

2050 Georgia Rural and Human Services Transportation Plan

Needs Assessment Appendix

February 2023



Revision Log

No.	Date	Revision Description	Name

Table of Contents

2050 Georgia Rural and Human Services Transportation Plan..	1	Questionnaire and Workshop-Identified Needs	1-10
1. Needs by Provider (Rural)	1-1	Rural Transit Trip Demand.....	1-11
Baldwin County	1-1	Catoosa County.....	1-12
Planning Document Review	1-1	Planning Document Review	1-12
Location of Potential Transit Service Needs.....	1-1	Location of Potential Transit Service Needs	1-12
Questionnaire and Workshop-Identified Needs	1-2	Questionnaire and Workshop-Identified Needs	1-13
Rural Transit Trip Demand	1-2	Rural Transit Trip Demand.....	1-13
Banks County.....	1-3	Chattooga County.....	1-15
Planning Document Review	1-3	Planning Document Review	1-15
Location of Potential Transit Service Needs.....	1-4	Location of Potential Transit Service Needs	1-15
Rural Transit Trip Demand	1-5	Rural Transit Trip Demand.....	1-16
Bleckley County	1-6	Clay County	1-18
Planning Document Review	1-6	Planning Document Review	1-18
Location of Potential Transit Service Needs.....	1-6	Location of Potential Transit Service Needs	1-18
Rural Transit Trip Demand	1-7	Rural Transit Trip Demand.....	1-19
Burke County	1-9	Coastal Regional Coaches	1-21
Planning Document Review	1-9	Planning Document Review	1-21
Location of Potential Transit Service Needs.....	1-9	Location of Potential Transit Service Needs	1-22

Questionnaire and Workshop-Identified Needs	1-23	Rural Transit Trip Demand.....	1-36
Rural Transit Trip Demand	1-23	Dade County.....	1-38
Columbia County.....	1-25	Planning Document Review	1-38
Planning Document Review	1-25	Location of Potential Transit Service Needs	1-38
Location of Potential Transit Service Needs.....	1-26	Questionnaire and Workshop-Identified Needs	1-39
Rural Transit Trip Demand	1-27	Rural Transit Trip Demand.....	1-40
Coweta County.....	1-28	Dawson County	1-41
Planning Document Review	1-28	Planning Document Review	1-41
Location of Potential Transit Service Needs.....	1-29	Location of Potential Transit Service Needs	1-41
Questionnaire and Workshop-Identified Needs	1-30	Rural Transit Trip Demand.....	1-42
Rural Transit Trip Demand	1-30	Dodge County.....	1-43
Crawford County	1-32	Planning Document Review	1-43
Planning Document Review	1-32	Location of Potential Transit Service Needs	1-43
Location of Potential Transit Service Needs.....	1-33	Questionnaire and Workshop-Identified Needs	1-44
Questionnaire and Workshop-Identified Needs	1-34	Rural Transit Trip Demand.....	1-45
Rural Transit Trip Demand	1-34	Dooly County	1-46
Crisp County	1-35	Planning Document Review	1-46
Planning Document Review	1-35	Location of Potential Transit Service Needs	1-46
Location of Potential Transit Service Needs.....	1-35	Rural Transit Trip Demand.....	1-47

Elbert County	1-48	Location of Potential Transit Service Needs	1-60
Planning Document Review	1-48	Rural Transit Trip Demand.....	1-61
Location of Potential Transit Service Needs.....	1-48	Hancock County	1-62
Rural Transit Trip Demand	1-49	Planning Document Review	1-62
Forsyth County	1-51	Location of Potential Transit Service Needs	1-62
Planning Document Review	1-51	Rural Transit Trip Demand.....	1-63
Location of Potential Transit Service Needs.....	1-51	Haralson County	1-64
Questionnaire and Workshop-Identified Needs.....	1-52	Planning Document Review	1-64
Rural Transit Trip Demand	1-53	Location of Potential Transit Service Needs	1-65
Glascock County	1-54	Rural Transit Trip Demand.....	1-66
Planning Document Review	1-54	Hart County	1-67
Location of Potential Transit Service Needs.....	1-54	Planning Document Review	1-67
Rural Transit Trip Demand	1-54	Location of Potential Transit Service Needs	1-67
Greene County	1-56	Rural Transit Trip Demand.....	1-68
Planning Document Review	1-56	Heard County	1-69
Location of Potential Transit Service Needs.....	1-56	Planning Document Review	1-69
Rural Transit Trip Demand	1-57	Location of Potential Transit Service Needs	1-69
Habersham County	1-60	Questionnaire and Workshop-Identified Needs	1-69
Planning Document Review	1-60	Rural Transit Trip Demand.....	1-70

Jackson County.....	1-71	Location of Potential Transit Service Needs	1-82
Planning Document Review	1-72	Questionnaire and Workshop-Identified Needs	1-83
Location of Potential Transit Service Needs.....	1-73	Rural Transit Trip Demand.....	1-83
Questionnaire and Workshop-Identified Needs	1-74	Lower Chattahoochee Regional Transportation Authority .	1-84
Rural Transit Trip Demand	1-74	Planning Document Review	1-84
Jefferson County	1-75	Location of Potential Transit Service Needs	1-85
Planning Document Review	1-75	Questionnaire and Workshop-Identified Needs	1-86
Location of Potential Transit Service Needs.....	1-75	Rural Transit Trip Demand.....	1-86
Rural Transit Trip Demand	1-76	Lumpkin County.....	1-87
Jenkins County.....	1-77	Planning Document Review	1-87
Planning Document Review	1-77	Location of Potential Transit Service Needs	1-87
Location of Potential Transit Service Needs.....	1-77	Questionnaire and Workshop-Identified Needs	1-88
Rural Transit Trip Demand	1-78	Rural Transit Trip Demand.....	1-89
Jones County	1-79	Macon County	1-90
Planning Document Review	1-79	Planning Document Review	1-90
Location of Potential Transit Service Needs.....	1-80	Location of Potential Transit Service Needs	1-90
Rural Transit Trip Demand	1-81	Rural Transit Trip Demand.....	1-91
Lincoln County	1-82	McDuffie County	1-92
Planning Document Review	1-82	Planning Document Review	1-92

Location of Potential Transit Service Needs.....	1-92	Peach County	1-104
Rural Transit Trip Demand	1-93	Planning Document Review	1-105
Morgan County.....	1-94	Location of Potential Transit Service Needs	1-105
Planning Document Review	1-94	Rural Transit Trip Demand.....	1-106
Location of Potential Transit Service Needs.....	1-94	Polk County	1-106
Rural Transit Trip Demand	1-95	Planning Document Review	1-107
Mountain Area Transportation System.....	1-96	Location of Potential Transit Service Needs	1-107
Planning Document Review	1-96	Rural Transit Trip Demand.....	1-108
Location of Potential Transit Service Needs.....	1-96	Pulaski County.....	1-108
Rural Transit Trip Demand	1-97	Planning Document Review	1-109
Murray County.....	1-99	Location of Potential Transit Service Needs	1-109
Planning Document Review	1-99	Questionnaire and Workshop-Identified Needs	1-110
Location of Potential Transit Service Needs.....	1-99	Rural Transit Trip Demand.....	1-110
Rural Transit Trip Demand	1-100	Putnam County.....	1-111
Paulding County.....	1-101	Planning Document Review	1-111
Planning Document Review	1-101	Location of Potential Transit Service Needs	1-111
Location of Potential Transit Service Needs.....	1-102	Rural Transit Trip Demand.....	1-112
Questionnaire and Workshop-Identified Needs	1-102	Rabun County.....	1-113
Rural Transit Trip Demand	1-103	Planning Document Review	1-114

Location of Potential Transit Service Needs.....	1-114	Location of Potential Transit Service Needs	1-129
Questionnaire and Workshop-Identified Needs	1-115	Questionnaire and Workshop-Identified Needs	1-130
Rural Transit Trip Demand	1-115	Rural Transit Trip Demand.....	1-130
Rockdale County	1-116	Talbot County	1-131
Planning Document Review	1-116	Planning Document Review	1-132
Location of Potential Transit Service Needs.....	1-116	Location of Potential Transit Service Needs	1-132
Rural Transit Trip Demand	1-117	Questionnaire and Workshop-Identified Needs	1-133
Southern Georgia Regional Transit.....	1-118	Rural Transit Trip Demand.....	1-133
Planning Document Review	1-119	Taliaferro County	1-134
Location of Potential Transit Service Needs.....	1-120	Planning Document Review	1-134
Questionnaire and Workshop-Identified Needs	1-121	Location of Potential Transit Service Needs	1-134
Rural Transit Trip Demand	1-121	Rural Transit Trip Demand.....	1-135
Southwest Georgia Regional Transit	1-123	Taylor County	1-136
Planning Document Review	1-123	Planning Document Review	1-137
Location of Potential Transit Service Needs.....	1-126	Location of Potential Transit Service Needs	1-137
Questionnaire and Workshop-Identified Needs	1-127	Rural Transit Trip Demand.....	1-138
Rural Transit Trip Demand	1-128	Telfair County	1-138
Sumter County	1-129	Planning Document Review	1-139
Planning Document Review	1-129	Location of Potential Transit Service Needs	1-139

Rural Transit Trip Demand	1-140	Questionnaire and Workshop-Identified Needs	1-151
Thomas County	1-140	Rural Transit Trip Demand.....	1-151
Planning Document Review	1-141	Twiggs County	1-152
Location of Potential Transit Service Needs.....	1-141	Planning Document Review	1-153
Questionnaire and Workshop-Identified Needs	1-142	Location of Potential Transit Service Needs	1-153
Rural Transit Trip Demand	1-142	Rural Transit Trip Demand.....	1-154
Three Rivers Regional Transit System	1-143	Union County	1-154
Planning Document Review	1-143	Planning Document Review	1-155
Location of Potential Transit Service Needs.....	1-145	Location of Potential Transit Service Needs	1-155
Questionnaire and Workshop-Identified Needs	1-146	Questionnaire and Workshop-Identified Needs	1-156
Rural Transit Trip Demand	1-146	Rural Transit Trip Demand.....	1-156
Towns County	1-147	Walker County	1-157
Planning Document Review	1-147	Planning Document Review	1-157
Location of Potential Transit Service Needs.....	1-147	Location of Potential Transit Service Needs	1-157
Questionnaire and Workshop-Identified Needs	1-148	Questionnaire and Workshop-Identified Needs	1-158
Rural Transit Trip Demand	1-148	Rural Transit Trip Demand.....	1-159
Troup County	1-149	Walton County (Social Circle Transit).....	1-160
Planning Document Review	1-149	Planning Document Review	1-160
Location of Potential Transit Service Needs.....	1-150	Location of Potential Transit Service Needs	1-160

Questionnaire and Workshop-Identified Needs	1-161	Rural Transit Trip Demand.....	1-171
Rural Transit Trip Demand	1-161	Wilcox County.....	1-172
Warren County	1-162	Planning Document Review	1-172
Planning Document Review	1-163	Location of Potential Transit Service Needs	1-172
Location of Potential Transit Service Needs.....	1-163	Rural Transit Trip Demand.....	1-173
Rural Transit Trip Demand	1-164	Wilkes County.....	1-174
Wayne County.....	1-164	Planning Document Review	1-175
Planning Document Review	1-165	Location of Potential Transit Service Needs	1-175
Location of Potential Transit Service Needs.....	1-165	Questionnaire and Workshop-Identified Needs	1-175
Questionnaire and Workshop-Identified Needs	1-166	Rural Transit Trip Demand.....	1-176
Rural Transit Trip Demand	1-166	Wilkinson County.....	1-176
Wheeler County	1-167	Planning Document Review	1-177
Planning Document Review	1-167	Location of Potential Transit Service Needs	1-177
Location of Potential Transit Service Needs.....	1-167	Rural Transit Trip Demand.....	1-178
Rural Transit Trip Demand	1-168	2. Needs by Provider (Rural and Urban Systems)	2-179
Whitfield County	1-169	Augusta Richmond County Transit System.....	2-179
Planning Document Review	1-170	Planning Document Review	2-179
Location of Potential Transit Service Needs.....	1-170	Location of Potential Transit Service Needs	2-180
Questionnaire and Workshop-Identified Needs	1-171	Questionnaire and Workshop-Identified Needs	2-181

Rural Transit Trip Demand	2-181	Questionnaire and Workshop-Identified Needs	2-196
Bartow County.....	2-182	Rural Transit Trip Demand.....	2-197
Planning Document Review	2-182	3. Needs by County without Transit	3-199
Location of Potential Transit Service Needs.....	2-183	Appling County	3-199
Questionnaire and Workshop-Identified Needs	2-184	Planning Document Review	3-199
Rural Transit Trip Demand	2-185	Location of Potential Transit Service Needs	3-199
Cherokee County	2-186	Rural Transit Trip Demand.....	3-200
Planning Document Review	2-186	Barrow County.....	3-201
Location of Potential Transit Service Needs.....	2-188	Planning Document Review	3-201
Questionnaire and Workshop-Identified Needs	2-189	Location of Potential Transit Service Needs	3-201
Rural Transit Trip Demand	2-189	Rural Transit Trip Demand.....	3-202
Hall County.....	2-191	Candler County.....	3-204
Planning Document Review	2-191	Planning Document Review	3-204
Location of Potential Transit Service Needs.....	2-192	Location of Potential Transit Service Needs	3-204
Questionnaire and Workshop-Identified Needs	2-192	Rural Transit Trip Demand.....	3-205
Rural Transit Trip Demand	2-193	Chattahoochee County	3-207
Henry County	2-194	Planning Document Review	3-207
Planning Document Review	2-195	Location of Potential Transit Service Needs	3-207
Location of Potential Transit Service Needs.....	2-196	Rural Transit Trip Demand.....	3-208

Clinch County	3-210	Questionnaire and Workshop-Identified Needs	3-223
Planning Document Review	3-210	Rural Transit Trip Demand.....	3-223
Location of Potential Transit Service Needs.....	3-210	Franklin County	3-224
Rural Transit Trip Demand	3-211	Planning Document Review	3-225
Echols County	3-213	Location of Potential Transit Service Needs	3-225
Planning Document Review	3-213	Rural Transit Trip Demand.....	3-225
Location of Potential Transit Service Needs.....	3-214	Harris County.....	3-226
Rural Transit Trip Demand	3-215	Planning Document Review	3-227
Emanuel County.....	3-216	Location of Potential Transit Service Needs	3-227
Planning Document Review	3-216	Rural Transit Trip Demand.....	3-228
Location of Potential Transit Service Needs.....	3-216	Houston County.....	3-228
Rural Transit Trip Demand	3-217	Planning Document Review	3-229
Evans County.....	3-219	Location of Potential Transit Service Needs	3-229
Planning Document Review	3-219	Rural Transit Trip Demand.....	3-230
Location of Potential Transit Service Needs.....	3-219	Jasper County	3-230
Rural Transit Trip Demand	3-220	Planning Document Review	3-231
Fayette County.....	3-222	Location of Potential Transit Service Needs	3-231
Planning Document Review	3-222	Rural Transit Trip Demand.....	3-232
Location of Potential Transit Service Needs.....	3-222	Jeff Davis County	3-232

Planning Document Review	3-233	Marion County	3-242
Location of Potential Transit Service Needs.....	3-233	Planning Document Review	3-243
Rural Transit Trip Demand	3-234	Location of Potential Transit Service Needs	3-243
Johnson County	3-234	Questionnaire and Workshop-Identified Needs	3-244
Planning Document Review	3-235	Rural Transit Trip Demand.....	3-244
Location of Potential Transit Service Needs.....	3-235	Monroe County	3-244
Rural Transit Trip Demand	3-236	Planning Document Review	3-245
Lanier County.....	3-236	Location of Potential Transit Service Needs	3-245
Planning Document Review	3-237	Rural Transit Trip Demand.....	3-246
Location of Potential Transit Service Needs.....	3-237	Montgomery County	3-246
Rural Transit Trip Demand	3-238	Planning Document Review	3-247
Laurens County	3-238	Location of Potential Transit Service Needs	3-247
Planning Document Review	3-239	Rural Transit Trip Demand.....	3-248
Location of Potential Transit Service Needs.....	3-239	Newton County	3-248
Rural Transit Trip Demand	3-240	Planning Document Review	3-249
Madison County	3-240	Location of Potential Transit Service Needs	3-249
Planning Document Review	3-241	Rural Transit Trip Demand.....	3-250
Location of Potential Transit Service Needs.....	3-241	Oconee County.....	3-250
Rural Transit Trip Demand	3-242	Planning Document Review	3-251

Location of Potential Transit Service Needs.....	3-251	Toombs County	3-263
Questionnaire and Workshop-Identified Needs	3-251	Planning Document Review	3-263
Rural Transit Trip Demand	3-252	Location of Potential Transit Service Needs	3-263
Oglethorpe County	3-252	Rural Transit Trip Demand.....	3-264
Planning Document Review	3-253	Treutlen County	3-266
Location of Potential Transit Service Needs.....	3-253	Planning Document Review	3-266
Rural Transit Trip Demand	3-254	Location of Potential Transit Service Needs	3-266
Schley County	3-254	Rural Transit Trip Demand.....	3-267
Planning Document Review	3-255	Washington County	3-269
Location of Potential Transit Service Needs.....	3-255	Planning Document Review	3-269
Rural Transit Trip Demand	3-256	Location of Potential Transit Service Needs	3-269
Stephens County.....	3-257	Rural Transit Trip Demand.....	3-270
Planning Document Review	3-257	Webster County	3-272
Location of Potential Transit Service Needs.....	3-257	Planning Document Review	3-272
Rural Transit Trip Demand	3-258	Location of Potential Transit Service Needs	3-272
Tattnall County	3-260	Rural Transit Trip Demand.....	3-273
Planning Document Review	3-260	White County	3-275
Location of Potential Transit Service Needs.....	3-260	Planning Document Review	3-275
Rural Transit Trip Demand	3-261	Location of Potential Transit Service Needs	3-275

Rural Transit Trip Demand3-276

List of Acronyms

DCH	Georgia Department of Community Health
DHS	Georgia Department of Human Services
DHR	Georgia Department of Human Resources
GDOT	Georgia Department of Transportation
RC	Regional Commission
RHST	Rural and Human Services Transportation
SWTRP	Georgia Statewide Transit Plan
TAC	Technical Advisory Committee
TAG	Technical Advisory Group
TCG	Technical Coordinating Group

1. Needs by Provider (Rural)

Baldwin County

Baldwin County is located in the Middle Georgia Regional Commission in a predominantly rural area. The county's population of 45,111 is projected to decline by 8.6% between 2019 and 2050.

The county is served by a single-county rural transit system, Baldwin County Transit. Three of the adjacent counties within the Middle Georgia region – Jones, Putnam, and Wilkinson counties – are each served by their own county transit service. Hancock County in the Central Savannah River Area region is also served by its own transit system. Washington County, also in the Central Savannah River Area region, does not currently have transit service.

Planning Document Review

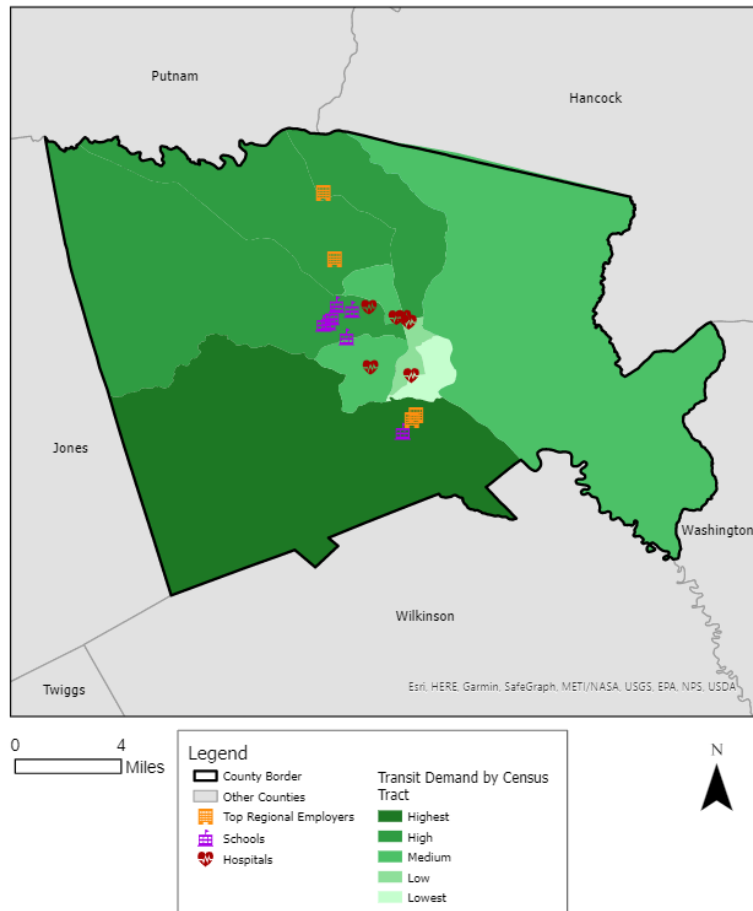
Baldwin County has a TDP that was prepared by the Middle Georgia Regional Commission in 2020. The plan quantifies transit needs in the county by conducting a demographic analysis of transit dependence (youth, seniors, those with incomes below the federal poverty level, and households without vehicles) at the block group level and individuals with disabilities at the census tract level using ACS five-year estimates (2014-2018). The three block groups represents 2,141 residents, while the tract level estimated 16% of county residents have disabilities and may require alternative mobility services. An estimate of transit ridership is not produced.

The TDP analyses different alternatives for improving mobility in the County, including rideshare, expansion of existing 5311 rural public transportation services, limited fixed-route transit service, and bicycle and pedestrian facilities. The TDP provides an overview of 5311 transit funding for Baldwin County Transit in FY2019 and compares it to the regional average, but does not produce an estimate of capital or operating costs for expanded or alternative services.

Location of Potential Transit Service Needs

Figure 1 shows the areas of potential transit need in Baldwin County. The highest transit demand in Baldwin County is in the southern part of the county. There are two regional employers and a school in the area with the highest need. The areas that are near hospitals and the other schools in the central portion county have less transit demand. Two of the top regional employers are in the northern portion of the county and have medium transit demand.

Figure 1: Transit Need Areas in Baldwin County



Questionnaire and Workshop-Identified Needs

Baldwin County Transit responded to the questionnaire but did not identify their priority needs and challenges. However, the transit provider does not track trip denials, offer subscription service, or offer bulk purchase passes. The provider is not able to carry riders to destinations outside its jurisdictional boundaries and has not pursued multi-county transit or coordinated human services transportation. The agency provides call-ahead notification for demand-response trips and is considering an online platform for customers to view real-time trip information.

To better meet rider needs, Baldwin County must address the following challenges: limited administrative capacity for tracking trip denials and a limited ability to expand into new markets.

Rural Transit Trip Demand

As shown in Table 1, based on 2019 population data, the forecasted transit demand in Baldwin County ranges from 12,650 to 55,794 annual transit trips. Baldwin County Transit, the local transit service, provided 8,109 trips (NTD), meeting over 14% of the higher range calculated rural transit trip demand.

Baldwin County is expected to decline in population by approximately 8.6% between 2019 and 2050.¹ The decline is projected to result in a 2050 transit demand of approximately 9,483 to 50,972 annual transit trips.

Table 1: Baldwin County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	8,109
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	55,794
Future Rural Trip Demand (2050)	50,972
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,650
Future Rural Trip Demand (2050)	9,483

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Banks County

Banks County is located in the Georgia Mountains Regional Commission in a predominantly rural area. The county is expected to increase its population by 35.1% between 2019 and 2050. The county is currently served by Banks County Transit, a county-wide transit system.

Two adjacent counties in the Georgia Mountains region – Habersham and Hall – are also served by county transit systems. Two other adjacent counties in the region – Stephens and Franklin – do not currently have transit service. Banks County is also bordered by Jackson and Madison counties in the Northeast Georgia region. Jackson County is served by a county transit system, while Madison County currently lacks transit service.

Planning Document Review

A TDP was not identified for Banks County. Banks County produced a Comprehensive Plan in 2018 for planning and community development. A mitigation strategy identified for needs and opportunities related to economic development included the development of a county-wide Transportation Plan, and the County's rural transit system is recognized as an asset. However, no other rural transit system planning elements are identified.

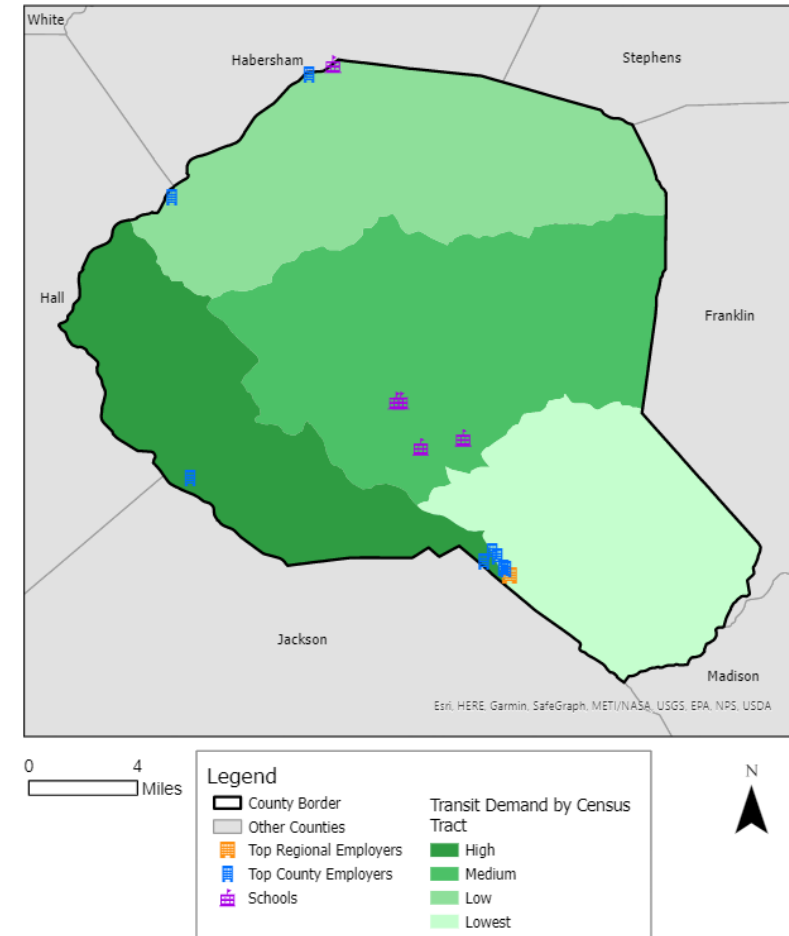
¹ Governor's Office of Planning and Budget 2020-2050 Projections.

The 2021 Joint Comprehensive Plan for Banks County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 2 shows the locations of potential transit needs in Banks County. Banks County has relatively low transit demand aside from the western portion of the county having high demand. There is one top county employer located in the high demand region. Top regional and county employers in the southern portion of the county straddle the line between the high transit demand area and low transit demand area.

Figure 2: Transit Need Areas in Banks County



Rural Transit Trip Demand

As shown in Table 2, based on 2019 population data, the forecasted transit demand in Banks County ranges from 15,772 to 31,512 annual trips. Banks County Transit, the local transit agency, provided 3,695 trips (NTD), meeting over 11% of the higher range calculated rural transit trip demand.

Banks County is projected to grow by approximately 35.1% between 2019 and 2050.² The anticipated growth is projected to result in a 2050 transit demand of 22,235 to 42,564 annual transit trips.

² Governor's Office of Planning and Budget 2020-2050 Projections.

Table 2: Banks County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	3,695
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	31,512
Future Rural Trip Demand (2050)	42,564
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,772
Future Rural Trip Demand (2050)	22,235

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Bleckley County

Bleckley County is a rural county in the Heart of Georgia – Altamaha Regional Commission. Bleckley County current operates a rural dial-a-ride demand response service with 5,397 trips in 2019. Bleckley's population is projected to decline by 0.9% between 2019 and 2050.

Bleckley County is adjacent to four counties in the Middle Georgia region. Of these four counties, three – Twiggs County, Wilkinson County, and Pulaski County – operate rural transit services. The fourth county, Houston County, does not. Bleckley County is also adjacent to two counties in the Heart of Georgia – Altamaha region. Laurens County does not operate transit, while Dodge County operates a county-level transit service.

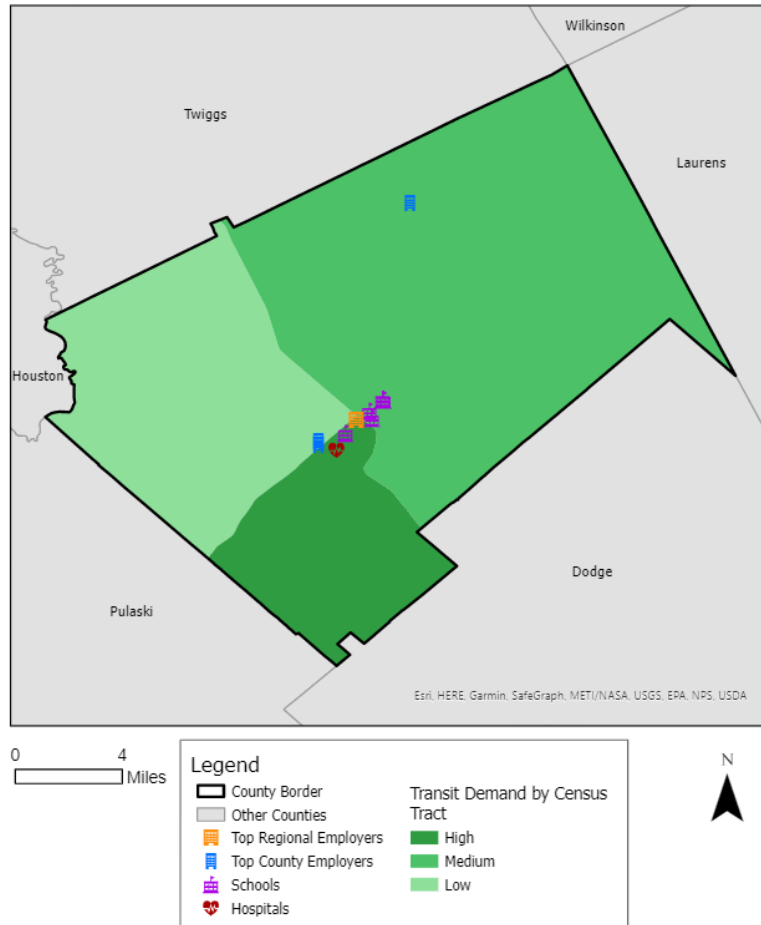
Planning Document Review

A TDP was not identified for Bleckley County. The Bleckley County-City of Cochran Comprehensive Plan from 2021 identifies healthcare transit as a community need but does not include transit service in its action plans.

Location of Potential Transit Service Needs

Figure 3 shows the location of potential transit needs in Bleckley County. Transit demand is the highest in the southern most portion of Bleckley County. Top regional employers, top county employers, schools, and the hospital are centrally located at the cross points of areas with various levels of transit demand. There is one county employer located in the northern region with medium transit demand.

Figure 3: Transit Need Areas in Bleckley County



Rural Transit Trip Demand

As shown in Table 3, based on 2019 population data, the estimated rural transit demand in Bleckley County ranges from 6,076 to 15,219 annual trips. Bleckley County, the local transit agency, provided 5,397 trips in 2019, meeting 35.5% of the higher range calculated rural transit trip demand.

Bleckley County is expected to decline in population by approximately 0.9% between 2019 and 2050, while its population of persons age 60 and older is projected to decline by 26.7% during this time period.³ These demographic shifts are projected to result in a 2050 transit trip demand of 5,131 to 15,078.

³ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 3: Bleckley County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	5,397
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,219
Future Rural Trip Demand (2050)	15,078
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,076
Future Rural Trip Demand (2050)	5,131

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Burke County

Burke County is located in the Central Savannah River Area Regional Commission. Burke County's population is projected to decline by 8.1% between 2019 and 2050. Burke County currently operates a rural on-demand transit service and provided 26,062 trips in 2019.

The three counties in the Central Savannah River region adjacent to Burke County – Richmond, Jefferson, and Jenkins counties – are all served by county-level transit agencies. Burke is also adjacent to Emanuel County in the Heart of Georgia – Altamaha Region and Screven County in the Coastal Georgia region. Emanuel County currently lacks transit service, while Screven County is served by the Coastal Region Commission transit service.

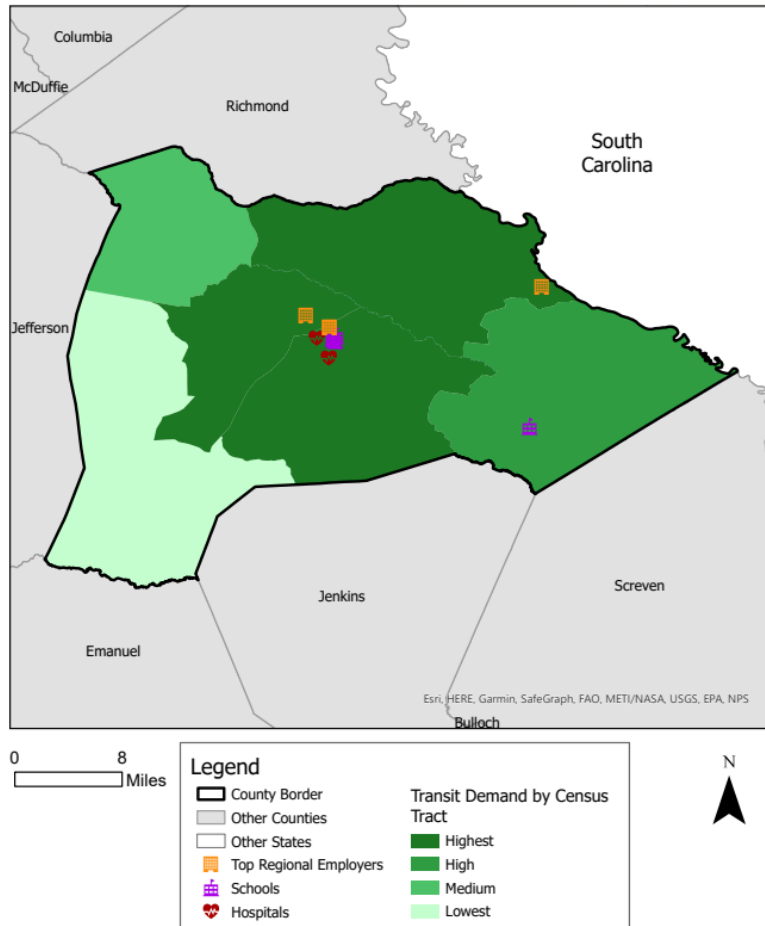
Planning Document Review

A TDP for Burke County was not identified. The County's comprehensive plan for 2007-2027 does not identify transit needs, but its goals include supporting land use development and roadway design to accommodate and support public transit options.

Location of Potential Transit Service Needs

Figure 4 shows the location of potential transit need areas in Burke County. The highest demand for transit is within the center portion of Burke County. Top regional employers, hospitals, and schools are located within this area. There is a school located on the eastern side of the county where there is high transit demand.

Figure 4: Transit Need Areas in Burke County



Questionnaire and Workshop-Identified Needs

Burke County Transit responded to the transit provider questionnaire. The transit provider indicated that they have pursued multi-county transit service and coordinated human services transportation, but they are currently unable to carry riders to destinations outside of the jurisdictional boundaries. Burke County identified the purchase of new vehicles as the main long-range need to maintain a State of Good Repair for its transit assets. The transit provider does not use any planning documents to guide decision-making. In an open response, the transit provider defined success as completing passenger trips in a timely manner, and identified maintaining customer satisfaction with service as a challenge.

Administrative challenges include attracting and retaining qualified personnel. Rider demand and satisfaction challenges include expanding into new markets, initiating or promoting employer transit benefit programs, public perception of transit and support for transit investment, identifying potential riders or transit needs, delivering new projects, and providing more frequent or higher capacity service (all were equally rated as minimal challenges, however). Funding was not identified as a challenge in any area.

To improve its ability to meet rider needs, Burke County Transit must address the following challenges: attracting and retaining qualified personnel; limited administrative capacity for long-range planning; communicating with community partners; and, maintaining on-time performance.

Rural Transit Trip Demand

As shown in Table 4, based on 2019 population data, the forecasted transit demand in Burke County ranges from 15,100 to 66,693 annual trips. Burke County Transit, the local transit agency, provided 26,062 trips (NTD) in 2019, meeting over 39% of the higher range calculated rural transit trip demand.

Burke County is expected to decrease in population by approximately 8.1% between 2019 and 2050.⁴ The projected decline is projected to result in a transit demand of 12,815 to 61,259 annual trips.

⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 4: Burke County - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	26,062
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	66,693
Future Rural Trip Demand (2050)	61,259
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,100
Future Rural Trip Demand (2050)	12,815

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Catoosa County

Catoosa County is located in the Northwest Georgia Regional Commission adjacent to the Georgia-Tennessee border. The southern areas of Catoosa County are mostly rural, while the northeastern parts of the county are more suburban and are a part of the Chattanooga, Tennessee metropolitan area. Catoosa County currently operates a rural demand-response transit service that provided 17,079 trips in 2019. The County is projected to grow by 24.2% between 2019 and 2050.

Catoosa County is adjacent to Walker and Whitfield counties, both of which offer county-level transit service.

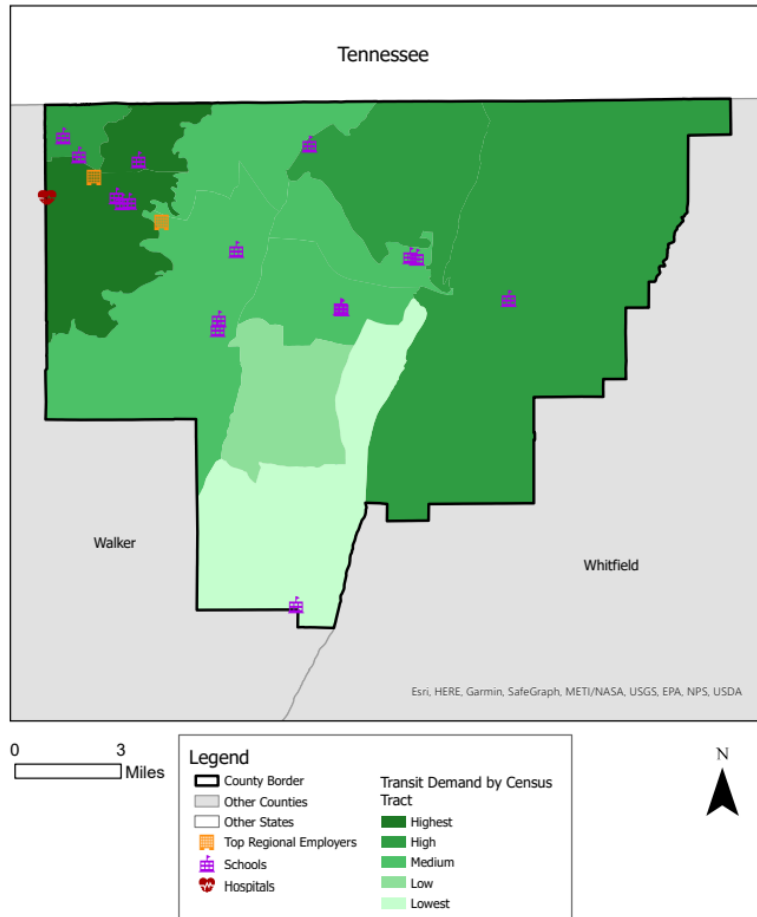
Planning Document Review

A TDP for Catoosa County was not identified. The Northwest Georgia Regional Commission developed a Joint Comprehensive Plan for Catoosa County and the Cities of Fort Oglethorpe and Ringgold in 2021. The Plan's Transportation Element discusses transit service and affirms transportation planning that includes transit service as part of its Joint Community Goals.

Location of Potential Transit Service Needs

Figure 5 shows the location of potential transit needs in Catoosa County. Catoosa County has a various levels of transit demand throughout the county in part due to the southern areas being mostly rural. The highest levels of transit demand are in the northwestern portion of the county where top regional employers, schools, and hospitals are located. There are multiple schools located centrally and on the eastern portion of the county that sit in both medium and high transit demand areas.

Figure 5: Transit Need Areas in Catoosa County



Questionnaire and Workshop-Identified Needs

Catoosa County Transit responded to the transit provider survey. The provider tracks trip denials and offers subscription service, most commonly for Senior Center community members, dialysis patients, and workforce transportation. The transit provider is able to carry passengers to areas around the major hospitals across the state line in Chattanooga, TN for medical appointments, but is otherwise unable to carry riders to destinations outside the jurisdictional boundaries. Catoosa County Transit does not charge a fare to passengers and receives revenue as a contracted service provider for the Transit Alliance Group, which is a DHS subcontractor.

The provider identified regular maintenance schedules and the purchase of new vehicles as long-range needs to maintain its transit assets in a State of Good Repair.

Administrative challenges include communicating service alerts or changes to the public and performing vehicle maintenance. Rider demand and satisfaction challenges include getting public support for transit investment and providing more frequent or higher capacity service. Funding challenges were seen as minimal across all levels. To better meet rider needs, Catoosa County must address the following challenges: communicating with customers on service changes; communicating with community partners; and, obtaining resources for regular maintenance of transit vehicles.

Rural Transit Trip Demand

As shown in Table 5, based on 2019 population data, the forecasted transit demand in the rural portions of Catoosa County ranges from 16,135 to 32,977 annual trips. Catoosa County Transit, the local transit agency, provided 17,079 trips (NTD), meeting 51.8% of the higher range calculated transit trip demand in 2019.

Catoosa County is expected to grow by 24.2% between 2019 and 2050.⁵ The anticipated growth is projected to result in a 2050 transit demand of 20,118 to 40,966 annual trips.

⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 5: Catoosa County - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	17,079
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	32,977
Future Rural Trip Demand (2050)	40,966
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,135
Future Rural Trip Demand (2050)	20,118

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Chattooga County

Chattooga County is a rural county in the Northwest Georgia Regional Commission located on Georgia's border with Alabama. The County currently operates a rural demand-response service that provided 11,804 trips in 2019. Chattooga County's population is projected to decline by 10.6% between 2019 and 2050.

Chattooga County is bordered by Walker and Floyd Counties. Walker County operates a county-level transit service, but Floyd County does not. The City of Rome, located within Floyd County, offers fixed-route transit within the city limits.

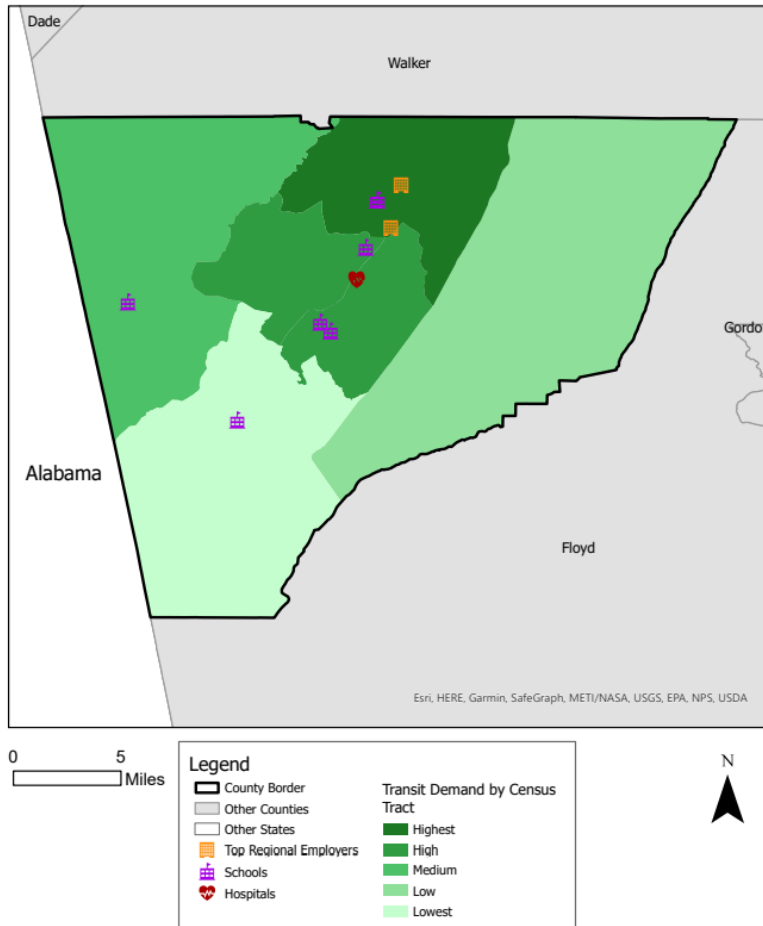
Planning Document Review

A TDP for Chattooga County was not identified. The Northwest Georgia Regional Commission prepared a Joint Comprehensive Plan for Chattooga County, the Town of Lyerly, the City of Menlo, the City of Summerville, and the Town of Trion in 2016. The Plan does not address transit needs, but does call for Chattooga County's Community Work Program does identify the development of a multi-modal TDP with GDOT and NGRC as an activity for 2016-2020.

Location of Potential Transit Service Needs

Figure 6 shows the location of potential transit needs in Chattooga County. The highest levels of transit demand in Chattooga County are located in the north central portion of the county. Top regional employers, schools, and hospitals are located within this area. The northwestern portion of the county has medium levels of transit demand.

Figure 6: Transit Need Areas in Chattooga County



Rural Transit Trip Demand

As shown in Table 6, based on 2019 population data, the forecasted transit demand in Chattooga County ranges from 12,664 to 39,186 annual trips. Chattooga County Transit, the local transit agency, provided 11,804 trips (NTD), meeting 30% of the higher range calculated rural transit trip demand in 2019.

Chattooga County is expected to decline in population by 10.6% between 2019 and 2050.⁶ The anticipated decline is projected to result in a 2050 transit demand of 10,538 to 35,040 annual transit trips.

⁶ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 6: Chattooga County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	11,804
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	39,186
Future Rural Trip Demand (2050)	35,040
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,664
Future Rural Trip Demand (2050)	10,538

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Clay County

Clay County is located in Georgia's River Valley Regional Commission on the border with Alabama in a rural area. The county operates a rural demand-response system that provided 10,457 trips in 2019. Clay County's population is projected to decline by 11.0% between 2019 and 2050.

Clay County is adjacent to Quitman and Randolph counties in the River Valley Region, both of which are served by the Lower Chattahoochee Regional Transit Authority. Clay County is also bordered by Calhoun and Early counties in the Southwest Georgia region, both of which are served by the Southwest Georgia Regional Commission transit service.

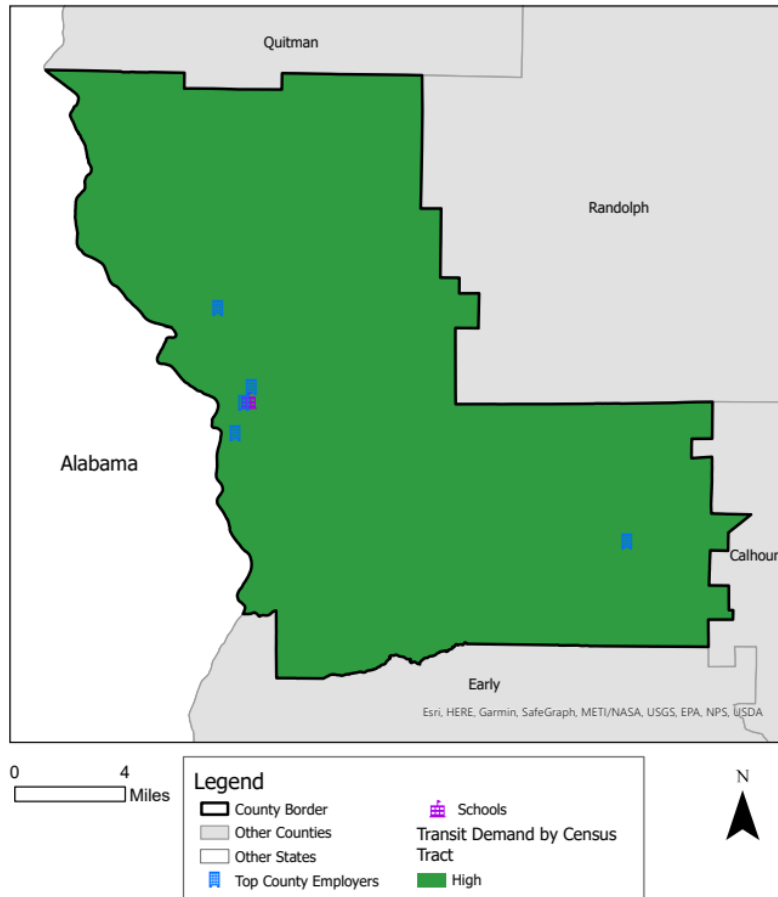
Planning Document Review

The Clay County TDP was developed by the River Valley Regional Commission in 2019. The Plan identified needs for regional and multi-county coordination on transit trips.

Location of Potential Transit Service Needs

Figure 7 shows the location of potential transit needs in Clay County. All of Clay County is a high demand area for transit. There are multiple top county employers and a school located within the county.

Figure 7: Transit Need Areas in Clay County



Rural Transit Trip Demand

As shown in Table 7, based on 2019 population data, the forecasted transit demand in Clay County ranges from 3,771 to 16,146 annual trips. Clay County Transit, the local transit agency, provided 10,457 trips (NTD), meeting 64.8% of the higher range calculated demand.

Clay County is projected to decrease in population by approximately 11.0% between 2019 and 2050.⁷ The anticipated decline is projected to result in a 2050 transit demand of 2,471 to 14,368 annual trips.

⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 7: Clay County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	10,457
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,146
Future Rural Trip Demand (2050)	14,368
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	3,771
Future Rural Trip Demand (2050)	2,471

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Coastal Regional Coaches

The Coastal Regional Commission operates the Coastal Regional Coaches system as a demand-response service in the ten counties located in the Coastal Regional Commission: Bryan, Bulloch, Camden, Chatham, Effingham, Glynn, Liberty, Long, McIntosh, and Screven. Coastal Regional Coaches provided 128,381 trips in 2019. Fixed-route transit is also provided in Chatham and Liberty counties.

The Coastal Region's population is projected to increase by 35.9% between 2019 and 2050, with every county except Screven projected to add population. McIntosh and Effingham counties are projected to increase in population by more than 100% during this time period.

Planning Document Review

A TDP for Coastal Regional Coaches was not identified. Chatham County, Glynn County, and Bulloch Counties have established TDPs and other planning documents, and the Coastal Region MPO (CORE) maintains an MTP.

Chatham Area Transit, which provides fixed-route and paratransit services in Chatham County, discusses Coastal Regional Coaches in its 2013 TDP. As part of its recommendations for regional mobility management, the TDP calls for the establishment of a working group to address regional mobility services and coordination that may include the Coastal Regional Commission.

Glynn County's MPO, the Brunswick Area Transportation Study, prepared a Transportation Improvement Program for FY2021-FY2024. The TIP includes an overview of Coastal Regional Coaches services and identifies funding contributions from Glynn County for the transit service through Section 5311 funding. These funds total \$1.5 million in operating costs and \$507,000 in capital costs between FY2021 and FY2024. The TIP affirms the Coastal Regional Commission's Transit Asset Management targets as established by the GDOT TAM Plan.

Bulloch County prepared a TDP in 2008. The TDP includes a needs assessment that estimates transit demand based on transit dependent population counts: young adults, the elderly, people with disabilities, people below the poverty line, and zero-vehicle households. The needs assessment also identified trip generators. Based on the findings of the needs assessment, the TDP identifies seven transit service options consisting of a mix of fixed-route commuter services and demand-response services that range in total cost from \$2.3 million to \$2.7 million. The TDP analyzes the advantages and disadvantages of each and identifies organizational and funding options for transit service operation.

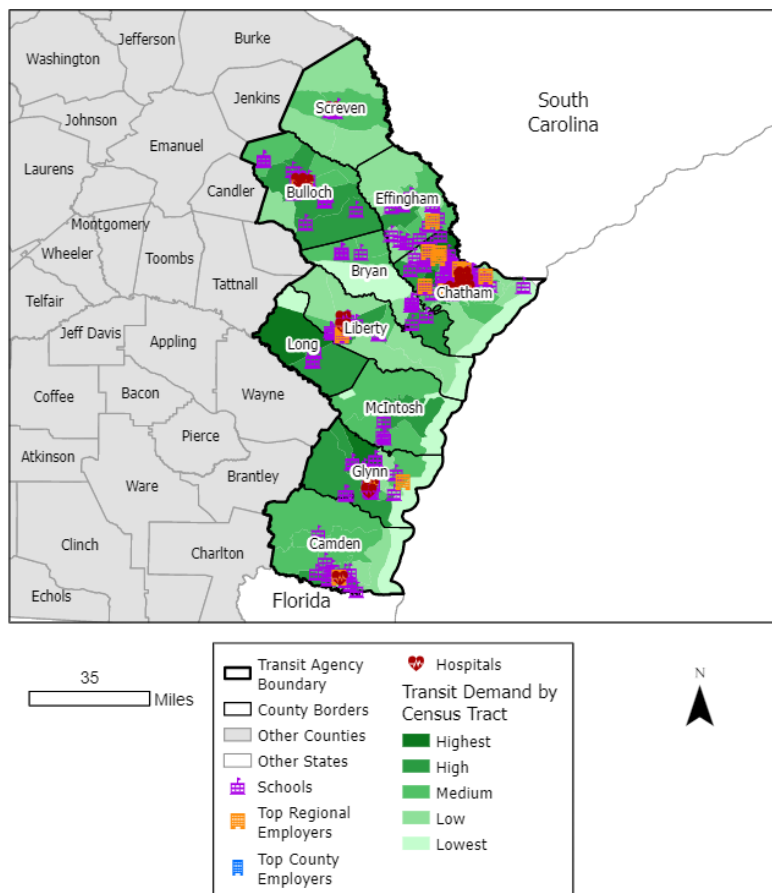
Bulloch County's website also references a 2019 update to the Comprehensive Master Plan, but the document is not available on the website.

CORE adopted its MTP, Mobility 2045, in 2019. Mobility 2045 includes a discussion of the Coastal Regional Commission and the Coastal Regional Coaches in its overview of the regional transportation network. Transportation policy and regional goals include the expansion of transit service and increased service frequency.

Location of Potential Transit Service Needs

Figure 8 shows the location of potential transit needs in the Coastal Regional Coaches service area. The counties with the highest transit demand within the Coastal Regional Coaches system are western Long County, northwestern Chatham County, western Glynn County, and eastern Bulloch County. The schools and top employers and in the Coastal region are clustered around the urbanized areas of Savannah, Brunswick and Hinesville, along with a small cluster at the southern end of Camden County near the Florida border and additional clusters along Interstate 16 in Bulloch County and Interstate 95 in Glynn County. Hospitals are concentrated within the cities located throughout the region.

Figure 8: Transit Need Areas in the Coastal Regional Coaches Service Area



Questionnaire and Workshop-Identified Needs

Community members from Chatham County responded to the rider survey. Respondents indicate that they do not use rural or human services transportation. Respondents indicate they are interested in using these services, but they are not available in their community.

Rider respondents selected improving mobility for people who cannot get around on their own, providing access to healthcare services, and increasing the availability of multiple modes of transportation as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were connecting different parts of the community or region together, integrating transit fares across transit providers, and connecting neighboring cities or counties. Their three highest priorities for RHST technologies were on-vehicle safety and security systems, smartphone- and website-based fare purchase options, and real-time information for transit trips available at transit stops.

To meet rider needs and improve transit service, Coastal Regional Coaches should expand service coverage for both local and regional services; expand technology offerings to make more information and fare payment available via smartphone and website; and, improve administrative capacity to support TAMP implementation and maintenance scheduling.

Rural Transit Trip Demand

As shown in Table 8, based on 2019 population data, the estimated rural transit demand in the Coastal Regional Commission service area ranges from 138,070 to 540,291 annual trips. CRC provided 128,381 trips (NTD), meeting over 23% of the higher range calculated rural transit trip demand.

The Coastal Regional Commission area is expected to grow by approximately 35.9% between 2019 and 2050.⁸ The anticipated growth is projected to result in a 2050 transit demand of 190,224 to 734,088 trips.

⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 8: Coastal Regional Coaches - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	128,381
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	540,291
Future Rural Trip Demand (2050)	734,088
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	138,070
Future Rural Trip Demand (2050)	190,224

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Columbia County

Columbia County is located in the Central Savannah River Area Regional Commission and borders South Carolina. The County is predominantly rural, but the eastern part of the county is part of the Augusta metropolitan area and is suburban in character due to the growing urbanization of the metropolitan area. Columbia County currently operates a rural demand-response transit service that provided 46,963 trips in 2019. The County is projected to grow by 65.7% between 2019 and 2050.

Columbia County is bordered by Lincoln, McDuffie, and Richmond counties. All three counties are served by county-wide transit systems. Additionally, fixed-route transit is offered in the City of August.

Planning Document Review

A TDP was not identified for Columbia County. The Comprehensive Plan for the County references the 2040 Augusta Regional Transportation Study adopted in 2015 as documentation for the Plan's Community Assessment of transportation needs.

The Augusta Regional Transportation Study (ARTS) is a bi-state MPO covering Richmond County, the Cities of Hephzibah and Blythe, the Fort Gordon Military Reservation, Parts of Columbia County, and parts of Aiken and Edgefield Counties in South Carolina.

The current Metropolitan Transportation Plan for ARTS, adopted in September 2020 as Future Mobility 2050, estimates needs for on-demand transit and fixed-route transit by conducting a demographic analysis of the ARTS planning area and existing fixed-route transit routes.

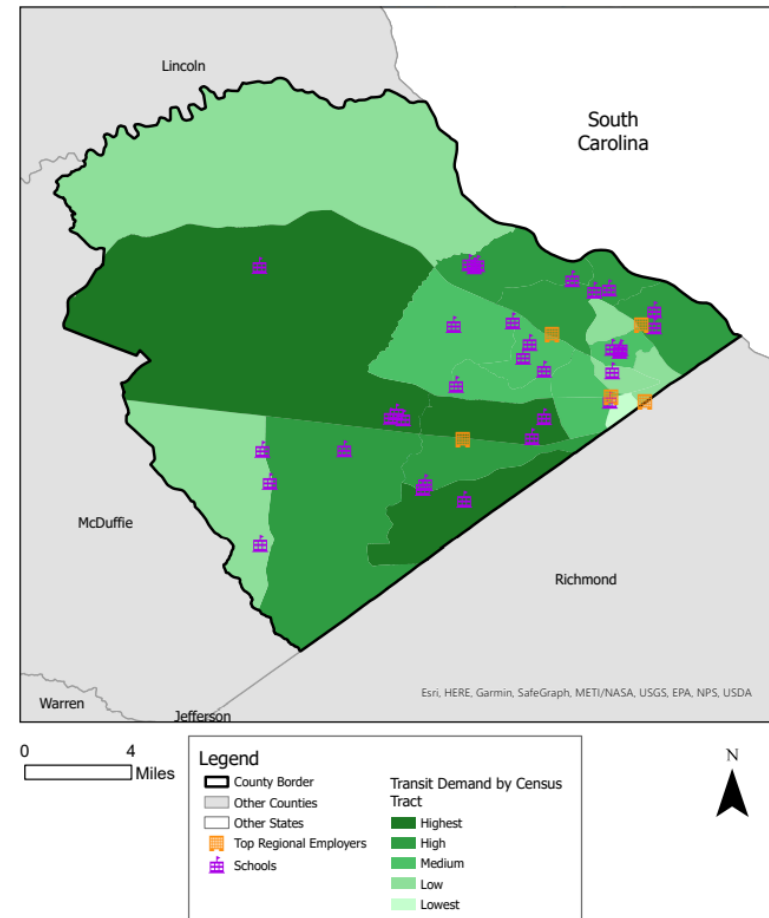
This analysis includes households without access to a vehicle, minority population, population below poverty level, and workers 16 years and older, residents with a disability, and population 65 years and older.

The Universe of Projects identified in the in the MTP establishes a project evaluation framework that includes weights for improving access and reliability for public transit. Projects identified for improving transit include increased service hours, new routes, expansion of service area, inter-county service, and improved amenities. However, these needs are discussed in the context of the ARTS planning area and do not specify needs in Columbia County.

Location of Potential Transit Service Needs

Figure 9 shows the location of potential transit needs in Columbia County. Columbia County's highest demand areas are the central portion and the southeastern portion. There are schools located in both of these locations. There are areas of high transit demand in the southernmost and easternmost portion of the county where schools and top regional employers are located.

Figure 9: Transit Need Areas in Columbia County



Rural Transit Trip Demand

As shown in Table 9, based on 2019 population data, the forecasted transit demand for Columbia County ranges from 16,591 to 29,504 annual trips. Columbia County Transit provided 46,963 trips in 2019, meeting 159% of the higher range calculated rural transit trip demand.

Columbia County is projected to increase in population by 65.7% between 2019 and 2050.⁹ The anticipated growth is projected to result in a 2050 transit trip demand of 31,560 to 48,894 annual trips.

⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 9: Columbia County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	46,963
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	29,504
Future Rural Trip Demand (2050)	48,894
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,591
Future Rural Trip Demand (2050)	31,560

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Coweta County

Coweta County is located in the Three Rivers Regional Commission, but it is also part of the Atlanta Transit Link region that covers the Atlanta Regional Commission area. Coweta County currently operates a rural demand-response service that provided 36,713 trips in 2019. The County is projected to increase its population by 66.7% between 2019 and 2050.

Coweta County is bordered by Carroll, Meriwether, and Spalding Counties in the Three River region, all of which receive transit from the Three Rivers Regional Commission. Additionally, Coweta County is bordered by Heard and Troup counties, each of which operate county-level transit systems. In the Atlanta Regional Commission region, Fulton and Fayette counties are both adjacent to Coweta County. Fulton County is served by the Metropolitan Atlanta Regional Transportation Authority (MARTA), while Fayette County currently lacks transit service.

Planning Document Review

A TDP for Coweta County was not identified. However, Coweta County released Connecting Coweta, a Comprehensive Transportation Plan (CTP), in September 2021, in coordination with its Comprehensive Plan to align transportation, land use, housing, economic development, and community facility planning.

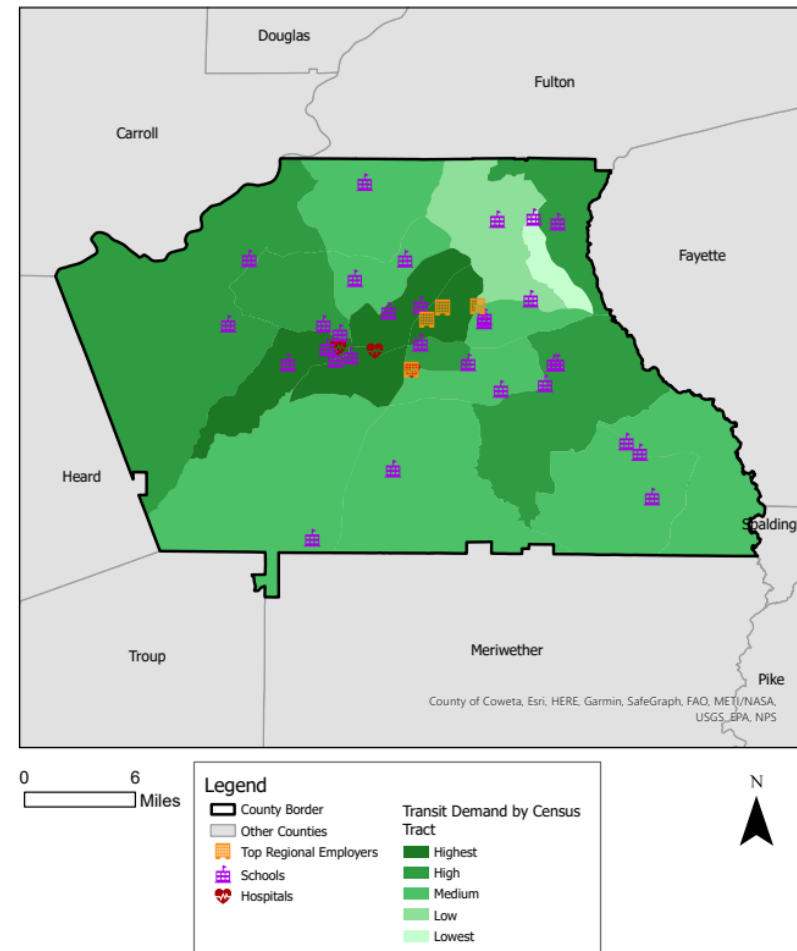
Connecting Coweta includes an existing conditions and needs assessment that identified a transit mode share of less than 1.0% for travel trends in 2020 and 2050. However, the CTP identifies transit as a critical transportation need, and while it determines that current transit services meet existing demand, the Plan recommends that further analysis will be needed as the County's population grows.

The Plan includes recommendations to explore additional commuter bus service routes and amenities, report eligible trips as urban to prepare for future receipt of FTA Section 5307 funding, coordinate with the ATL on funding strategies, and conduct a TDP.

Location of Potential Transit Service Needs

Figure 10 shows the location of potential transit needs in Coweta County. The highest transit demand area in Coweta County is in the central portion of the county. There are top regional employers, schools, and hospitals in this area. There are high levels of transit demand on the west and east side of the county.

Figure 10: Transit Need Areas in Coweta County



Questionnaire and Workshop-Identified Needs

Coweta County Transit responded to the transit provider survey. The transit provider does not track trip denials or have a bulk purchase program in place, but they do use subscription services for people with disabilities to access community center services. The provider is not able to carry riders to destinations outside the jurisdictional boundaries, and has not pursued multi-county travel or coordinated human services transportation services. Riders can request trips 24 hours in advance of their intended travel, making this transit provider one of the more responsive and flexible providers among survey respondents.

Coweta County Transit indicated they are not considering adopting any new technologies. Their long-term needs that impact maintaining transit assets in a State of Good Repair are regular maintenance schedules, baseline condition inspections, and purchasing new vehicles and mechanical system replacements. The provider does use a Transit Asset Management Plan.

Administrative challenges include attracting and retaining qualified personnel. Rider demand challenges rated as “very challenging” include expanding into new markets, addressing public perception of transit, and improving public support for transit. Rider demand challenges rated as “somewhat challenging” include initiating or promoting employer transit benefit programs and providing more frequent or higher capacity service. All funding needs were identified as somewhat challenging.

Community members from Coweta County responded to the rider survey. Respondents indicate that they ride transit and call the transit service to request a trip. The most common reason for riding transit among respondents was that they do not have access to a vehicle; their most common trip purposes were for medical appointments and shopping or running errands. Respondents did not provide information on their challenges for using rural transit and human services transportation.

Rider respondents selected improving mobility for people who cannot get around on their own, providing access to healthcare services, and increasing the availability of multiple modes of transportation as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were providing access to healthcare, providing access to shopping and recreation, and improving transit service reliability.

To meet rider needs and improve transit service, Coweta County Transit should improve outreach and engagement on subscription services and employer benefit programs with community partners; expand technology offerings to provide riders with information on service offerings and schedules; and, improve administrative capacity to support TAMP implementation and maintenance scheduling.

Rural Transit Trip Demand

As shown in Table 10, based on 2019 population data, Coweta County ranges from 31,144 to 83,521 annual trips. Coweta County Transit provided 36,713 trips in 2019, meeting over 44% of the higher range calculated rural transit trip demand.

Coweta's population is projected to increase by 66.7% between 2019 and 2050, and its number of residents age 60 or older is projected to grow at a significantly higher rate of 99.4% during this time period.¹⁰ As a result of this high level of growth, 2050 rural transit demand is projected to range from 58,491 to 139,246 annual trips.

¹⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 10: Coweta County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	36,713
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	83,521
Future Rural Trip Demand (2050)	139,246
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	31,144
Future Rural Trip Demand (2050)	58,491

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Crawford County

Crawford County is a rural county in the Middle Georgia Regional Commission. Crawford County currently operates a rural demand-response service that provided 3,248 trips in 2019. The County is projected to decline by 6.3% between 2019 and 2050.

Crawford County is adjacent to Monroe and Bibb counties in the Middle Georgia region. Monroe County does not currently offer transit service, while Macon-Bibb County offers fixed-route bus transit. Crawford County is also bordered by Upson County in the Three Rivers region, which is served by the Three Rivers Regional Commission transit service, and by Taylor County in the River Valley region, which is served by Taylor County Transit.

Planning Document Review

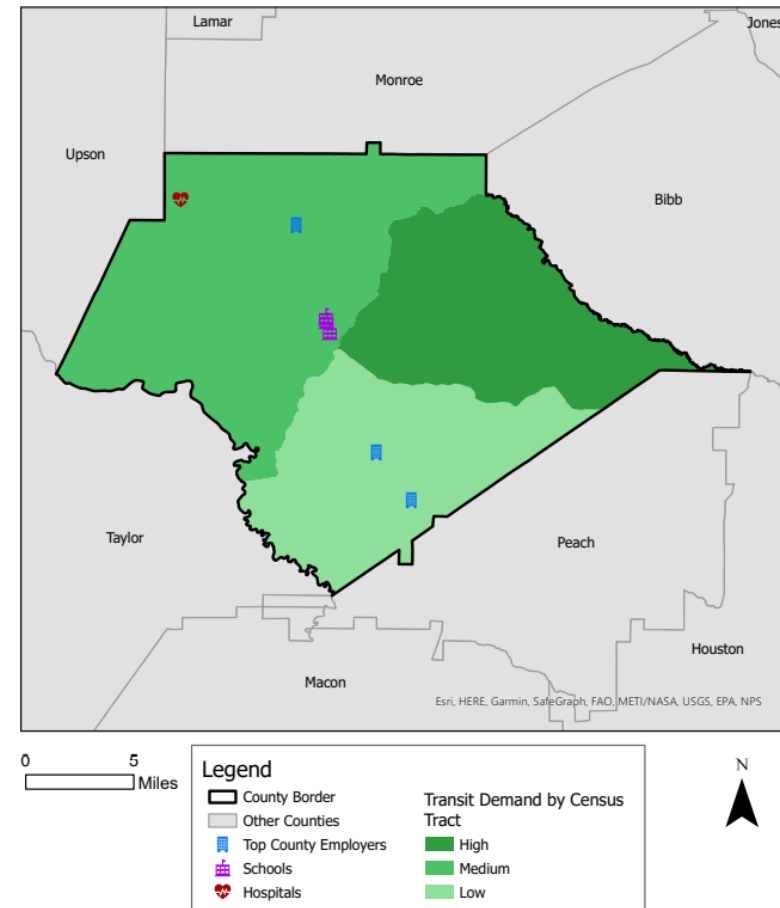
The Middle Georgia Regional Commission developed a TDP for Crawford County in 2016. The Plan uses the TRB Project B-36 methodology to calculate transit demand using a Mobility Gap method and a Non-Program Demand method. This methodology produced a Mobility Gap need of 97,900 trips and a non-program demand of 9,600 trips. There are no estimates of capital or operating costs.

The Plan identifies goals and objectives for Crawford Community that center on meeting the existing demand within Crawford County for reliable and efficient transit service and on identifying opportunities for connectivity outside of Crawford County, including park-and-ride systems. The Plan also recommends that the County consider expansion of the 5311 program to coordinate with Macon Transit Authority.

Location of Potential Transit Service Needs

Figure 11 shows the location of transit need areas in Crawford County. The highest area of transit demand in Crawford County is on the eastern side of the county. There are no employers, schools, or hospitals located in this area but there are schools near this area.

Figure 11: Transit Need Areas in Crawford County



Questionnaire and Workshop-Identified Needs

Crawford County Transit responded to the transit provider survey. The provider offers a subscription service and tracks trip denials, but it is not able to provide trips outside of its jurisdictional boundaries and it has not pursued multi-county transit service or coordinated human services transportation service. However, the provider allows customers to book trips 24 hours in advance of their intended travel, making it one of the more flexible and responsive systems among respondents. The provider also uses GDOT's Let's Ride app for transit registration and trip scheduling.

The agency did not indicate any long-range needs to meet State of Good Repair standard, but it does use a Transit Asset Management Plan.

Administrative challenges include keeping up-to-date with required training for personnel, completing funding and reimbursement processes, maintaining compliance with State and Federal reporting, and day-to-day data management. The provider did not indicate any Funding challenges or Rider demand and satisfaction challenges.

To better meet rider needs, Crawford County Transit must address the following challenges: building administrative capacity for data management and compliance reporting.

Rural Transit Trip Demand

As shown in Table 11, based on 2019 data, the forecasted transit demand in Crawford County ranges from 10,630 to 28,470 annual trips. Crawford County Transit provided 3,248 trips (NTD), meeting over 11% of the higher range calculated rural transit trip demand.

Crawford County is expected to decrease in population by approximately 6.3% between 2019 and 2050.¹¹ The anticipated decline is projected to result in a 2050 transit demand of 9,788 to 26,664 annual trips.

¹¹ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 11: Crawford County - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	3,248
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	28,470
Future Rural Trip Demand (2050)	26,664
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	10,630
Future Rural Trip Demand (2050)	9,788

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Crisp County

Crisp County is located in the River Valley Regional Commission. The County is projected to decline by 4.9% between 2019 and 2050. Crisp Area Regional Transit provides rural on-demand response transit services and provided 21,093 trips in 2019.

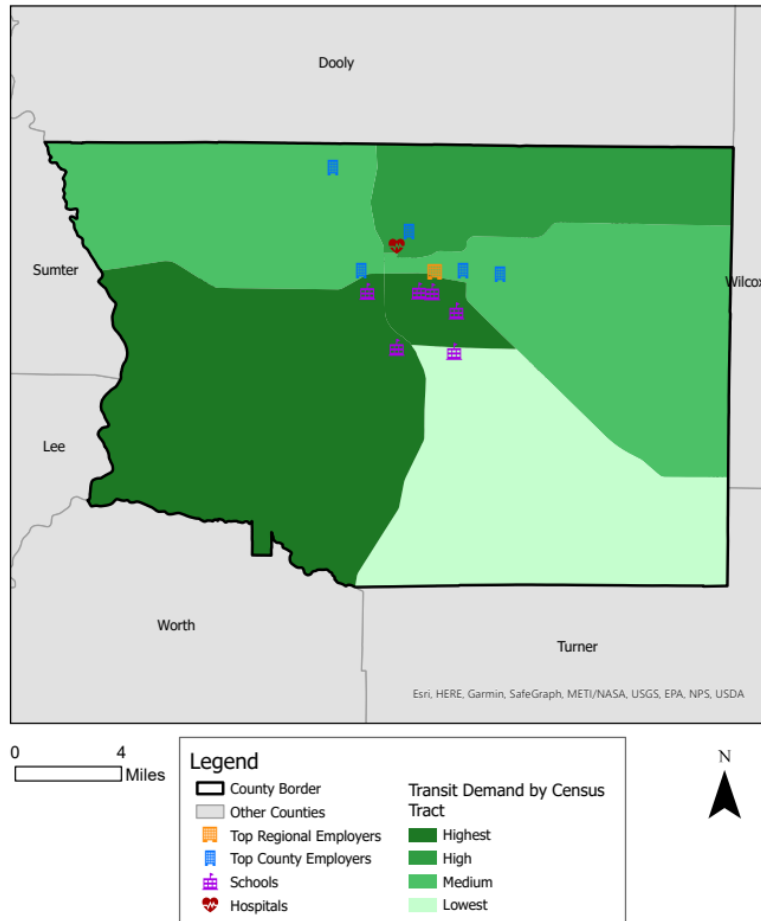
Planning Document Review

A TDP for Crisp County was not identified. The Greater Crisp Comprehensive Plan 2020-2024 was produced by Crisp County in cooperation with the City of Arabi and the City of Cordele to serve as a framework for managing community and economic development in the region. The Plan does not estimate transit need, but does include maintaining transit service subsidies as part of the Community Work Program for Crisp County.

Location of Potential Transit Service Needs

Figure 12 shows the location of potential transit needs in Crisp County. The highest area of transit demand in Crisp County is in the southwestern portion. There are schools located within this area. There is high and medium demand in the northern portion of the county where top county employers, a top regional employer, and a hospital are located.

Figure 12: Transit Need Areas in Crisp County



Rural Transit Trip Demand

As shown in Table 12, based on 2019 population, the forecasted transit demand in Crisp County ranges from 10,360 to 80,724 annual trips. Crisp Area Regional Transit provided 21,093 trips (NTD), meeting over 26% of the higher range calculated transit demand in 2019.

Crisp County is projected to decline in population by 4.9% between 2019 and 2050, and its number of residents ages 60 or older is projected to decline by 24.5% during this time period.¹² As a result of these demographic changes, rural transit trip demand in 2050 is projected to decline to a range of 8,707 to 76,764 trips.

¹² Governor's Office of Planning and Budget 2020-2050.

Table 12: Crisp County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	21,093
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	80,724
Future Rural Trip Demand (2050)	76,764
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	10,360
Future Rural Trip Demand (2050)	8,707

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Dade County

Dade County is located in the Northwest Georgia Regional Commission. The County is in the northwest corner of Georgia and borders both Tennessee and Alabama. In addition to being part of the NWGRC, the County is part of the Chattanooga-Hamilton County/North Georgia Planning Organization. Dade County Transit currently operates a rural demand-response service and provided 13,211 trips in 2019. The County's population is projected to decline by 3.5% between 2019 and 2050.

Dade County is adjacent to Walker County, which receives transit service from a county-level transit provider.

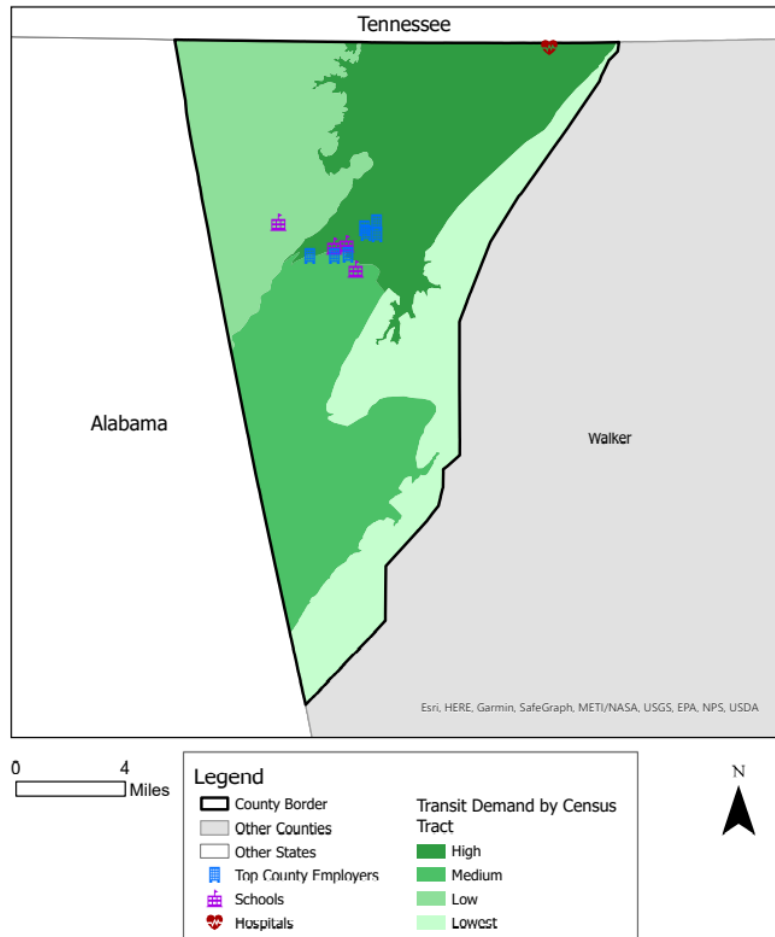
Planning Document Review

A TDP for Dade County was not identified. The Joint Comprehensive Plan for Dade County and the City of Trenton 2017-2027, which serves as a guide for community and economic development, discusses transit briefly and affirms promoting transit as a Joint Community Goal.

Location of Potential Transit Service Needs

Figure 13 shows the location of transit need areas in Dade County. The highest level of transit demand in Dade County is in the northern portion of the state. There is a hospital, top county employers, and schools within this area.

Figure 13: Transit Need Areas in Dade County



Questionnaire and Workshop-Identified Needs

Dade County Transit responded to the transit provider survey. The provider tracks trip denials, uses subscription services for seniors, dialysis appointments, and workforce transportation, and can travel to Chattanooga, TN and Fort Oglethorpe, which are outside the jurisdictional boundaries, in order to provide service. However, Dade County Transit has not pursued multi-county transit or coordinated human services transportation services.

In the survey, the provider identified multiple long-range needs for maintaining transit assets in a State of Good Repair, including obtaining additional mechanics, building regular maintenance schedules and conducting baseline condition inspections, and purchasing new vehicles and making mechanical system replacements. Dade County Transit does maintain a Transit Asset Management Plan.

Administrative challenges include keeping up-to-date with required training, maintaining compliance with State and Federal reporting, and day-to-day management. Rider demand and satisfaction challenges include expanding into new markets, identifying potential riders or transit needs, and providing more frequent or higher capacity services. All Funding challenges were rated as a minimal challenge or not a challenge.

In an open-ended response, the provider indicates its highest priorities are providing safe, reliable, on-time service, meeting customer service standards, and obtaining more funding for more vehicles. The provider indicated they have purchased an additional van for service in 2023.

During the Northwest Georgia Regional Commission Workshop, representatives from Dade County Transit expressed an interest in obtaining more software and funding to address the geographic challenges of providing efficient service in the mountains. Representatives indicated that they struggle to cover all areas because of the time constraints involved in traveling in the long distances.

To better meet rider needs and improve service, Dade County Transit must address the following challenges: finding resources and administrative capacity to implement the TAMP; improving planning capacity to identify transit needs and build service implementation plans; and, identifying technology solutions to improve data management, training, and service expansion.

Rural Transit Trip Demand

As shown in Table 13, based on 2019 population, the forecasted transit demand in Dade County ranges from 11,170 to 33,377 annual trips. Dade County Transit, the local transit agency, provided 13,211 trips (NTD), meeting over 39% of the higher range calculated rural transit trip demand.

Dade County is expected to decline in population by approximately 3.5% between 2019 and 2050 and its number of residents age 60 and older is projected to decline by 13.5% during this time period.¹³ The anticipated decline is projected to result in a transit demand of 10,119 to 32,197 annual trips.

Table 13: Dade County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	13,211
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	33,377
Future Rural Trip Demand (2050)	32,197
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,170
Future Rural Trip Demand (2050)	10,119

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

¹³ Governor's Office of Planning and Budget 2020-2050.

Dawson County

Dawson County is a rural county in the Georgia Mountains Regional Commission. Dawson County Transit currently operates a rural demand-response service that provided 11,042 trips in 2019. The population is projected to increase by 115.6% between 2019 and 2050.

Dawson County is bordered by Lumpkin and Hall counties in the Georgia Mountains Region, both of which operate county-level transit systems. Dawson is also bordered by Gilmer and Pickens counties in the Northwest Georgia region and by Cherokee and Forsyth counties in the Atlanta Regional Commission. Cherokee and Forsyth both receive transit from county-level transit systems, while Pickens and Gilmer counties are both part of the Mountain Area Transportation System service area.

