

Coffee County City of Douglas Transit Development Plan

2009

**Developed by the
Southeast Georgia Development Center**



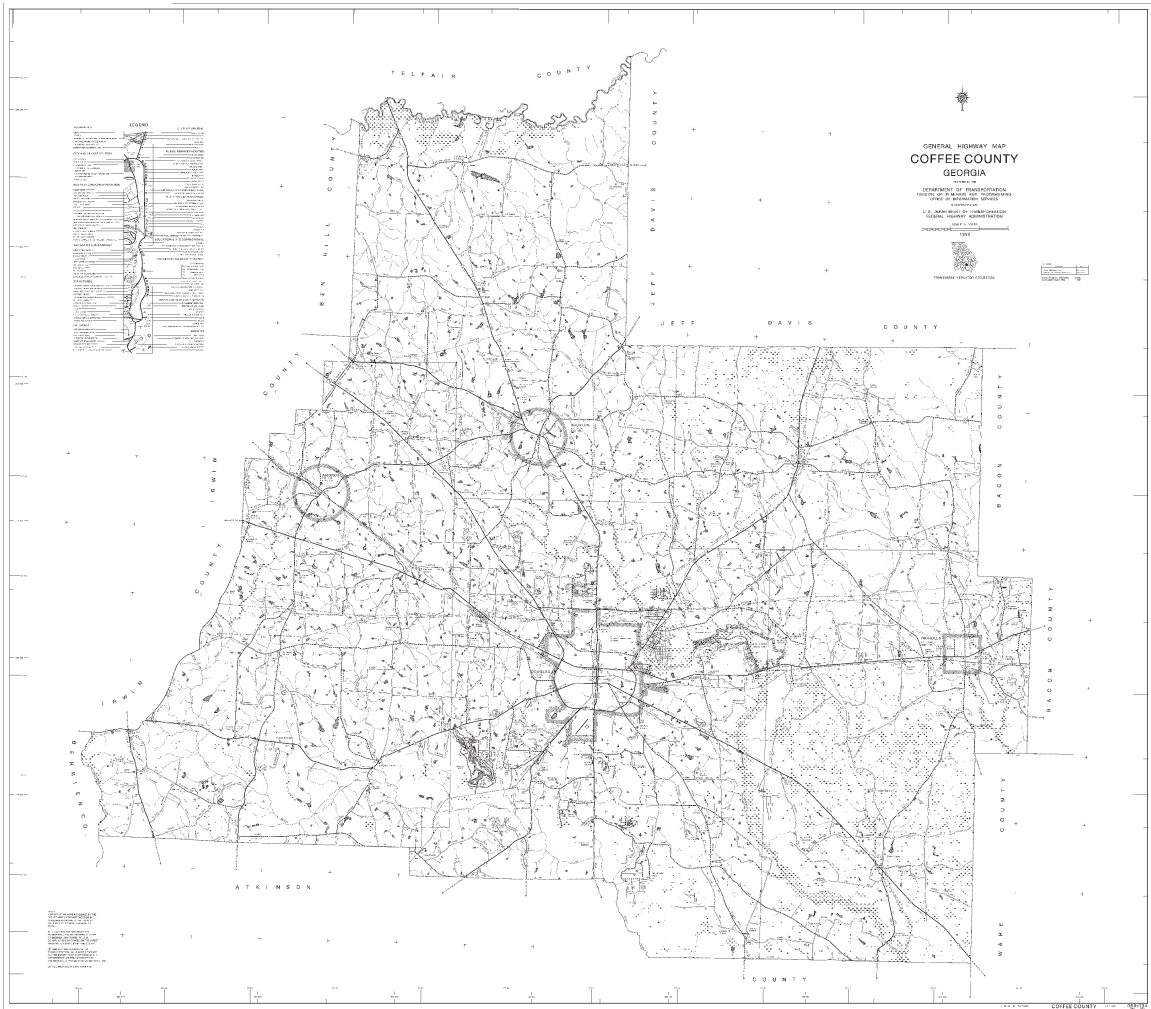
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Introduction

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

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

In reality, any system that would operate would have to be either a combined Coffee County (including all cities) system, or a separate system that was operated by and for the City of Douglas. This is due to county/city size and other logistics.

There are problems associated with the gathering of the information needed in this type of study. One problem is that there is no one source of information, and the sources that are present, are basically snapshots of certain time periods, not necessarily the same. As a result, the base figures of labor force do not necessarily match each other. Also, both 2000 U.S. Census figures and the Georgia Department of Community Affairs Projections based on that information are now eight to nine years old (many having actually been collected in 1999). 2008-2009 Georgia Department of Labor Labor Force Estimates and other information are more current, but there are no future projections of this information available. In addition, the new situation with the decline in the economy and industry has severely disrupted any projections that were previously compiled.

As of May, 2009, according to the GA Department of Labor County Labor Force Estimates (Preliminary, Not Seasonally Adjusted) for Coffee County there are 17,383 persons in the total labor force, which has not surpassed the 2010 Georgia Department of Community Affairs Total Employed Civilian Population Projections of 18,378 persons.

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

County Description

Coffee County is primarily rural in nature. The county has several incorporated cities: Ambrose, Broxton, Nicholls, and Douglas. Coffee County has experienced moderate to slow growth in the last 17 years. According to the 1990 U.S. Census, Coffee County had a total population of 29,592. Due to a 26.4% increase, the total county population for 2000 was 37,413. According to U.S. Census estimates, as of 2008 it was estimated that there were 40,527 persons in Coffee County, a 8.3% increase from the 2000 census.

