subsidized Revenue Per Public Trip	\$ 16.59
Expected Farebox Per Trip	\$ 1.53

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 256,626.23	\$ 128,313.12	\$ -	\$ 128,313.12
POS Local Funds	\$ -	\$ -	\$ -	\$ -
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ 226,764.60	\$ 181,411.68	\$ 34,014.69	\$ 11,338.23
Budget Grand Total	\$ 483,390.83	\$ 309,724.80	\$ 34,014.69	\$ 139,651.35

FY2021-2022		
Net Operating Summary		
Administrative Total / Ratio	\$ 51,351.33	17%
Operating Total / Ratio	\$ 254,098.67	83%
Total Operating Budget	\$ 305,450.00	
LESS: POS Revenue	\$ -	
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 305,450.00	
LESS: 10% Fare Revenue	\$ 30,545.00	
Net Operating Total	\$ 274,905.00	

Vehicles	6
Average Trips Per Vehicle	347
Total Trips Projected	24,968
Percentage of Public Trips	100%
POS Trips	-
POS Amount	\$ -
Rate Per Trip	#DIV/0!
POS Fully Allocated Costs	#DIV/0!
Total Public Trips	24,968
Subsidized Revenue Per Public Trip	\$ 14.41
Expected Farebox Per Trip	\$ 1.22

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 274,905.00	\$ 137,452.50	\$ -	\$ 137,452.50
POS Local Funds	\$ -	\$ -	\$ -	\$ -
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ 277,929.49	\$ 222,343.59	\$ 41,689.42	\$ 13,896.47
Budget Grand Total	\$ 552,834.49	\$ 359,796.09	\$ 41,689.42	\$ 151,348.98

Figure 9. 5-Year Capital and Operating Cost with POS Estimates

Operator: Coffee County/TPO Public with POS
 Date: 2/16/2017 2.32% Inflation Rate

FY2018-2019		
Net Operating Summary		
Administrative Total / Ratio	\$47,936.92	17%
Operating Total / Ratio	\$237,203.34	83%
Total Operating Budget	\$ 285,140.26	
LESS: POS Revenue	\$ -	
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 285,140.26	
LESS: 10% Fare Revenue	\$ 28,514.03	
Net Operating Total	\$ 256,626.23	

Vehicles	5
Average Trips Per Vehicle	311
Total Trips Projected	18,674
Percentage of Public Trips	11%
POS Trips	16,620
POS Amount	\$ 135,483.40
Rate Per Trip	\$ 8.15
POS Fully Allocated Costs	\$ 15.44
Total Public Trips	2,054
Subsidized Revenue Per Public Trip	\$ 150.82
Expected Farebox Per Trip	\$ 13.88

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 256,626.23	\$ 128,313.12	\$ -	\$ 128,313.12
POS Local Funds	\$ 135,483.40	\$ -	\$ -	\$ 135,483.40
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ 226,838.84	\$ 181,471.07	\$ 34,025.83	\$ 11,341.94
Budget Grand Total	\$ 347,981.67	\$ 309,784.19	\$ 34,025.83	\$ 4,171.66

FY2021-2022		
Net Operating Summary		
Administrative Total / Ratio	\$ 51,351.33	17%
Operating Total / Ratio	\$ 254,098.67	83%
Total Operating Budget	\$ 305,450.00	
LESS: POS Revenue	\$ -	
LESS: Non-5311 Expenses	\$ -	
Public Transportation Budget	\$ 305,450.00	
LESS: 10% Fare Revenue	\$ 30,545.00	
Net Operating Total	\$ 274,905.00	

Vehicles	6
Average Trips Per Vehicle	347
Total Trips Projected	24,968
Percentage of Public Trips	11%
POS Trips	22,222
POS Amount	\$ 142,804.12
Rate Per Trip	\$ 6.42
POS Fully Allocated Costs	\$ 12.37
Total Public Trips	2,746
Subsidized Revenue Per Public Trip	\$ 131.05
Expected Farebox Per Trip	\$ 11.12

Budget Summary	Totals	Federal	State	Local
Operating Budget Total	\$ 274,905.00	\$ 137,452.50	\$ -	\$ 137,452.50
POS Local Funds	\$ 142,804.12	\$ -	\$ -	\$ 142,804.12
Excess POS Local Funds	\$ -	\$ -	\$ -	\$ -
Capital Budget Total	\$ 278,009.01	\$ 222,407.21	\$ 41,701.35	\$ 13,900.45
Budget Grand Total	\$ 410,109.90	\$ 359,859.71	\$ 41,701.35	\$ 8,548.83

Recommendations

Based on the research and data collected and analyzed within this Transportation Development Plan, the staff of the Southern Georgia Regional Commission recommend that Coffee County give full consideration to implementing a demand response rural public transit system.

There are two service delivery options for a demand response rural transit system, and choosing what works best for Coffee County (by evaluating the options) will ensure the success of the system. The first option is having the system managed by the county. This service delivery option would allow Coffee County to manage the public transit service and everything related to the transit system, including rate and hours of service. Tift County uses this option for public transit services. The second service delivery option would allow Coffee County to contract with a third party transit operator, a private company that administers the operation of the transit system. Many of the counties with public transit systems have chosen this option and contracted with the company MIDS Transportation Inc. In counties where the transit system is operated by MIDS, one must call 24 hours in advance to schedule a ride, the rate is \$3.00 for local area (0-10 miles) per stop. If the trip is local but 11 miles and over, it will cost the base rate of (\$3.00) + \$0.50 per mile. They also offer a 50% discount to Seniors 65 and over and to children 5 and younger.

A demand response rural public transit system would greatly impact the quality of life for Coffee County residents by creating access to employment, healthcare services, shopping, and other general needs. 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.

If Coffee 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.