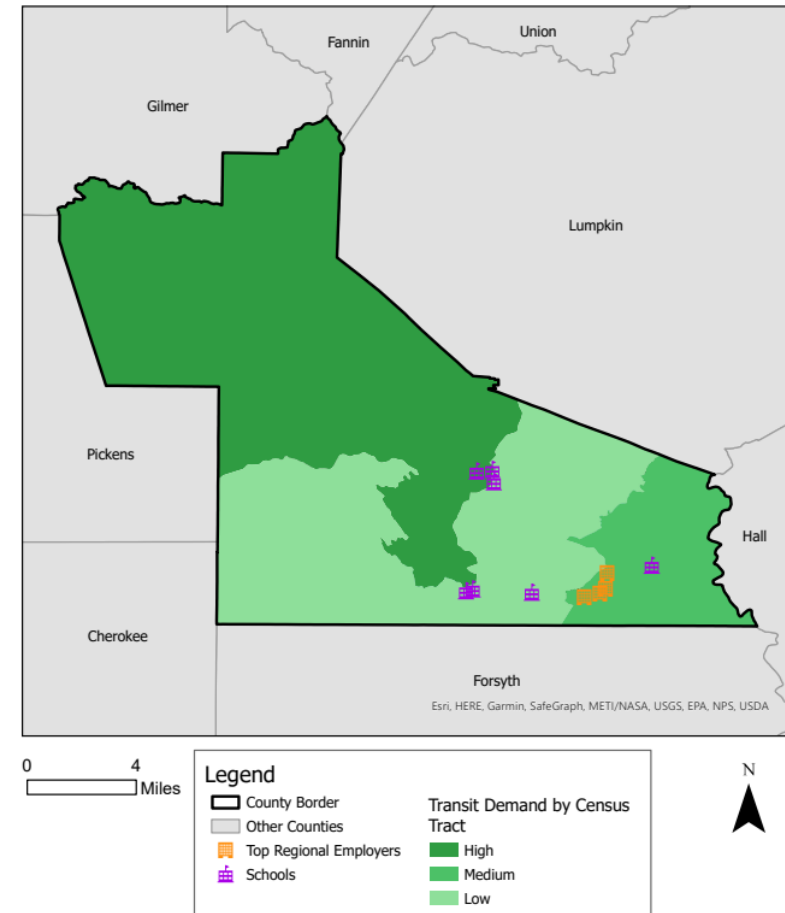
Planning Document Review

A TDP was not identified for Dawson County. The Dawson County Comprehensive Plan for 2018 describes transit service in the county and concludes that services are considered adequate. However, as the population grows, the County may increase vehicles in service or expand the service span of hours to accommodate more demand.

Location of Potential Transit Service Needs

Figure 14 shows the location of transit need areas in Dawson County. The highest transit demand area in Dawson County is in the northern portion and stretches down to the central portion of the county. There are multiple schools located within and along the border of this high demand area. The eastern corner of the county has medium demand and there are top regional employers and a school in this area.

Figure 14: Transit Need Areas in Dawson County



Rural Transit Trip Demand

As shown in Table 14, based on 2019 population data, the forecasted transit demand in Dawson County ranges from 17,421 to 29,355 annual trips. Dawson County Transit, the local transit agency, provided 11,042 trips (NTD), meeting over 37% of the higher range calculated rural transit trip demand.

Dawson County is expected to grow by approximately 115.6% between 2019 and 2050, while the number of residents ages 60 or older is projected to grow by approximately half that amount (59.1%) during this time period.¹⁴ These projections are estimated to result in a 2050 transit demand of 30,680 to 63,291 annual trips. The Non-Program Demand estimate grows at a lower rate than the Mobility Gap Demand estimate due to the inclusion of people ages 60 or older in the former methodology.

¹⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 14: Dawson County - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	11,042
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	29,355
Future Rural Trip Demand (2050)	63,291
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	17,421
Future Rural Trip Demand (2050)	30,680

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Dodge County

Dodge County is located in the Heart of Georgia-Altamaha Regional Commission. Dodge County Transit is a rural on-demand transit provider that provided 15,300 trips in 2019. The population of Dodge County is projected to decline by 7.9% between 2019 and 2050.

Dodge County is bordered by Bleckley, Wilcox, Telfair, Wheeler, and Laurens counties in the Heart of Georgia-Altamaha region and by Pulaski County in the Middle Georgia region. Laurens County is not currently served by transit, but the other bordering counties all provided county-level transit services.

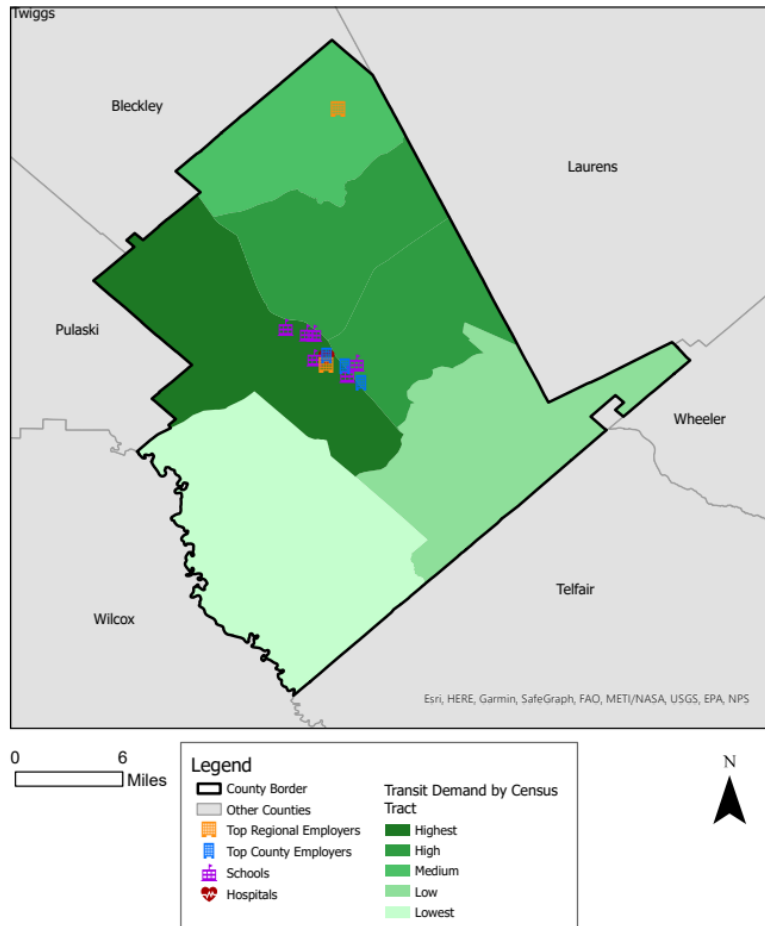
Planning Document Review

A TDP was not identified for Dodge County. The Heart of Georgia-Altamaha Regional Commission assisted with the preparation of a Joint Comprehensive Plan for Dodge County and the Cities of Chauncey, Chester, Eastman, Milan, and Rhine. While the Plan does not quantify transit demand or need, improving the awareness and usage of available transit systems was identified as a need for a region.

Location of Potential Transit Service Needs

Figure 15 shows the location of transit need areas in Dodge County. The highest levels of transit demand in Dodge County stretch from the central portion to the northwestern corner of the county. There are top regional employers, top county employers, and schools within this area. There are areas of high and medium demand along the eastern portion of the county.

Figure 15: Transit Need Areas in Dodge County



Questionnaire and Workshop-Identified Needs

Dodge County Transit responded to the transit provider survey. The transit provider tracks trip denials, but does not offer a bulk purchase program or a subscription service program. The provider is not able to provide trips outside its jurisdictional boundaries, nor has it pursued multi-county transit service or coordinated human services transportation services. However, passengers are able to request trips up to 1 hour in advance of travel, making this provider the most flexible and responsive to customer travel preferences among survey respondents.

Long-range needs to address in order to maintain transit assets in a State of Good Repair include regular maintenance schedules, baseline condition inspections, and the purchase of new vehicles. The transit provider uses a Transit Asset Management Plan but does not have a Transit Asset Management software system.

The transit provider identified expanded service days and weekend trips as a known service need for its customers. Administrative challenges include keeping up-to-date with required training for personnel. Rider demand challenges include initiating or promoting employer transit benefit programs. All Funding challenges were either rated as minimal challenges or not a challenge.

To meet rider needs and improve transit service, Dodge County Transit must address the following challenges: expanding administrative capacity for implementing the Transit Asset Management Plan; improving outreach to community partners on transit benefit programs and other partnerships; and, securing resources for transit assets.

Rural Transit Trip Demand

As shown in Table 15, based on 2019 population data, the forecasted transit demand in Dodge County ranges from 13,971 to 68,293 annual trips. Dodge County Transit, the local transit agency, provided 15,300 trips (NTD), meeting over 22% of the higher range calculated rural transit trip demand.

Dodge County is projected to decrease in population by approximately 7.9% between 2017 and 2050.¹⁵ The anticipated decline is projected to result in a 2050 transit demand of 12,462 to 62,906 annual trips.

¹⁵ Governor's Office of Planning and Budget 2020-2050.

Table 15: Dodge County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	15,300
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	68,293
Future Rural Trip Demand (2050)	62,906
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	13,971
Future Rural Trip Demand (2050)	12,462

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Dooly County

Dooly County is located in the River Valley Regional Commission. Dooly County Transit operates a rural demand-response system that provided 15,300 trips in 2019. The population of Dooly County is projected to decline by 26.3% between 2019 and 2050.

Dooly County is adjacent to Macon, Sumter, and Crisp counties in the River Valley region, as well as Houston and Pulaski counties in the Middle Georgia region and Wilcox County in the Heart of Georgia-Altamaha region. Crisp and Macon counties operate county-level transit service, while the City of Americus transit agency provides service in Sumter County. Pulaski and Wilcox counties operate county-level transit service as well, while Houston County does not currently operate transit.

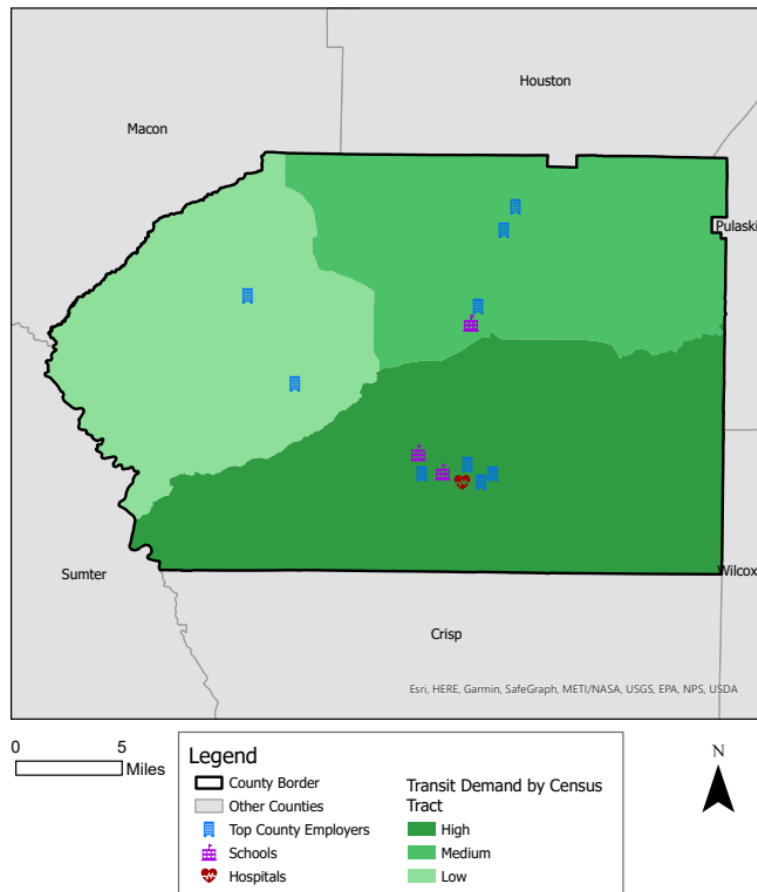
Planning Document Review

A TDP for Dooly County was not identified. The Greater Dooly County Comprehensive Plan for 2018-2027 establishes guidelines for community and economic development for Dooly County, the Towns of Byromville and Dooling, and the Cities of Lilly, Pinehurst, Unadilla, and Vienna. The Plan identifies after hours transit service as a need for Dooly County and the other municipalities in the region.

Location of Potential Transit Service Needs

Figure 16 shows the location of transit need areas in Dooly County. The highest areas of transit demand in Dooly County are in the southern portion of the county. There are schools, top county employers, and a hospital located in this area. There is medium demand in the northern portion of the county where top county employers and a school are located.

Figure 16: Transit Need Areas in Dooly County



Rural Transit Trip Demand

As shown in Table 16, based on 2019 population data, forecasted transit demand in Dooly County ranges from 8,005 to 50,666 annual trips. Dooly County Transit, the local transit agency, provided 15,300 trips in 2019, meeting 45% of the higher range calculated rural transit trip demand.

Dooly County is projected to decline in population by 26.3% between 2019 and 2050.¹⁶ This anticipated decline is projected to result in a 2050 transit demand of 5,449 to 37,321 trips.

Table 16: Dooly County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	23,164
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	50,666
Future Rural Trip Demand (2050)	37,321
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	8,005
Future Rural Trip Demand (2050)	5,449

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Elbert County

Elbert County is located in the Northeast Georgia Regional Commission along Georgia's border with South Carolina. Elbert County Transit operates a rural demand-response system that provided 10,923 trips in 2019. The population of the County is projected to decline by 9.7% between 2019 and 2050.

Planning Document Review

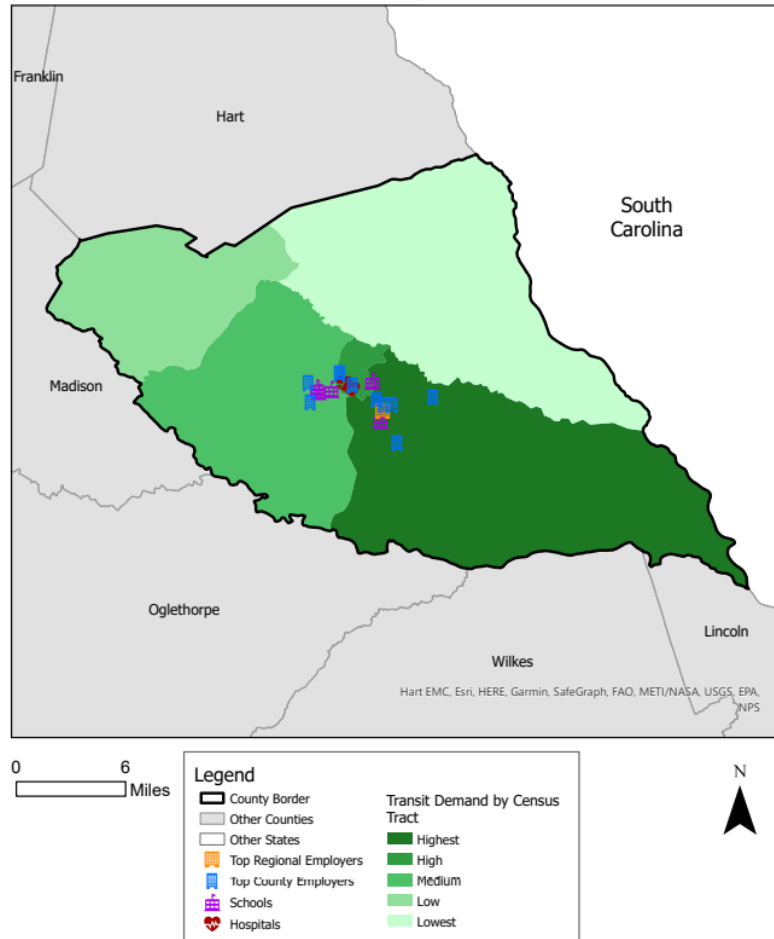
A TDP for Elbert County was not identified. The Northeast Georgia Regional Commission developed a Comprehensive Plan update for Elbert County in 2019. The Plan includes a recommendation that the County explore ways to promote and grow its rural transit system in cooperation with local employers, workforce development agencies, and educational institutions.

Location of Potential Transit Service Needs

Figure 17 shows the location of transit needs in Elbert County. The highest area of transit demand in Elbert County is focused in the southern portion of the county. There are top county employers, top regional employers, and schools within this area. In the central portion of the county there are levels of high and medium demand where schools, hospitals, and top county employers are located.

¹⁶ Governor's Office of Planning and Budget 2020-2050 Projections.

Figure 17: Transit Need Areas in Elbert County



Rural Transit Trip Demand

As shown in Table 17, based on 2019 population data, the forecasted transit demand in Elbert County ranges from 14,786 to 64,109 annual trips. Elbert County Transit provided 10,923 trips (NTD), meeting over 17% of the higher range calculated rural transit trip demand in 2019.

Elbert County is projected to decrease in population by approximately 9.7% between 2019 and 2050 and its number of residents ages 60 and older is projected to decline by 20.7% over this time period.¹⁷ The anticipated decline is projected to result in a 2050 transit demand of approximately 12,456 to 57,881 annual trips.

Table 17: Elbert County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	10,923
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	64,109
Future Rural Trip Demand (2050)	57,881
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	14,786
Future Rural Trip Demand (2050)	12,456

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

¹⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Forsyth County

Forsyth County joined the Atlanta Regional Commission in July 2021 and is part of the 13-county Atlanta-Region Transit Link Authority (ATL) region. The County is a suburban but rapidly urbanizing area. Forsyth County Dial-A-Ride currently operates a rural demand response service with 16,333 annual trips. Forsyth County had a population of 238,383 in 2019 and is expected to have a population growth of 138.4% by 2050.

Planning Document Review

Forsyth County adopted its first ever transit master plan in December 2021.¹⁸ The followings needs or recommendations were identified:

- Improved marketing of the current public transportation system. This includes identifying target markets. Right now, the greatest use of public transportation like the county's Dial-a-Ride system, is for medical appointments among the elderly and disabled.
- Extending service hours beyond the current levels.

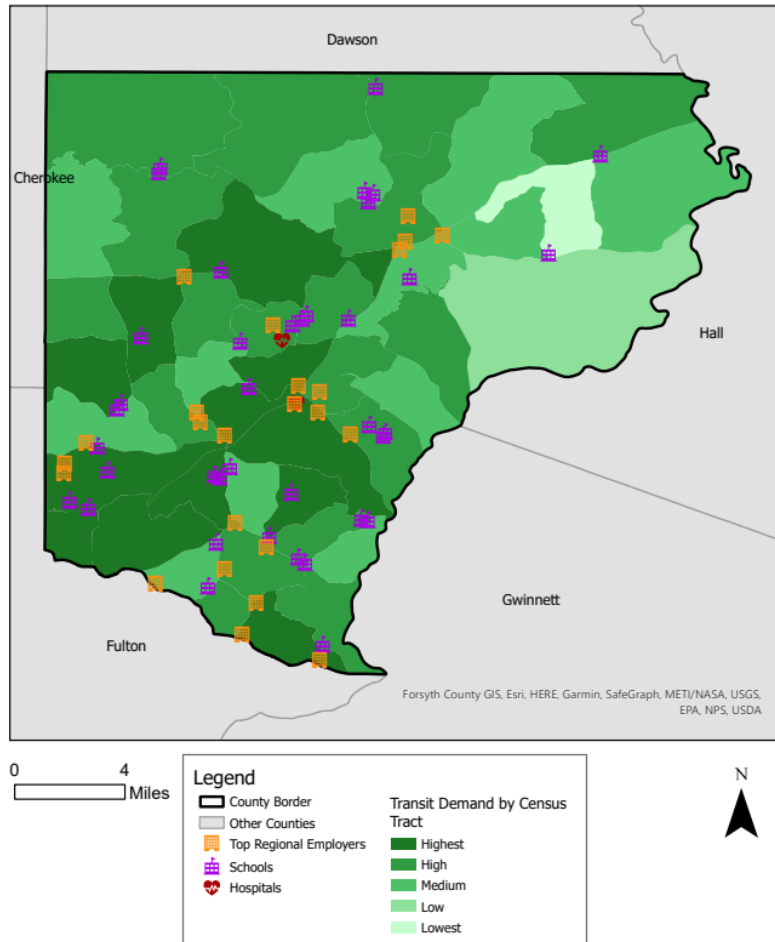
- Updating technology and training for dispatch service to improve transit response to clients.
- Coordinating with the ATL, Metro Atlanta's regional transit agency, to link with other transportation services outside the county, such as MARTA. The ATL can also share best practices and technologies for better integration of services.

Location of Potential Transit Service Needs

Figure 18 shows the location of transit need areas in Forsyth County. There are various levels of transit demand in Forsyth County. In the southwestern portion of the county there are multiple areas of highest and high demand. There are schools, top regional employers, and hospitals throughout this area. Transit demand decreases in the northeastern portion of the county.

¹⁸ Fox, Patrick. "Forsyth County adopts first transit master plan." *Forsyth Herald*. 20 Dec 2021.
<https://www.appenmedia.com/forsyth/forsyth-county-adopts-first-transit-master-plan/article_9a887640-619f-11ec-b4d7-5b01d8bed490.html>

Figure 18: Transit Need Areas in Forsyth County



Questionnaire and Workshop-Identified Needs

Forsyth County Transit responded to the transit provider survey. The transit provider does not have a bulk purchase program in place, but they do track trip denials and use subscription

services for people with disabilities and seniors, as well as people that have recurring trips to work or medical appointments. The provider is not able to carry riders to destinations outside the jurisdictional boundaries, and has not pursued multi-county travel or coordinated human services transportation services. Riders can request trips one day in advance of their intended travel, making this transit provider one of the more responsive and flexible providers among survey respondents.

Forsyth County Transit currently partners with ride-hailing companies and indicated they are considering a smartphone app or website to purchase transit passes, schedule demand-response trips, or view real-time information on their trips, as well as call ahead notifications for demand-response trips. Their long-term need that impacts maintaining transit assets in a State of Good Repair is to purchase new vehicles. The provider does not use a Transit Asset Management Plan.

The agency's top three priorities, as stated in the Comprehensive Transportation Plan (CTP), are systemwide rebranding, replace CAD/AVL system, and expanding service hours/adding microtransit. The transit provider identified expanded service hours and days and additional vehicles to expand revenue service were noted as the provider's most pressing needs, particularly in the face of a transition to 5307 funding.

The biggest administrative challenge is attracting and retaining qualified personnel. Rider demand challenges rated as "more challenging" include expanding into new markets, initiating or promoting employer transit benefit programs, public perception and support of transit, delivering new projects, and providing more frequent or higher capacity service. Funding challenges rated as "very challenging" include securing state operational and capital funding, as well as federal operational funding. If

provided more funding, the transit provider would first expand hours of service and include microtransit as a mode of service.

To meet rider needs and improve transit service, Forsyth County Transit should increase marketing efforts to improve public perceptions of transit, improve outreach and engagement on subscription services and employer benefit programs with community partners and expand technology offerings to provide riders with information on service offerings and schedules.

Rural Transit Trip Demand

As shown in Table 18, based on 2019 population data, the forecasted transit demand in Forsyth County ranges from 11,058 to 18,426 annual trips. Forsyth County Dial-a-Ride, the local transit agency, provided 16,333 trips (NTD), meeting over 88% of the higher range calculated rural transit trip demand.

Forsyth County is expected to grow by approximately 138.4% between 2019 and 2050.¹⁹ The anticipated growth is projected to result in a 2050 transit demand of 27,679 to 43,933 annual trips.

FORSYTH	
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Current Unlinked Passenger Trips Provided (2019)	16,333
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	18,426
Future Rural Trip Demand (2050)	43,933
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,058
Future Rural Trip Demand (2050)	27,679

¹⁹ Governor's Office of Planning and Budget Projections 2020-2050.

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Glascock County

Glascock County is located in the Central Savannah River Area Region in a predominately rural area. The county's population of 2,996 is projected to decrease by 15% from 2019 to 2050.

Glascock County Transit operates a rural demand-response type of transit service, providing 4,577 trips in 2019. Neighboring Hancock, Warren, and Jefferson counties also offer demand-response service. Washington County to the southwest does not currently offer public transit service.

Planning Document Review

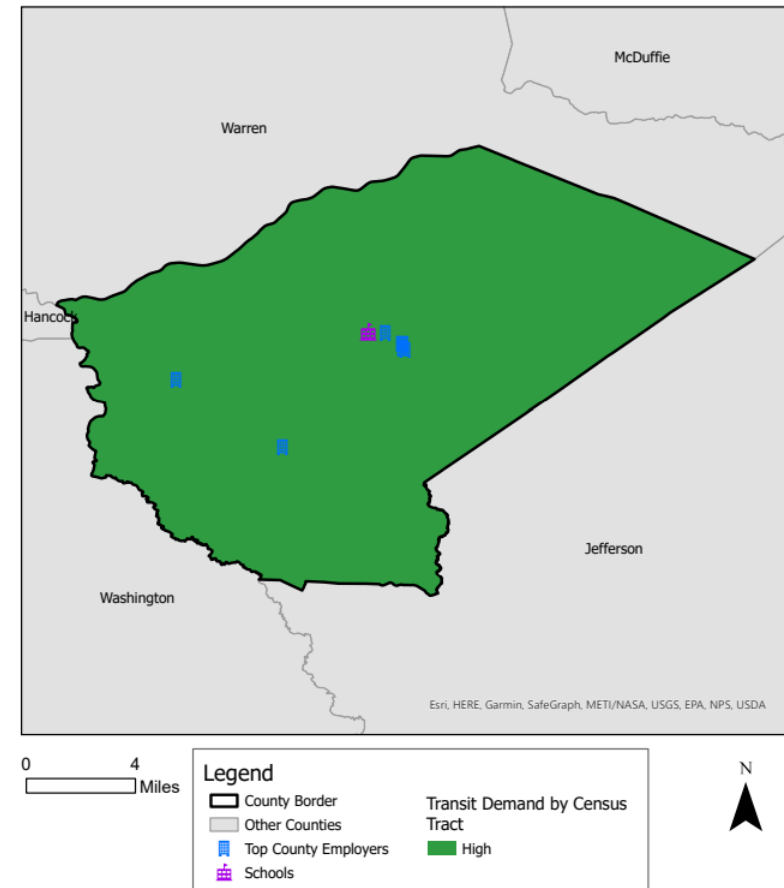
A TDP for Glascock County was not identified.

The Glascock County Comprehensive Plan was prepared in 2015. As part of the plan, one of the needs identified for economic development is expansion of transit services to increase options for local workers. In the Transportation element of the plan, it is recommended that the county prepare a TDP.

Location of Potential Transit Service Needs

Figure 19 shows the location of transit need areas in Glascock County. All of Glascock County is in high demand for transit. There is a school and multiple top county employers within the county.

Figure 19: Transit Need Areas in Glascock County



Rural Transit Trip Demand

As shown in Table 19, based on 2019 population data, the forecasted transit demand in Glascock County ranges from 2,576 to 8,034 to annual trips. Glascock County Transit, the

local transit agency, provided 4,577 trips (NTD), meeting over 56% of the higher range calculated rural transit trip demand.

Glascock County's population is expected to decrease by approximately 15.3% between 2019 and 2050.²⁰ The anticipated decline is projected to result in a 2050 transit demand of approximately 2,178 to 6,803 annual trips.

²⁰ Governor's Office of Planning and Budget Projections 2020-2050.

Table 18: Glascock County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	4,577
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	8,034
Future Rural Trip Demand (2050)	6,803
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	2,576
Future Rural Trip Demand (2050)	2,178

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in Section 2.3. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Greene County

Greene County is located in the Northeast Georgia Region in a predominately rural area. The county's population of 17,349 is projected to increase by 28.8% from 2019 to 2050.

Greene County Public Transit operates rural demand-response transit service. In 2019, this system provided 18,220 total trips. The surrounding counties of Morgan, Putnam, Hancock, and Taliaferro all offer similar demand-response service. The two counties to the north of Green – Oconee and Oglethorpe—do not currently offer public transit.

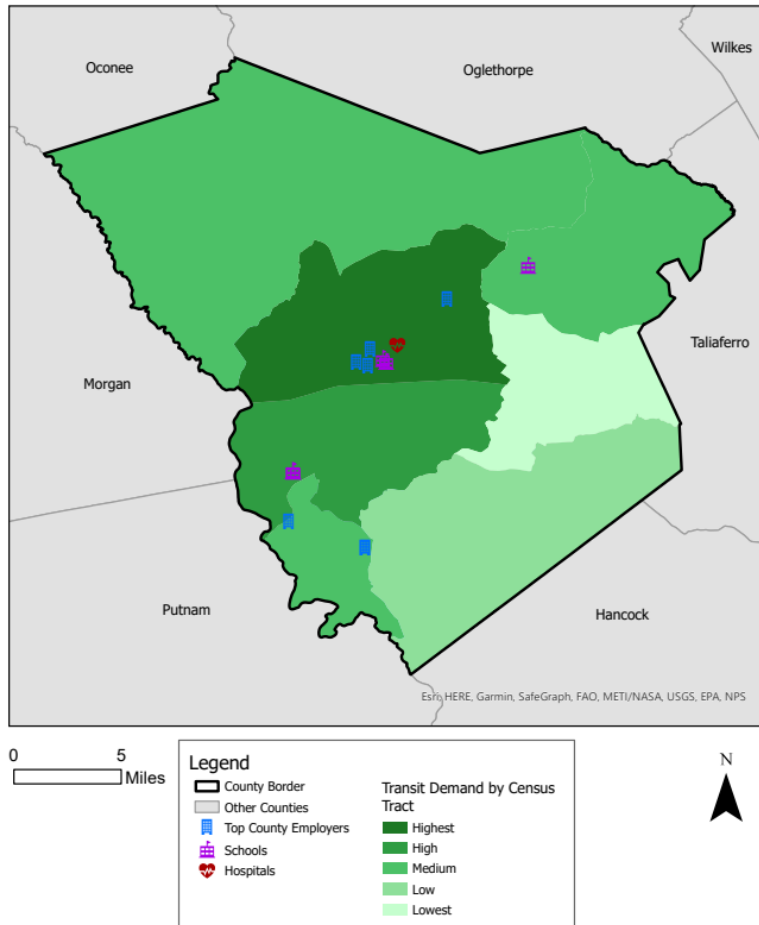
Planning Document Review

A TDP for Greene County was not identified. The Greene County Comprehensive Plan, which was updated in 2018, discusses public transit service in the region but does not identify any recommendations to improve transit service, nor is it included in the Community Work Program.

Location of Potential Transit Service Needs

Figure 20 shows the location of transit need areas in Greene County. The highest transit demand in Greene County is in the central portion of the county. There are top county employers, schools, and a hospital in the area.

Figure 20: Transit Need Areas in Greene County



Rural Transit Trip Demand

As shown in Table 20, based on 2019 population data, the forecasted transit demand in Greene County ranges from 17,352 to 63,066 annual trips. Greene County Public Transit, the local transit agency, provided 18,220 trips (NTD), meeting about 29% of the higher range calculated rural transit trip demand.

Greene County is expected to grow by approximately 28.8% between 2019 and 2050.²¹ The anticipated growth is projected to result in a 2050 transit demand of 17,393 to 81,202 annual trips.

²¹ Governor's Office of Planning and Budget Projections 2020-2050.

Table 19: Greene County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	18,220
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	63,066
Future Rural Trip Demand (2050)	81,202
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	17,352
Future Rural Trip Demand (2050)	17,393

GREENE	
Current Unlinked Passenger Trips Provided (2019)	18,220
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	63,066
Future Rural Trip Demand (2050)	81,202
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	17,352
Future Rural Trip Demand (2050)	17,393

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Habersham County

Habersham County is located in the Georgia Mountains Region in a predominately rural area. The county's population of 44,626 is projected to increase by 24.3% from 2019 to 2050.

Habersham County Transit operates a demand-response transit service that provided 8,374 trips in 2019. The neighboring counties of Towns, Rabun, and Banks all offer similar demand-response transit systems. White and Stephens counties do not currently offer public transit service.

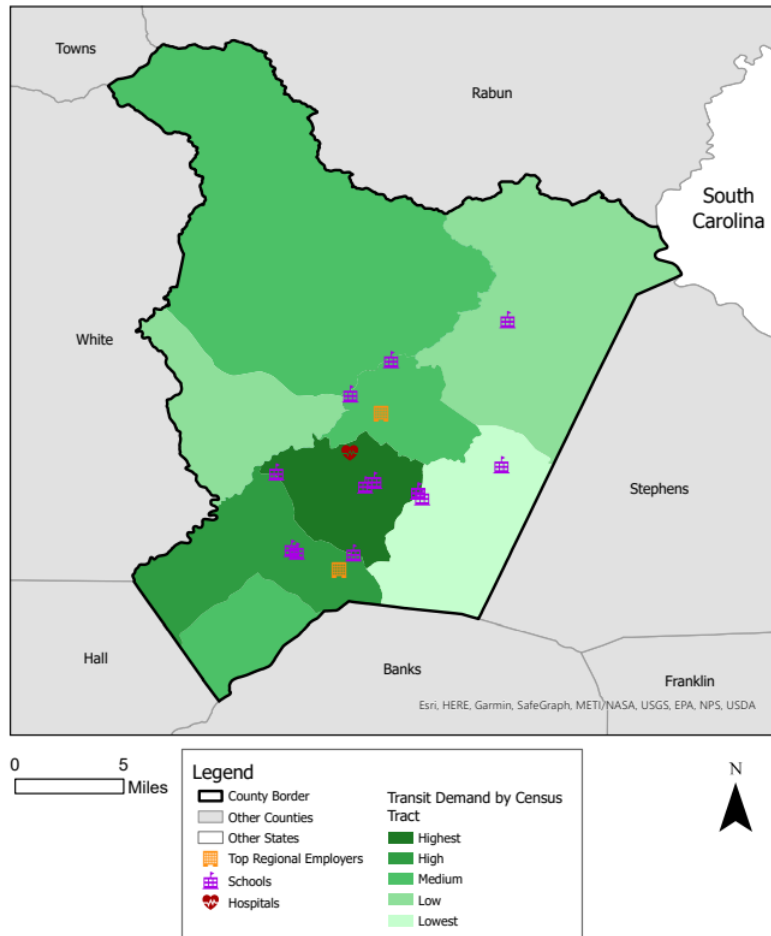
Planning Document Review

A TDP for Habersham County was not identified.

Location of Potential Transit Service Needs

Figure 21 shows the location of transit need areas in Habersham County. There are various levels of demand within Habersham County, with the highest demand for transit need being in the south central portion. There are schools and a hospital in this area. There are levels of high and medium demand at the southern most portion of the county where schools and a top regional employer are located.

Figure 21: Transit Need Areas in Habersham County



Rural Transit Trip Demand

As shown in Table 21, based on 2019 population data, the forecasted transit demand in Habersham County ranges from 21,536 to 72,178 annual trips. Habersham County Transit, the local transit agency, provided 8,374 trips (NTD), meeting about 12% of the higher range calculated rural transit trip demand.

Habersham County is expected to grow by approximately 24.3% between 2019 and 2050.²² The anticipated growth is projected to result in a 2050 transit demand of 22,476 to 89,749 annual trips.

Table 20: Habersham County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	8,374
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	72,178
Future Rural Trip Demand (2050)	89,749
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	21,536
Future Rural Trip Demand (2050)	22,476

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Hancock County

Hancock County is located in the Central Savannah River Area Region in a predominately rural area. The county's population of 8,515 is projected to decrease by 24.6% from 2019 to 2050.

Hancock County Transit operates a demand-response transit system that provided 13,397 trips in 2019. All of Hancock's neighboring counties offer demand-response public transit, except Washington County to the southeast, which does not currently offer public transit service.

Planning Document Review

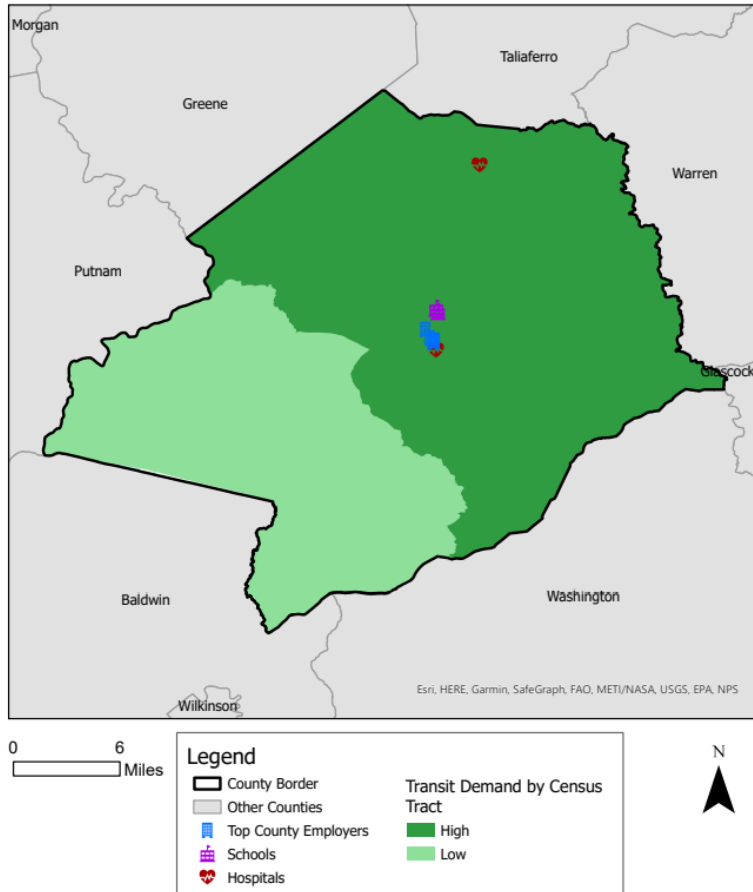
A TDP for Hancock County was not identified. The 2016 Hancock County Comprehensive Plan does not discuss transit needs or identify recommendations for transit improvement.

Location of Potential Transit Service Needs

Figure 22 shows the location of transit need areas in Hancock County. There are high levels of demand for transit on the eastern side of Hancock County. Within this area there are top county employers, schools, and hospitals.

²² Governor's Office of Planning and Budget Projections 2020-2050.

Figure 22: Transit Need Areas in Hancock County



Rural Transit Trip Demand

As shown in Table 22, based on 2019 population data, the forecasted transit demand in Hancock County ranges from 5,186 to 39,709 annual trips. Hancock County Transit System, the local transit agency, provided 13,397 trips (NTD), meeting over 33% of the higher range calculated rural transit trip demand.

Hancock County is expected to decline in population by approximately 24.6% between 2019 and 2050.²³ The anticipated decline is projected to result in a 2050 transit demand of 3,291 to 29,939 annual trips.

Table 21: Hancock County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	13,397
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	39,709
Future Rural Trip Demand (2050)	29,939
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	5,186
Future Rural Trip Demand (2050)	3,291

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Haralson County

Haralson County is a rural county located in the Northwest Georgia Region, bordering Alabama to its west. The county's population of 29,227 is projected to increase by 20.8% from 2019 to 2050.

Haralson County Transit operates a demand-response transit system. This system provided 6,963 trips in 2019. The neighboring counties of Paulding and Haralson also provide demand-response transit.

Planning Document Review

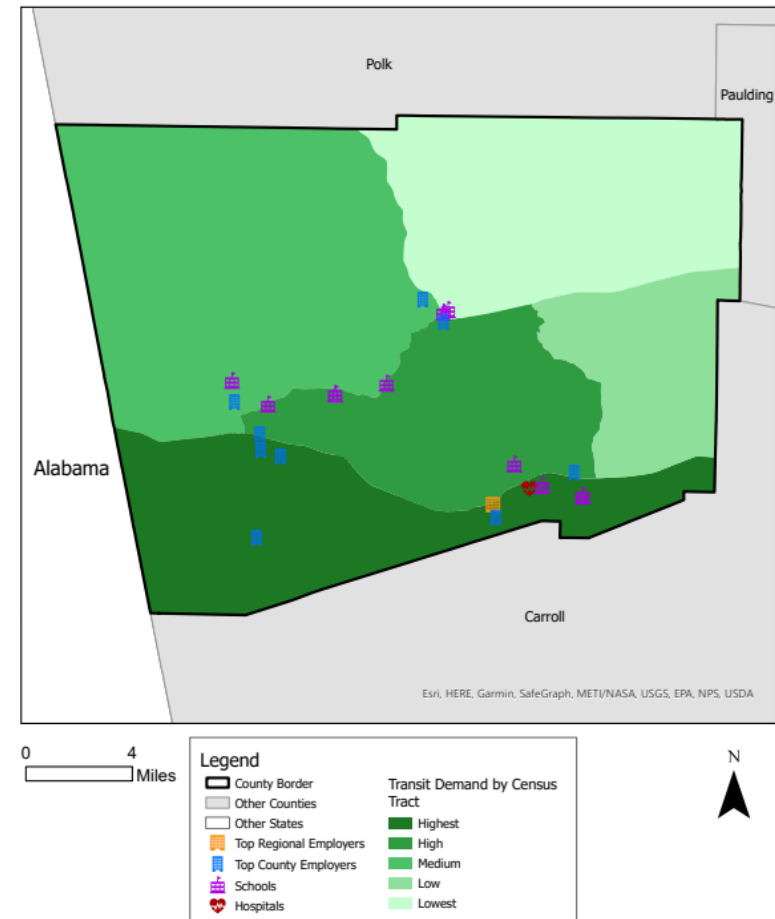
A TDP for Haralson County was not identified. The Joint Comprehensive Plan for Haralson County, which was updated in 2017, affirms transit-supportive land use as a policy goal and establishes strategies to coordinate land use planning with transit needs. Expanding the 5311 transit program for seniors is established as a Community Work Program activity for Haralson County with \$75,000 in local match funding from the County.

²³ Governor's Office of Planning and Budget Projections 2020-2050.

Location of Potential Transit Service Needs

Figure 23 shows the location of transit need areas in Haralson County. In Haralson County the highest level of transit demand is along the southernmost border. Within this area there are top county employers, top regional employers, schools, and hospitals. The central portion of the county has high levels of demand and has schools and top county employers within the area. Transit demand in the county decreases in the northeast area.

Figure 23: Transit Need Areas in Haralson County



Rural Transit Trip Demand

As shown in Table 23, based on 2019 population data, the forecasted transit demand in Haralson County ranges from 19,347 to 44,624 annual trips. Haralson County Transit, the local transit agency, provided 6,963 trips (NTD), meeting over 15% of the higher range calculated rural transit trip demand.