The GA Department of Labor County Labor Force Estimates (Preliminary, Not Seasonally Adjusted) for Coffee County, as of May, 2009, had a total labor force of 17,383 of which 2,187 (or 12.6%) were unemployed.

According to the Georgia Department of Labor 2008 Area Labor Profile Industry Mix in Coffee County, Providing Services (including Retail) employs 52.4% of the county's labor force. Producing Goods (including Manufacturing) employs 28.4% of the county's labor force. Government employs 19.2% of the county's labor force.

According to the U.S. Census Bureau, the 2000 per capita income was \$15,530.00, well below the State's per capita income of \$21,587.00. According to University of Georgia's Georgia Statistics System (www.georgiastats.uga.edu) estimates, Coffee County's per capita income in the year 2006 was \$22,492.00 which was less than the State's per capita income of \$32,095.00. Although, the county's per capita income has increased, 23.1% (8,707 persons) of the county's population lives below the poverty level according to 2005 model estimates at the University of Georgia's Georgia Statistics System (www.georgiastats.uga.edu).

Socio-Economic Characteristics
Population

According to the U.S. Census Bureau, Coffee County and the Cities of Ambrose, Broxton, Douglas and Nicholls have experienced a moderate growth rate during the 10 year census period (1990-2000) and a slow growth in the last 7 years. The County's total 1990 population was 29,592, whereas by 2000, the population increased by 26.4% to a total of 37,413. This growth was due to several factors which included low land cost, the growth of Douglas as a regional business & industry center and available housing.

According to the U.S. Census Bureau, between 1990 and 2000, the largest population growth occurred in the 45-54 years old bracket. During a 10 year period this age group increased by 54.2%. As illustrated in the table below, the majority of the adult age groups increased significantly from 1990 to 2000. Table 1 illustrates the County's population by age. Table 2 illustrates the projected population by age. Table 3 illustrates the County's projected population. Table 4 illustrates the County's projected population by age.

Table 1: Coffee County Population

1970	1980	1990	2000	2008 estimate
22,828	26,894	29,592	37,413	40,527

Source: U.S. Census Bureau

Table 2: City Population

CITY	1980	1990	2000
Ambrose	360	288	320
Broxton	1,117	1,211	1,428
Douglas	10,980	10,464	10,639
Nicholls	1,114	1,003	1,008

Source: GA DCA County Snapshot

Table 3: Coffee County Population Projections

Agency	2010	2015	2020	2030
GA DCA	42,673	45,302	47,932	53,194
CAED UGA	42,493	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
GA OPB	42,743	45,358	XXXXXXXXXX	XXXXXXXXXX

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

Table 4: Population by Age

Category	1990	2000	% Change
0 – 4 Years Old	2,388	2,932	22.8%
5 – 13 Years Old	4,975	5,914	18.9%
14 – 17 Years Old	1,491	1,736	16.4%
18 – 20 Years Old	1,570	1,911	21.7%
21 – 24 Years Old	1,731	2,197	26.9%
25 – 34 Years Old	4,812	5,635	17.1%
35 – 44 Years Old	4,148	5,718	37.9%
45 – 54 Years Old	2,989	4,610	54.2%
55 – 64 Years Old	2,231	3,069	37.6%
65 and over	3,257	3,691	13.3%

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

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

Table 5: Projected Population by Age (GA DCA Projections)

Category	2010	% Changed (2000-2010)	2020	% Changed (2010-2020)	2030	% Changed (2020-2030)
0 – 4 Years Old	3,229	10.1%	3,525	9.2%	3,822	8.4%
5 – 13 Years Old	6,689	13.1%	7,463	11.6%	8,238	10.4%
14 – 17 Years Old	1,555	-10.4%	1,374	-11.6%	1,193	-13.2%
18 – 20 Years Old	2,003	4.8%	2,095	4.6%	2,187	4.4%
21 – 24 Years Old	2,379	8.3%	2,561	7.7%	2,743	7.1%
25 – 34 Years Old	6,407	13.7%	7,179	12.1%	7,951	10.8%
35 – 44 Years Old	7,131	24.7%	8,543	19.8%	9,956	16.5%
45 – 54 Years Old	5,722	24.1%	6,833	19.4%	7,945	16.3%
55 – 64 Years Old	3,409	11.1%	3,748	9.9%	4,088	9.1%
65 and over	4,151	12.5%	4,611	11.1%	5,071	10.0%

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

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

According to the U.S. Census Bureau, during 1990-2000, the 45-54 years old bracket experienced the largest amount of growth and the 65 and over bracket experienced the least gain. It is projected that the 35-44 years old bracket will experience the greatest increase during the 2000-2010 decade (24.7%) and the 14-17 years old bracket will experience the greatest loss (-10.4%). Projections for 2010-2020 expect the same 35-44 years old bracket to again increase by the greatest amount (19.8%) and the 14-17 years old bracket to again experience the greatest loss (-11.6%). Projections for 2020-2030 expect the same 35-44 years old bracket to again increase by the greatest amount (16.5%) and the 14-17 years old bracket to again experience the greatest loss (-13.2%).

According to GA DCA, by the year 2010, the 35-44 years old bracket is projected to be the largest segment of the total population in Coffee County and the 14-17 years old bracket to be the smallest.