Haralson County is expected to grow by approximately 20.8% between 2019 and 2050.²⁴ The anticipated growth is projected to result in a 2050 transit demand of 21,536 to 53,884 annual trips.

Table 22: Haralson County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	6,963
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	44,624
Future Rural Trip Demand (2050)	53,884
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	19,347
Future Rural Trip Demand (2050)	21,536

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

²⁴ Governor's Office of Planning and Budget Projections 2020-2050.

Hart County

Hart County is located in the Georgia Mountains Region in a predominately rural area. The county borders South Carolina to the northeast. Hart County had a population of 25,773 in 2019, which is projected to increase by 7.3% from 2019 to 2050.

Hart County operates rural demand-response transit and provided 9,025 trips in 2019. Elbert County to the southeast offers demand-response transit service. To the east of Hart County, Stephens and Franklin counties do not currently offer public transit service.

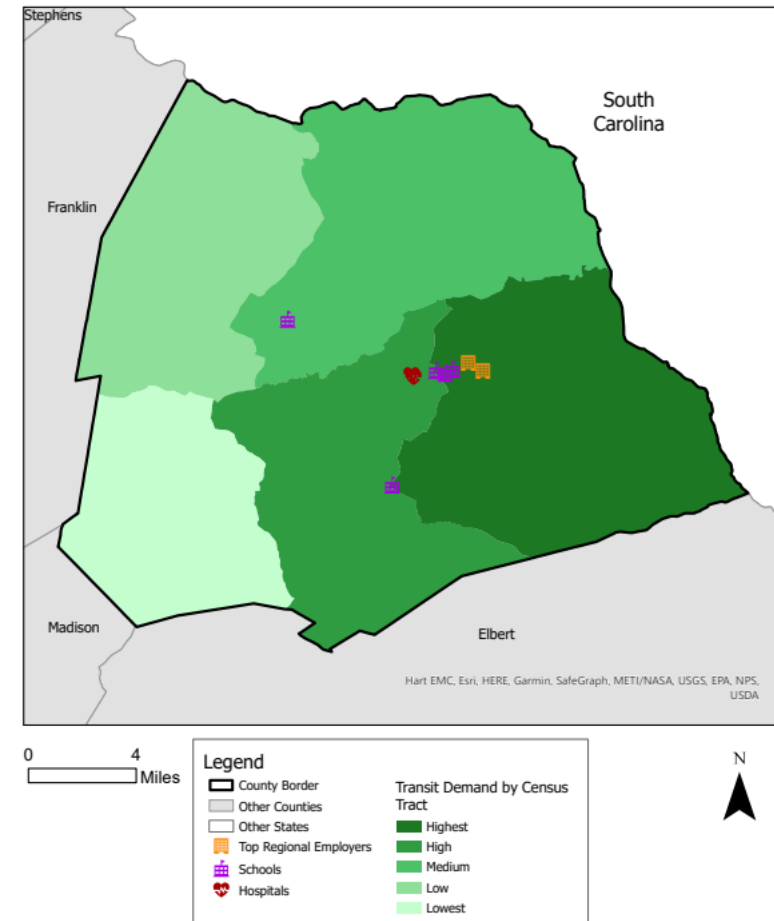
Planning Document Review

A TDP for Hart County was not identified. The 2017 Hart County Comprehensive Plan does not identify transit needs or include recommendations for transit enhancements.

Location of Potential Transit Service Needs

Figure 24 shows the location of transit need areas in Hart County. The highest levels of transit demand within Hart County are in the southeastern corner of the county. There are top regional employers and schools within this area. The area west of this has high levels of transit demand and there is a school and hospital within the region.

Figure 24: Transit Need Areas in Hart County



Rural Transit Trip Demand

As shown in Table 24, based on 2019 population data, the forecasted transit demand in Hart County ranges from 20,754 to 39,735 annual trips. Hart Transit, the local transit agency, provided 9,025 trips (NTD), meeting over 22% of the higher range calculated rural transit trip demand.

Hart County is expected to grow by approximately 7.3% between 2019 and 2050.²⁵ The anticipated growth is projected to result in a 2050 transit demand of 18,820 to 42,639 annual trips.

Table 23: Hart County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	9,025
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	39,735
Future Rural Trip Demand (2050)	42,639
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	20,754
Future Rural Trip Demand (2050)	18,820

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

²⁵ Governor's Office of Planning and Budget Projections 2020-2050.

Heard County

Heard County is located in the Three Rivers Region in a predominately rural area. The county's population of 11,736 is projected to increase by 41.7% from 2019 to 2050.

Heard County Transit operates a demand-response transit system that provided 3,882 trips in 2019. All adjacent Georgia counties also offer demand-response public transit.

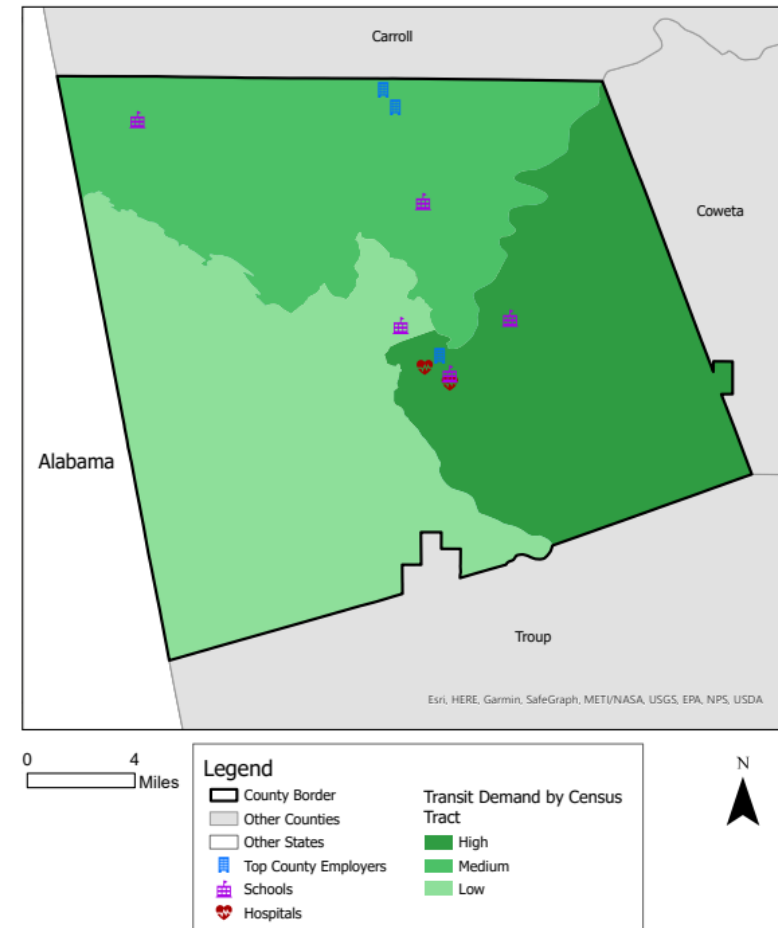
Planning Document Review

A TDP for Heard County was not identified. The 2017 Heard County Comprehensive Plan affirms support for regional transportation initiatives, including regional transit, as a policy goal. The Community Work Program does not include any transit projects.

Location of Potential Transit Service Needs

Figure 25 shows the location of transit need areas in Heard County. The highest levels of demand for transit are in the eastern portion of the county. A top county employer, schools, and hospitals are located within this area. The northern region of the county has medium transit demand and there are top county employers and schools within this area.

Figure 25: Transit Need Areas in Heard County



Questionnaire and Workshop-Identified Needs

Heard County Transit responded to the transit provider survey. The transit provider does track trip denials but does not have a

bulk purchase program or subscription services in place. The provider is not able to carry riders to destinations outside the jurisdictional boundaries but has pursued both multi-county travel and coordinated human services transportation services. Riders can request trips 24 hours in advance of their intended travel, making this transit provider one of the more responsive and flexible providers among survey respondents.

Heard County Transit indicated they are not considering adopting any new technologies. Their long-term needs that impact maintaining transit assets in a State of Good Repair are regular maintenance schedules, baseline condition inspections, and purchasing new vehicles, mechanical system replacements, and available funding for vehicle maintenance. The agency does not have a document that guides the provider's decision-making.

Administrative challenges include attracting and retaining qualified personnel and keeping up to date with required training for personnel. All rider demand and funding challenges were identified as not a challenge.

Community members from Heard County responded to the rider survey. Respondents indicate that they utilize human services transportation 1-2 times a week, which is arranged through an institution. The most common reason for riding transit among respondents was that they do not drive and need a wheelchair accessible vehicle to get to an Adult Developmental Disabilities day program. They indicate that the primary challenge for using rural transit and human services transportation is that the service is unreliable. They often experience last minute cancelations, and they must book three days in advance. However, they noted that they are not able to make their trip if this service is not available.

Rider respondents selected improving mobility for people who cannot get around on their own, reduce social isolation for people in rural areas, and improve access to employment and

educational opportunities as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were improving transit service reliability, keep vehicles and facilities in good condition, and improve driver training and customer service.

To meet rider needs and improve transit service, Heard County Transit should improve planning and scheduling capacity to increase service reliability and obtain resources and expand administrative capacity to improve transit asset management planning and implementation.

Rural Transit Trip Demand

As shown in Table 25, based on 2019 population data, the forecasted transit demand in Heard County ranges from 11,345 to 35,802 annual trips. Heard County Transit, the local transit agency, provided 3,882 trips (NTD), meeting over 10% of the higher range calculated rural transit trip demand.

Heard County is expected to grow by approximately 41.7% between 2019 and 2050.²⁶ The anticipated growth is projected to result in a 2050 transit demand of 15,266 to 50,720 annual trips.

Table 24: Heard County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	3,882
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	35,802
Future Rural Trip Demand (2050)	50,720
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,345
Future Rural Trip Demand (2050)	15,266

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Jackson County

Jackson County is located in the Northeast Georgia Region in a predominately rural area. The county's population of 67,885 is projected to increase by 136.3% from 2019 to 2050.

Jackson County Transit operates demand-response rural transit and provided 12,285 trips in 2019. The neighboring counties of Banks and Hall offer demand-response transit. Hall County also offers fixed-route bus service in Gainesville. To the southeast, Athens Transit System offers fixed-route bus service in Athens-Clarke County.

²⁶ Governor's Office of Planning and Budget 2020-2050 Projections.

Planning Document Review

A TDP for Jackson County was not identified. The Jackson County Comprehensive Plan, which was updated in 2020, discusses the challenges that the Jackson County transit system faces. These challenges include the lack of dedicated funding and the lack of advertising to encourage ridership. The Plan also discusses the potential loss of Section 5311 funding that could occur as the County urbanizes and the need to establish a fixed-route system in order to take advantage of Section 5307 funds. The Plan explains that a feasibility study is currently underway to assess the tradeoffs between maintaining the existing on-demand system and the establishment of a fixed-route system. Funding the position of Transit Director is identified as an action item under the Community Work Program in order to support rural public transportation services.

In 2019, the Gainesville-Hall Metropolitan Planning Organization prepared a Jackson County Transportation Plan to build recommendations for transportation improvements throughout the County. The Plan reviews the performance of existing systems and assesses future mobility needs with a Travel Demand Model. The Plan identifies similar challenges with Jackson County Transit as identified in the Comprehensive Plan and recommends the conduct of feasibility study to assess the financial and service trade-offs between a fixed-route system and the existing demand-response system.

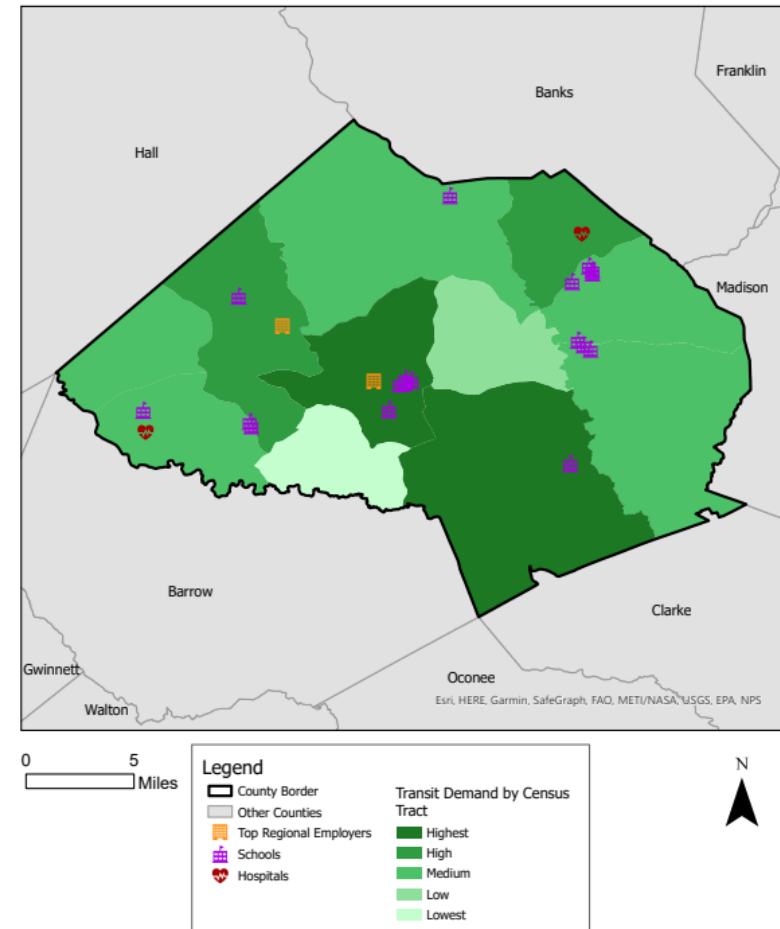
The final report for the Jackson County Transit Feasibility Study was released in September 2020. The Study reviewed existing conditions and conducted a transit demand assessment based on the concentration of demographic groups within the county, namely persons with disabilities, persons with mobility limitations, recent immigrants, workers age 65 and older, households with zero cars, and households living below the poverty line. Based on these demographics, the Study estimates potential future ridership using the “Arkansas Model” of transit demand. The total estimated ridership for the County is 40,358 trips per year.

The Study then analyzes four potential future system scenarios: stopping transit service, operating a single demand-response system for urban and rural areas; operating two separate fleets for demand-response services in urban and rural areas; and, new fixed route service for urban areas with demand-response service for rural areas. The scenario analyses includes an analysis of capital and operating costs for each scenario and concludes that the single demand-response system or the two demand-response systems are recommended due to their cost-effectiveness. The Study then makes additional service and policy recommendations to adopt Automatic Vehicle Location technology, continue participating in regional transit discussions, improving marketing and outreach activities, and coordinate with community organizations and peer entities.

Location of Potential Transit Service Needs

Figure 26 shows the location of transit need areas in Jackson County. There are various levels of transit demand within Jackson County with the highest levels being located in the central and southernmost portions of the county. Within the areas of highest demand there are several schools and a top regional employer. Others areas surrounding the portion of highest demand have schools, top regional employers, and hospitals and have transit demand levels ranging from lowest to high.

Figure 26: Transit Need Areas in Jackson County



Questionnaire and Workshop-Identified Needs

Jackson County Transit responded to the transit provider survey. The transit provider tracks trip denials and a subscription service program which anyone is eligible for but is most commonly used by seniors and dialysis patients. However, the provider does not offer a bulk purchase program. The provider is able to provide trips outside its jurisdictional boundaries to Athens-Clarke County but has not pursued multi-county transit service. The provider contracts with DHS to provide coordinated human services transportation services. Riders must request trips up to 48 – 72 hours in advance of travel.

Jackson County Transit indicated they are not considering adopting any new technologies and currently use their website to show static service information. Their long-term need in order to maintain transit assets in a State of Good Repair is the purchase of new vehicles. The provider does not use a Transit Asset Management Plan.

The transit provider identified expanded service hours and days as known service needs for its customers. The biggest administrative challenge is attracting and retaining qualified personnel. Rider demand challenges include delivering new projects and providing more frequent or higher capacity service. The primary funding challenges are securing federal operational and capital funding.

To better meet rider needs and improve transit service, Jackson County Transit must address the following challenges: obtaining resources and expanding administrative capacity to improve transit asset management planning and implementation; improve outreach and engagement on subscription services and employer benefit programs with community partners; and, securing resources for transit assets and personnel.

Rural Transit Trip Demand

As shown in Table 55, based on 2019 population data, the forecasted transit demand in Jackson County ranges from 30,784 to 103,182 annual trips. Jackson County Transit, the local transit agency, provided 12,285 trips (NTD), meeting over 11% of the higher range calculated rural transit trip demand.

Jackson County is expected to grow by approximately 2.8% between 2019 and 2050.²⁷ The anticipated growth is projected to result in a 2050 transit demand of 72,924 to 243,815 annual trips.

²⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 25: Jackson County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	12,285
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	103,182
Future Rural Trip Demand (2050)	243,815
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	30,784
Future Rural Trip Demand (2050)	72,924

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Jefferson County

Jefferson County is located in the Central Savannah River Area Region in a predominately rural area. The county's population of 15,618 is projected to decrease by 15.7% from 2019 to 2050.

Jefferson County operates a demand-response transit system, providing 27,155 trips in 2019. The neighboring counties of Glascock, Warren, McDuffie, Richmond, and Burke all offer demand-response transit. Richmond County also has fixed-route bus service in the City of Augusta. Washington, Johnson, and Emanuel counties, to the south of Jefferson, do not currently offer public transit.

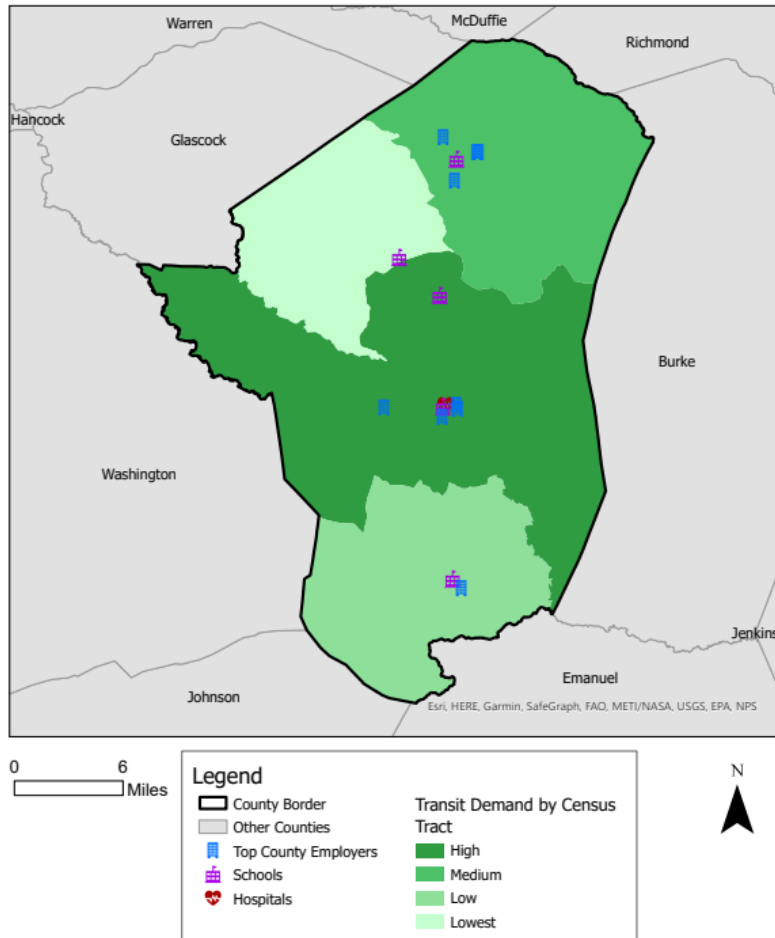
Planning Document Review

A TDP for Jefferson County was not identified. The county's comprehensive plan highlights current transit service in the county, but does not identify any specific transit needs.

Location of Potential Transit Service Needs

Figure 27 shows the location of transit need areas in Jefferson County. The highest levels of transit demand in Jefferson County is within the central region of the county. This area has top county employers, hospitals, and schools. The areas north and south of the central area have medium and low levels of transit demand. These areas have schools and top county employers.

Figure 27: Transit Need Areas in Jefferson County



Rural Transit Trip Demand

As shown in Table 27, based on 2019 population data, the forecasted transit demand in Jefferson County ranges from 12,415 to 85,516 annual trips. Jefferson Transit, the local transit agency, provided 27,155 trips (NTD), meeting over 31% of the higher range calculated rural transit trip demand.

Jefferson County is expected to decline in population by approximately 15.7% between 2019 and 2050.²⁸ The anticipated decline is projected to result in a 2050 transit demand of 9,224 to 72,123 annual trips.

Table 26: Jefferson County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	27,155
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	85,516
Future Rural Trip Demand (2050)	72,123
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,415
Future Rural Trip Demand (2050)	9,224

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Jenkins County

Jenkins County is located in the Central Savannah River Area Region in a predominately rural area. The county's population of 8,793 is projected to decrease by 11.1% from 2019 to 2050.

Jenkins County Transit operates a demand-response transit system that provided 3,157 trips in 2019. All counties neighboring Jenkins provide rural demand-response service except Emanuel, which does not currently have public transit.

Planning Document Review

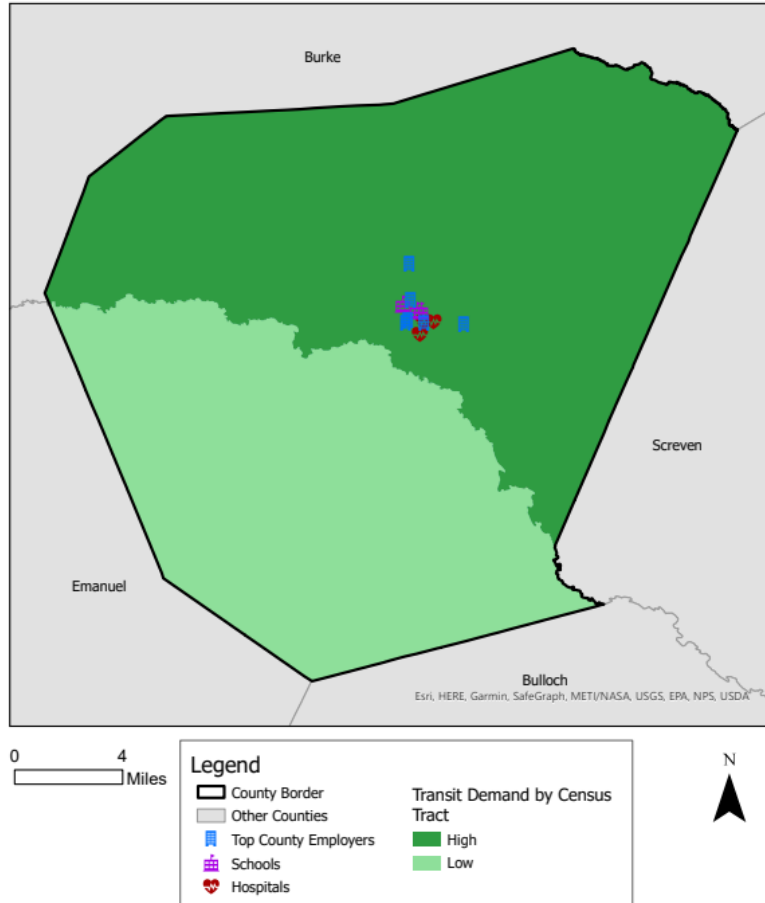
A TDP for Jenkins County was not identified. The county's comprehensive plan does not identify any transit service needs.

Location of Potential Transit Service Needs

Figure 28 shows the location of transit need areas in Jenkins County. The northern area of Jenkins County has high transit demand. There are schools, top county employers, and hospitals located within this area.

²⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

Figure 28: Transit Need Areas in Jenkins County



Rural Transit Trip Demand

As shown in Table 28, based on 2019 population data, the forecasted transit demand in Jenkins County ranges from 5,587 to 32,239 annual trips. Jenkins County Transit (JCT), the local transit agency, provided 3,157 trips (NTD), meeting about 10% of the higher range calculated rural transit trip demand.

Jenkins County is expected to decline in population by approximately 11.1% between 2019 and 2050.²⁹ The anticipated decline is projected to result in a 2050 transit demand of 4,656 to 28,649 annual trips.

Table 27: Jenkins County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	3,157
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	32,239
Future Rural Trip Demand (2050)	28,649
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	5,587
Future Rural Trip Demand (2050)	4,656

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Jones County

Jones County is located in the Middle Georgia Region in a predominately rural area. The county's population of 28,579 is projected to increase by 3.4% from 2019 to 2050. Jones County Transit operates a rural demand-response transit service, with 3,971 trips reported in 2019. The neighboring counties of Putnam, Baldwin, Wilkinson, and Twiggs all offer rural demand-response service. Macon-Bibb County has fixed-route bus transit, and Monroe and Jasper counties, to the northeast, do not currently offer public transit.

Planning Document Review

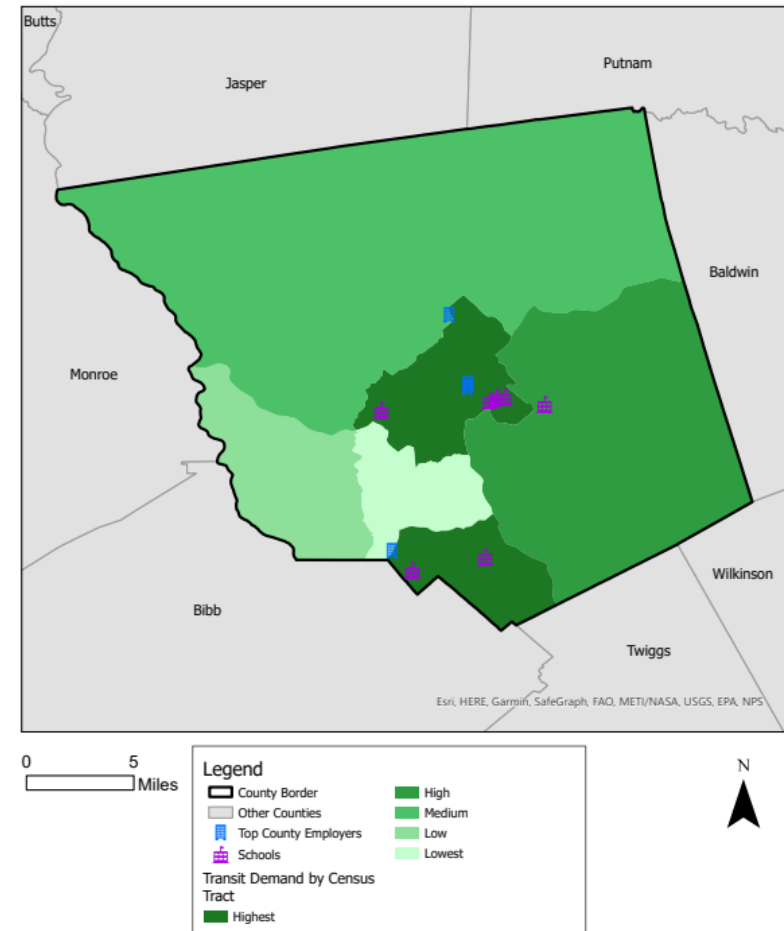
The Jones County TDP was prepared in 2017 by Middle Georgia Regional Commission. The Transit Research Board's (TRB) method was used for quantifying need and demand for transit services. No vehicle needs were identified, but the plan cites the need to coordinate services with the Macon Transit Authority and to establish a park-and-ride system for commutes beyond the county. The plan also identifies the need for more outreach to increase awareness of transit services, as well as partnering with employers to provide private vanpool services. The county's comprehensive plan identifies the need for an additional transit vehicle and echoes the need expressed in the TDP for coordinating transit services with Macon Transit.

²⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

Location of Potential Transit Service Needs

Figure 29 shows the location of transit need areas in Jones County. The areas of highest transit demand in Jones County are in the central and southernmost region. These areas are home to multiple schools and top county employers. The eastern and northern portions of the county have medium and low levels of demand.

Figure 29: Transit Need Areas in Jones County



Rural Transit Trip Demand

As shown in Table 29, based on 2019 population data, the forecasted transit demand in Jones County ranges from 16,903 to 43,287 annual trips. Jones County Transit System, the local transit agency, provided 3,971 trips (NTD), meeting about 9% of the higher range calculated rural transit trip demand.

Jones County is expected to increase in population slightly by approximately 3.4% between 2019 and 2050.³⁰ The anticipated growth is projected to result in a 2050 transit demand of 17,407 to 44,779 annual trips.

Table 28: Jones County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	3,971
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	43,287
Future Rural Trip Demand (2050)	44,779
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,903
Future Rural Trip Demand (2050)	17,407

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

³⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

Lincoln County

Lincoln County is a rural county located in the Central Savannah River Area Region along the South Carolina border. The county's population of 7,856 is projected to decrease by 23.3% from 2019 to 2050.

Lincoln County Transit operates a demand-response transit system that provided 11,520 trips in 2019. All Georgia counties neighboring Lincoln offer rural demand response service.

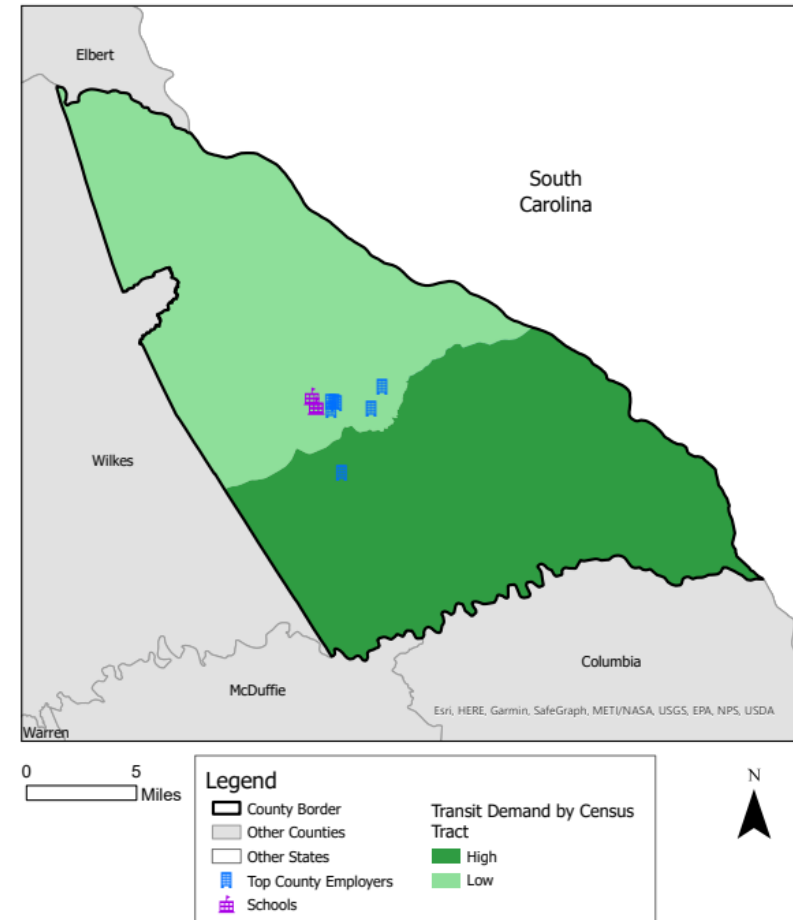
Planning Document Review

A TDP for Lincoln County was not identified. The county's comprehensive plan does not identify any transit service needs.

Location of Potential Transit Service Needs

Figure 30 shows the location of transit need areas in Lincoln County. The highest level of transit demand in Lincoln County is in the southern portion of the county. However, the majority of top county employers and schools are located within the northern portion of the county. There is a top county employer within the southern portions that has the highest level of demand.

Figure 30: Transit Need Areas in Lincoln County



Questionnaire and Workshop-Identified Needs

Lincoln County Transit responded to the transit provider survey. The transit provider does not track trip denials or have a bulk purchase program in place, but they do use subscription services for people with disabilities to access community center services. The provider is able to carry riders to destinations in Washington, in Wilkes County, and Thomson, in McDuffie County, and has not pursued multi-county travel or coordinated human services transportation services. Riders can request trips two days in advance of their intended travel, however, if there is a van available and a person needs a ride they will complete the trip.

Lincoln County Transit indicated they are not considering adopting any new technologies. Their long-term need that impact maintaining transit assets in a State of Good Repair is the addition of highly trained mechanics. The provider does use a Transit Asset Management Plan.

Administrative challenges include attracting and retaining qualified personnel, keeping up-to-date with required training, maintaining compliance with State and Federal reporting, and day-to-day management. Rider demand challenges rated as “more challenging” include initiating or promoting employer transit benefit programs, addressing public perception of transit, improving public support for transit, and identifying potential riders or transit need in the community. All funding needs were identified as “not a challenge.” In an open-ended response, the provider explained it is difficult to hire qualified technicians and mechanics as a rural county bordering a metropolitan county, which can pay higher salaries.

To meet rider needs and improve transit service, Lincoln County Transit should secure resources for qualified technicians, improve planning capacity to identify transit needs, and identify technology solutions to improve data management and training.

Rural Transit Trip Demand

As shown in Table 30, based on 2019 population data, the forecasted transit demand in Lincoln County ranges from 7,801 to 28,782 annual trips. Lincoln County Transit, the local transit agency, provided 11,520 trips (NTD), meeting over 40% of the higher range calculated rural transit trip demand.

Lincoln County's population is expected to decrease by approximately 23.3% between 2019 and 2050.³¹ The anticipated growth is projected to result in a 2050 transit demand of 4,260 to 22,063 annual trips.

Table 29: Lincoln County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	11,520
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	28,782
Future Rural Trip Demand (2050)	22,063
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	7,801
Future Rural Trip Demand (2050)	4,260

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Lower Chattahoochee Regional Transportation Authority

The Lower Chattahoochee Regional Transportation Authority (LCRTA) is a regional transit provider in the River Valley Region of Georgia comprised of Quitman, Randolph, and Stewart counties. LCRTA provides rural demand-response transit throughout its three-county service area. This area had a combined population of 15,555 in 2019 and is expected to decline by 16.2% by 2050. LCRTA provided 33,710 trips in 2019.

Planning Document Review

The Pataula Region Transit Plan was prepared in 2012 by the River Valley Regional Commission for Quitman, Randolph, and Stewart counties. Needs assessment for was performed by assessing zero-car households; disabled; elderly; low-income population; identification of major trip destinations (employers, shopping centers, schools, medical facilities); and through public involvement (surveys, stakeholder interviews)

³¹ Governor's Office of Planning and Budget 2020-2050 Projections.

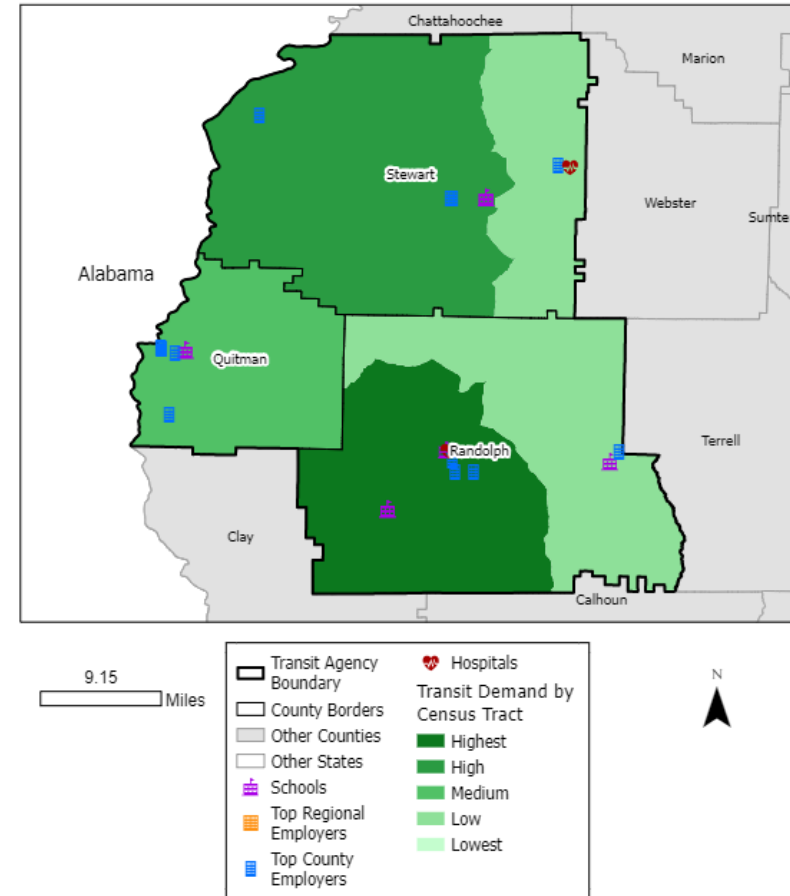
No specific capital needs are cited. For operations, the plan identifies the need to reduce operating budgets proposes regional coordination with neighboring jurisdictions to collectively purchase gasoline. The plan also identifies the need to coordinate with state agencies to stabilize trips for private providers.

Additional needs: Increase marketing of transit service through non-profits, faith-based organizations, and major media; monitor trip rates to quickly get another van into service when needed.

Location of Potential Transit Service Needs

Figure 31 shows the location of transit needs in the Lower Chattahoochee Regional Transportation Authority service area. In the Lower Chattahoochee Regional Transportation Authority service area, western Randolph county has the highest demand for transit. In this county there are top county employers, schools, and hospitals. Stewart County has high levels of demand in the western portion of the county where there are top county employers and schools located. Quitman County has medium levels of demand throughout the entire county.

Figure 31: Transit Need Areas in the Lower Chattahoochee Regional Transportation Authority Service Area



Questionnaire and Workshop-Identified Needs

Community members from Quitman Counties responded to the transit rider survey. Respondents indicate that they currently use human services transportation a few times per month and call the transit service to request a trip. They are able to use human services transportation to get to where they want to go using only the service that operates in their home county. Their main reason for using transit is that they have no one to drive them, and they will get a ride from a friend or family member if human services transportation is unavailable. They indicate that challenges for using rural transit and human services transportation are that transit service is not reliable enough for time-sensitive trips and they have to reserve transit trips too far in advance to meet their needs.

Rider respondents selected improving mobility for people who cannot get around on their own, providing access to healthcare services, and increasing the availability of alternative transportation services as their three most important reasons for having rural and human services transportation. Their three highest priorities for RHST improvements were providing access to healthcare, improving transit service reliability, and keeping vehicles and facilities in good condition. Their three highest priorities for RHST technologies were real-time arrival information at transit stops; real-time arrival information for transit vehicles via smartphone application, website, or text; and, a unified fare system.

To meet rider needs and improve transit service, LCRTA should enhance its planning and scheduling capacity to improve transit service reliability; identify resources for asset management planning and implementation; and, identify resources and administrative capacity to support more real-time information services for customers.

Rural Transit Trip Demand

As shown in Table 31, based on 2019 population data, the forecasted transit demand in Quitman, Randolph, and Stewart Counties collectively ranges from 11,240 to 72,051 annual trips. LCRTA, serving all three counties, provided 33,710 (NTD), meeting over 46% of the higher range calculated rural transit trip demand in 2019.

Quitman, Randolph, and Stewart Counties collectively are expected to decline by approximately 16.2% between 2019 and 2050.³² The anticipated decline is projected to result in a 2050 transit demand of 7,841 to 60,402 annual trips.

³² Governor's Office of Planning and Budget 2020-2050 Projections.

Table 30: Lower Chattahoochee Regional Transportation Authority – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	33,710
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	72,051
Future Rural Trip Demand (2050)	60,402
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,240
Future Rural Trip Demand (2050)	7,841

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Lumpkin County

Lumpkin County is located in the Georgia Mountains Region in a predominately rural area. The county's population of 32,402 is projected to increase by 43.9% from 2019 to 2050.

Lumpkin County Transit operates demand-response transit system; this service provided 5,431 trips in 2019. Nearby counties all offer similar demand-response services with the exception of White County to the east, which does not currently offer public transit.

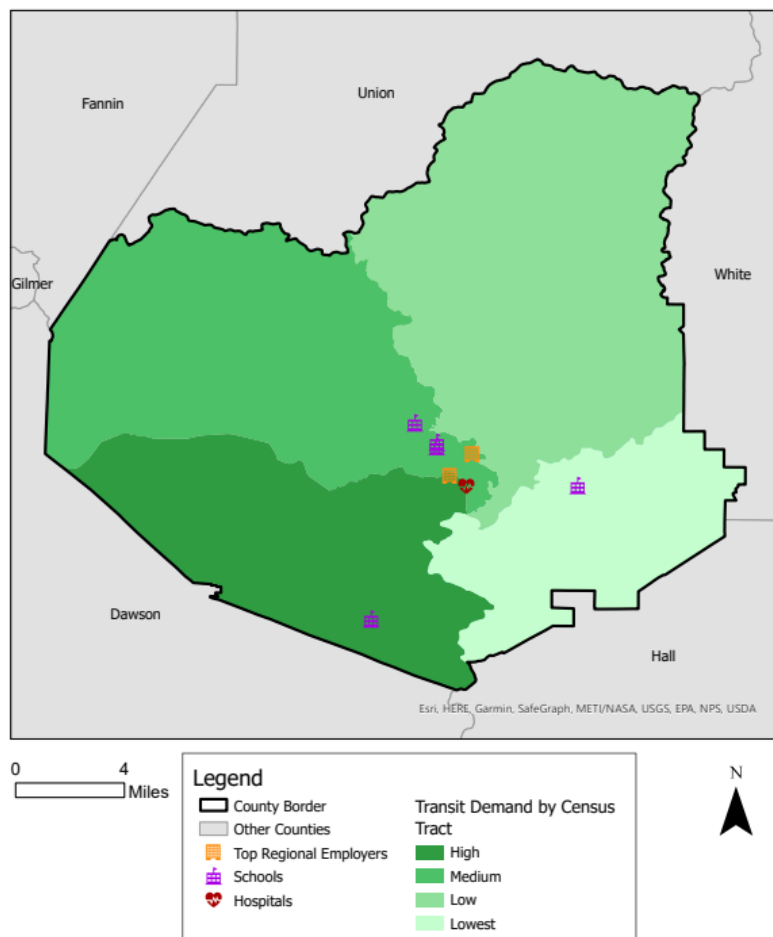
Planning Document Review

A TDP for Lumpkin County was not identified. The county's comprehensive plan recognizes the existing transit services provided in the county but does not identify any specific transit needs.