Employment

Table 6: Employment by Industry

Category	1990	2000	2008
Total Employed Civilian Population	13,229	15,660	16,779
Agriculture, Forestry, Fishing, hunting & mining	1,206	846	335
Construction	632	1,032	625
Manufacturing	3,765	4,545	3,648
Wholesale Trade	471	405	646
Retail Trade	2,359	2,727	2,046
Transportation, warehousing, and utilities	716	781	1,092
Information	NA	152	154
Finance, Insurance, & Real Estate	391	526	458
Professional, scientific, management, administrative, and waste management services	439	487	1,020
Educational, health and social services	1,932	2,193	1,549
Arts, entertainment, recreation, accommodation and food services	111	703	1,211
Other Services	640	567	255
Public Administration	567	696	3,118

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

NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend. 2008 data is from GA Dept. of Labor Area 2008 Labor Profile Industry Mix.

Table 7: Employment by Industry (%)

Category	1990	2000	2008
Total Employed Civilian Population	100.0%	100.0%	100.0%
Agriculture, Forestry, Fishing, hunting & mining	9.1%	5.4%	2.1%
Construction	4.8%	6.6%	3.9%
Manufacturing	28.5%	29.0%	22.5%
Wholesale Trade	3.6%	2.6%	4.0%
Retail Trade	17.8%	17.4%	12.6%
Transportation, warehousing, and utilities	5.4%	5.0%	6.7%
Information	NA	1.0%	0.9%
Finance, Insurance, & Real Estate	3.0%	3.4%	2.8%

Professional, scientific, management, administrative, and waste management services	3.3%	3.1%	6.3%
Educational, health and social services	14.6%	14.0%	9.5%
Arts, entertainment, recreation, accommodation and food services	0.8%	4.5%	7.5%
Other Services	4.8%	3.6%	1.6%
Public Administration	4.3%	4.4%	19.2%

Source: GA Dept. of Community Affairs, Original Source: U.S. Bureau of the Census (SF3)
 NOTE: The projections are based on the average rate of change from 1980 to 2000. The base multiplier of 1 means that it will follow the same trend. The multiplier can be adjusted. For example, if the multiplier is changed to 1.5, the rate of change will be increased by 50% every 10 years. A multiplier of zero means no change. A negative value will mean a reverse in the trend. 2008 data is from GA Dept. of Labor Area 2008 Labor Profile Industry Mix.

As illustrated in Tables 6 and 7, manufacturing is the leading employment sector in Coffee County. As of 2008, the manufacturing sector employed 22.5% of the county's labor force. Government/Public Administration was the second leading employment sector in the County and employed 19.2% of the county's labor force during 2008.

According to the Georgia Department of Labor 2008 Area Labor Profile Industry Mix in Coffee County, Providing Services (including Retail) employs 52.4% of the county's labor force. Producing Goods (including Manufacturing) employs 28.4% of the county's labor force. Government employs 19.2% of the county's labor force. It is probable that the Public Administration figures on the U.S. Census were figured differently than the GA Dept. of Labor 2008 figures, since there is such a large difference.

According to the 2008 Georgia Area Labor Profile, the five largest employers within Coffee County were Brooks Auto Parts Inc., Coffee Regional Medical Center Inc., PCC Airfoils Inc., Pilgrim's Pride Corporation and Wal-Mart Associates Inc.

Table 8: Projected Employment by Industry

Category	2010	% Employed	2020	% Employed	2030	% Employed
Total Employed Civilian Population	18,378	100%	21,096	100%	23,814	100%
Agriculture, Forestry, Fishing, hunting & mining	522	2.8%	197	0.9%	0	0.0%
Construction	1,297	7.1%	1,561	7.4%	1,826	7.7%
Manufacturing	5,459	29.7%	6,372	30.2%	7,286	30.6%
Wholesale Trade	317	1.7%	228	1.1%	140	0.6%
Retail Trade	3,395	18.5%	4,063	19.3%	4,731	19.9%
Transportation,	942	5.1%	1,103	5.2%	1,264	5.3%

warehousing, and utilities						
Information	NA	NA	NA	NA	NA	NA
Finance, Insurance, & Real Estate	569	3.1%	612	2.9%	655	2.8%
Professional, scientific, management, administrative, and waste management services	624	3.4%	760	3.6%	897	3.8%
Educational, health and social services	2,594	14.1%	2,995	14.2%	3,396	14.3%
Arts, entertainment, recreation, accommodation and food services	870	4.7%	1,036	4.9%	1,203	5.1%
Other Services	725	3.9%	883	4.2%	1,041	4.4%
Public Administration	839	4.6%	982	4.7%	1,125	4.7%

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

According to projected figures shown in Table 8, manufacturing will remain the largest employment sector in Coffee County during 2010-2030. Projected figures for the years 2010 estimate 29.7%, 2020 estimate 30.2% and 2030 estimate 30.6% of the County's labor force will work in manufacturing. In addition, between the 2000-2030 period, Agriculture, Forestry, Fishing, Hunting & Mining will significantly decrease dropping from 5.4% in 2000 to 0% in 2030. Also, in addition, between the 2000-2030 period, Wholesale Trade will significantly decrease dropping from 2.6% in 2000 to 0.6% in 2030. Retail Trade was shown as the second leading employer in Coffee County. Again, we have a discrepancy here in the Public Administration versus Government definitions in the figures. It is probable that the Public Administration figures on the U.S. Census were figured differently than the GA Dept. of Labor 2008 figures, since there is such a large difference. Due to the current economic situation, these figures are more than likely very outdated.

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

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

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

According to the cited document (and Table 9), “Total employment in WIA Area #19 is expected to grow from almost 59,000 jobs in 2004 to more than 68,000 by the end of 2014, which equates to approximately 950 new jobs added each year.” Due to the current economic situation, these figures are more than likely very outdated.

Coffee County is part of this WIA Area #19.