Location of Potential Transit Service Needs

Figure 32 shows the location of potential transit need areas in Lumpkin County. Within the central area of Lumpkin County, there are top regional employers, schools, and hospitals. This location is also the crosshair of the four levels of transit demand. The area in which most transit generators lie has medium levels of demand. The southwestern portion of the county, where one school is located, has the highest level of transit demand.

Figure 32: Transit Need Areas in Lumpkin County



Questionnaire and Workshop-Identified Needs

Lumpkin County Transit responded to the transit provider survey. The transit provider does not track trip denials or have a bulk purchase program or subscription services program in place. The provider is not able to carry riders to destinations outside the jurisdictional boundaries, and has not pursued multi-county travel or coordinated human services transportation services. Riders can request trips 24-48 hours in advance of their intended travel, making this transit provider one of the more responsive and flexible providers among survey respondents.

Lumpkin County Transit indicated they are not considering adopting any new technologies. Their long-term need that impacts maintaining transit assets in a State of Good Repair is the addition of highly trained mechanics. The provider does not have a document to guide decision-making, such as a Transit Asset Management Plan.

The transit provider identified expanded service areas to meet new areas of demand as a known service need for its customers. Administrative challenges include keeping up-to-date with required training and maintaining compliance with State and Federal reporting. The provider rated all rider demand challenges rated as “somewhat of a challenge,” apart from competition from other transportation providers, which is a “minimal challenge.” All funding needs were identified as somewhat challenging. In an open-ended response, the provider reiterated that with additional funding, they would address keeping up with training of required reporting, inform the public of available services, find new revenue sources, and implement new services outside of the current geographic area.

To meet rider needs and improve transit service, Lumpkin County Transit should expand administrative capacity to keep up with required reporting and secure resources to hire qualified technicians and explore providing services outside of the county.

Rural Transit Trip Demand

As shown in Table 32, based on 2019 population data, the forecasted transit demand in Lumpkin County ranges from 22,848 to 42,308 annual trips. Lumpkin County Transit, the local transit agency, provided 5,431 trips (NTD), meeting over 12% of the higher range calculated rural transit trip demand.

Lumpkin County is expected to grow by approximately 43.9% between 2019 and 2050.³³ The anticipated growth is projected to result in a 2050 transit demand of 26,698 to 60,891 annual trips.

Table 31: Lumpkin County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	5,431
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	42,308
Future Rural Trip Demand (2050)	60,891
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	22,848
Future Rural Trip Demand (2050)	26,698

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

³³ Governor's Office of Planning and Budget 2020-2050 Projections.

Macon County

Macon County is located in the River Valley Region in a predominately rural area. The county's population of 8,153 is projected to decrease by 64.4% from 2019 to 2050.

Macon County Transit operates a demand-response rural transit system that provided 6,169 trips in 2019. Neighboring Peach, Taylor, and Dooly counties provide rural demand-response transit. Demand response transit is provided in Americus, located in neighboring Sumter County, by Southwest Georgia Regional Transit. Houston and Schley counties, which border Macon County on the east and west respectively, do not currently offer public transit.

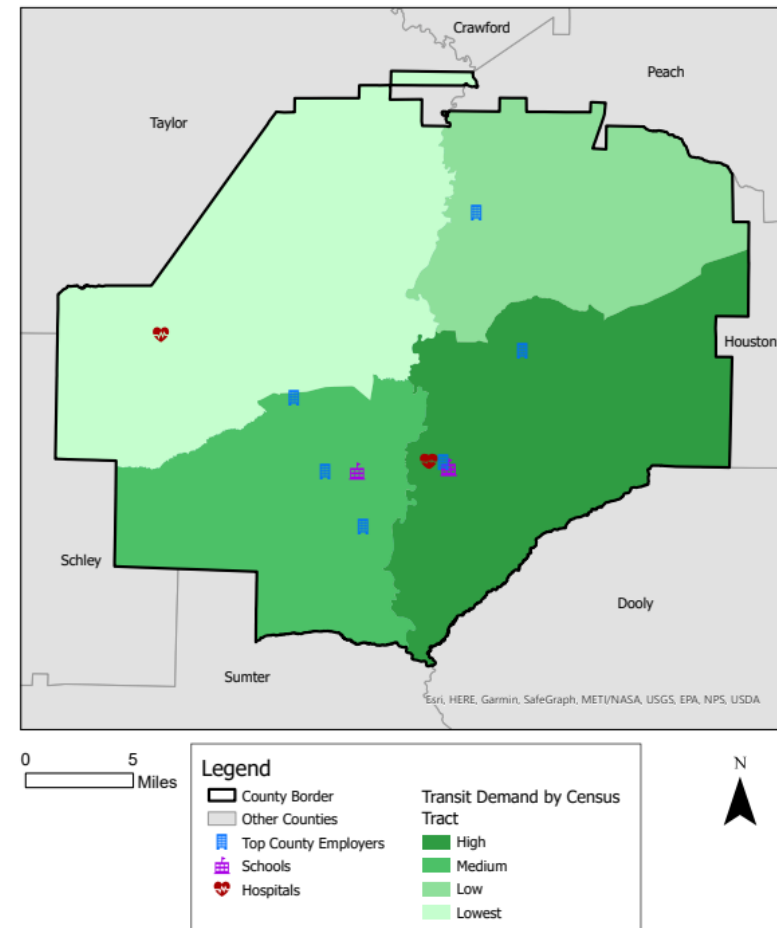
Planning Document Review

A TDP for Macon County was not identified. The Macon County 2019 Comprehensive Plan identifies current Macon Transit operating hours as a barrier to healthcare due to the limited service hours and identifies an extension in service hours as a priority for the Community Health Assessment. A specific level of service is not recommended, nor are costs for service hour extensions estimated.

Location of Potential Transit Service Needs

Figure 33 shows the location of transit need areas in Macon County. The highest level of transit demand in Macon County is in the southeastern portion of the county. Within this area there are schools, a hospital, and top county employers. The southwestern portion of the county has medium level of transit demand and there are top county employers and a school within this area. Lower levels of transit demand are in the northern portion of the county.

Figure 33: Transit Need Areas in Macon County



Rural Transit Trip Demand

As shown in Table 33, based on 2019 population data, the forecasted transit demand in Macon County ranges from 6,511 to 19,540 annual trips. Macon County Transit, the local transit agency, provided 6,169 trips (NTD), meeting over 31% of the higher range calculated rural transit trip demand.

Macon County is expected to decline in population by approximately 64.4% between 2019 and 2050.³⁴ The anticipated decline is projected to result in a 2050 transit demand of 2,787 to 6,965 annual trips.

Table 32: Macon County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	6,169
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	19,540
Future Rural Trip Demand (2050)	6,965
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,511
Future Rural Trip Demand (2050)	2,787

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

³⁴ Governor's Office of Planning and Budget Projections 2020-2050

McDuffie County

McDuffie County is located in the Central Savannah River Area Region in a predominately rural area. The county's population of 29,218 is projected to decrease by 30.9% from 2019 to 2050.

McDuffie County Rural Transportation System operates a demand-response transit system that provided 24,967 trips in 2019. All counties bordering McDuffie offer similar rural demand-response transit service. Richmond County, to the southeast, also has fixed-route bus service in the City of Augusta.

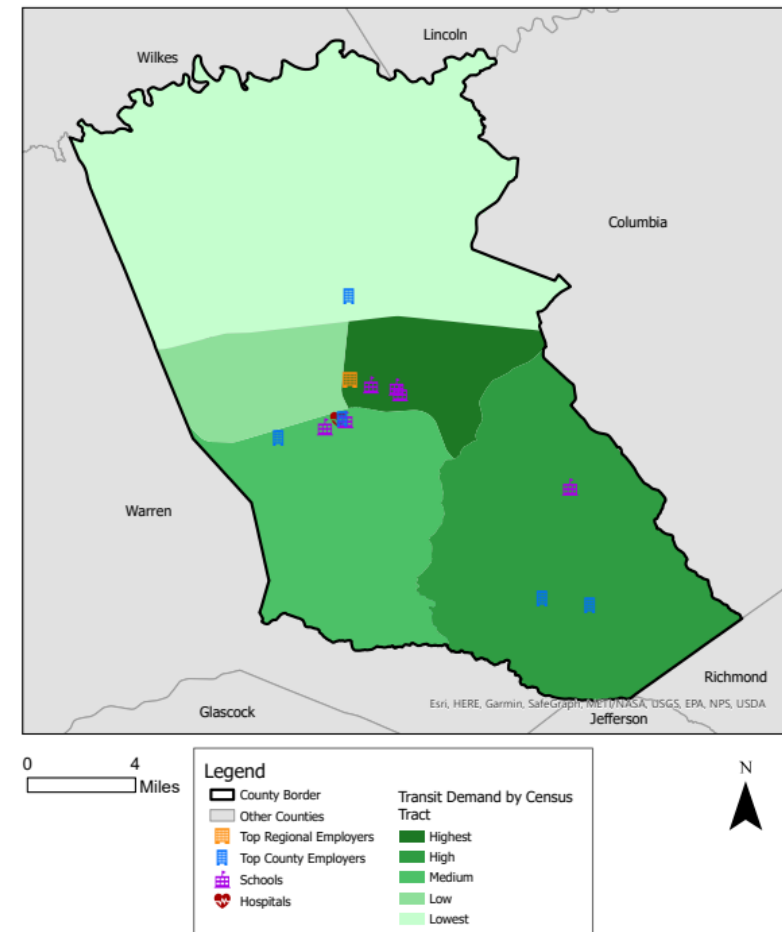
Planning Document Review

A TDP for McDuffie County was not identified. The county's comprehensive plan recognizes that the current transit system is limited, but no specific needs are identified.

Location of Potential Transit Service Needs

Figure 34 shows the location of transit need areas in McDuffie County. The highest level of transit demand in McDuffie County is in the central area of the county. Within this area there are schools and a top regional employer. The southern portions of the county have high levels of demand as well. There are several top county employers, schools, and a hospital within these areas.

Figure 34: Transit Need Areas in McDuffie County



Rural Transit Trip Demand

As shown in Table 34, based on 2019 population data, the forecasted transit demand in McDuffie County ranges from 16,634 to 46,103 annual trips. The McDuffie County Rural Transportation System, the local transit agency, provided 24,967 trips (NTD), meeting almost 54% of the higher range calculated rural transit trip demand.

McDuffie County's population is expected to reduce by approximately 30.9% between 2019 and 2050.³⁵ The anticipated growth is projected to result in a 2050 transit demand of 11,383 to 31,858 annual trips.

Table 33: McDuffie County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	24,967
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	46,103
Future Rural Trip Demand (2050)	31,858
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,634
Future Rural Trip Demand (2050)	11,383

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

³⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Morgan County

Morgan County is located in the Northeast Georgia Region in a predominately rural area. The county's population of 18,507 is projected to increase by 11.5% from 2019 to 2050.

Morgan County Transportation System operates a demand-response transit system, providing 23,821 trips in 2019. Neighboring Greene and Putnam counties also offer demand-response transit. The City of Social Circle, in neighboring Walton County, offers demand-response transit within its city limits. The neighboring counties of Newton, Jasper, and Oconee do not currently offer public transit service.

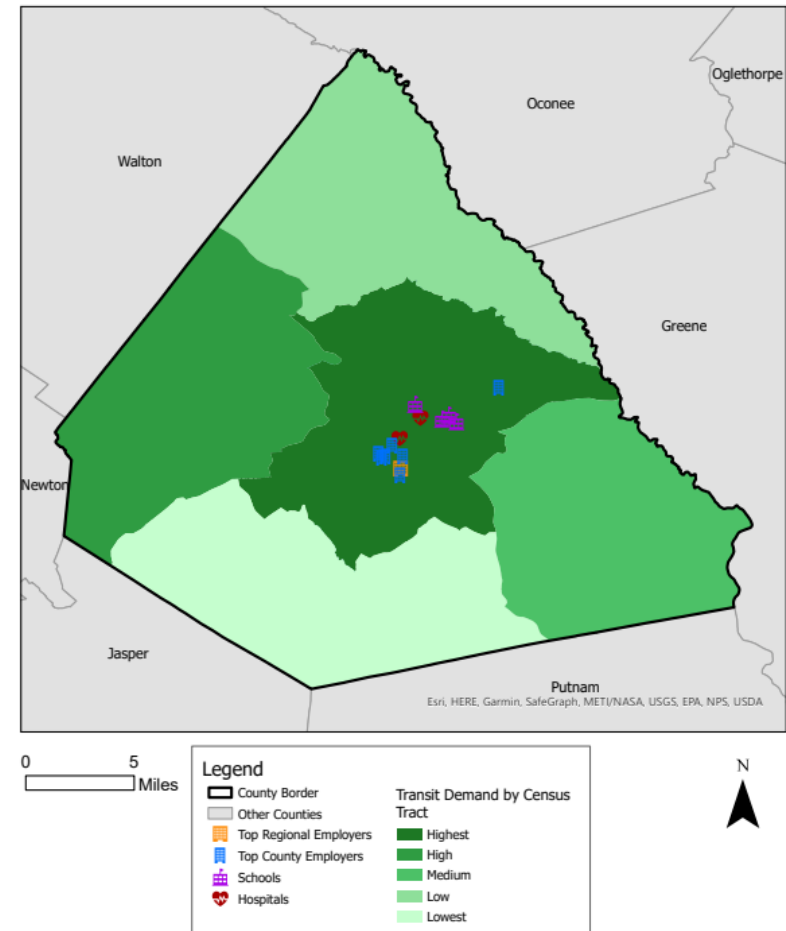
Planning Document Review

A TDP for Morgan County was not identified. The county's comprehensive plan does not identify any transit needs.

Location of Potential Transit Service Needs

Figure 35 shows the location of transit need areas in Morgan County. The highest level of transit demand within Morgan County is within the central area of the county. All of the top regional employers, top county employers, schools, and hospitals are located within this area of highest demand.

Figure 35: Transit Need Areas in Morgan County



Rural Transit Trip Demand

As shown in Table 35, based on 2019 population data, the forecasted transit demand in Morgan County ranges from 12,002 to 29,469 annual trips. Morgan County Transportation System, the local transit agency, provided 23,821 trips (NTD), meeting over 80% of the higher range calculated rural transit trip demand.

Morgan County is expected to grow by approximately 11.5% between 2019 and 2050.³⁶ The anticipated growth is projected to result in a 2050 transit demand of 11,284 to 32,865 annual trips.

Table 34: Morgan County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	23,821
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	29,469
Future Rural Trip Demand (2050)	32,865
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,002
Future Rural Trip Demand (2050)	11,284

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

³⁶ Governor's Office of Planning and Budget 2020-2050 Projections.

Mountain Area Transportation System

The Mountain Area Transportation System is a four-county rural transit system located in the Georgia Mountains region. The MATS area is located between Georgia's borders with Tennessee and North Carolina to the north and the Atlanta metropolitan area to the south.

Operated by North Georgia Community Action, a 501(c)(3) non-profit organization, MATS serves Fannin, Gilmer, Pickens, and Gordon counties. These counties had a combined population of 144,398 in 2019 and are forecasted to grow by 10.6% by 2050. MATS provided 49,141 trips in 2019.

Planning Document Review

A TDP for the Mountain Area Transportation System was not identified.

The former North Georgia Regional Development Center developed TDPs for Fannin, Gilmer, and Pickens Counties in the mid-2000s, but these documents are no longer available online.

The Northwest Georgia Regional Commission has developed separate ten-year joint comprehensive plans for Fannin, Gilmer, and Pickens Counties. The Fannin and Pickens Plans reference implementation of their respective Transit Development Plan recommendations as Work Program activities, and all three plans reference transit service or alternative transportation as resources to promote. However, none of the plans estimate transit demand.

Regional coordination needs identified include adding service to the Burnt Mountain Center, which provides care for mental disabilities. The Pickens TDP suggests a purchase of service agreement to provide transit service to the center – and this would require three additional vehicles to the MATS fleet but the vehicles would be used for other transit needs in addition to transportation to Burnt Mountain. Park-and-ride for service along SR 515 to Atlanta.

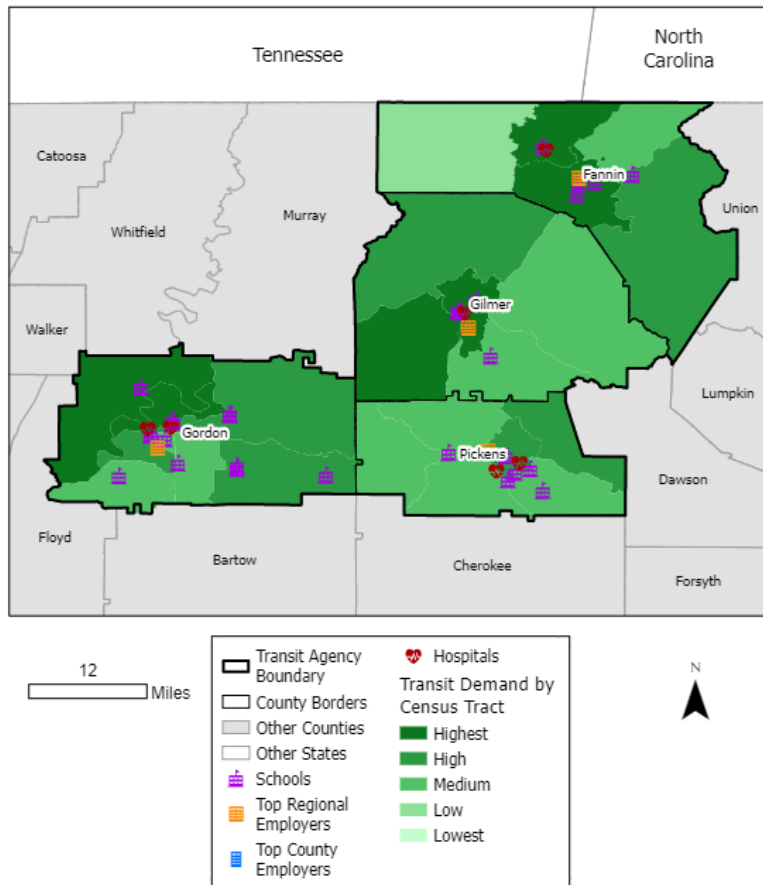
Pickens TDP (2007) identifies the need for up to six additional vehicles over the next five years, including three replacement vehicles and three to add service to Burnt Mountain. Gilmer identified the need for one additional shuttle bus and one additional driver. Fannin County suggested possibly adding one vehicle to meet service needs.

Other needs identified included: marketing and promotion of transit services; extension of operating hours to 6pm (Gilmer and Fannin); demand response software; security video for vehicles; and coordinating service times with Amtrak and Greyhound where possible.

Location of Potential Transit Service Needs

Figure 36 shows the location of transit need areas in the Mountain Area Transportation System service area. Transit need is highest in the western areas of Gordon County, the southern and central parts of Gilmer County, and central Fannin County. Eastern Pickens County also has a medium level of transit need. There are concentrations of employment, schools, and hospitals in many of these areas, although the western parts of Gordon County and the eastern parts of Pickens County border areas of higher activity.

Figure 36: Transit Need Areas in the Mountain Area Transportation System service area



Rural Transit Trip Demand

As shown in Table 36, based on 2019 population data, the forecasted transit demand in Fannin, Gilmer, Gordon, and Pickens Counties collectively ranges from 106,602 to 258,905 annual trips. Mountain Area Transportation System (MATTS), the local transit agency serving all four counties, provided 49,141 trips (NTD), meeting over 18% of the higher range calculated rural transit trip demand.

Fannin, Gilmer, Gordon, and Pickens Counties collectively are expected to grow by approximately 10.6% between 2019 and 2050.³⁷ The anticipated growth is projected to result in a 2050 transit demand of 116,940 to 286,302 annual trips.

³⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 35: Mountain Area Transportation System - Rural Transit Demand Estimate

Current Unlinked Passenger Trips Provided (2019)	49,141
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	258,905
Future Rural Trip Demand (2050)	286,302
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	106,602
Future Rural Trip Demand (2050)	116,940

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Murray County

Murray County is located in the Northwest Georgia Region along the Georgia-Tennessee border, a predominantly rural county. The county's population of 39,782 is projected to increase by 13.3% from 2019 to 2050.

Murray County's demand-response transit system provided 20,947 trips in 2017. Neighboring Whitfield and Gordon counties have similar demand-response transit systems. To the east of Murray County, rural public transit is provided to Fannin and Gilmer counties by the Mountain Area Transportation System.

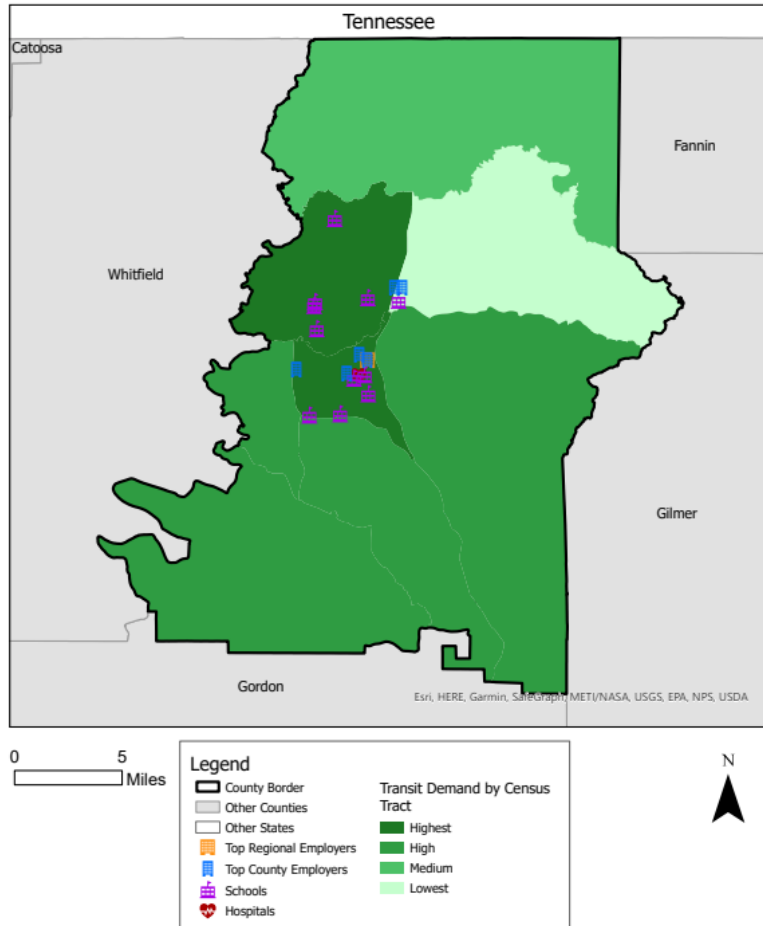
Planning Document Review

A TDP for Murray County was not identified. The Joint Comprehensive Plan for Murray County, which was updated in 2019, affirms transit-supportive land use as a policy goal, identifies transit as a need for an aging population and for workforce mobility, and establishes support to continue the Murray County Transit System. The system is supported with \$250,000 per year in County funding for 2019 through 2023.

Location of Potential Transit Service Needs

Figure 37 shows the location of transit need areas in Murray County. The highest areas of transit demand in Murray County are in the western central portion of the county. This area of highest demand is home to schools, top county employers, top regional employers, and hospitals. The southern portion of the county has high levels of transit demand and has some schools that border the cusp of the highest level demand area.

Figure 37: Transit Need Areas in Murray County



Rural Transit Trip Demand

As shown in Table 37, based on 2019 population data, the forecasted transit demand in Murray County ranges from 19,646 to 64,164 annual trips. Murray County Transportation System, the local transit agency, provided 21,061 trips (NTD), meeting over 32% of the higher range calculated rural transit trip demand.

Murray County is expected to grow by approximately 20% between 2019 and 2050.³⁸ The anticipated growth is projected to result in a 2050 transit demand of 27,493 to 76,993 annual trips.

Table 36: Murray County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	21,061
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	64,164
Future Rural Trip Demand (2050)	76,993
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	19,646
Future Rural Trip Demand (2050)	27,493

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Paulding County

Paulding County is located in the Northwest Georgia Regional Commission and is a predominantly rural area, though it is within Atlanta Metropolitan Statistical Area, located north of I-20 and west of I-75. It is also located within the 13-county ATL district. The population is projected to more than double between 2019 and 2050, increasing by 107.1%.

Paulding County currently operates rural demand-response transit service with 14,685 annual trips in 2019. The ATL Xpress commuter buses also service western Paulding County with a stop in Hiram.

Planning Document Review

A TDP for Paulding County was not identified; however, Paulding County does have a Comprehensive Transportation Plan (CTP), completed in 2015. The plan identified a need to provide transit service to major activity centers, implement a shuttle circulator in the greater Dallas and Hiram areas, extend GRTA service, and explore TDM strategies, particularly a vanpool program.

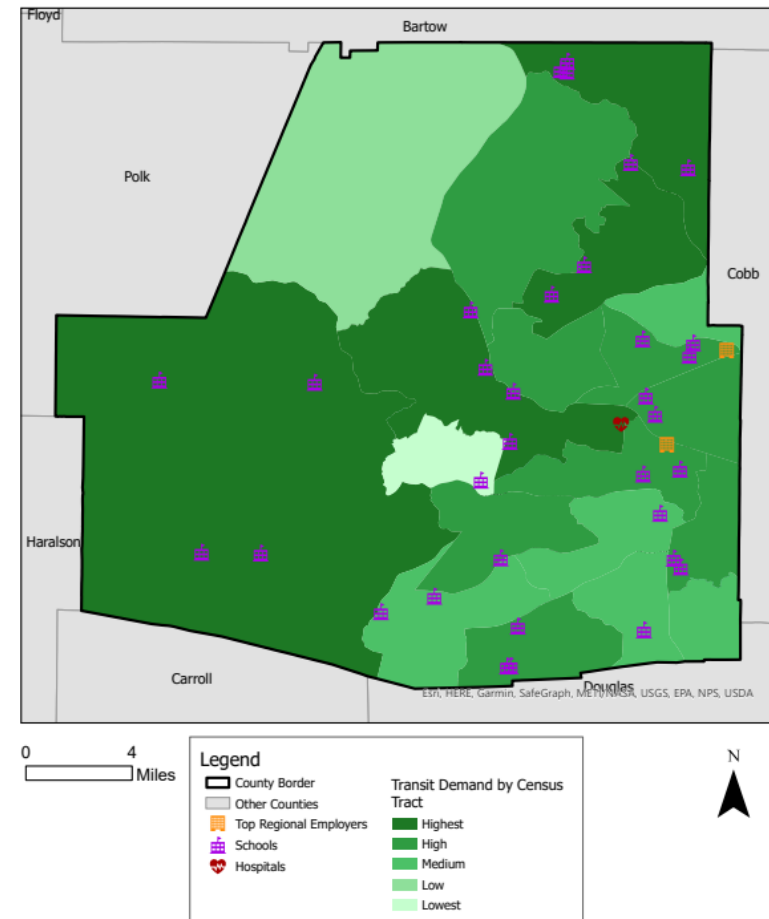
The study also recommends maintaining and strengthening the current transit network, including expanding the system, lengthening hours, hiring more drivers, and purchasing more vehicles.

³⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

Location of Potential Transit Service Needs

Figure 38 shows the location of transit need areas in Paulding County. There are various levels of transit demand in Paulding County. The highest levels of demand are focused within the western, central, and north eastern areas of the county. Within these areas there are multiple schools and a hospital. There is are top regional employers and multiple schools in the south eastern area of the county, but there are lower levels of transit demand.

Figure 38: Transit Need Areas in Paulding County



Questionnaire and Workshop-Identified Needs

Paulding County Transit representatives did not respond to the transit provider survey.

Community members from Paulding County responded to the rider survey. Respondents indicate that they do not currently use rural transit or human services transportation. They are interested in using these services, but it is not convenient for them and cite the challenges of the distance to the nearest transit stop, transit doesn't take them where they want to go, trips take too long, transit passes are confusing or difficult to obtain, that transit service is not reliable enough for time-sensitive trips and transit doesn't operate at the time or day when they need it. They also noted that they don't meet the eligibility requirements for using transit and they are not sure how to use transit.

Rider respondents selected improving air quality, reducing traffic congestion, and improving mobility for people cannot get around on their own as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were improving transit service reliability, ensuring transit is safe, and reducing wait times for transit service.

To better meet rider needs and improve transit service, Paulding County Transit should address the following challenges: improve planning and scheduling capacity to increase service reliability and improve outreach and engagement with the broader community to provide information on service offerings and schedules.

Rural Transit Trip Demand

As shown in Table 38, based on 2019 population data, the forecasted transit demand in Paulding County ranged from 17,705 to 41,158 annual trips. As a comparison, Paulding County provided 14,685 annual trips in 2019, meeting 35.7% of the high demand.

Paulding County is expected to increase in population by approximately 107.1% between 2019 and 2050.³⁹ This results in a projected future 2050 transit demand of 44,213 to 85,224 annual trips.

Current Unlinked Passenger Trips Provided (2019)	14,685
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	41,158

³⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

Future Rural Trip Demand (2050)	85,224
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	17,705
Future Rural Trip Demand (2050)	44,213

Table 37: Paulding County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	14,685
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	41,158
Future Rural Trip Demand (2050)	85,224
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	17,705
Future Rural Trip Demand (2050)	44,213

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Peach County

Peach County is located in the Middle Georgia Regional Commission and is primarily a rural area but is also located adjacent to Warner Robins and within the Warner Robins MSA. The county is expected to increase by approximately 5.7% between 2019 and 2050.

Peach County Transit currently operates rural, demand-response service with 10,087 annual trips in 2019. The service is available to all residents and provides service to certain medical appointments and procedures outside of the county.

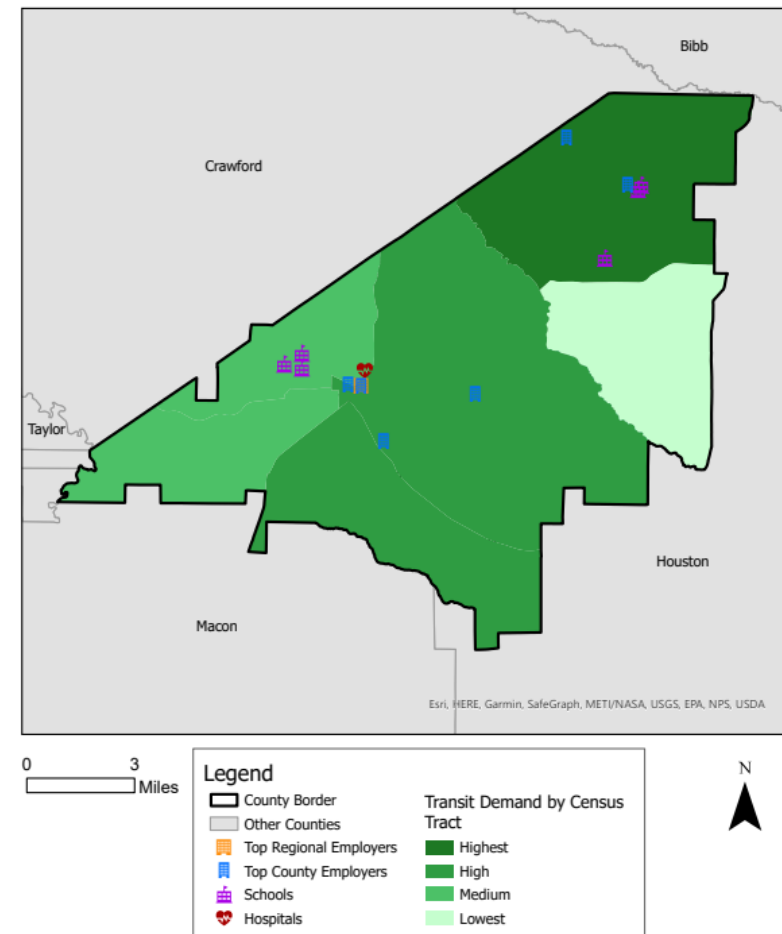
Planning Document Review

The Middle Georgia Regional Commission prepared a TDP for Peach County in 2018. The study identified recommendations for the human services program in the county, particularly to address the senior population, increase in enrollment at Fort Valley State University, and due to 60% of the county's population meeting the criteria to be considered transit dependent. The plan recommends expanding the Section 5311 Program to include work-related trips and other commute strategies and examine the potential need and demand for fixed route service.

Location of Potential Transit Service Needs

Figure 39 shows the location of transit need areas in Peach County. The highest level of transit demand within Peach County is in the northern area of the county. There are top county employers and schools located within this area. In the western area of the county there are schools, top regional employers, top county employers, and a hospital. This area of the county has high and medium levels of transit demand.

Figure 39: Transit Need Areas in Peach County



Rural Transit Trip Demand

As shown in Table 39, based on 2019 population data, the forecasted transit demand in Peach County ranged from 9,058 to 51,635 annual trips. As a comparison, Peach County Transit provided 10,087 annual trips in 2019, meeting 19.5% of the high demand.

Peach County is expected to increase in population by approximately 5.7% between 2019 and 2050.⁴⁰ This results in a projected future 2050 transit demand of 8,608 to 54,555 annual trips.

Current Unlinked Passenger Trips Provided (2019)	10,087
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	51,635
Future Rural Trip Demand (2050)	54,555

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	9,058
Future Rural Trip Demand (2050)	8,608

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Polk County

Located in Northwest Georgia along the border with Alabama, Polk County is primarily a rural county. The county includes the cities of Cedartown and Rockmart and had a population of 41,908 in 2019. The population is expected to increase by 6% between 2019 and 2050 to approximately 44,415 residents.

⁴⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

Cedartown Transit provides demand-response transit within its city limits, but is designated as a rural reporter for the NTD. The system provided 5,172 trips in 2019.

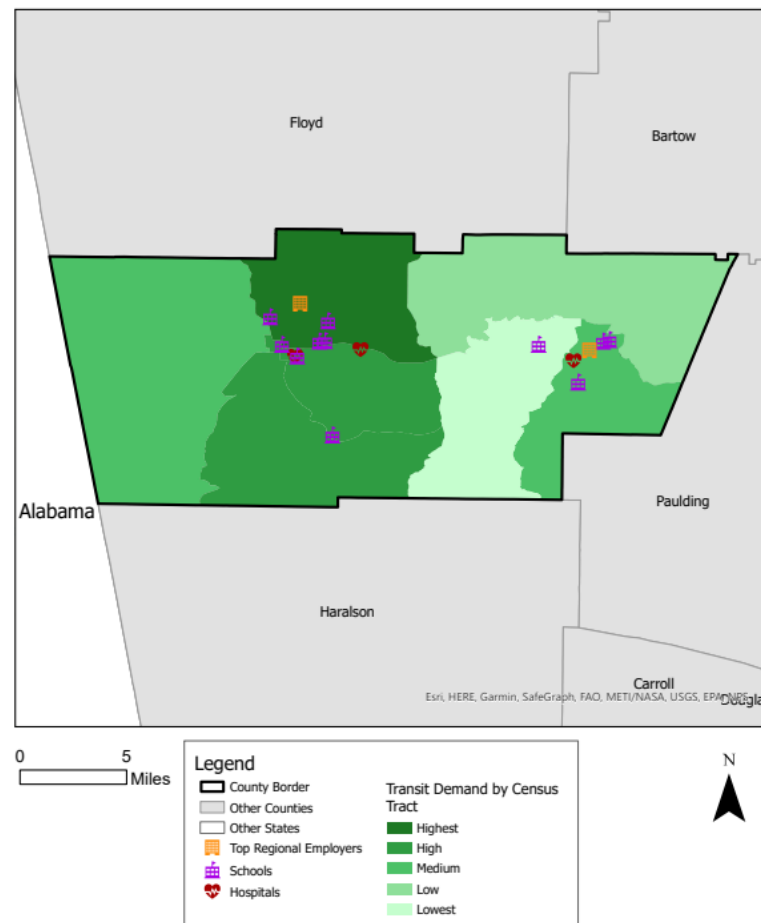
Planning Document Review

While a TDP for Polk County was not identified, the Polk County Comprehensive Plan was completed in 2017. The plan recommended exploring options to provide public transit service in unincorporated areas of the county and to continue the existing Cedartown Transit program. Exploring options to provide public transit service is funded for \$40,000 in the Polk County Community Work Program.

Location of Potential Transit Service Needs

Figure 40 shows the location of transit need areas in Polk County. There are various levels of transit demand within Polk County with the highest levels being in the north central area of the county. Within this area there are top regional employers, schools, and hospitals. The western side of the county generally has higher levels of transit demand. On the eastern side of the county there are also schools, top regional employers, and hospitals but there are lower levels of transit demand.

Figure 40: Transit Need Areas in Polk County



Rural Transit Trip Demand

As shown in Table 40, based on 2019 population data, the forecasted transit demand in Polk County ranged from 18,186 to 82,764 annual trips. As a comparison, City of Cedartown provided 5,172 annual trips in 2019, meeting 6.2% of the high demand.

Polk County is expected to increase in population by approximately 6% between 2019 and 2050.⁴¹ This results in a projected future 2050 transit demand of 16,992 to 87,715 annual trips.

Current Unlinked Passenger Trips Provided (2019)	5,172
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	82,764
Future Rural Trip Demand (2050)	87,715

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	18,186
Future Rural Trip Demand (2050)	16,992

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Pulaski County

Pulaski County is located in the Middle Georgia Region in a predominately rural area. In 2019, the population was 11,216 and is projected to decrease by 23.9% between 2019 and 2050 to 8,538.

⁴¹ Governor's Office of Planning and Budget 2020-2050 Projections.

Pulaski County Transit currently operates a rural demand-response service with 4,069 annual trips in 2019. All neighboring counties also provide demand-response transit, except for Houston County, which does not currently have public transit.

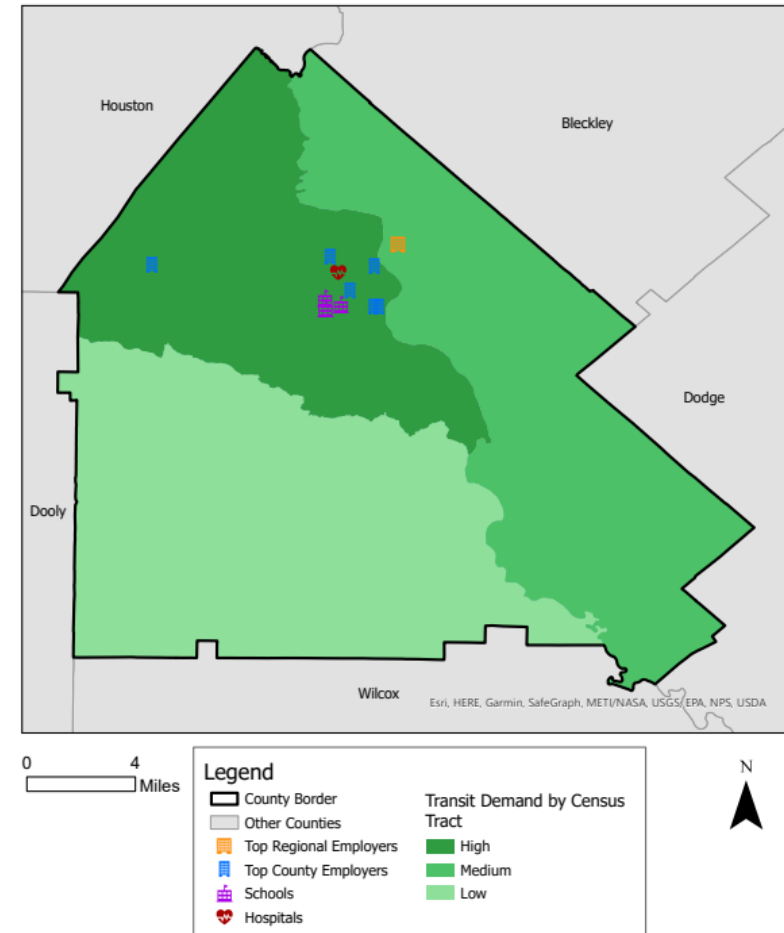
Planning Document Review

The Pulaski County TDP was completed in 2019 by the Middle Georgia Regional Commission. Recommendations included continue funding transit, conducting a cost/benefit analysis for hiring drivers and purchasing more vans for the 5311 program, increasing outreach, and working with vanpool companies to increase service through the county. The document also recommended expanding the 5311 program to include regular service to Robins Air Force Base, located in the northern-adjacent Houston County.

Location of Potential Transit Service Needs

Figure 41 shows the location of transit need areas in Pulaski County. The highest levels of transit demand within Pulaski County are located within the northwestern portion of the county. Within this area there are schools, top county employers, and a hospital. Just east of this area there is a top regional employer that is located within an area of medium transit demand.

Figure 41: Transit Need Areas in Pulaski County



Questionnaire and Workshop-Identified Needs

Pulaski County Transit responded to the transit provider questionnaire. The provider indicated they do not track trip denials, offer subscription service, transports riders to destinations outside its jurisdictional boundaries, or offers bulk purchase passes. Pulaski County Transit has not pursued multi-county transit or coordinated human services transportation. The agency has a website providing service information and is considering GDOT's Let's Ride application for transit registration and trip scheduling.

The identified long-range needs to maintain a state of good repair includes regular maintenance schedules, baseline condition inspection, and the purchase of new vehicles.

To meet rider needs and improve transit service, Pulaski County Transit should improve outreach and engagement on subscription services and employer benefit programs with community partners; expand technology offerings to provide riders with information on service offerings and schedules; and, improve administrative capacity to support TAMP implementation and maintenance scheduling.

Rural Transit Trip Demand

As shown in Table 41, based on 2019 population data, the forecasted transit demand in Pulaski County ranged from 7,925 to 32,628 annual trips. As a comparison, Pulaski County Transit provided 4,069 annual trips in 2019, meeting 12.5% of the high demand.

Pulaski County is expected to decline in population by approximately 23.9% between 2019 and 2050.⁴² This results in a projected future 2050 transit demand of 5,628 to 24,837 annual trips.

Current Unlinked Passenger Trips Provided (2019)	4,069
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	32,628
Future Rural Trip Demand (2050)	24,837

⁴² Governor's Office of Planning and Budget 2020-2050 Projections.

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	7,925
Future Rural Trip Demand (2050)	5,628

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Putnam County

Putnam County is located in the Middle Georgia Region in a predominately rural area. In 2019, the population was 21,691 and is projected to increase by 3.6% between 2019 and 2050 to 22,478.

Putnam Transit currently operates a rural, single-county demand-response service with 15,799 annual trips in 2019. All surrounding counties offer similar service, with the exception of Jasper County, which does not currently provide public transit.

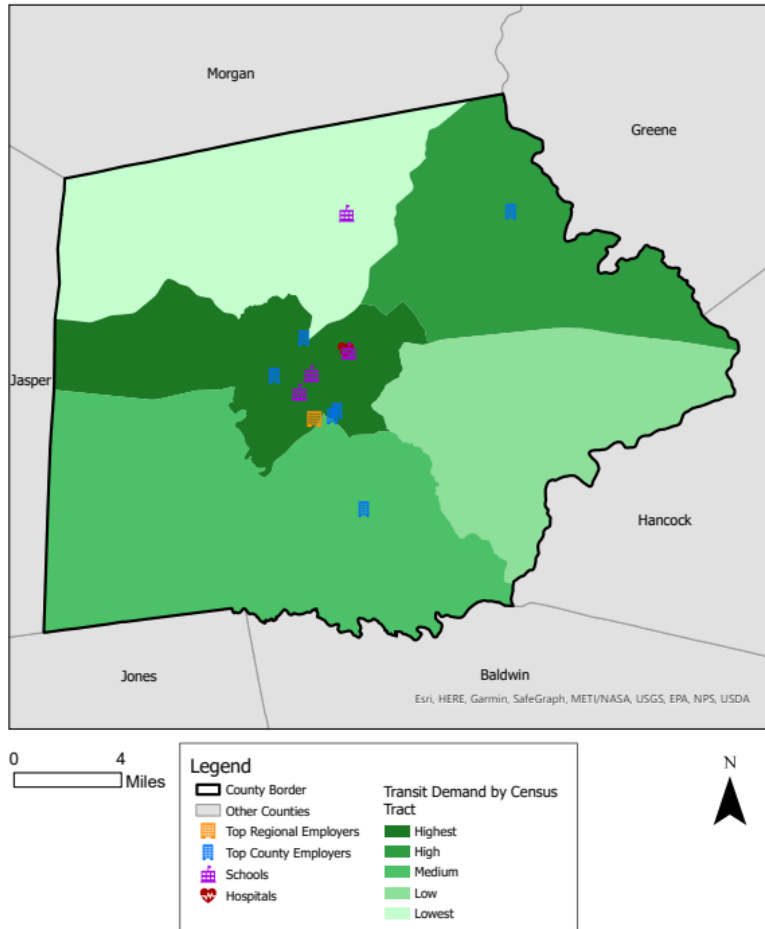
Planning Document Review

The Putnam County TDP was completed in 2019 by the Middle Georgia Regional Commission. Short term recommendations included increasing marketing efforts, continuing the 5311 program operations, and determine more transit needs. Medium term recommendations included exploring expanding service to neighboring counties, expanding weekday service, and providing seasonal shuttles to recreation destinations. Long term recommendations focused on monitoring transit demand near Lake Oconee develop, particularly as the elderly population increases.

Location of Potential Transit Service Needs

Figure 42 shows the location of transit need areas in Putnam County. The highest level of transit demand in Putnam County is within the central area of the county. Within this area there are top county employers, top regional employers, schools, and a hospital. There is also a top regional employer located in the northeastern corner of the county in an area of high transit demand.

Figure 42: Transit Need Areas in Putnam County



Rural Transit Trip Demand

As shown in Table 42, based on 2019 population data, the forecasted transit demand in Putnam County ranged from 16,821 to 53,441 annual trips. As a comparison, Putnam County Commission Transit provided 15,799 annual trips in 2019, meeting 29.6% of the high demand.

Putnam County is expected to increase in population by approximately 3.6% between 2019 and 2050.⁴³ This results in a projected future 2050 transit demand of 14,189 to 55,380 annual trips.

Current Unlinked Passenger Trips Provided (2019)	15,799
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	53,441
Future Rural Trip Demand (2050)	55,380
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,821

Future Rural Trip Demand (2050)	14,189
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Rabun County

Rabun County is located in the northeast corner of Georgia and borders both North Carolina and South Carolina. A part of the Georgia Mountains Region, Rabun County is predominately rural in character. The county's population of 16,645 is projected to decrease by 0.7% from 2019 to 2050 to 16,524.

Rabun County Public Transportation currently operates a rural demand-response service with 8,195 annual trips in 2019. The two Georgia counties bordering Rabun, Towns and Habersham, both provide similar demand-response transit.

⁴³ Governor's Office of Planning and Budget 2020-2050 Projections.

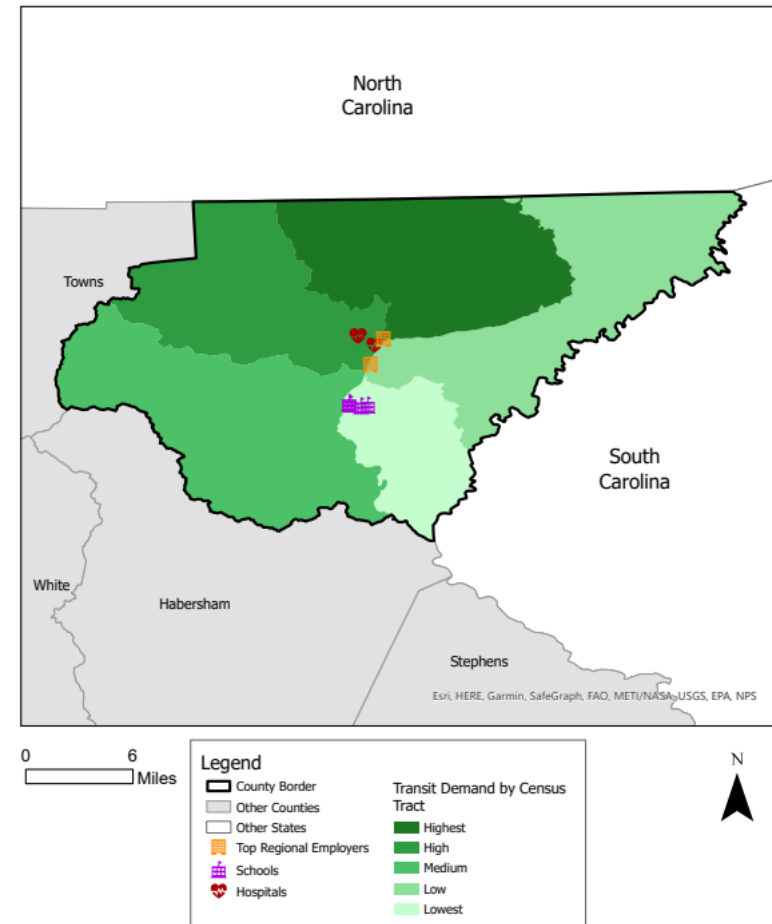
Planning Document Review

A TDP for Rabun County was not identified. The Rabun County Joint Comprehensive Plan for 2019 acknowledges a lack of rural public transit service as a need for the region. The Plan indicates that a Rural Transit Assessment for Rabun County is being developed in 2020, but the document is not available online as of February 2022.

Location of Potential Transit Service Needs

Figure 43 shows the location of transit need areas in Rabun County. The highest levels of transit demand within Rabun County are in the northern area of the county. Within these areas there are hospitals and top regional employers. Further south, there are some schools that lie within an area of low transit demand.

Figure 43: Transit Need Areas in Rabun County



Questionnaire and Workshop-Identified Needs

Rabun County Public Transportation responded to the transit provider questionnaire. The provider indicated they do not track trip denials, offer subscription service, or offers bulk purchase passes. They are able to carry riders to destinations outside of Rabun County, including Habersham County, Stephens County, and the City of Gainesville. They have not pursued other regional or multi-county transit services or coordinated human services transportation. The agency has a website providing service information and currently utilizes a transit asset management software.

Service need challenges include replacing vehicles to maintain revenue service while administrative challenges include attracting and retaining qualified personnel. The provider indicated identifying potential riders and transit needs, delivering new projects, and providing more frequent service as somewhat of a challenge.

To meet rider needs and improve transit service, Rabun County Transit should improve outreach and engagement on subscription services and employer benefit programs with community partners; expand technology offerings to provide riders with information on service offerings and schedules; and, improve administrative capacity to support TAMP implementation and maintenance scheduling.

Rural Transit Trip Demand

As shown in Table 43, based on 2019 population data, the forecasted transit demand in Rabun County ranged from 16,479 to 36,768 annual trips. As a comparison, Rabun County provided 8,195 annual trips in 2019, meeting 22.3% of the high demand.

Rabun County is expected to decrease in population by approximately 0.7% between 2019 and 2050.⁴⁴ This results in a projected future 2050 transit demand of 13,226 to 36,501 annual trips.

Current Unlinked Passenger Trips Provided (2019)	8,195
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	36,768
Future Rural Trip Demand (2050)	36,501

⁴⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,479
Future Rural Trip Demand (2050)	13,226

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Rockdale County

Rockdale County is located in the Atlanta Region in a predominately suburban area. The county's population of 89,717 is projected to increase by 27.0% from 2019 to 2050.

Rockdale County does not have its own transit services, but is served during commuter peak periods by ATL Xpress bus from three locations in the county. This commuter bus service provides connections to downtown and midtown Atlanta, as well as Perimeter Center. Neighboring counties have a mix of transit availability. DeKalb, Henry, and Gwinnett Counties all offer fixed-route bus service (DeKalb through MARTA). MARTA heavy rail is available in DeKalb County. Newton County does not have transit services. Walton County does not currently have county-wide rural transit; however, the City of Social Circle provides demand-response service within its city limits.

Planning Document Review

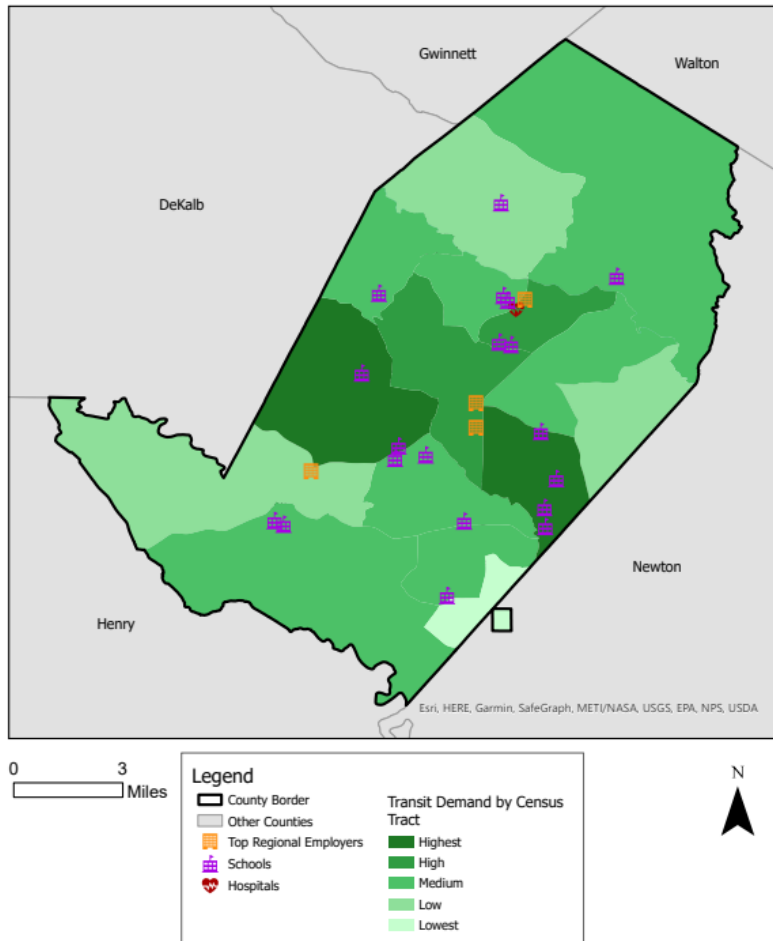
A TDP for Rockdale County was not identified.

However, the Rockdale In Motion CTP, completed in 2019, identified various transit needs and recommendations. This included addressing deficiencies in connecting the northern to the southern portions of the county as well as connecting to surrounding communities outside of Rockdale County. Any future service expansion should investigate these needs. The document also recommended exploring Federal funding for transit service.

Location of Potential Transit Service Needs

Figure 44 shows the location of transit need areas in Rockdale County. There are various levels of transit demand within Rockdale County and there are multiple schools and top regional employers scattered throughout the county. The highest levels of transit demand are more centrally located within the county and demand for transit decreases further away from these areas.

Figure 44: Transit Need Areas in Rockdale County



Rural Transit Trip Demand

As shown in Table 44, based on 2019 population data, the forecasted transit demand in Rockdale County ranged from 9,351 to 26,316 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Rockdale County is expected to increase in population by approximately 27% between 2019 and 2050.⁴⁵ This results in a projected future 2050 transit demand of 12,757 to 33,414 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	26,316
Future Rural Trip Demand (2050)	33,414
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	9,351

Future Rural Trip Demand (2050)	12,757
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Southern Georgia Regional Transit

Southern Georgia Regional Transit (SGRT) is a regional rural demand-response transit operator that serves fourteen counties located in the Southern Georgia Regional Commission: Atkinson, Bacon, Ben Hill, Berrien, Brantley, Brooks, Charlton, Coffee, Cook, Irwin, Lowndes, Pierce, Tift, Turner, and Ware. The total service area has a population of 374,187, and this area is projected to grow by 8.5% between 2019 and 2050.

SGRT was established by the Southern Georgia Regional Commission in a Regional Transit Plan in 2019 and began service operation in July 2021. This extended service to four counties in Southern Georgia that had previously lacked transit: Atkinson, Charlton, Coffee, and Irwin.

⁴⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Because of its recent initiation of service, SGRT has not yet submitted data to NTD. However, SGRT absorbed several county-level transit agencies, including Bacon County Transit, Berrien County Transit, Brantley County Transit, Brooks County Transit, Cook County Transit, Lowndes County Transit, Pierce County Transit, Tift County Transit, Turner County Transit, and Ware County Transit. In July 2022, SGRT absorbed Ben Hill County Transit's operations.⁴⁶ Together, these county transit services provided 105,801 trips in 2019.

Planning Document Review

The Southern Georgia Regional Commission (SGRC) prepared a Regional Transit Plan for SGRT as an analysis and feasibility assessment in 2019. The RTP explains that GDOT approached SGRC to discuss becoming a regional transit operator for the region.

Specifically, the FTA had found that at least four counties within the SGRC service area did not receive enough revenue to meet the required local match for federal funds, which would put the counties at risk for federal funding eligibility and would threaten the viability of transit service in this area. By taking over these transit systems and consolidating them at the regional level, it was expected that SGRC could achieve economies of scale in transit service provision and assemble sufficient funds to meet local match requirements.

The regionalization was also seen as an opportunity to ease travel across county lines for riders and expand service into areas that currently lack transit. However, regionalization was not required for county transit service providers. Ben Hill County continues to operate its own transit service.

The TDP included a transit needs assessment that used TCRP 161 methodology. The Mobility Gap estimation yielded 3.95 million annual transit trips for the region, while the Non-Program Demand estimation produced 311,100 annual transit trips.

The RTP produces a one-year budget for the regional transit service that consists of administrative costs for SGRC, estimated at \$256,000, administrative costs for a third-party operator, estimated at \$702,000, and operating expenses for the third-party operator, estimated at \$3.68 million per year.

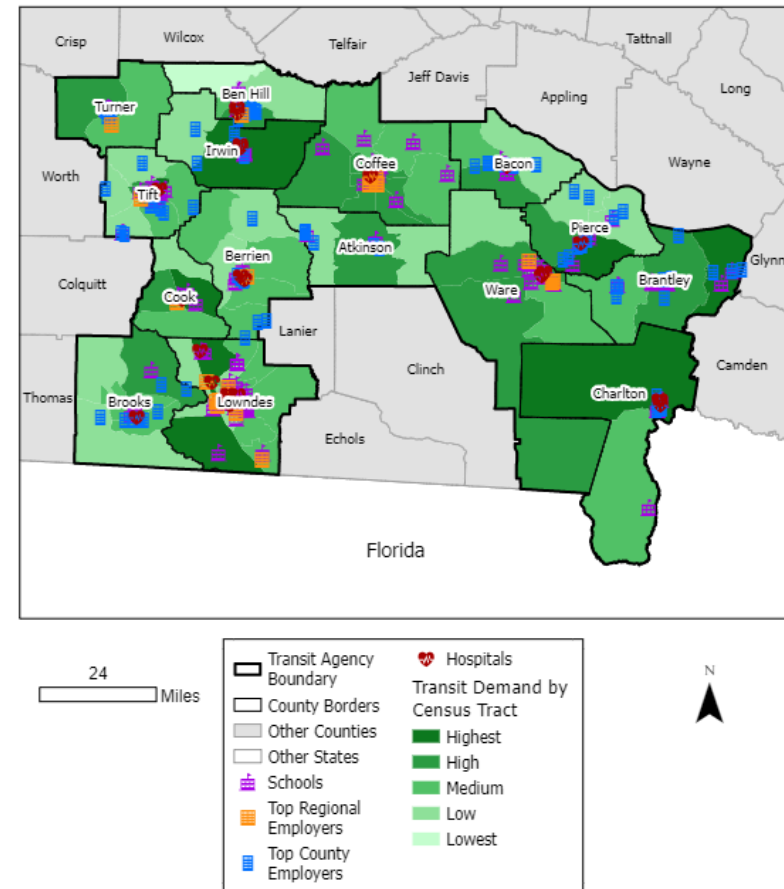
⁴⁶ Although Ben Hill County Transit still operated independently in 2019, its ridership numbers are incorporated into this analysis to facilitate the analysis of future transit demand as part of SGRT.

The RTP also identifies potential improvements for regional transit service, including the establishment of monthly passes and employment-based transit programs and possible technology improvements, such as real-time trip booking and smartphone application-based services.

Location of Potential Transit Service Needs

Figure 45 shows the location of transit need areas in the Southern Georgia Regional Transit service area. The counties with the highest levels of demand within the Southern Georgia Regional Transit service area include Irwin County, Cook County, Lowndes County, Pierce County, and Charlton County. The counties within this region all have a cluster point within the county where there is a mix of employers, schools, and hospitals.

Figure 45: Transit Need Areas in the Southern Georgia Regional Transit Service Area



Questionnaire and Workshop-Identified Needs

Southern Georgia Regional Transit (SGRT) responded to the transit provider survey. While the transit provider is able to carry riders to destinations outside jurisdictional boundaries and has pursued multi-country transit and coordinated human services transportation, the provider does not offer subscription services nor offer bulk purchases. Riders can schedule trips 24 hours in advance, representing a high level of responsiveness to rider need and flexibility in service provision.

SGRT currently uses the GDOT Let's Ride app for transit registration and trip scheduling and provides call-ahead notification for demand-response trips. SGRT is considering all other types of technologies that the survey asked about.

SGRT's top three priorities are continuing to implement transit throughout the region, promoting transportation to businesses to improve workforce transportation, and delivering a Coordinated Human Services Plan for the City of Valdosta. The provider has identified funding for these priorities. In an open-ended response, the provider indicated that the area has a driver shortage and needs more drivers. This is affirmed in another open-ended response when SGRT states the agency would address driver salaries above all other programs.

The transit provider's main long-range need to maintain a State of Good Repair for transit assets is the addition of trained mechanics. The most significant administrative challenges is attracting and retaining qualified personnel. Rider demand and satisfaction challenges include expanding into new markets, informing customers of existing service, initiating or promoting employer transit benefit programs, and the public perception of transit. Funding challenges are all identified as minimal.

Community members from Coffee and Pierce counties responded to the rider survey. Respondents indicate that they do not currently use rural transit or human services transportation. Among these respondents, respondents were evenly split between indicating they are not interested in using transit and indicating they are interested in using transit but need to learn more about options in their community. Respondents who want to learn more about transit options indicated their challenge for using rural transit and human services transportation is that they are not sure how to use transit.

Rider respondents selected improving mobility for people who cannot get around on their own, providing access to employment and educational opportunities, and reducing traffic congestion as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were providing access to work, providing access to healthcare, and providing access to shopping and recreation. Their three highest priorities for RHST technologies were real-time arrival information at transit stops; real-time arrival information for transit vehicles via smartphone application, website, or text; and, on-vehicle safety and security systems.

To better meet rider needs and improve service, SGRT must address the following challenges: obtaining operating funding to increase driver salaries; promoting transit to community members, potential riders, and community partners, including employers; and, building administrative and funding capacity to expand service to employment centers.

Rural Transit Trip Demand

As shown in Table 45 based on 2019 population data, the forecasted transit demand for SGRT ranged from 158,139 to 744,456 annual trips. The transit agencies that previously operated in the SGRT service area provided 123,065 trips in 2019, meeting 16.5% of the higher estimate of demand.

The SGRT service area is expected to increase in population by approximately 7.8% between 2019 and 2050.⁴⁷ This results in a projected future 2050 transit demand of 167,124 to 802,580 annual trips.

⁴⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 38: Southern Georgia Regional Transit - Rural Transit Trip Demand

Southern Georgia Regional Transit	
Current Unlinked Passenger Trips Provided (2019)	123,065
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	744,456
Future Rural Trip Demand (2050)	802,580
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	158,139

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Southwest Georgia Regional Transit

Southwest Georgia Regional Transit (SWGRT) provides rural demand-response transit service to the entire Southwest Georgia region, except for Thomas County, which operates its own transit. The service area consists of Baker, Calhoun, Colquitt, Decatur, Dougherty, Early, Grady, Lee, Miller, Mitchell, Seminole, Terrell, and Worth counties. Additionally, Albany Public Transit provided fixed-route bus transit in the incorporated areas of Dougherty County.

Together, the SWGRT service area counties had a population of 301,593 in 2019, and this population is projected to decline by 5.8% between 2019 and 2050. SWGRT provided 261,694 trips in 2019.

Planning Document Review

No TDPs were identified for any county within the SWGRT service area. However, nearly every county maintains a Comprehensive Plan or a Long Range Transportation Plan that was developed with assistance from the Southwest Georgia Regional Commission (SWGRC).

The Baker County Comprehensive Plan 2017 update covers the City of Newton as well. The Plan discusses the SWGRT service and acknowledges that it is an existing issue and will likely remain an issue for residents who lack access to a car. The Community Work Programs do not identify any transit projects.

The Calhoun County Joint Comprehensive Plan 2017 update covers the Cities of Leary, Morgan, Arlington, and Edison. Transportation is discussed as part of the community needs, highlighting concerns raised by residents about the rural transit system's lack of availability during the times needed. The Plan concludes that a "true public transportation system is sorely needed."⁴⁸ The Plan identifies transportation improvements that can accommodate multi-modal travel, including public transit, as a policy goal. There are no estimates of expenditures on rural human services transportation or public transit.

The Colquitt County Joint Comprehensive Plan 2018 covers the cities of Moultrie, Doerun, Funston, Norman, Park, Ellenton, and Berlin. In the discussion of transportation services in the County, fixed-route services are identified as a need for the City of Moultrie in order to provide mobility for low-income and elderly residents. The plan also discusses the SWGRT service and describes it as very beneficial for those without access to a car. As part of the policy goals related to transportation, the Plan states that the region will encourage the expansion of alternative transportation service, including transit, and encourage development that supports public transit throughout the community. However, the Community Work Programs for the County and the municipalities do not identify transit-supportive projects, and while they reference zoning reforms, they do not specify whether that zoning reform will support Transit-Oriented Development or other transit-supportive policies.

The Decatur County Comprehensive Plan 2017 covers the cities of Attapulugus, Brinson, and Climax. The overview of the transportation network references public transit service, which at the time was provided by Decatur County Transit. However, transit demand is not evaluated and estimates of transit service costs or expenditures are not provided. Promoting and encouraging the use of the Regional Coordinated Transportation Program is included as part of the County's accomplishments, but no transit projects are identified for the Community Work Programs.

The Dougherty Area Regional Transportation Study (DARTS), which serves as the MPO for the City of Albany in Dougherty County, produced a 2045 Metropolitan Transportation Plan in 2019. The Plan discusses demand-response transit needs for the Albany Transit System and produces estimates of capital and operating costs for the system as a whole. However, the Plan does not discuss SWGRT services, nor does the Plan estimate rural transit demand for Dougherty County.

The Early County Joint Comprehensive Plan 2017 covers the cities of Blakley, Damascus, and Jakin. There is no discussion of public transit, nor are alternative transportation projects identified in the Community Work Programs.

⁴⁸ Calhoun County Joint Comprehensive Plan 2017.

The Grady County Joint Comprehensive Plan, Plan! Gray 2016, covers the Cities of Cairo and Whigham as well. The document references support for regional transportation planning and the SWGRT as an accomplishment for multiple entities. The Plan also identifies improving transportation infrastructure as a policy goal. Under this goal, the Plan acknowledges that new and reconstructed roadways will be designed to accommodate multi-modal travel, including public transit. There are no other goals or needs related to rural human services transportation, and no estimation of expenditures on this program area.

The Lee County Comprehensive Plan 2019 discusses the SWGRT service as part of its overview of the area's transportation network and describes it as very beneficial for those without access to a car. However, public transit projects are not included as part of the Community Work Programs, nor are any estimates of expenditures on transit discussed.

The Miller County Joint Comprehensive Plan 2017 covers the City of Colquitt. The Plan discusses the SWGRT service as part of its overview of the region's transportation network and concludes that it meets the transportation needs of the elderly, people with disabilities, and the general public. Support for alternative transportation options is identified as a community need as part of the stakeholder input summary. Under its policy goals, the Plan includes support for alternative transportation through economic development and land use planning decisions. However, transit projects and transit-supportive land use policies are not included as part of the Community Work Programs, nor are any estimates of transit costs discussed.

The Mitchell County Joint Comprehensive Plan 2017 covers the Cities of Baconton, Camilla, Pelham, and Sale City. The Plan discusses the SWGRT service as part of its overview of the area's transportation network and describes it as very beneficial for those without access to a car. Support for alternative transportation options is identified as a community need as part of the stakeholder input summary, and the County affirms a balanced and coordinated multi-modal transportation system as a key element of accommodating growth and development. However, public transit projects are not included as part of the Community Work Programs, nor are any estimates of expenditures on transit discussed.

The Seminole County Joint Comprehensive Plan covers the cities of Donalsonville and Iron City. While demographics that heavily use transit are analyzed as part of the demographic overview, this analysis is not done to identify potential transit ridership. The plan also discusses the SWGRT service and describes it as very beneficial for those without access to a car. Public transit projects are not included as part of the Community Work Programs, nor are any estimates of expenditures on transit discussed.

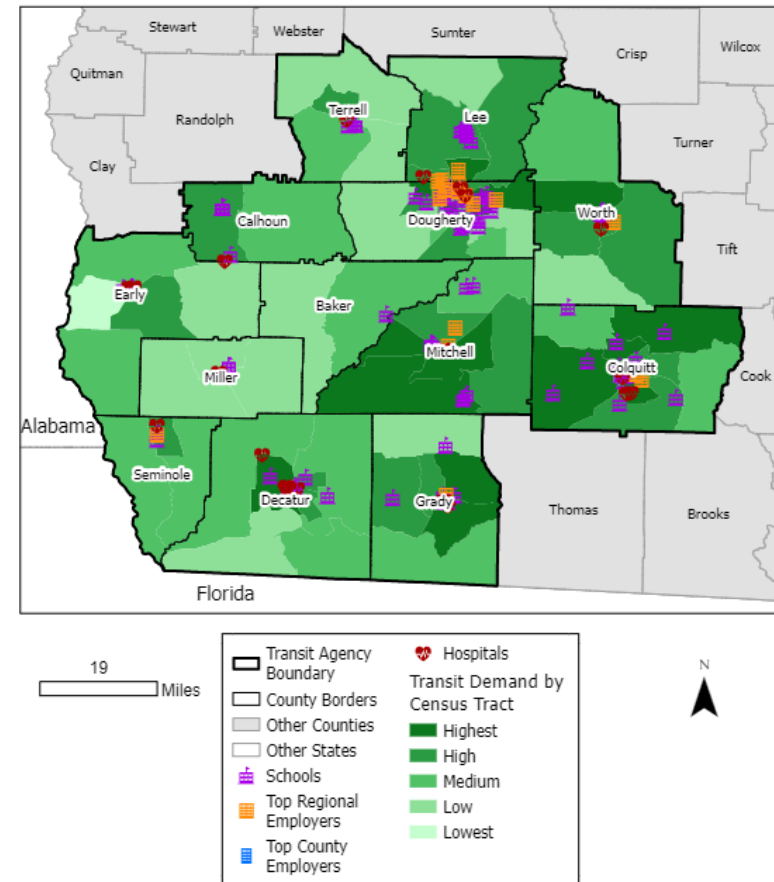
The Terrell County Joint Comprehensive Plan 2019 covers the cities of Bronwood, Dawson, Parrott, and Sasser. While transit is not discussed in the document, Terrell County establishes smart growth policy implementation to encourage mixed-use community development as part of its goals. While the Community Work Programs discuss zoning reform and roadway improvements, specific projects to improve transit accessibility or alternative mobility options are not discussed.

The Worth County Long Range Transportation Plan 2010 was conducted by GDOT as part of a six-county Southwest Georgia Multi-County Transportation Study. At the time of the Plan, Worth County received public transit through the SWGRC and the DHR under a pilot program, but limited information about the demand for the service is provided. While demographics that heavily use transit are analyzed as part of the demographic overview, this analysis is not done to identify potential transit ridership. No transit projects are identified as part of the recommended improvements presented in the LRTP.

Location of Potential Transit Service Needs

Figure 46 shows the location of transit need areas in the Southwest Georgia Regional Transit service area. The counties with the highest levels of transit demand within the Southwest Georgia Regional area include Mitchell County, Colquitt County, Grady County, Dougherty County, and Worth County.

Figure 46: Transit Need Areas in the Southwest Georgia Regional Transit Service Area



Questionnaire and Workshop-Identified Needs

The SWGRT responded to the transit provider survey. The transit provider receives contract revenue from DHS and DCHS for Medicaid as well as local employers and provides subscription service for DHS-eligible seniors for medical and dialysis appointments as well as DHS clients with developmental disabilities for day services. SWGRT has pursued coordinated human services transportation and multi-county transit service and is able to carry riders to destinations outside its jurisdictional boundaries, such as neighboring counties for medical service or employment trips. Transit trips can be requested for the next day's travel if they are booked by 2pm, making this provider one of the more responsive and flexible providers.

SWGRT did not indicate any long-range needs to maintain assets in a State of Good Repair and does not use a Transit Asset Management Plan.

Identified service needs for the provider include replacement vehicles to maintain revenue service, additional vehicles to expand revenue service, and expanded service days.

Administrative challenges rated as “very challenging” include attracting and retaining personnel and maintaining compliance with State and Federal reporting. However, keeping up-to-date with training, vehicle and facility maintenance, data collection management, procurement and funding process management, implementing new technologies, and customer service were all rated as “more challenging.”

Rider demand and satisfaction challenges included initiating and promoting employer transit benefits, addressing public perception of transit, and obtaining public support for transit investment. Funding challenges include securing local operations and capital funding and securing state operating funding. In an open-ended response, SWGRT indicated that the current 5311 funding formula puts too much burden on local agencies, and State assistance is needed.

Community members from Baker, Dougherty, Early, Lee, and Worth counties responded to the transit rider survey. Respondents indicate that they do not currently use rural transit or human services transportation. Among these respondents, 50% indicated they are not interested in using transit, 17% are interested in using these services, but it is not available in their area, and 33% are interested in using these services, but it is not convenient. They indicate that challenges for using rural transit and human services transportation are that transit is not provided in their community (17% of all respondents), they do not meet the eligibility requirements for using transit in their community (33% of all respondents), that transit service is not reliable enough to use for time-sensitive trips (17% of all respondents), or that they prefer to drive (66% of all respondents).

Rider respondents selected improving mobility for people who cannot get around on their own, providing access to healthcare services, and providing access to employment and educational opportunities as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were providing access to work, providing access to healthcare, and providing access to shopping and recreation. Their three highest priorities for RHST technologies were real-time arrival information at transit stops; real-time arrival information for transit vehicles via smartphone application, website, or text; and, on-vehicle safety and security systems.

In the Southwest Georgia Regional Commission Workshop, challenges related to SWGRT were as follows:

- Need for additional drivers
- Need for expanded service hours, especially on weekends
- Need for employment transportation and technical college transportation
- Rising costs for vehicle insurance, fuel, and salaries
- Difficulty serving rural areas
- Difficulty right-sizing vehicles to meet demand (i.e., smaller vans for urban areas) and to meet customer need (i.e., vans with wheelchair lifts)
- Difficulty managing trip cancellations

To improve rider service, SWGRT should address the following challenges: improve outreach and engagement with community partners on local funding, subscription services and trip scheduling; enhanced planning and scheduling capacity for identifying rider need and building trip schedules for service coverage to healthcare, shopping, and employment in rural areas; improving on-time performance in trip delivery; and, improving Transit Asset Management planning and implementation capabilities.

Rural Transit Trip Demand

As shown in Table 46, based on 2019 population data, the forecasted transit demand for Southwest Georgia Regional Transit ranged from 120,981 to 670,855 annual trips. SWGRT, the regional transit service, provided 261,694 trips (NTD), meeting approximately 39.0% of the higher range calculated rural transit trip demand.

The counties in the SWGRT service area are projected to decline in population by 5.8% between 2019 and 2050.⁴⁹ The anticipated population decline is projected to result in a 2050 transit demand of 115,385 to 631,686 trips.

⁴⁹ Governor's Office of Planning and Budget Projections 2020-2050.

Table 39: Southwest Georgia Regional Transit Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	261,694
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	670,855
Future Rural Trip Demand (2050)	631,686
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	120,981
Future Rural Trip Demand (2050)	115,385

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Sumter County

Sumter County is located in south central Georgia in the River Valley Region and is a predominately rural area. The county is anticipated to decrease by 26.4% between 2019 and 2050, from 30,064 residents to 22,115.

The City of Americus provides demand response transit service to Americus and Sumter County. In 2019, this system provided 16,260 annual trips.

Planning Document Review

No TDP was identified for Sumter County. The Americus and Sumter County Comprehensive Plan for 2017-2027 briefly discusses transit services in the region but does not include any recommendations to improve them, nor does the document include transit projects in the Community Work Program.

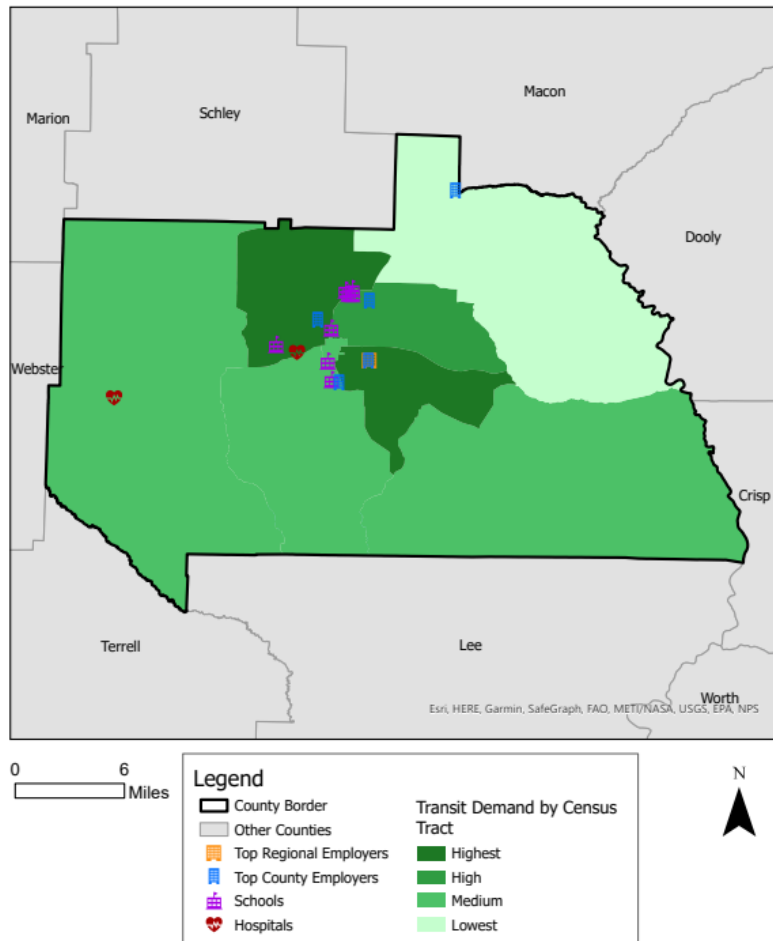
In 2010, GDOT conducted a Sumter County Long Range Transportation Plan as part of a Southwest Georgia Multi-County Transportation Study. While the LRTP discusses transit service in the City of Americus, the Plan does not identify any transit projects or make any recommendations for transit improvements.

The River Valley RC Regional Plan was published by the River Valley MPO in 2012 and included a series of rural transit recommendations and needs for the region. This included improving the routes and convenience of existing transit service, increasing city and county involvement in regional transportation programs, and investigating the potential for METRA (the public transit agency in Columbus, GA) expanding to surrounding counties.

Location of Potential Transit Service Needs

Figure 47 shows the location of transit need areas in Sumter County. The highest levels of transit demand within Sumter County are within the north central area of the county. Within this area there are schools, top regional employers, top county employers, and a hospital. There is also a hospital located in the western area of the county that sits in an area with medium levels of transit demand.

Figure 47: Transit Need Areas in Sumter County



Community members from Sumter County responded to the ridership survey. Respondents indicated they do not use rural or human services transportation but are interested in using the services and learning more about the options. Rider respondents selected increasing the availability of transportation services, improving mobility for people who cannot get around on their own as the most important reasons for providing RHST. Their highest priorities for RHST improvements providing access to jobs, schools, and connecting different parts of the region and community. Their highest priorities for RHST technologies were real-time arrival information, converting transit vehicles to electric, and partnering with ride-hailing companies.

Rural Transit Trip Demand

As shown in Table 47, based on 2019 population data, the forecasted transit demand in Sumter County ranged from 10,905 to 60,429 annual trips. As a comparison, Americus, City of provided 16,260 annual trips in 2019, meeting 26.9% of the high demand.

Questionnaire and Workshop-Identified Needs

The City of Americus responded to the transit provider questionnaire but did not identify their priority needs and challenges.

Sumter County is expected to decrease in population by approximately 26.4% between 2019 and 2050.⁵⁰ This results in a projected future 2050 transit demand of 6,308 to 44,451 annual trips.

Current Unlinked Passenger Trips Provided (2019)	16,260
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	60,429
Future Rural Trip Demand (2050)	44,451
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	10,905

Future Rural Trip Demand (2050)	6,308
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Talbot County

Talbot County is located in south central Georgia in the River Valley Region and is a predominately rural area. The county is anticipated to decrease by 34.4% between 2019 and 2050, from 6,321 residents to 4,148.

Talbot County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 11,434 annual trips. Transit service in neighboring Meriwether and Upson counties is provided by the Three Rivers Transit System. Taylor County to the southeast offers rural demand-response transit, and METRA to the southwest offers fixed-route transit in the Columbus-Muscogee County area. The neighboring counties of Harris and Marion do not currently provide public transit.

⁵⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

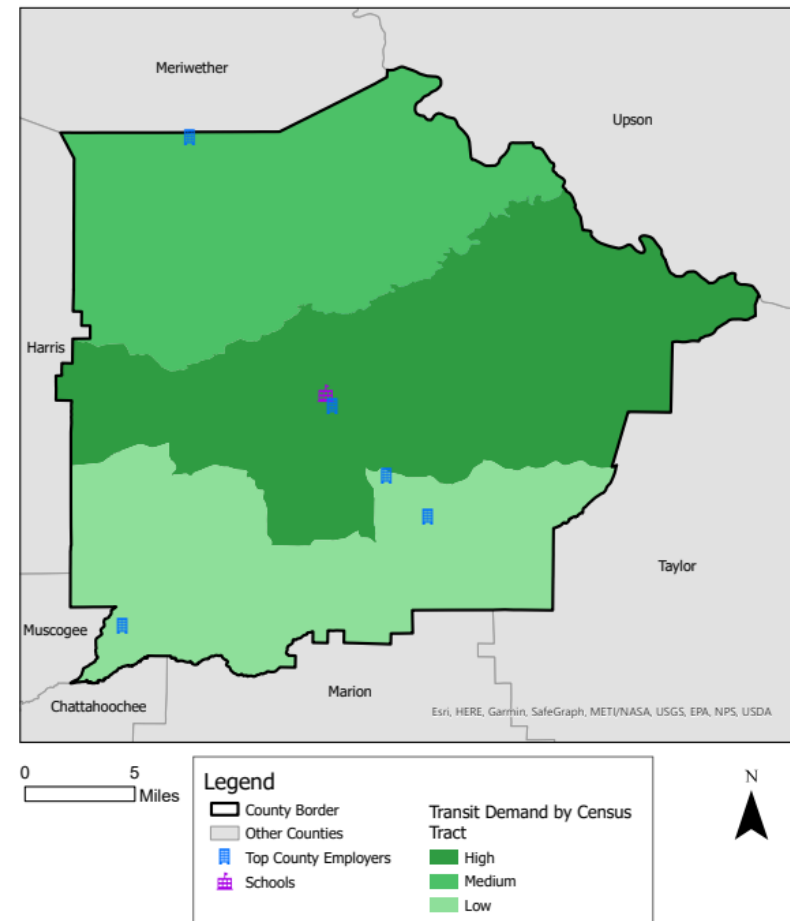
Planning Document Review

A TDP for Talbot County was not identified. The Talbot County Comprehensive Plan, which was updated in 2021, briefly discusses Talbot County Transit and recognizes the availability of public transit as an opportunity for bolstering economic development in the region.