Table 10: Projected Industry Rate Of Growth In WIA Area #19 To 2014

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

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

According to the cited document (and Table 10), “ This area’s economy is currently growing at essentially the same rate as Georgia’s economy at 1.7% per year, substantially faster than the nation’s job growth rate of 1.2% annually.” Due to the current economic situation, these figures are more than likely very outdated.

Unemployment

Table 11: Coffee County Employment Status

	1990	1995	2000	2005	May 2009
Labor Force	14,400	16,732	17,233	17,491	17,383
Employed	13,409	15,735	16,447	16,470	15,196
Unemployed	991 (6.9%)	997 (6.0%)	786 (4.6%)	1,021 (5.8%)	2,187 (12.6%)

Georgia Department of Labor

Table 12: Georgia Employment Status

	1990	1995	2000	2005	May 2009
Unemployed	5.2%	4.8%	3.5%	5.2%	9.7%

Georgia Department of Labor

According to statistics obtained from the Georgia Department of Labor, the unemployment rate in Coffee County has varied over the past 17 years, with a low of 4.6% in both 1999 and 2000 and a high of 12.6% in May, 2009. The rate has remained on average significantly higher than the Georgia unemployment rate.

Area Employment and Commuting Patterns

The 2008 Georgia Area Labor Profile reveals that 87.6% of the county's employed residents work within Coffee County. 2.8% of the county's residents work in Atkinson County and 1.7% work in Bacon County, completing the top locations. Out of the top locations, all are in Georgia. The ten largest employers within the Coffee County area include (in no order): Chaparral Boats Inc. (Berrien County), Wal-Mart Associates Inc. (Coffee County), Wal-Mart Associates Inc. (Ware County), Pilgrim's Pride Corporation (Coffee County), Coffee Regional Medical Center Inc. (Coffee County), PCC Airfoils Inc. (Coffee County), Propex Fibers Inc. (Jeff Davis County), Electrolux Home Products (Telfair County), Ware State Prison (Ware County) and Satilla Regional Cardiology Association (Ware County). Since that time, however, Pilgrim's Pride has closed and most others have suffered financial setbacks.

Table 13: Employed Residents of Coffee County

County Where Employed	Number	Percent of Total
Coffee County	13,446	87.6%
Atkinson County	429	2.8%
Bacon County	258	1.7%
Ben Hill County	233	1.5%
Ware County	173	1.1%
Irwin County	133	0.9%
Jeff Davis County	80	0.5%
Clinch County	46	0.3%
Other	549	3.6%
Total Residents	15,347	100.0

Georgia Department of Labor 2008 Area Labor Profile/U.S. Census 2000 County to County Worker Flow

Table 14: Persons Working in Coffee County

County of Residence	Number	Percent of Total
Coffee County	13,446	78.9%
Atkinson County	872	5.1%
Bacon County	485	2.8%
Jeff Davis County	370	2.2%
Ware County	321	1.9%
Telfair County	264	1.5%

Ben Hill County	233	1.4%
Irwin County	202	1.2%
Other	843	4.9%
Total Residents	17,036	100.0

Georgia Department of Labor 2008 Area Labor Profile/ U.S. Census 2000 County to County Worker Flow

Income

Table 15: Coffee County Per Capita Income

Category	1990	2000	2004*	2006#
Per Capita Income	\$10,170	\$20,509	\$22,510	\$22,492

Source: U.S. Bureau of the Census (SF3)/ * GA DCA County Snapshots/ # GA Statistics System

Table 16: Georgia Per Capita Income

Category	1990	2000	2004*	2006#
Per Capita Income	\$13,631	\$21,154	\$29,782	\$32,095

Source: U.S. Bureau of the Census (SF3)/ * GA DCA County Snapshots/ # GA Statistics System

Table 17: Projected Coffee County Per Capita Income

Category	1990	2000	2010	2020
Per Capita Income	\$10,170	\$20,509	20,999	26,467

Source: DCA Data Views

The per capita income for Coffee County increased from \$10,170.00 in 1990 (1989) to \$20,509.00 in 2000 (1999), an approximately 101.7% increase. From 1990 to 2000, Georgia's per capita income increased by 55.2%. Coffee County's per capita income remains below the state's average per capita income. Projected figures for the County predict the per capita income will continue to slowly increase.

Table 18: Coffee County Median Household Income

Category	1990	2000
Median Household Income	20,651	\$30,710

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

Table 19: Georgia Median Household Income

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

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

According to statistics obtained from the U.S. Bureau of Census, the median household income for Coffee County increased by 48.7% between 1990-2000. During this same time frame, 1990-2000, the median household income for Georgia increased by 46.2%. Although, Coffee County's median household income has increased, it still remains well below the state's average.

Table 20:Regional Median Household Income

Rank	County	2000 (1999)	2005 Estimate
1	Brantley	\$30,361	\$34,189
2	Berrien	\$30,044	\$33,786
3	Pierce	\$29,895	\$32,218
4	Coffee	\$30,710	\$31,289
5	Ware	\$28,360	\$30,047
6	Bacon	\$26,910	\$29,342
7	Charlton	\$27,869	\$28,430
8	Clinch	\$26,755	\$27,912
9	Atkinson	\$26,470	\$27,657

Source: www.georgiastats.uga.edu

Within the nine counties served by Southeast Georgia Regional Development Center, Coffee County had the highest median household income in 2000 (1999). It is estimated that as of 2005, Coffee County has the fourth highest median household income in the region.