Location of Potential Transit Service Needs

Figure 48 shows the locations of transit need areas in Talbot County. The highest levels of transit demand within Talbot County stretch across the central region of the county. This area is home to a school and top county employers. There are also top county employers in the northern and southern regions, but they have less transit demand.

Figure 48: Transit Need Areas in Talbot County



Questionnaire and Workshop-Identified Needs

Talbot County Transit responded to the transit provider questionnaire. The provider indicated they do not track trip denials or offer bulk purchase passes. However, they do offer subscription services for dialysis appointments. They are able to carry riders to destinations outside of Talbot County, including the cities of Columbus, Warmsprings, Manchester, and Thomaston. They have not pursued other regional or multi-county transit services or coordinated human services transportation. The agency currently utilizes a transit asset management software and call-ahead notifications for demand-response trips. They are considering hybrid, electric, or alternative-fuel vehicles; a unified fare system; and an online application for customers to view real-time information.

The long-range needs to maintain a state of good repair includes the addition of highly trained mechanics, purchase of new vehicles, and increasing funding for vehicle maintenance. Service need challenges include replacement vehicles to maintain revenue service and additional vehicles to expand revenue service. No administrative challenges were identified but securing local operating and capital funding were somewhat of a challenge.

To meet rider needs and improve transit service, Talbot County Transit could enhance bus driver and mechanic training programs; expand technology offerings to provide riders with information on service offerings and schedules; and, improve administrative capacity to support TAMP implementation and maintenance scheduling.

Rural Transit Trip Demand

As shown in Table 48, based on 2019 population data, the forecasted transit demand in Talbot County ranged from 7,060 to 30,155 annual trips. As a comparison, Talbot County Transit provided 11,434 annual trips in 2019, meeting 37.9% of the high demand.

Talbot County is expected to decrease in population by approximately 34.4% between 2019 and 2050.⁵¹ This results in a projected future 2050 transit demand of 4,261 to 19,788 annual trips.

Current Unlinked Passenger Trips Provided (2019)	11,434
Higher Range Demand Estimate	

⁵¹ Governor's Office of Planning and Budget 2020-2050 Projections.



Existing Rural Trip Demand (2019)	30,155
Future Rural Trip Demand (2050)	19,788
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	7,060
Future Rural Trip Demand (2050)	4,261

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Taliaferro County

Taliaferro County is located in eastern Georgia in the Central Savannah River Area Region and is a predominately rural area. Taliaferro is Georgia's smallest county by population, with 1,611 residents in 2019. The county is anticipated to decrease by 31.2% between 2019 and 2050 to 1,108 residents.

Taliaferro County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 3,476 annual trips. All counties bordering Taliaferro offer demand-response transit with the exception of Oglethorpe to the northwest, which does not currently have public transit.

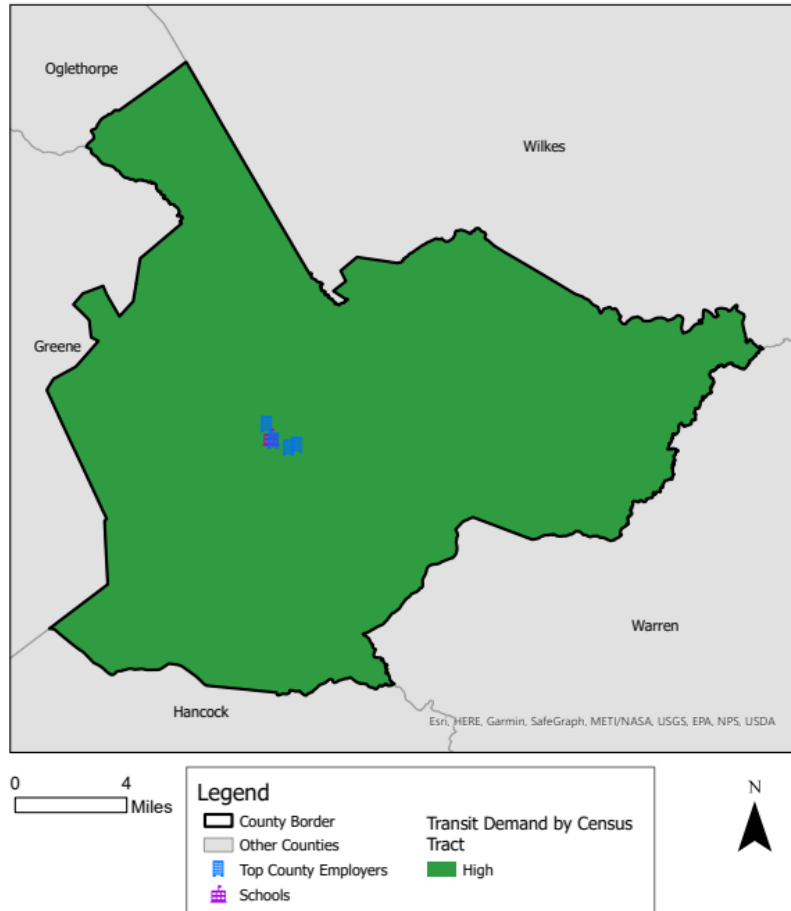
Planning Document Review

A TDP for Taliaferro County was not identified. The Taliaferro County comprehensive plan does not discuss public transit needs or recommendations.

Location of Potential Transit Service Needs

Figure 49 shows the location of transit need areas in Taliaferro County. The entire region of Taliaferro County is high needs for transit service. This region has top county employers and schools within the area.

Figure 49: Transit Need Areas in Taliaferro County



Rural Transit Trip Demand

As shown in Table 49, based on 2019 population data, the forecasted transit demand in Taliaferro County ranged from 2,183 to 9,594 annual trips. As a comparison, Taliaferro County Board of Commissioners provided 3,476 annual trips in 2019, meeting 36.2% of the high demand.

Taliaferro County is expected to decrease in population by approximately 31.2% between 2019 and 2050.⁵² This results in a projected future 2050 transit demand of 1,312 to 6,598 annual trips.

Current Unlinked Passenger Trips Provided (2019)	3,476
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	9,594
Future Rural Trip Demand (2050)	6,598
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	2,183

Future Rural Trip Demand
(2050)

1,312

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Taylor County

Taylor County is located in central Georgia in the River Valley Region and is a predominately rural area. The county is anticipated to decrease by 22.1% between 2019 and 2050, from 8,116 to 6,323 residents.

Taylor County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 10,861 annual trips. The neighboring counties of Talbot, Taylor, and Crawford all offer demand-response public transit. Upson County to the north receives similar service through the Three Rivers Regional Transit System. Marion and Schley counties to the southeast do not currently offer public transit.

⁵² Governor's Office of Planning and Budget 2020-2050 Projections.

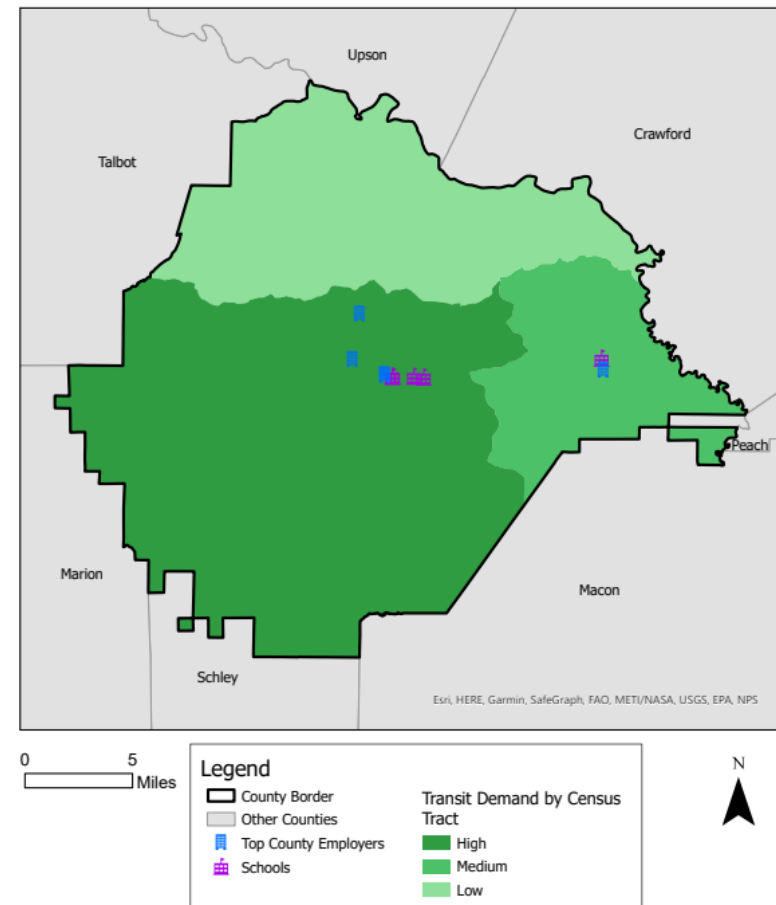
Planning Document Review

A TDP for Taylor County was not identified. The Taylor County Comprehensive Plan, which was updated in 2019, does not discuss transit. However, the Plan's Community Work Program identifies two transit-related projects: the construction of the Taylor Transit Complex, with office space and vehicle housing, which is funded at \$250,000 for FY22; and, the purchase of an additional transit vehicle, which is funded at \$50,000 for FY20.

Location of Potential Transit Service Needs

Figure 50 shows the location of transit need areas in Taylor County. The highest level of transit demand in Taylor County is within the southwestern portion of the county. This area has schools and top county employers. There are also top county employers and schools within the eastern portion of the county where there is medium level of transit demand.

Figure 50: Transit Need Areas in Taylor County



Rural Transit Trip Demand

As shown in Table 50, based on 2019 population data, the forecasted transit demand in Taylor County ranged from 8,504 to 40,794 annual trips. As a comparison, Taylor County Transit provided 10,861 annual trips in 2019, meeting 26.6% of the high demand.

Taylor County is expected to decrease in population by approximately 22.1% between 2019 and 2050.⁵³ This results in a projected future 2050 transit demand of 6,477 to 31,782 annual trips.

Current Unlinked Passenger Trips Provided (2019)	10,861
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	40,794
Future Rural Trip Demand (2050)	31,782

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	8,504
Future Rural Trip Demand (2050)	6,477

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Telfair County

Telfair County is located in south central Georgia in the Heart of Georgia – Altamaha Region and is a predominately rural area. The county is anticipated to decrease by 16.3% between 2019 and 2050, from 16,035 to 13,427 residents.

⁵³ Governor's Office of Planning and Budget 2020-2050 Projections.

Telfair County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 9,660 annual trips. Neighboring Wheeler, Dodge, Wilcox, and Ben Hill counties all offer similar services, whereas Coffee and Jeff Davis counties to the southeast do not currently offer demand-response transit.

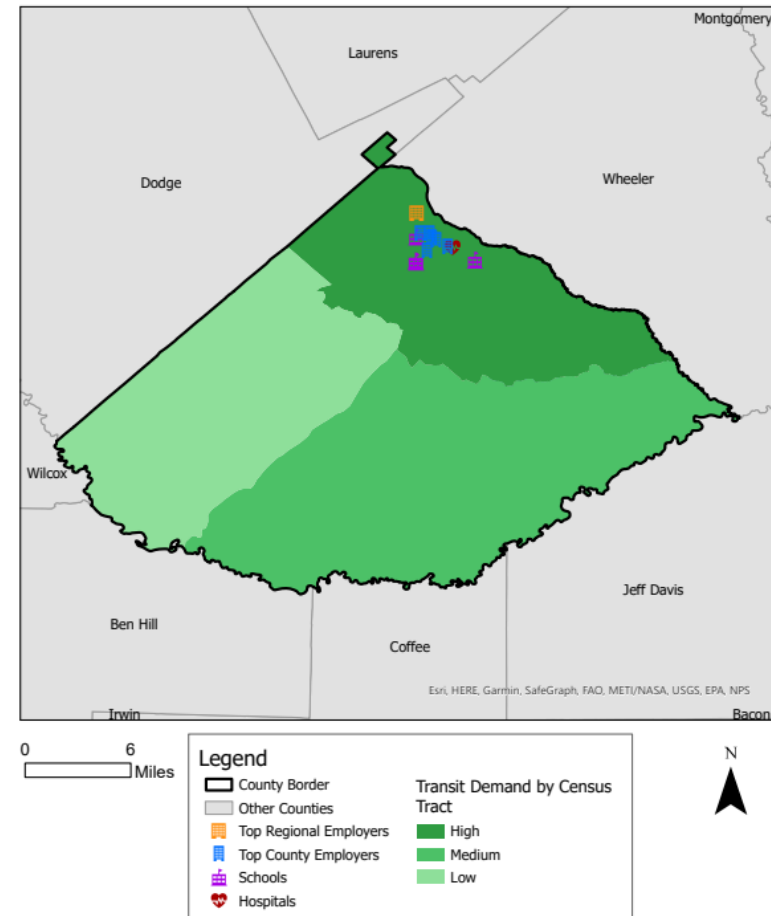
Planning Document Review

A TDP for Telfair County was not identified. The 2020 Joint Comprehensive Plan for Telfair County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies transit as a potential community need. As part of the Telfair County Community Work Program, \$10,000 in capital costs are identified to replace 2 vehicles as part of the 5311 transit program and \$300,000 in operating expenditures are identified to support the 5311 transit program. Both the capital and operating expenditures are programmed for FY2023, FY2024, and FY2025.

Location of Potential Transit Service Needs

Figure 51 shows the location of transit need areas in Telfair County. The highest level of transit demand within Telfair County is focused in the northern portion of the county. There are schools, top county employers, top regional employers, and a hospital within this area. The areas south of this region have lower levels of transit demand.

Figure 51: Transit Need Areas in Telfair County



Rural Transit Trip Demand

As shown in Table 51, based on 2019 population data, the forecasted transit demand in Telfair County ranged from 5,521 to 18,826 annual trips. As a comparison, Telfair County Transit provided 9,660 annual trips in 2019, meeting 51.3% of the high demand.

Telfair County is expected to decrease in population by approximately 16.3% between 2019 and 2050.⁵⁴ This results in a projected future 2050 transit demand of 3,775 to 15,764 annual trips.

Current Unlinked Passenger Trips Provided (2019)	9,660
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	18,826
Future Rural Trip Demand (2050)	15,764

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	5,521
Future Rural Trip Demand (2050)	3,775

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Thomas County

Thomas County is located in the Southwest Georgia Region and is a predominately rural area. The county is anticipated to decrease by 2.7% between 2019 and 2050, from 44,630 to 43,420 residents.

⁵⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

Thomas County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 86,415 annual trips. Brooks County to the east also has a single-county demand-response system. The other counties bordering Thomas all receive demand-response service through Southwest Georgia Regional Transit.

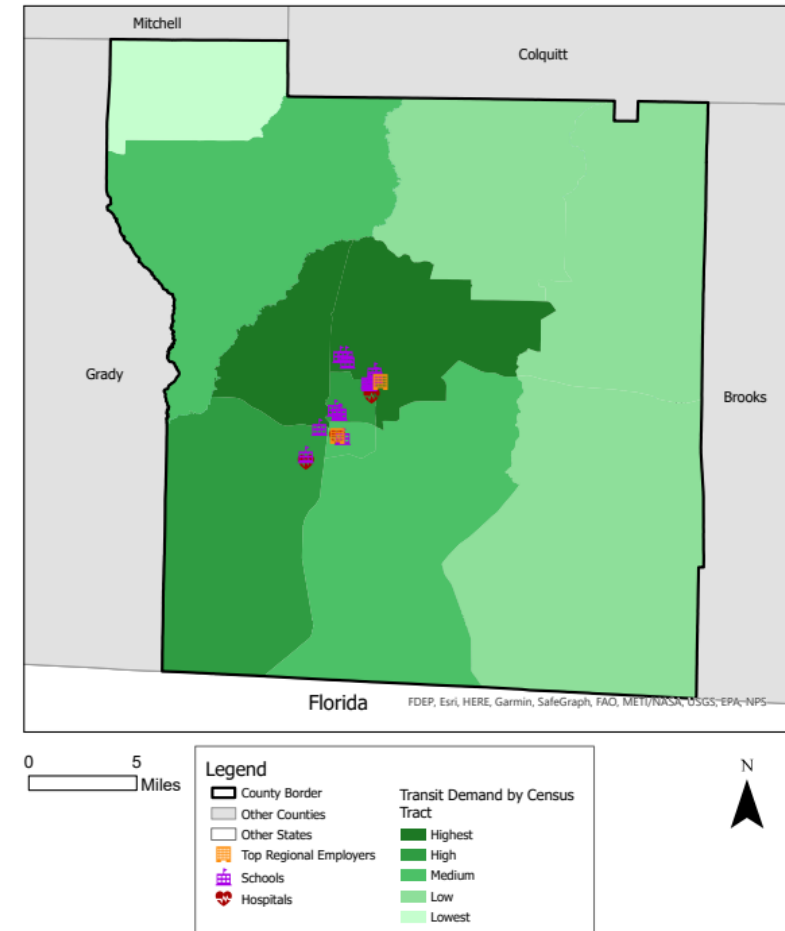
Planning Document Review

A TDP for Thomas County was not identified. The Thomas County Joint Comprehensive Plan 2018 discusses the County's rural on-demand transit service but does not estimate transit demand nor identify recommendations to improve or expand transit service.

Location of Potential Transit Service Needs

Figure 52 shows the location of transit need areas in Thomas County. The highest level of transit demand within Thomas County is focused in the central region of the county. This area has multiple schools, top regional employers, and hospitals. The areas further from this central region have less travel demand.

Figure 52: Transit Need Areas in Thomas County



Questionnaire and Workshop-Identified Needs

Community members from Thomas County responded to the rider survey. Respondents indicated they do not use rural or human services transportation. They are interested in using transit, but it is not convenient. Their most significant challenge with using rural transit is that transit service is not reliable enough for them to rely on it for time-sensitive trips.

Respondents indicated the most important reasons for providing RHST were improving mobility for people who cannot get around on their own, improving access to employment and educational opportunities and improving access to healthcare services. The highest priorities for RHST improvements included connecting different parts of the community and connecting neighboring regions in addition to providing access to jobs. Some of the identified RHST technologies priorities included partnering with ride-hailing companies, scooter, and bikeshare companies to expand transit, using a smartphone application or website to schedule a transit trip, and using a smartphone application or website to purchase a transit pass.

To better meet rider needs and improve service, Thomas County Transit must address the following challenges: improve transit technology offerings and improving reliability for time-sensitive trips.

Rural Transit Trip Demand

As shown in Table 52, based on 2019 population data, the forecasted transit demand in Thomas County ranged from 18,313 to 67,435 annual trips. As a comparison, Thomas County Transit provided 86,415 annual trips in 2019, meeting 128.1% of the high demand.

Thomas County is expected to decrease in population by approximately 2.7% between 2019 and 2050.⁵⁵ This results in a projected future 2050 transit demand of 17,073 to 65,607 annual trips.

Current Unlinked Passenger Trips Provided (2019)	86,415
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	67,435

⁵⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Future Rural Trip Demand (2050)	65,607
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	18,313
Future Rural Trip Demand (2050)	17,073

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Three Rivers Regional Transit System

The Three Rivers Regional Transit System (Three Rivers Transit) provides on-demand transit service in Butts, Lamar, Meriwether, Pike, Spalding, and Upson counties. Three Rivers Transit also operates the Carroll Connection transit service that operates in Carroll County. These counties are located in the Three Rivers Regional Commission (TRRC) area, and the TRRC serves as the administrator for Three Rivers Transit.

These counties collectively had a population of 290,920 in 2019; the population for these counties is projected to increase by 20.5% between 2019 and 2050.

Planning Document Review

Butts, Carroll, Pike, Spalding, Upson, and Troup counties all have county-level transportation planning documents completed in 2009, 2014, 2019, 2016, 2008, and 2006 (respectively).

The Butts County Rural Transit Development Plan includes a demand evaluation of transit in Butts County and estimates transit needs via customer surveys. While the TDP identifies the need for additional transit service, there is no evidence of trip request denials due to service availability. Without additional state funding to support service expansion, the TDP concludes that the current service is able to meet demand for the next three to five years. The TDP also identifies an operating budget of \$104,472 and a capital budget of \$0 for CY 2010.

The Carroll County Long Range Transportation Plan was prepared in 2014, at a time when the County did not participate in the Three Rivers Transit system. The LRTP includes an online survey of transit service need and an analysis of transit-dependent demographics, including seniors, veterans, and students. Based on the survey and need assessment findings, the LRTP includes recommendations for exploring transit options with the TRRC and participating in the Three Rivers Transit System, concluding that regional system participation would be more cost-effective and provide an easier on-ramp for starting a transit program within the County. The LRTP does not include any cost estimates for transit service participation.

The Pike County TDP includes a demand evaluation and needs assessment based on survey work as well as a demographic analysis of transit-dependent populations, including seniors, people with disabilities, and people who live below the poverty line. The TDP concludes that the current level of service meets current demand for transit service and has not had to regularly turn away trip requests, but notes that trip demand has been increasing. The TDP recommends that if trip volume increases to 514 trips per month, additional vehicles should be considered for service operations. However, no cost estimates for the additional service are produced.

Spalding County and the City of Griffin produced the Griffin-Spalding Comprehensive Transportation Plan (CTP) update in 2016. The Plan includes discussion of park & ride facilities needed to connect to regional transit service and additional local and regional transit service, but no transit projects are identified in the CTP Action Plan.

A 2019 Spalding County Transportation Plan is referenced on the Spalding County website but was not accessible as of February 2022. Spalding County is currently conducting an update to its Transit Master Plan. A Public Meeting for the Plan was held on May 25, 2021.

The Upson County TDP includes a demand evaluation and needs assessment based on survey work as well as a demographic analysis of transit-dependent populations, including seniors, people with disabilities, and people who live below the poverty line. The TDP concludes that the current level of service meets current demand for transit service and has not had to regularly turn away trip requests, but notes that trip demand has been increasing. The TDP recommends that if trip volume increases to 550 trips per month, additional vehicles should be considered for service operations, but no cost estimates are produced. The TDP also identifies an operating budget of \$118,335 and a capital budget of \$133,400 for CY 2009.

A TDP for Lamar County was not identified. The Lamar County Comprehensive Plan for 2019 – 2039 acknowledges the lack of in-county transportation services as a weakness for the area and includes recommendations related to transportation accessibility as part of its future land use policies, but no cost estimates of transit service are produced.

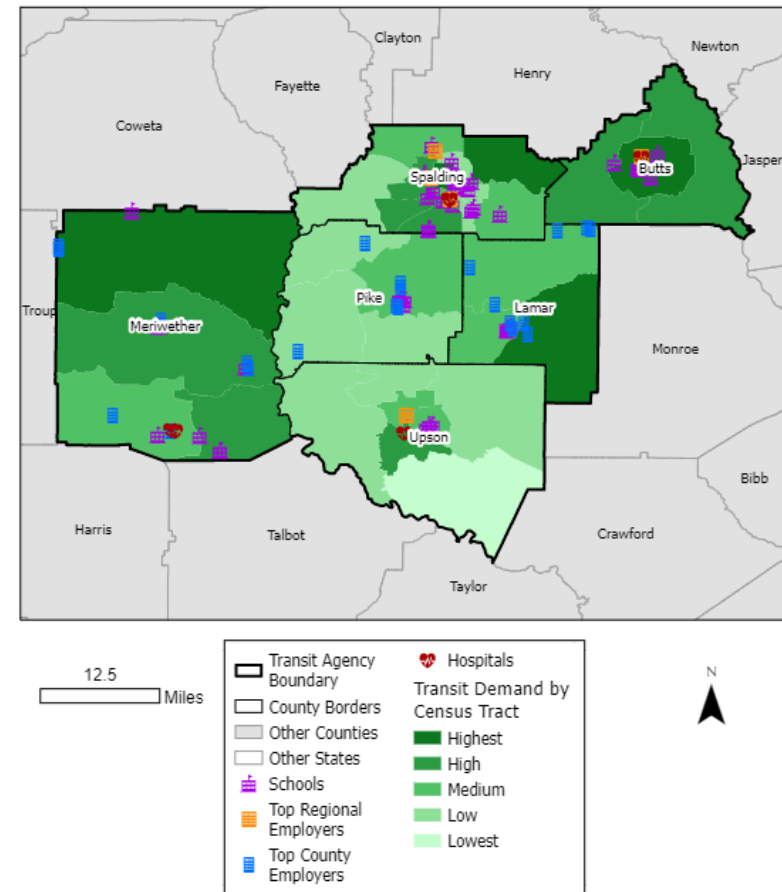
A TDP for Meriwether County was not identified. The Meriwether County Joint Comprehensive Plan for 2018-2038 identifies Community Goals and Policies that include transportation issues. However, transit is not identified as a policy goal; multi-modal connectivity priorities are discussed in terms of pedestrian and bicycle access.

Location of Potential Transit Service Needs

Figure 53 shows the location of transit need areas in the Three Rivers Regional Transit System service area. The counties with the highest level of transit demand within the Three Rivers Regional Transit System service area include Meriwether County, Lamar County, Spalding County, and Butts County. Employers and schools are concentrated within Spalding County in the City of Griffin urbanized area, but smaller concentrations of regional activity are located in central Butts County and central Upson County.

Notably, there are few activity centers in southeastern Lamar County and northern Meriwether County despite the high level of transit need in those areas, suggesting gaps in the transportation network that would require longer-distance service to address.

Figure 53: Transit Need Areas in the Three Rivers Regional Transit System Service Area



Questionnaire and Workshop-Identified Needs

Community members from Meriwether County responded to the rider survey. Respondents indicate that they do not currently use rural transit or human services transportation and that they are not interested in using transit even if it is available and convenient. They indicate their challenges for using rural transit and human services transportation are that transit is not provided in their community, the distance to the nearest transit service is too far, and transit does not go where they want or need to go.

Rider respondents did not select any important factors for providing rural and human services transportation and did not provide any information on their priorities. In an open-ended response, they indicated that they do not think rural transit is important and they do not know what it is.

To better meet rider needs and improve service, Three Rivers Regional Transit must address the following challenges: marketing and outreach of transit services to community partners and community members.

Rural Transit Trip Demand

As shown in Table 53, based on 2019 population data, the forecasted transit demand in the Three Rivers Regional Transit service area ranges from 126,539 to 449,419 annual trips. Three Rivers Regional Transit provided 95,634 trips (NTD), meeting 21.2% of the higher range calculated rural transit trip demand.

The Three Rivers Regional Transit service area is projected to grow by 20.5% between 2019 and 2050.⁵⁶ The anticipated growth is projected to result in a 2050 transit demand of 145,053 to 541,431 trips.

⁵⁶ Governor's Office of Planning and Budget 2020 – 2050 Projections.

Table 40: Three Rivers Regional Transit - Rural Transit Trip Demand

Three Rivers Regional Commission	
Current Unlinked Passenger Trips Provided (2019)	95,634
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	449,429
Future Rural Trip Demand (2050)	541,431
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	126,539

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Towns County

Towns County is located in the Georgia Mountains Region and is a predominately rural area. The county is anticipated to increase by 97.4% between 2019 and 2050, from 11,617 to 22,937 residents.

Towns County provides rural, single-county, demand response transit service for the county. In 2019, this system provided 3,632 annual trips. White County, to the south, does not currently offer public transit. All other Georgia counties bordering Towns have similar demand-response systems.

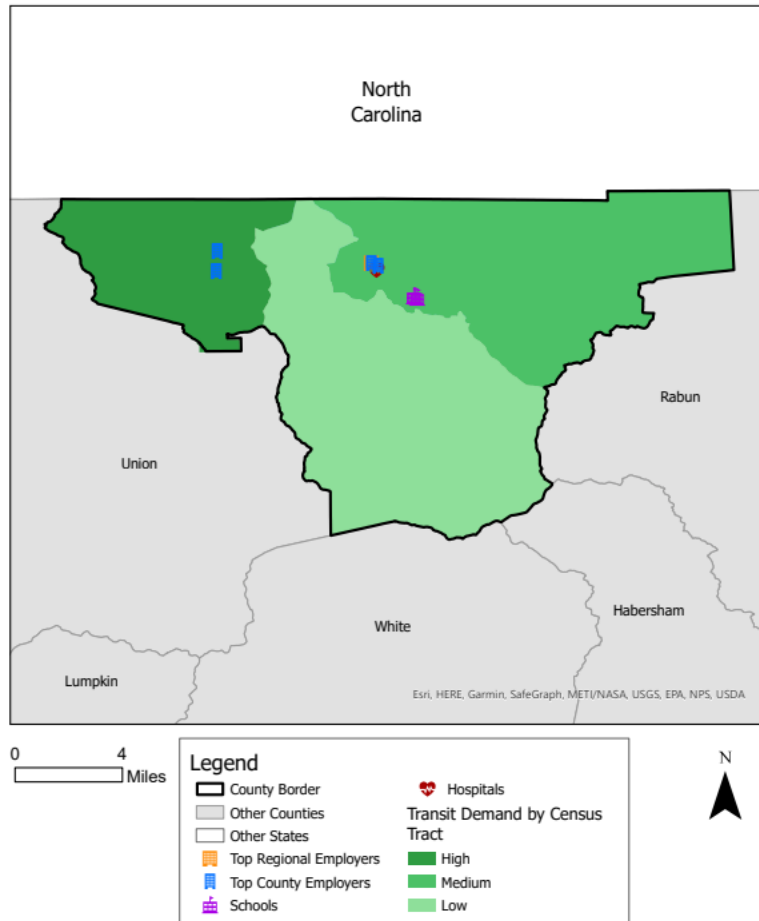
Planning Document Review

A TDP for Towns County was not identified. However, a Joint Comprehensive Plan for Towns County and the Cities of Hiawassee and Young Harris was completed by the Georgia Mountains Regional Commission in 2021. The document identifies public transportation needs and recommendations for the county. This included considering specialized transit / van service, re-evaluating the needs when the Georgia Mountains Regional Transit Plan is complete, and investigating possible multi-jurisdictional transit programs.

Location of Potential Transit Service Needs

Figure 54 shows the location of transit need areas in Towns County. The highest level of transit demand within Towns County is focused along the northern border of the county. The northwestern region has the highest level of demand and there are top county employers within this area. The northeastern region is home to top regional employers, top county employers, schools, and a hospital. This region has medium levels of transit demand.

Figure 54: Transit Need Areas in Towns County



Questionnaire and Workshop-Identified Needs

Towns County Transit responded to the transit provider questionnaire. The provider indicated they do not offer bulk purchase passes or offer subscription services but do keep track of trip denials. They are not able to carry passengers to destinations outside their jurisdiction and have not pursued a regional or multi-county transit service. The agency currently uses a website to display service information, have security cameras in transit vehicles and/or transit centers, and have call-ahead notifications for demand-response trips. They are considering purchasing a transit asset management software and integrating with GDOT's Let's Ride application for registration and trip scheduling.

The long-range needs to maintain a state of good repair includes regular maintenance schedules, baseline condition inspections, and the purchase of new vehicles. Service need challenges include replacement vehicles to maintain revenue service. Some administrative challenges include the procurement process and securing state capital funding has been somewhat of a challenge.

To meet rider needs and improve transit service, Talbot County Transit could expand technology offerings to provide riders with information on service offerings and schedules and improve administrative capacity to support TAMP implementation and maintenance scheduling.

Rural Transit Trip Demand

As shown in Table 54, based on 2019 population data, the forecasted transit demand in Towns County ranged from 14,655 to 17,784 annual trips. As a comparison, Towns County provided 3,632 annual trips in 2019, meeting 20.4% of the high demand.

Towns County is expected to increase in population by approximately 97.4% between 2019 and 2050.⁵⁷ This results in a projected future 2050 transit demand of 15,960 to 35,113 annual trips.

Current Unlinked Passenger Trips Provided (2019)	3,632
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	17,784
Future Rural Trip Demand (2050)	35,113
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	14,655

Future Rural Trip Demand (2050)	15,960
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Troup County

Troup County is located in the Three Rivers Region and is a predominately rural area. The county is anticipated to decrease by 1.1% between 2019 and 2050, from 69,919 to 69,119 residents.

Troup County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 32,249 annual trips. Demand-response transit is available in all neighboring Georgia counties except for Harris County, which does not currently offer public transit.

Planning Document Review

A TDP for Troup County was not identified.

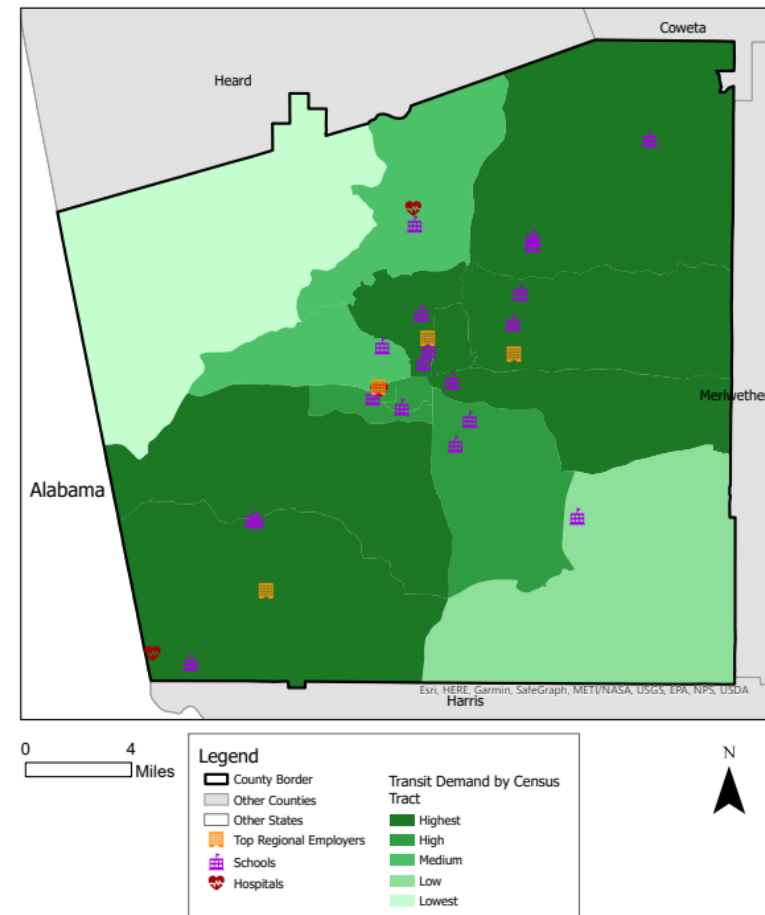
⁵⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

A Troup County Multimodal Transportation Study was completed in 2006. The plan included public transportation needs and recommendations for the county, including annually evaluating demand for increased services; considering a vanpool program and/or commuter-oriented express bus to urban areas; coordinating with other transit operators if needed; and identifying locations for park and ride lots. The Plan also identifies locations for park-and-ride lots to accommodate future growth in commuter transit demand. Transit improvements for express bus service and park & ride lot installations are estimated at \$900,000.

Location of Potential Transit Service Needs

Figure 55 shows the location of transit need areas in Troup County. There are various levels of transit demand within Troup County. The highest levels of demand are within the northeastern and southwestern regions. Within these areas there are schools, top regional employers, and hospitals. The central region of the county has high levels of transit demand and is home to schools, top regional employers, and hospitals. There are schools and a hospital outside of these regions within areas of lower transit demand.

Figure 55: Transit Need Areas in Troup County



Questionnaire and Workshop-Identified Needs

Troup County Transit responded to the transit provider questionnaire. The provider indicated they do not offer bulk purchase passes or offer subscription services but do keep track of trip denials. They are not able to carry passengers to destinations outside their jurisdiction and have not pursued a regional or multi-county transit service. The agency currently uses a website to display service information, have call-ahead notifications for demand-response trips and are considering security cameras for transit vehicles and/or transit centers.

The long-range needs to maintain a state of good repair includes regular maintenance schedules, baseline condition inspections, the purchase of new vehicles, and increased funding for vehicle maintenance. Service need challenges include replacement vehicles to maintain revenue service. Some administrative challenges include communicating service alerts to changes to the public, implementing new technologies, attracting and retaining qualified personnel, complying with state and Federal reporting, and daily data collection and storage. Some challenges in rider demand and satisfaction include expansion into new markets, initiating or promoting employer transit benefit programs, improving the public perception of transit, and delivering new projects. The provider also indicated some funding challenges, particularly for securing Federal operating and capital funding.

To meet rider needs and improve transit service, Troup County Transit could improve administrative capacity to support TAMP implementation and maintenance scheduling, gain support for General Transit Feed Specification and National Transit Database data development, and obtaining resources for regular maintenance of transit vehicles.

Community members from Troup County responded to the rider survey. Respondents indicated they do not use rural or human services transportation, but transit is not provided in their community. Respondents indicated the most important reasons for providing RHST were improving access to employment and educational opportunities and improving access to healthcare services. The highest priorities for RHST improvements included connecting different parts of the community and connecting cities in addition to providing access to jobs and healthcare. Some of the identified RHST technologies priorities included converting transit vehicles to electric or lower-emission vehicles, partnering with ride-hailing companies, and viewing real-time arrival information through a smartphone application, website, and/or text messaging service.

Rural Transit Trip Demand

As shown in Table 55, based on 2019 population data, the forecasted transit demand in Troup County ranged from 27,035 to 157,865 annual trips. As a comparison, Troup County Transit provided 32,249 annual trips in 2019, meeting 20.4% of the high demand.

Troup County is expected to decrease in population by approximately 1.1% between 2019 and 2050.⁵⁸ This results in a projected future 2050 transit demand of 24,762 to 156,059 annual trips.

Current Unlinked Passenger Trips Provided (2019)	32,249
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	157,865
Future Rural Trip Demand (2050)	156,059
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	27,035

Future Rural Trip Demand (2050)	24,762
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Twiggs County

Twiggs County is located in the Middle Georgia Region and is a predominately rural area. The county is anticipated to decrease by 28.7% between 2019 and 2050, from 8,229 to 5,864 residents.

Twiggs County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 7,274 annual trips. Fixed-route bus transit is available in neighboring Macon-Bibb County. Houston County to the southwest does not currently offer public transit. All other counties bordering Twiggs offer rural demand-response transit.

⁵⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

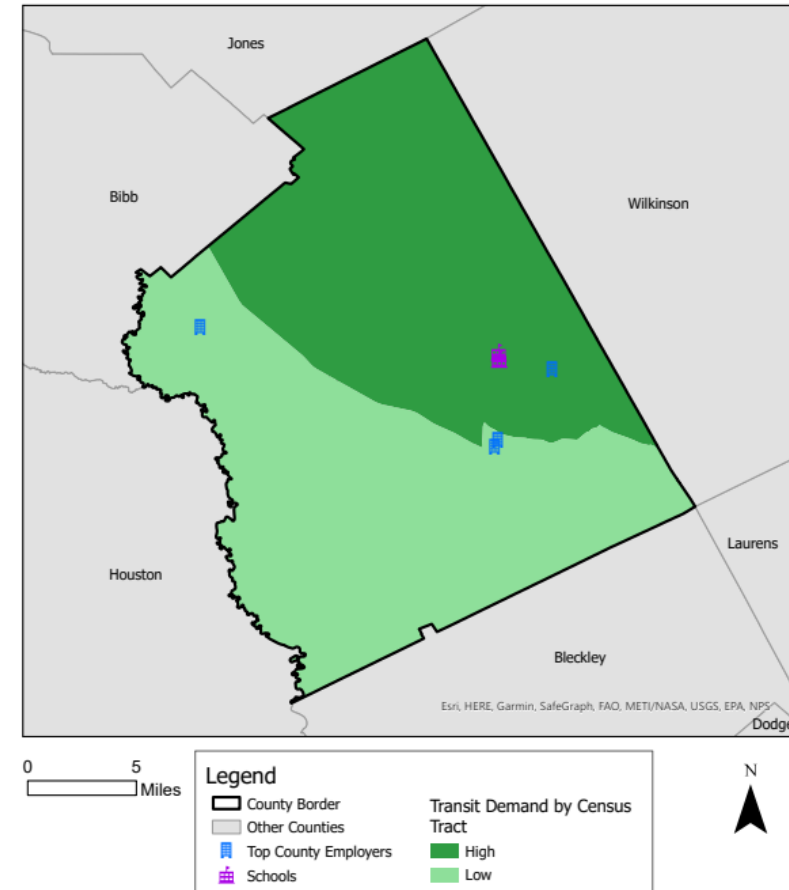
Planning Document Review

The Twiggs County TDP was completed in 2016 by the Middle Georgia Regional Commission. The service needs and recommendations from the plan includes continuing funding for the demand response service, conducting a cost/benefit analysis investigating capital purchases and supporting a sustainable 5311 system, increasing marketing, increasing vanpool services, and coordinating with Macon Transit Authority.

Location of Potential Transit Service Needs

Figure 56 shows the location of transit need areas in Twiggs County. The highest area of transit demand within Twiggs County is the northern portion of the county. Within this county there are school and top county employers. In the southern portion of the county there are top county employers, but the area has lower levels of transit demand.

Figure 56: Transit Need Areas in Twiggs County



Rural Transit Trip Demand

As shown in Table 56, based on 2019 population data, the forecasted transit demand in Twiggs County ranged from 9,458 to 31,356 annual trips. As a comparison, Twiggs County Transit provided 7,274 annual trips in 2019, meeting 23.2% of the high demand.