Table 21: Percentage of Person below Poverty

County	2000 (1999) Total	2000 (1999) White	2000 (1999) African-American	2000 (1999) Hispanic	2005 Estimate Total
Clinch	23.4	18.9	35.4	14.3	26.3
Atkinson	23.0	17.6	30.6	34.8	25.1
Charlton	20.9	15.1	38.2	40.0	24.3
Coffee	19.1	14.9	30.8	22.8	23.1
Bacon	23.7	18.9	47.2	27.5	21.7
Ware	20.5	13.4	39.6	33.6	21.3
Pierce	18.4	15.4	38.7	48.3	20.2
Berrien	17.7	14.3	36.8	38.2	17.6
Brantley	15.6	14.6	31.2	35.9	15.0

Source: www.georgiastats.uga.edu

Coffee County had the sixth highest total rate of total persons below poverty within the nine county Southeast Georgia RDC area in 2000 (1999). According to 2005 estimates, Coffee County now has the fourth highest percentage of total persons below poverty.

Transportation

The majority (79.1%) of the Coffee County labor force drove to work alone as shown in Table 21.

Table 22: Commuting to Work, 2000 (Coffee County)

Workers 16 years and over	15,350	100.0
Car, truck, or van -- drove alone	12,139	79.1
Car, truck, or van -- carpooled	2,464	16.1
Public transportation (including 43 by bus & 52 by taxicab)	95	0.6
Motorcycle	17	0.1
Bicycle	7	.05
Walked	146	1.0
Other means	239	1.6
Worked at home	243	1.6

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

Table 23: Travel Time to Work, 2000 (Coffee County)

Total	15,107	100.0
Less than 30 minutes	12,123	80.3
30 to 44 minutes	1,753	11.6
45 to 59 minutes	533	3.5
60 or more minutes	698	4.6

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

Table 24: Number of Vehicles Per Occupied Household, 2000 (Coffee County)

# of Households	None	%	One	%	Two	%	Three +	%
13,354	1,204	9.0%	4,955	37.1%	4,742	35.5%	2,453	18.4%

Source: www.georgiastats.uga.edu

Data obtained from the Georgia County Guide (Source: www.georgiastats.uga.edu) reveals 1,204 or 9.0% of households in Coffee County do not own a vehicle. The majority of households own one vehicle.

Existing Transit Services

Taxicab

There are two (2) existing taxicab services within Coffee County. Average Charge is \$4.25 one-way in town.

City Provided Transportation-Ambrose

The City of Ambrose has no public transportation.

City Provided Transportation—Broxton

The City of Broxton has no public transportation.

City Provided Transportation—Douglas

The City of Douglas has no public transportation.

City Provided Transportation—Nicholls

The City of Nicholls has no public transportation.

Interstate/Intrastate Bus Service

Several years ago, Trailways and Greyhound stopped providing service to small towns in Georgia and other states. The closest Greyhound station is located in Tifton, Georgia (approx. 45 miles). The closest Trailways station appears to be in Jacksonville, Florida, although their service is uncertain and very hard to determine because of their independent carriers.

Senior Transportation

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

TANF Transportation

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

Medicaid Transportation

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

Developing a Public Transit System

Potential Patrons

Surveys were developed by the Southeast Georgia Regional Development Center to assess possible transit patrons. Surveys were delivered to the Coffee County Commission Office and the Coffee County Senior Center/Concerted Services. Thirty-four (34) were returned. Questions on the survey included:

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

Yes:	25
No:	7
Maybe:	1

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

Seniors Of Douglas:	4
The Elderly/Seniors:	16
Everyone:	2
Unknown:	1
Moms without transportation:	1
Those with no transportation/vehicles/can't drive:	5
Students/Teenagers:	2
Those that have no one to take them to shopping, doctors, etc.:	1
Workers:	2
No one:	2
Those who benefit from other free or low cost services, not the working population:	1

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

Douglas:	21
Nicholls:	8
Ambrose:	6
Broxton:	8
Tifton:	9
Pearson:	6

4. What would be the purpose of your trips?

Shopping:	17
Appointments:	16
Medical Appointments:	6
Work:	7
Church:	1
Social Events:	1

Going wherever we need to: 1

5. I now live in:

Ambrose:	0
Broxton:	2
Douglas:	15
Nicholls:	3
Coffee County:	13

6. Comments.

-None:	12
-This will be the best thing for us seniors who don't drive:	1
-I feel this is very much needed even here in Douglas:	1
-I have to pay someone to bring me to Douglas to shop for groceries and my children bring me can goods when they come to see me.	1
-I think it would be nice to have public transportation:	1
-Public transportation is needed because of the elderly people going back & forth to the doctor.	1
-We need transportation:	2
-I think we need it very much:	1
-It would be so helpful to old people who cannot drive:	1
-More people would have jobs in town with public transportation:	1
-I cannot get to doctors out of town:	1
-Douglas & Coffee County need one:	1
-It would be a good thing to have:	1
-Public transportation would enhance Douglas and make it friendly for tourists:	1
-I've been a resident of Coffee County for the last six years and being that I'm from the city (Fla) I'm used to having an alternate way of moving and I feel as if public transportation is desperately needed:	1
-I am tired of walking, I could get a job if I had transportation to get to other cities:	1
-Need more transportation for the county:	1
-Probably would not use:	1
-How will this be funded? Will this be another cost the tax payers will be responsible for?	1
-Douglas and Coffee County are too small for public transportation:	1
-Don't waste tax money:	1
-Costs too much:	1
-(Regarding #1) It is needed if there will be a well thought out plan and equality, no if this is a shot in the dark and you have no idea who is going to pay for this. (Regarding #2) This will more than likely be an easy way for the people in this county to kick back in the a.c. and sponge off of the government now we can add this to the list of free amenities like unemployment, welfare and food stamps everyone takes advantage of.	1

(Regarding #3) Since Boones in Jacksonville is now closed, I guess the go-to place will now be the High-Roller in Nicholls. (Regarding #4) Well after it swings by bags liquor store on the way home to buy a bottle of Grey Goose that my tax dollars also pay for I guess we can swing by the dollar store and put that welfare check to good use. (Regarding #6) Sounds to me like someone with too much time on their hands and not enough sense. I would like to know what fat cat, high paid county employee is going to take a pay cut to pay for these buses? Whomever raises their hand let them put the plan to action.

Recommendations

The Section 5311 program can be operated in one of two ways. One option is a county operated transit system, for example, the Pierce County Transit. Pierce County Transit is funded in part by the Federal Transit Administration Section 5311 Program. This is a cost match program, which means the federal government provides 50% of the funds and the county provides a 50% match. The transit system does not have a set route; patrons call at least 3 days ahead and schedule a ride. Rates are based on the mileage of each trip. Within a 10 mile radius, a one-way trip is \$4. One-way trips over 10 miles cost \$6. Patrons 60 years old or over pay \$2 for a one-way trip. Medical rates are higher and are reimbursed by Medicaid. Pierce County Transit currently has 11 employees (1 full time employee and 10 part time employees). All drivers and employees must have PASS (passenger assistance) training, defensive driving, first aid, and CPR. All drivers must pass a drug and alcohol screening. The vehicles are regularly inspected by GDOT and Medicaid. Vans are usually replaced when they have 100,000 miles on them or are 5 years old. Maintenance and repairs are performed by an outside vendor selected by the county.

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

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

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

The Ware County Transit System is operated by a third part operator, MIDS Inc., from Valdosta. Ware County applies for the funds, provides vehicle insurance, and monitors the transit system but Mids operates the daily transit. Currently, Ware County

has four vans that are maintained by Mids. In addition, Mids employees and pays the drivers and any additional staff. Mids also ensures that the drivers and employees have the proper training, such as PASS, defensive driving, first aid, etc.

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

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

It is recommended that future transportation should be available Monday-Friday and should begin operating around 5:30 or 6:00 AM and end around 6:00 PM. The County can choose to provide one part-time driver for a night shift if the occasion should arise.

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

Goals and Objectives

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

Goal 1: Provide reliable, cost effective public transportation for the citizens of Coffee County and the Cities of Ambrose, Broxton, Douglas and Nicholls that will allow greater access to various shopping centers, medical facilities, jobs, and educational facilities.

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

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

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

Timeline: February 2010

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

Objective: Form a transportation committee.

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

Timeline: March-April 2010

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

Objective: Create a budget.

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

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

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

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

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

Timeline: June-December 2010

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

Objective: Hire competent staff.

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

Objective 2: Provide required training to employees.

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

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

Timeline: February-July 2011

Goal 5: Begin a public service campaign.

Objective: Create community awareness of transit system.

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

Strategy: Distribute flyers.

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

Timeline: September-December 2011

January 2012 begin operation of public transit system.

Proposed Five Year (2012-2016) Administrative, Operating, and Capital Budget

Table 25:

Grantee: Coffee County

Reporting Period: 2012

Administrative Budget

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

Operating Budget

Driver Salaries (2 Full Time)	\$47,502.00
Dispatcher Salary (2.5 days per week)	\$7,917.00
Mechanic Salary	\$0.00
Fuel (2.19 gal per Energy Information Admin. Short-Term Energy Outlook 2010 X 2 vans X 8 hours @ 2 gal hr X 365 days)	\$25,580.00
Maintenance and Repair	\$2,205.00
Vehicle Insurance	\$5,513.00
Drug/Alcohol Testing	\$607.00
License	\$0.00
Uniforms	\$551.00
Communications (Cell Phones)	\$1,890.00
Other	\$0.00
Subtotal Operations	\$91,765.00

Total Expenses	\$121,250.00
Purchase of Service Revenue	\$0.00
Farebox Revenue (1 person per van per hour @ \$3)	(\$17,520.00)
Net Expenses (Less Farebox Revenue)	\$103,730.00
Purchase of Service Local Funds	\$0.00

Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$51,865.00
Local Share (Includes Any Excess POS)	\$51,865.00

Table 26:

Grantee: Coffee County

Reporting Period: 2013

Administrative Budget

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

Operating Budget

Driver Salary	\$49,877.00
Dispatcher Salary	\$8,313.00
Mechanic Salary	\$0.00
Fuel	\$26,859.00
Maintenance and Repair	\$2,315.00
Vehicle Insurance	\$5,789.00
Drug/Alcohol Testing	\$637.00
License	\$0.00
Uniforms	\$579.00
Communications (Cell Phones)	\$1,985.00
Other	\$0.00
Subtotal Operations	\$96,354.00

Total Expenses **\$127,314.00**

Purchase of Service Revenue **\$0.00**

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

Net Expenses (Less Farebox Revenue) **\$107,604.00**

Purchase of Service Local Funds	\$0.00
Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$53,802.00
Local Share (Includes Any Excess POS)	\$53,802.00

Table 27:

Grantee: Coffee County

Reporting Period: 2014

Administrative Budget

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

Operating Budget

Driver Salary	\$52,371.00
Dispatcher Salary	\$8,729.00
Mechanic Salary	\$0.00
Fuel	\$28,202.00
Maintenance and Repair	\$2,431.00
Vehicle Insurance	\$6,078.00
Drug/Alcohol Testing	\$669.00
License	\$0.00
Uniforms	\$608.00
Communications (Cell Phones)	\$2,084.00
Other	\$0.00
Subtotal Operations	\$101,172.00

Total Expenses **\$133,681.00**

Purchase of Service Revenue **\$0.00**

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

Net Expenses (Less Farebox Revenue) **\$111,781.00**

Purchase of Service Local Funds	\$0.00
Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$55,890.50
Local Share (Includes Any Excess POS)	\$55,890.50

Table 28:

Grantee: Coffee County

Reporting Period: 2015

Administrative Budget

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

Operating Budget

Driver Salary	\$54,990.00
Dispatcher Salary	\$9,165.00
Mechanic Salary	\$0.00
Fuel	\$29,612.00
Maintenance and Repair	\$2,553.00
Vehicle Insurance	\$6,382.00
Drug/Alcohol Testing	\$702.00
License	\$0.00
Uniforms	\$638.00
Communications (Cell Phones)	\$2,188.00
Other	\$0.00
Subtotal Operations	\$106,230.00

Total Expenses **\$140,366.00**

Purchase of Service Revenue **\$0.00**

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

Net Expenses (Less Farebox Revenue) **\$114,086.00**

Purchase of Service Local Funds	\$0.00
Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$57,043.00
Local Share (Includes Any Excess POS)	\$57,043.00

Table 29:

Grantee: Coffee County

Reporting Period: 2016

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$28,870.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$805.00
Marketing Expenses	\$805.00
Telephone Expenses	\$1,206.00
Office Supplies	\$805.00
Rental Expenses	\$2,681.00
Standard Overhead	\$0.00
Computer Software	\$670.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$35,842.00

Operating Budget

Driver Salary	\$57,740.00
Dispatcher Salary	\$9,623.00
Mechanic Salary	\$0.00
Fuel	\$31,093.00
Maintenance and Repair	\$2,681.00
Vehicle Insurance	\$6,701.00
Drug/Alcohol Testing	\$737.00
License	\$0.00
Uniforms	\$670.00
Communications (Cell Phones)	\$2,297.00
Other	\$0.00
Subtotal Operations	\$111,542.00

Total Expenses **\$147,384.00**

Purchase of Service Revenue **\$0.00**

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

Net Expenses (Less Farebox Revenue) **\$112,344.00**

Purchase of Service Local Funds	\$0.00
Excess POS (Above Local Match)	\$0.00
Section 5311 Federal Share	\$56,172.00
Local Share (Includes Any Excess POS)	\$56,172.00

Table 30 Capital Budget

Capital Budget	Quantity	Cost
Standard Van		\$0.00
Modified Van		\$0.00
Conversion Van		\$0.00
Conversion Van/Lift		\$0.00
Shuttle Van*		\$0.00
Shuttle Van/Lift*	2	\$59,500.00
Shuttle Bus		\$0.00
Shuttle Bus/Lift	1	\$45,350.00
Computer Hardware	1	\$2,000.00
Total	XXXXXXXXX	\$106,850.00
Federal Share (80%)	XXXXXXXXX	\$85,480.00
State Share (10%)	XXXXXXXXX	\$10,685.00
Local Share (10%)	XXXXXXXXX	\$10,685.00

* Price estimate quoted for (2) ADA 20' Vans w/Lifts that hold 8 passengers plus 2 wheelchairs with A/C & heat, V-8 engines, cruise control, power windows/locks/mirrors, "no rust" 18" raised roofs & 60" lift doorway. (1) 15Person bus (total) w/Lift & 2 wheelchairs with A/C, heat & more. From Mobility Transportation Services (mobilitytrans.com) 1-800-496-4280.

Tables 25-30 illustrate proposed public transportation funding by the federal 5311 program. For the first year, 2012, the estimated total cost is \$121,250.00 (excluding estimated revenues), which means, after revenues, the local county would receive \$51,865.00 from the federal government and match this. Projected estimates were created by increasing the proposed budget by 5%.

Table 30 illustrates the proposed capital budget. The local government is required to provide 10% of the total capital budget, federal funds provide 80% of the budget, and state funds provide an estimated 10% of the budget.

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

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

Table 31:

Grantee: Coffee County

Reporting Period: 2012

Administrative Budget

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

Operating Budget

Driver Salaries (2 Full Time)	\$47,502.00
Dispatcher Salary (2.5 days per week)	\$7,917.00
Mechanic Salary	\$0.00
Fuel (2.19 gal per Energy Information Admin. Short-Term Energy Outlook 2010 X 2 vans X 8 hours @ 2 gal hr X 365 days)	\$25,580.00
Maintenance and Repair	\$2,205.00
Vehicle Insurance	\$5,513.00
Drug/Alcohol Testing	\$607.00
License	\$0.00
Uniforms	\$551.00
Communications (Cell Phones)	\$1,890.00
Other	\$0.00
Subtotal Operations	\$91,765.00

Total Expenses **\$121,250.00**

Purchase of Service Revenue **\$0.00**

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

Net Expenses (Less Farebox Revenue) **\$103,730.00**

Table 32:**Grantee:** Coffee County**Reporting Period:** 2013**Administrative Budget**

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

Operating Budget

Driver Salaries (2 Full Time)	\$49,877.00
Dispatcher Salary (2.5 days per week)	\$8,313.00
Mechanic Salary	\$0.00
Fuel (2.19 gal per Energy Information Admin. Short-Term Energy Outlook 2010 X 2 vans X 8 hours @ 2 gal hr X 365 days)	\$26,859.00
Maintenance and Repair	\$2,315.00
Vehicle Insurance	\$5,789.00
Drug/Alcohol Testing	\$637.00
License	\$0.00
Uniforms	\$579.00
Communications (Cell Phones)	\$1,985.00
Other	\$0.00
Subtotal Operations	\$96,354.00

Total Expenses **\$127,314.00****Purchase of Service Revenue** **\$0.00****Farebox Revenue (1 person per van per hour @ \$3)** **(\$19,710.00)****Net Expenses (Less Farebox Revenue)** **\$107,604.00****Table 33:****Grantee:** Coffee County**Reporting Period:** 2014**Administrative Budget**

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

Operating Budget

Driver Salaries (2 Full Time)	\$52,371.00
Dispatcher Salary (2.5 days per week)	\$8,729.00
Mechanic Salary	\$0.00
Fuel (2.19 gal per Energy Information Admin. Short-Term Energy Outlook 2010 X 2 vans X 8 hours @ 2 gal hr X 365 days)	\$28,202.00
Maintenance and Repair	\$2,431.00
Vehicle Insurance	\$6,078.00
Drug/Alcohol Testing	\$669.00
License	\$0.00
Uniforms	\$608.00
Communications (Cell Phones)	\$2,084.00
Other	\$0.00
Subtotal Operations	\$101,172.00

Total Expenses **\$133,681.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1 person per van per hour @ \$3) **(\$21,900.00)**

Net Expenses (Less Farebox Revenue) **\$111,781.00**

Table 34:

Grantee: Coffee County

Reporting Period: 2015

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$27,495.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$767.00
Marketing Expenses	\$767.00
Telephone Expenses	\$1,149.00
Office Supplies	\$767.00

Rental Expenses	\$2,553.00
Standard Overhead	\$0.00
Computer Software	\$638.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$34,136.00

Operating Budget

Driver Salaries (2 Full Time)	\$54,990.00
Dispatcher Salary (2.5 days per week)	\$9,165.00
Mechanic Salary	\$0.00
Fuel (2.19 gal per Energy Information Admin. Short-Term Energy Outlook 2010 X 2 vans X 8 hours @ 2 gal hr X 365 days)	\$29,612.00
Maintenance and Repair	\$2,553.00
Vehicle Insurance	\$6,382.00
Drug/Alcohol Testing	\$702.00
License	\$0.00
Uniforms	\$638.00
Communications (Cell Phones)	\$2,188.00
Other	\$0.00
Subtotal Operations	\$106,230.00

Total Expenses **\$140,366.00**

Purchase of Service Revenue **\$0.00**

Farebox Revenue (1 person per van per hour @ \$3) **(\$26,280.00)**

Net Expenses (Less Farebox Revenue) **\$114,086.00**

Table 35:

Grantee: Coffee County

Reporting Period: 2016

Administrative Budget

Director Salary	\$0.00
Supervisor Salary	\$28,870.00
Bookkeeper Salary	\$0.00
Secretary Salary	\$0.00
Training/Travel	\$805.00
Marketing Expenses	\$805.00
Telephone Expenses	\$1,206.00
Office Supplies	\$805.00
Rental Expenses	\$2,681.00
Standard Overhead	\$0.00
Computer Software	\$670.00
Audit	\$0.00
Other	\$0.00
Subtotal Administrative	\$35,842.00

Operating Budget

Driver Salaries (2 Full Time)	\$57,740.00
Dispatcher Salary (2.5 days per week)	\$9,623.00
Mechanic Salary	\$0.00
Fuel (2.19 gal per Energy Information Admin. Short-Term Energy Outlook 2010 X 2 vans X 8 hours @ 2 gal hr X 365 days)	\$31,093.00
Maintenance and Repair	\$2,681.00
Vehicle Insurance	\$6,701.00
Drug/Alcohol Testing	\$737.00
License	\$0.00
Uniforms	\$670.00
Communications (Cell Phones)	\$2,297.00
Other	\$0.00
Subtotal Operations	\$111,542.00

Total Expenses	\$147,384.00
Purchase of Service Revenue	\$0.00
Farebox Revenue (1 person per van per hour @ \$3)	(\$35,040.00)
Net Expenses (Less Farebox Revenue)	\$112,344.00

Table 36 Capital Budget

Capital Budget	Quantity	Cost
Standard Van		\$0.00
Modified Van		\$0.00
Conversion Van		\$0.00
Conversion Van/Lift		\$0.00
Shuttle Van*		\$0.00
Shuttle Van/Lift*	2	\$59,500.00
Shuttle Bus		\$0.00
Shuttle Bus/Lift	1	\$45,350.00
Computer Hardware	1	\$2,000.00
Total	XXXXXXXX	\$106,850.00

Tables 31-36 are a proposed budget without any federal or state funding. As proposed, for the first year, 2011, Coffee County would provide \$121,250.00 (excluding potential farebox revenues) to begin a public transportation system. In addition to the administrative and operating budget, Coffee County would cover the entire operating budget. Therefore the County would need \$121,250.00 (excluding potential farebox revenues) plus \$106,850.00 for a total budget of \$228,100.00. Future estimates (except farebox revenues) are projected by increasing the budget by 5% each year.

Conclusion

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

- Georgia Department of Community Affairs**
- Georgia Department of Labor Area Profile 2008- Coffee County**
- Georgia Department of Labor County Labor Force Estimates (Not Seasonally Adjusted, Preliminary May, 2009).**
- Georgia Department of Labor “Georgia Area Workforce Trends Projections To 2014 WIA Area #19-SE Georgia”**
- U.S. Census Bureau**
- WWW.Georgiastats.uga.edu**
- Energy Information Administration Short-Term Energy Outlook (<http://www.eia.doe.gov/steo>)**