Twiggs County is expected to decrease in population by approximately 28.7% between 2019 and 2050.⁵⁹ This results in a projected future 2050 transit demand of 5,928 to 22,344 annual trips.

Current Unlinked Passenger Trips Provided (2019)	7,274
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	31,356
Future Rural Trip Demand (2050)	22,344

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	9,458
Future Rural Trip Demand (2050)	5,928

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Union County

Union County is located in the Georgia Mountains Region and is a predominately rural area. The county is anticipated to increase by 29.5% between 2019 and 2050, from 23,288 to 30,155 residents.

⁵⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

Union County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 6,180 annual trips. White County, to the southeast, does not currently offer public transit. All other Georgia counties bordering Union have rural demand-response transit.

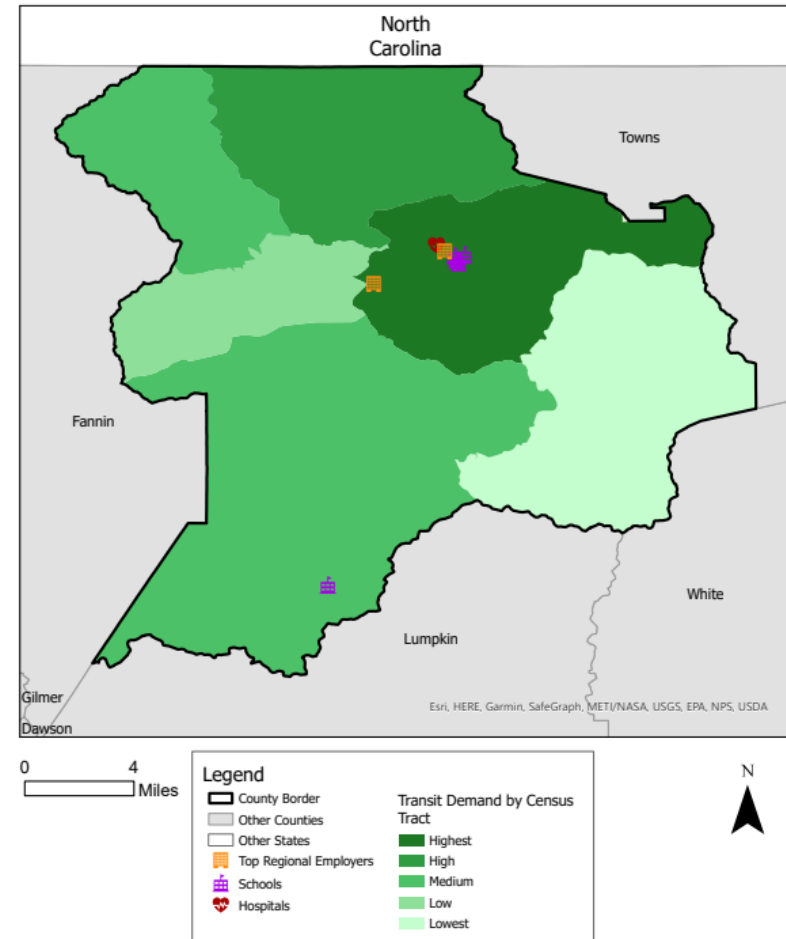
Planning Document Review

A TDP for Union County was not identified. The Union County Comprehensive Plan references the completion of a Rural Transit Plan in the Report of Accomplishments, but this document was not available online as of February 2022.

Location of Potential Transit Service Needs

Figure 57 shows the location of transit need areas in Union County. There are various levels of transit demand within Union County, but the highest levels of demand is focused in the central region of the county. Within this area there are top regional employers, schools, and hospitals. There is a school within the southern region of the county that is seated in an area of medium transit demand.

Figure 57: Transit Need Areas in Union County



Questionnaire and Workshop-Identified Needs

Union County Transit responded to the transit provider questionnaire. The provider indicated they do not offer bulk purchase passes or offer subscription services but do keep track of trip denials. They are not able to carry passengers to destinations outside their jurisdiction and have not pursued a regional or multi-county transit service. The agency currently uses a transit asset management software and has call-ahead notification for demand-response trips. They are considering installing security cameras on their transit vehicles and/or in their transit centers.

The long-range needs to maintain a state of good repair includes the purchase of new vehicles while no service need challenges were identified. Attracting and retaining qualified personnel was identified as a minimal challenge, otherwise no other administrative or funding challenges were identified.

To better meet rider needs, Union County must address the following challenges: limited ability to expand into new markets and building administrative capacity for purchasing vehicles.

Rural Transit Trip Demand

Union County is expected to increase in population by approximately 29.5% between 2019 and 2050. This results in a projected future 2050 transit demand of 25,755 to 53,328 annual trips.

As shown in Table 57, based on 2019 population data, the forecasted transit demand in Union County ranged from 28,795 to 41,184 annual trips. As a comparison, Union County Transit provided 6,180 annual trips in 2019, meeting 15.0% of the high demand.

Union County is expected to increase in population by approximately 29.5% between 2019 and 2050.⁶⁰ This results in a projected future 2050 transit demand of 25,755 to 53,328 annual trips.

Current Unlinked Passenger Trips Provided (2019)	6,180
Higher Range Demand Estimate	

⁶⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

Existing Rural Trip Demand (2019)	41,184
Future Rural Trip Demand (2050)	53,328
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	28,795
Future Rural Trip Demand (2050)	25,755

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Walker County

Walker County is located in the Northwest Georgia Region and is a predominately rural area, though has some higher density on the northern end of the county, close to Chattanooga. The county is anticipated to increase by 20.9% between 2019 and 2050, from 69,039 to 83,434 residents.

Walker County provides rural, single-county, demand response transit service for the county. In 2019, this system provided 20,544 annual trips. All neighboring counties also offer rural demand-response transit except for Floyd County, where fixed-route bus service is available in the City of Rome.

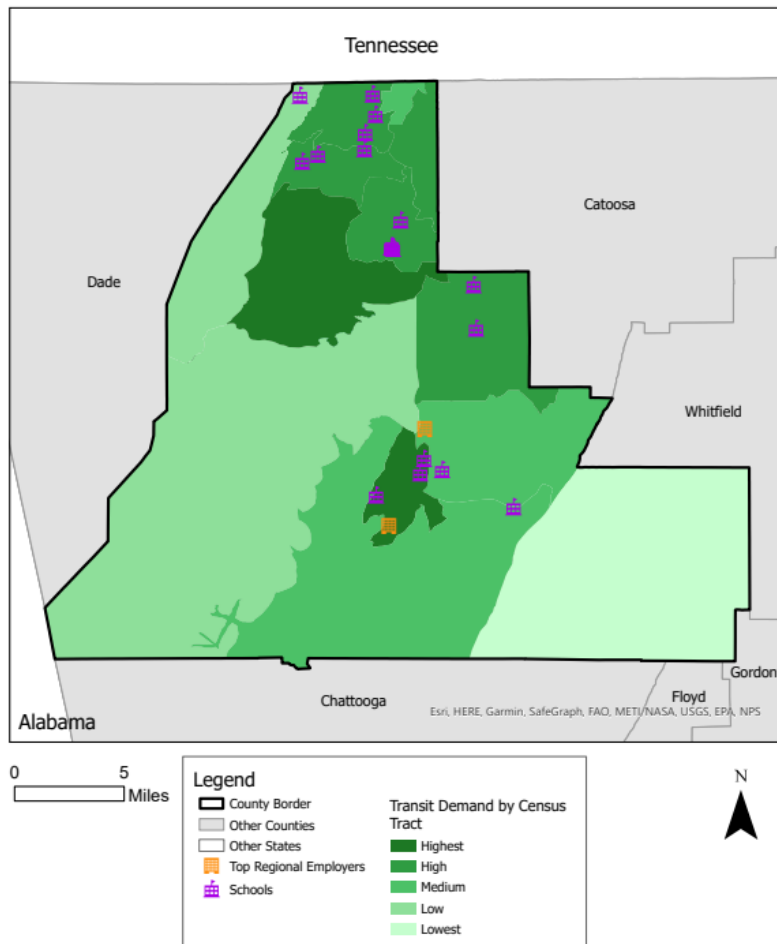
Planning Document Review

A TDP for Walker County was not identified. In 2017, The Northwest Georgia Regional Commission prepared the Walker County Joint Comprehensive Plan. The plan identified a need to improve the current public transportation system in order to reduce traffic congestion and offer an alternative option for the community's workforce.

Location of Potential Transit Service Needs

Figure 58 shows the location of transit need areas in Walker County. There are various levels of transit demand within Walker County. The highest levels of demand are in the northern and central region of the county. Within the central regional there are multiple school and top regional employers. The area of highest demand in the northern region does not have any transit generators within the it, but north of this area there are multiple schools seated in a high demand region.

Figure 58: Transit Need Areas in Walker County



Questionnaire and Workshop-Identified Needs

Walker County Public Transportation System responded to the transit provider questionnaire. The provider indicated they do offer bulk purchase passes, track trip denials, and offers subscription services for seniors, commuters, persons with disabilities, and riders with certain medical conditions. They are able to carry passengers to destinations outside their jurisdiction, including Catoosa County and Chattanooga, Tennessee. They have not pursued a regional or multi-county transit service. The agency currently has call-ahead notification for demand-response trips. They are considering a wide variety of technology and tools including: a website with service information and real-time arrival times; integrating with GDOT's Let's Ride app; a smartphone application / website platform to purchase transit passes or schedule trips; adding security cameras to transit vehicles and/or transit centers; purchasing hybrid, electric, or alternative-fuel vehicles, partnering with ride-hailing companies; and purchasing a transit asset management software.

The long-range needs to maintain a state of good repair includes the purchase of new vehicles, hiring highly trained mechanics, conducting regular maintenance schedules, conducting baseline condition inspections, and increasing funding for vehicle maintenance.

Walker County's Public Transportation System's top three priority projects include a new transit office, implementing a shared ride scheduling platform, expand service with micro-transit. They also indicated a need to increase service, including expanding service hours, days, and areas in addition to replacement/additional vehicles to maintain and expand revenue service.

Administrative challenges focused on keeping up-to-date on the required personnel training, attracting/retaining qualified personal, and implementing new technologies. Some challenges regarding rider demand and satisfaction were also identified, including providing more frequent service, improving the public perception and support for transit, informing customers of existing services, and ensuring fare affordability.

To better meet rider needs, Walker County should expand service coverage for both local and regional services; expand technology offerings to make more information and fare payment available via smartphone and website; and implement administrative growth to support said service expansion.

Rural Transit Trip Demand

As shown in Table 58, based on 2019 population data, the forecasted transit demand in Walker County ranged from 29,966 to 72,953 annual trips. As a comparison, Walker County provided 20,544 annual trips in 2019, meeting 28.2% of the high demand.

Walker County is expected to increase in population by approximately 20.9% between 2019 and 2050.⁶¹ This results in a projected future 2050 transit demand of 32,287 to 88,164 annual trips.

Current Unlinked Passenger Trips Provided (2019)	20,544
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	72,953
Future Rural Trip Demand (2050)	88,164
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	29,966
Future Rural Trip Demand (2050)	32,287

⁶¹ Governor's Office of Planning and Budget 2020-2050 Projections.

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Walton County (Social Circle Transit)

Walton County is located in the Northeast Georgia Region and is a predominately rural area, but the eastern parts of the county, which border the ATL 13-county district, are developing in a suburban pattern. The county is anticipated to increase by 73.2% between 2019 and 2050, from 91,442 to 158,405 residents.

Currently, Walton County does not have a county-wide rural transit provider. However, Social Circle Area Transit provides demand response service within the City of Social Circle. In 2019, this system provided 7,084 annual trips.

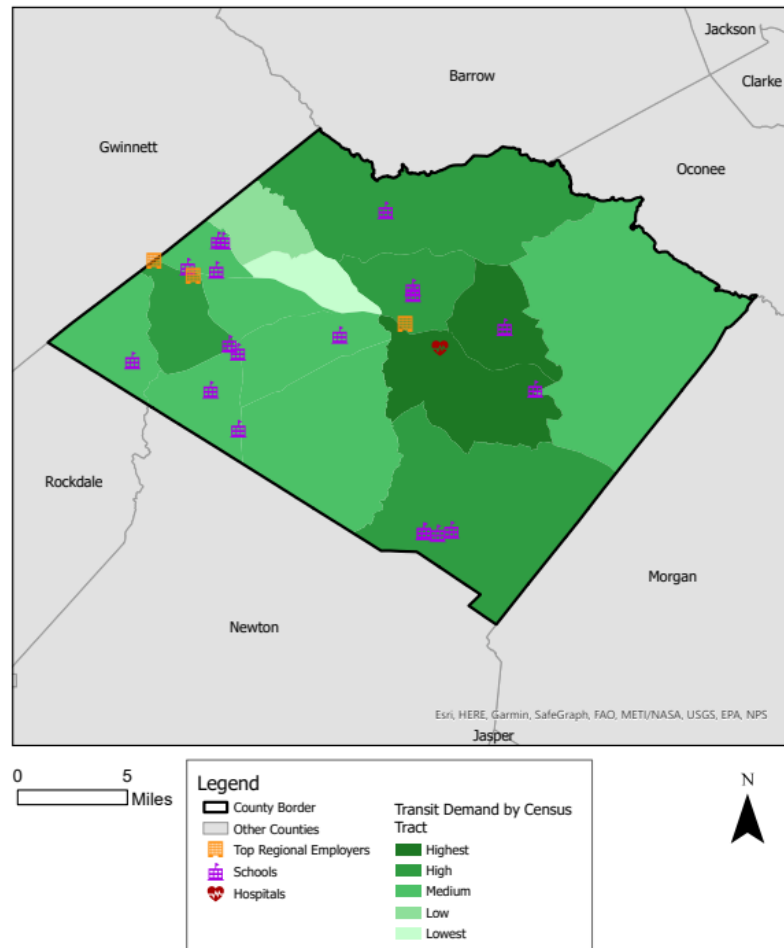
Planning Document Review

A TDP for Walton County was not identified. The Walton County Comprehensive Plan, updated in 2017, identifies increasing funding for RHST and Medicaid transportation services as a community goal. The Community Work Program includes an action item to create a Transit Development Plan and identifies \$2,500 to \$7,500 to implement the action.

Location of Potential Transit Service Needs

Figure 59 shows the location of transit need areas in Walton County. There are various levels of transit demand within Walton County with the highest level of demand being in the central area. This central region has schools, a hospital, and is near a top regional employer. There are areas of high transit demand in the northern, southern, and western region of the county. There are multiple schools scattered around these areas and there are also top regional employers within the western region.

Figure 59: Transit Need Areas in Walton County



Questionnaire and Workshop-Identified Needs

Social Circle Transit responded to the transit provider questionnaire. The provider did not indicate whether they track trip denials or offer subscription service programs, but they do not offer bulk purchase programs. They did not indicate if they are able to carry passengers to destinations outside their jurisdiction or whether they have pursued a regional or multi-county transit service.

Social Circle Transit did not provide any information about its state of good repair needs, technology priorities, or challenges.

Due to the lack of information contained in the survey response, no conclusions are drawn from this section.

Rural Transit Trip Demand

As shown in Table 59, based on 2019 population data, the forecasted transit demand in Walton County ranged from 27,117 to 62,777 annual trips. As a comparison, Social Circle Area Transit provided 7,084 annual trips in 2019, meeting 11.3% of the high demand.

Walton County is expected to increase in population by approximately 73.2% between 2019 and 2050.⁶² This results in a projected future 2050 transit demand of 44,406 to 108,748 annual trips.

Current Unlinked Passenger Trips Provided (2019)	7,084
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	62,777
Future Rural Trip Demand (2050)	108,748
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	27,117

Future Rural Trip Demand (2050)	44,406
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Warren County

Warren County is located in the Central Savannah River Area Region and is a predominately rural area. The county is anticipated to decrease by 22.1% between 2019 and 2050, from 5,297 to 4,127 residents.

Warren County Commission Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 5,295 annual trips. All counties surrounding Warren offer similar demand-response transit.

⁶² Governor's Office of Planning and Budget 2020-2050 Projections.

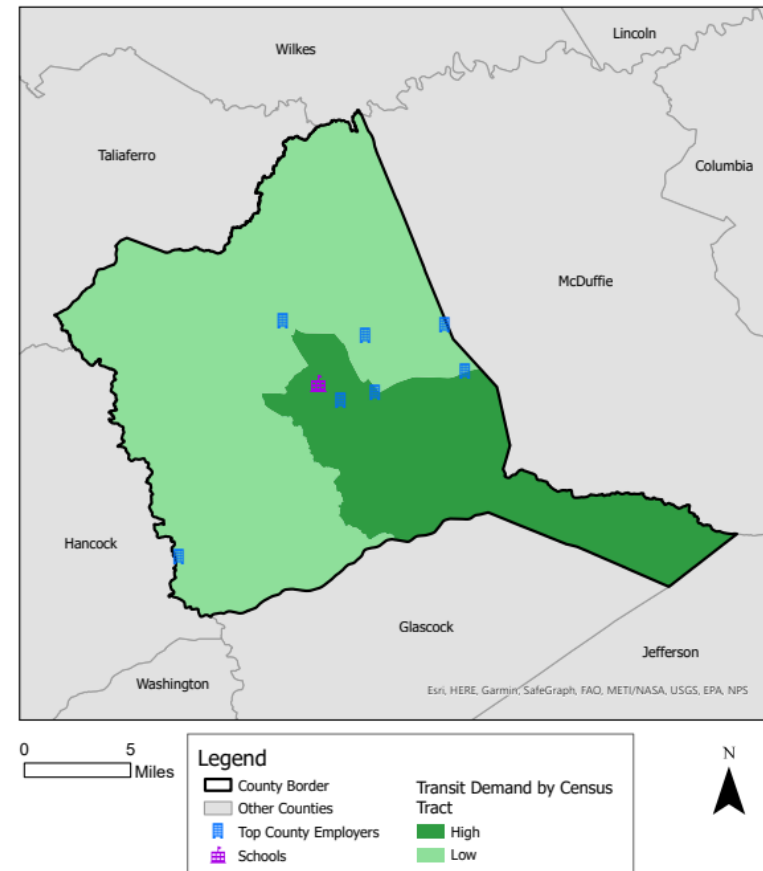
Planning Document Review

A TDP for Warren County was not identified. The Warren County 2019 Comprehensive Plan update identifies upgrades to transit vehicles as an action for completion in 2022 in the Community Work Program and estimates the cost of this capital upgrade at \$120,000.

Location of Potential Transit Service Needs

Figure 60 shows the location of transit need areas in Warren County. The highest level of transit demand in Warren County is in the southeast portion of the county. There are top county employers and a school within this area. There are multiple top county employers within the northern and western portion of the county, but there are lower levels of transit demand.

Figure 60: Transit Need Areas in Warren County



Rural Transit Trip Demand

As shown in Table 60, based on 2019 population data, the forecasted transit demand in Warren County ranged from 5,974 to 45,162 annual trips. As a comparison, Warren County Commission Transit provided 5,295 annual trips in 2019, meeting 11.7% of the high demand.

Warren County is expected to decrease in population by approximately 22.1% between 2019 and 2050.⁶³ This results in a projected future 2050 transit demand of 3,912 to 35,187 annual trips.

Current Unlinked Passenger Trips Provided (2019)	5,295
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	45,162
Future Rural Trip Demand (2050)	35,187

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	5,974
Future Rural Trip Demand (2050)	3,912

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Wayne County

Wayne County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to increase by 4.9% between 2019 and 2050, from 29,788 to 31,233 residents.

⁶³ Governor's Office of Planning and Budget 2020-2050 Projections.

Wayne County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 45,739 annual trips. Wayne County Transit offers 24-hour service seven days per week and will transport passengers anywhere within the state of Georgia. Neighboring counties to the east of Wayne receive demand-response transit through Coastal Regional Coaches. Brantley and Pierce counties to the south operate single-county demand-response systems, and Appling and Tattnall counties, to the northeast, do not currently offer demand-response transit.

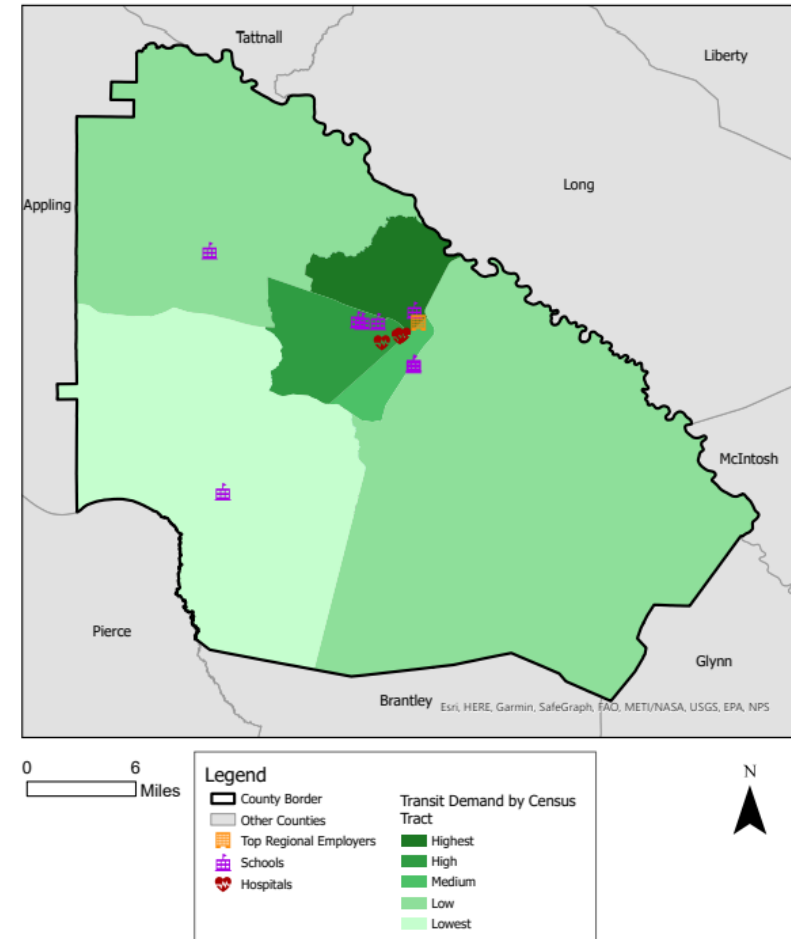
Planning Document Review

A TDP was not identified for Wayne County. In 2020, The Heart of Georgia Altamaha Regional Commission completed the Joint Comprehensive Plan for Wayne County. This document recommended continuing and supporting the existing transit system and investigating expansion.

Location of Potential Transit Service Needs

Figure 61 shows the location of transit need areas in Wayne County. The highest levels of transit demand within Wayne County are in the north central region of the county. This area has schools, top regional employers, and hospitals. The areas outside of this region have lower levels of transit demand.

Figure 61: Transit Need Areas in Wayne County



Questionnaire and Workshop-Identified Needs

Wayne County Transit responded to the transit provider questionnaire. The provider indicated they track trip denials and offers subscription services for all Wayne County citizens. They do not offer a bulk purchase program. They are able to carry passengers to destinations outside their jurisdiction, including all counties within the State of Georgia. They have not pursued a regional or multi-county transit service. They currently use GDOT's Let's Ride application for smartphone registration and trip scheduling, have security cameras installed in transit vehicles and/or transit centers, and have purchased transit asset management software. Wayne County Transit is also considering a standalone smartphone application / website to purchase a transit pass or schedule trips and a call-ahead notification for demand-response trips.

The long-range needs to maintain a state of good repair includes hiring additional highly trained mechanics, implementing regular maintenance schedules, and purchasing new vehicles. In fact, replacing vehicles to maintain vehicle revenue service was an identified service need.

Attracting and retaining qualified personnel was identified as a major administrative challenge while the ability to implement new technologies and the funding and reimbursement process were identified as somewhat of a challenge. Some challenges regarding rider demand and satisfaction were also identified, including expanding into new markets, initiating / promoting employer transit benefit programs, identifying potential riders or transit needs, and delivering new projects. They also identified some challenges securing funding.

To better meet rider needs, Wayne County should expand technology offerings to make more information and fare payment available via smartphone and website; and implement administrative growth to support said service expansion; and attract and retain qualified personnel.

Rural Transit Trip Demand

As shown in Table 61, based on 2019 population data, the forecasted transit demand in Wayne County ranged from 13,782 to 69,986 annual trips. As a comparison, Wayne County Transit provided 45,739 annual trips in 2019, meeting 65.4% of the high demand.

Wayne County is expected to increase in population by approximately 4.9% between 2019 and 2050.⁶⁴ This results in a projected future 2050 transit demand of 13,750 to 73,381 annual trips.

⁶⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	45,739
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	69,986
Future Rural Trip Demand (2050)	73,381
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	13,782
Future Rural Trip Demand (2050)	13,750

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Wheeler County

Wheeler County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to decrease by 8.1% between 2019 and 2050, from 7,928 to 7,285 residents.

Wheeler County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 4,049 annual trips.

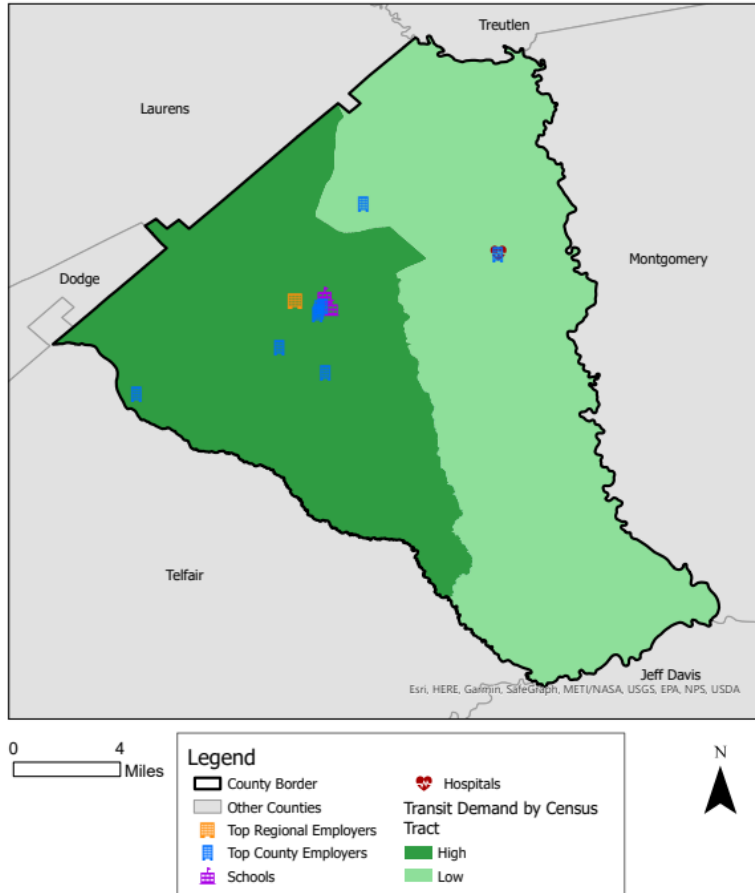
Planning Document Review

A TDP was not identified for Wheeler County. The Heart of Georgia Altamaha Regional Commission completed a Joint Comprehensive Plan for Wheeler County in 2019. This plan recommended continuing to improve and develop the existing transit system.

Location of Potential Transit Service Needs

Figure 62 shows the location of transit need areas in Wheeler County. The area of highest transit demand within Wheeler County is western portion of the county. There are top county employers, top regional employers, and schools within this area. There are top regional employers and a hospital within the eastern portion of the county, but there is lower levels of transit demand.

Figure 62: Transit Need Areas in Wheeler County



Rural Transit Trip Demand

As shown in Table 62, based on 2019 population data, the forecasted transit demand in Wheeler County ranged from 6,485 to 23,244 annual trips. As a comparison, Wheeler County Transit provided 4,049 annual trips in 2019, meeting 17.4% of the high demand.

Wheeler County is expected to decrease in population by approximately 8.1% between 2019 and 2050.⁶⁵ This results in a projected future 2050 transit demand of 5,248 to 21,359 annual trips.

Current Unlinked Passenger Trips Provided (2019)	4,049
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	23,244
Future Rural Trip Demand (2050)	21,359
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,485

Future Rural Trip Demand
(2050)

5,248

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Whitfield County

Whitfield County is located in the Northwest Georgia Region and is a predominately rural area. The county is anticipated to increase by 10.4% between 2019 and 2050, from 104,237 to 115,107 residents.

Whitfield County provides rural, single-county, demand response transit service for the county. In 2019, this system provided 34,258 annual trips. Dodge and Telfair counties, to the west, offer similar demand-response transit service. All other neighboring counties do not currently offer public transit.

⁶⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Planning Document Review

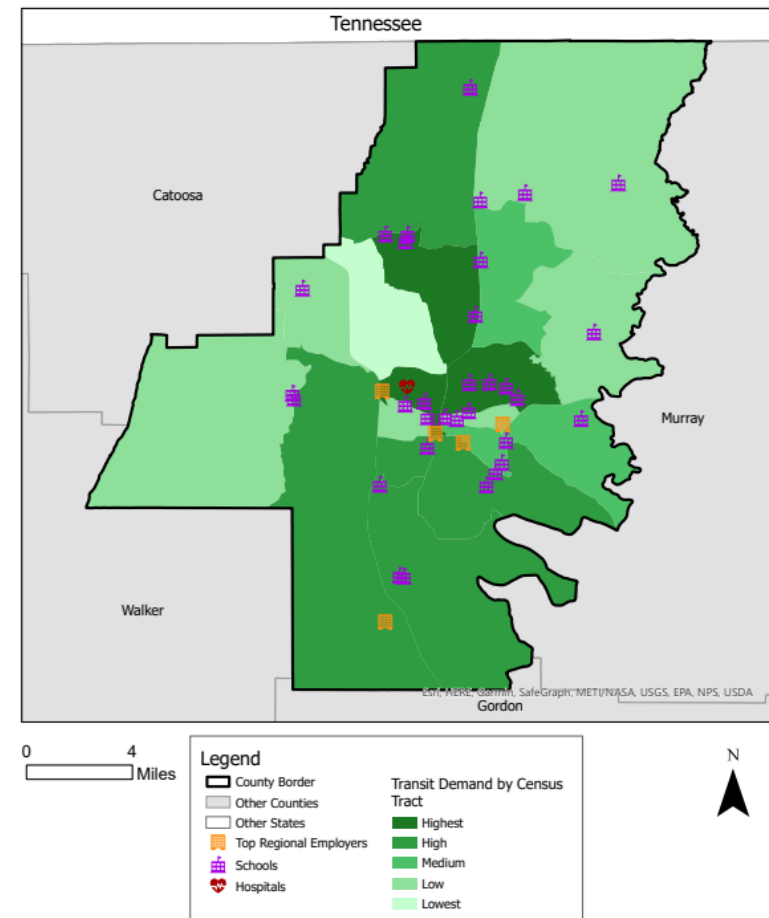
A TDP was not identified for Whitfield County. In 2012, the Greater Dalton MPO prepared the Multimodal Transit Feasibility Study to explore the feasibility of an urban fixed-route system in the City of Dalton. The preferred alternative recommended flexible-fixed route service within Dalton with a paratransit service for eligible persons within 2/4 miles of the routes and maintaining the countywide demand-response program.

The 2019 Whitfield County Joint Comprehensive Plan discusses transit needs and affirms transit-supportive land use planning as a policy goal, but does not estimate transit needs or identify specific transit recommendations.

Location of Potential Transit Service Needs

Figure 63 shows the location of transit need areas in Whitfield County. There are various levels of transit demand throughout Whitfield County. The highest levels of demand are within the central area of the county, where there are multiple schools, top regional employers, and hospitals. The areas north and south of this region have levels of high transit demand as there are schools scattered throughout the area. The areas to the east and west have lower levels of transit demand.

Figure 63: Transit Need Areas in Whitfield County



Questionnaire and Workshop-Identified Needs

Whitfield County Transit Service responded to the transit provider questionnaire. The provider indicated they track trip denials and offers subscription services for riders traveling to work, college, Human Service agencies, or dialysis appointments. They do not offer a bulk purchase program. They are not able to carry passengers to destinations outside their jurisdiction. They have pursued a regional or multi-county transit service. They provide transportation to Cross Plains Community Partnership, Highland Rivers Peer, Kaleidoscope, and the Northwest Georgia Regional Commission. Transport to these agencies are organized through the Department of Human Services. They currently use call-ahead notification for demand-response trips and are considering installing security cameras to transit vehicles and/or transit centers.

The long-range needs to maintain a state of good repair includes scheduling regular maintenance, baseline condition inspections, purchasing new vehicles, and increasing funding for vehicle maintenance. No service needs were identified.

Attracting and retaining qualified personnel and keeping up-to-date with required training for personnel were identified as a major administrative challenge while communicating service alerts or changes with the public were identified as another challenge. Some challenges regarding rider demand and satisfaction were also identified, including expanding into new markets, initiating / promoting employer transit benefit programs, informing customers of existing service, and delivering new projects. They did not identify challenges to secure funding.

To better meet rider needs, Whitfield County should expand technology offerings to make scheduling information, service information, and fare payment available via smartphone and website; investigate real-time information for pushing service alerts; and attract and retain qualified personnel.

Rural Transit Trip Demand

As shown in Table 63, based on 2019 population data, the forecasted transit demand in Whitfield County ranged from 20,454 to 83,970 annual trips. As a comparison, Whitfield County provided 34,258 annual trips in 2019, meeting 40.8% of the high demand.

Whitfield County is expected to increase in population by approximately 10.4% between 2019 and 2050.⁶⁶ This results in a projected future 2050 transit demand of 22,516 to 92,726 annual trips.

⁶⁶ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	34,258
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	83,970
Future Rural Trip Demand (2050)	92,726
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	20,454
Future Rural Trip Demand (2050)	22,516

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Wilcox County

Wilcox County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to decrease by 7.6% between 2019 and 2050, from 8,824 to 8,152 residents.

Wilcox County Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 5,622 annual trips. All counties bordering Wilcox have similar demand-response transit systems.

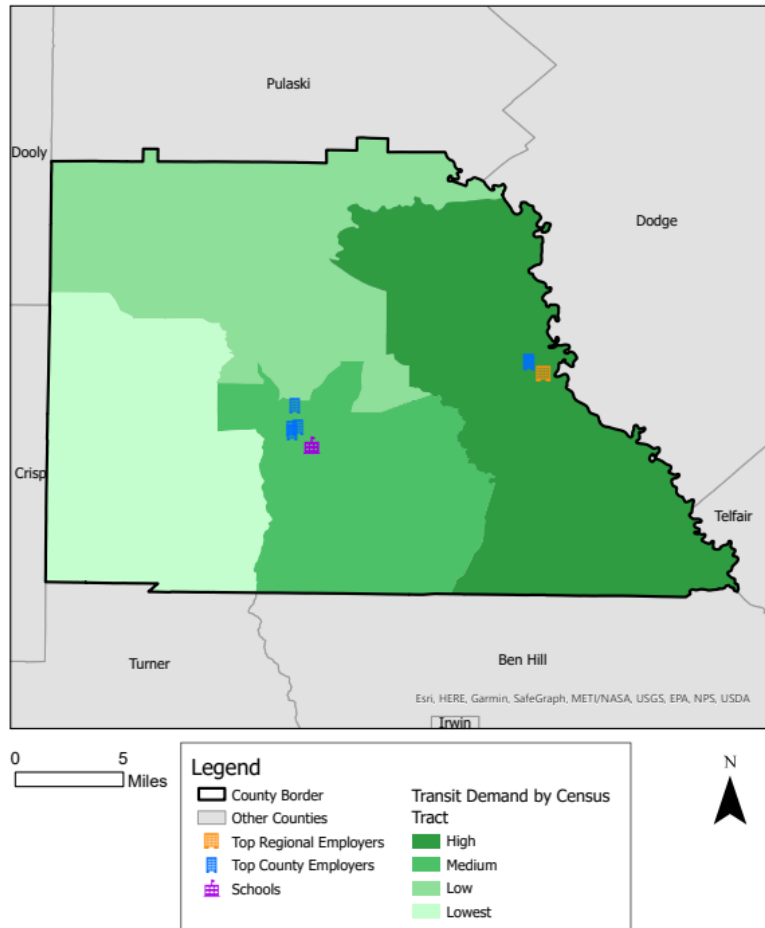
Planning Document Review

A TDP was not identified for Wilcox County. In 2018, the Heart of Georgia Altamaha Regional Commission published a Joint Comprehensive Plan for Wilcox County. Here, the recommendations included continuing to improve and develop the existing transit system.

Location of Potential Transit Service Needs

Figure 64 shows the location of transit needs in Wilcox County. The highest level of transit demand is in the eastern portion of Wilcox County. Within this area there is a top regional and top county employer. There are top county employers and a school located in the central portion of the county where there are medium levels of transit demand.

Figure 64: Transit Need Areas in Wilcox County



Rural Transit Trip Demand

As shown in Table 64, based on 2019 population data, the forecasted transit demand in Wilcox County ranged from 6,373 to 13,806 annual trips. As a comparison, Wilcox County Transit provided 5,622 annual trips in 2019, meeting 40.7% of the high demand.

Wilcox County is expected to decrease in population by approximately 7.6% between 2019 and 2050.⁶⁷ This results in a projected future 2050 transit demand of 5,021 to 12,755 annual trips.

Current Unlinked Passenger Trips Provided (2019)	5,622
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	13,806
Future Rural Trip Demand (2050)	12,755
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,373

Future Rural Trip Demand (2050)

5,021

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Wilkes County

Wilkes County is located in the Central Savannah River Area Region and is a predominately rural area. The county is anticipated to decrease by 11.3% between 2019 and 2050, from 9,844 to 8,732 residents.

Wilkes County Commission Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 13,446 annual trips. All neighboring counties have demand-response transit except Oglethorpe to the west, which does not currently provide public transit.

⁶⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

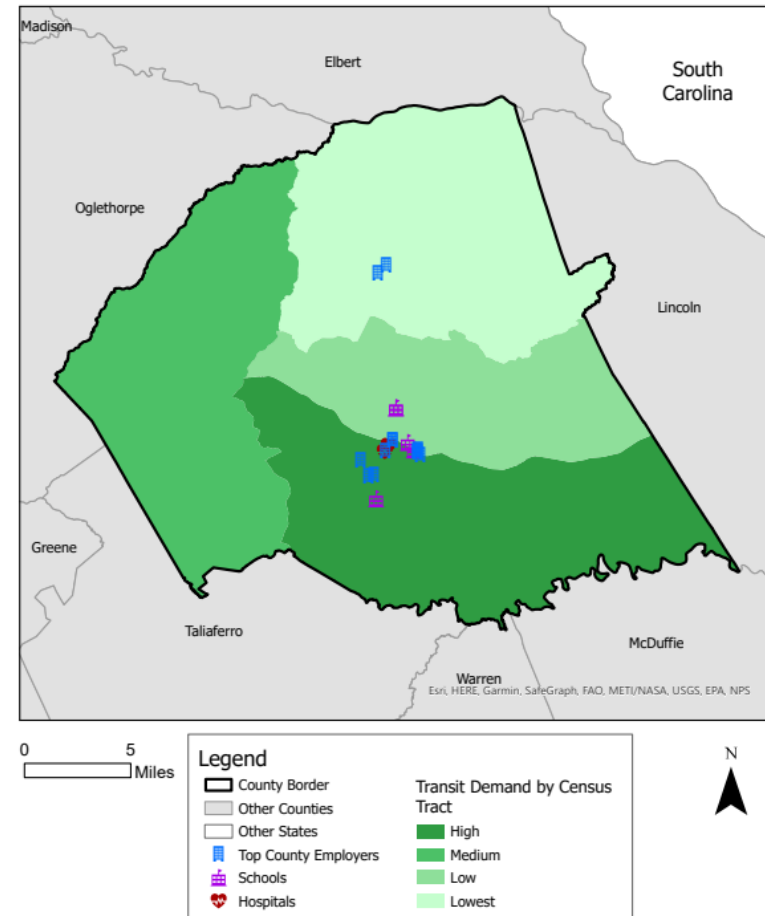
Planning Document Review

A TDP for Wilkes County was not identified. The Wilkes County Joint Comprehensive Plan discusses transit needs and identifies expanding transit service to provide more alternatives for workforce transportation under its Community Work Program. However, no cost estimates are identified for transit needs or improvements.

Location of Potential Transit Service Needs

Figure 65 shows the location of transit need areas in Wilkes County. The highest level of transit demand within Wilkes County is in the northern portion of the state. This area is home to schools, top county employers, and hospitals. The western portion of the state has medium levels of transit demand, but there are no transit generators within the area. Other portions of the county have lower levels of demand.

Figure 65: Transit Need Areas in Wilkes County



Questionnaire and Workshop-Identified Needs

Wilkes County Transit Service responded to the transit provider questionnaire but did not identify agency challenges or needs.

Rural Transit Trip Demand

As shown in Table 65, based on 2019 population data, the forecasted transit demand in Wilkes County ranged from 6,684 to 36,321 annual trips. As a comparison, Wilkes County Commission Transit provided 13,446 annual trips in 2019, meeting 37.0% of the high demand.

Wilkes County is expected to decrease in population by approximately 11.3% between 2019 and 2050.⁶⁸ This results in a projected future 2050 transit demand of 4,769 to 32,218 annual trips.

Current Unlinked Passenger Trips Provided (2019)	13,446
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	36,321
Future Rural Trip Demand (2050)	32,218

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,684
Future Rural Trip Demand (2050)	4,769

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Wilkinson County

Wilkinson County is located in the Middle Georgia Region and is a predominately rural area. The county is anticipated to decrease by 21% between 2019 and 2050, from 9,010 to 7,117 residents.

⁶⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

Wilkinson County Commission Transit provides rural, single-county, demand response transit service for the county. In 2019, this system provided 6,490 annual trips. Counties to the north and west of Wilkinson (Baldwin, Jones, and Twiggs) offer similar demand-response systems. The counties to the east and south (Washington, Johnson, and Laurens) do not currently provide public transit.

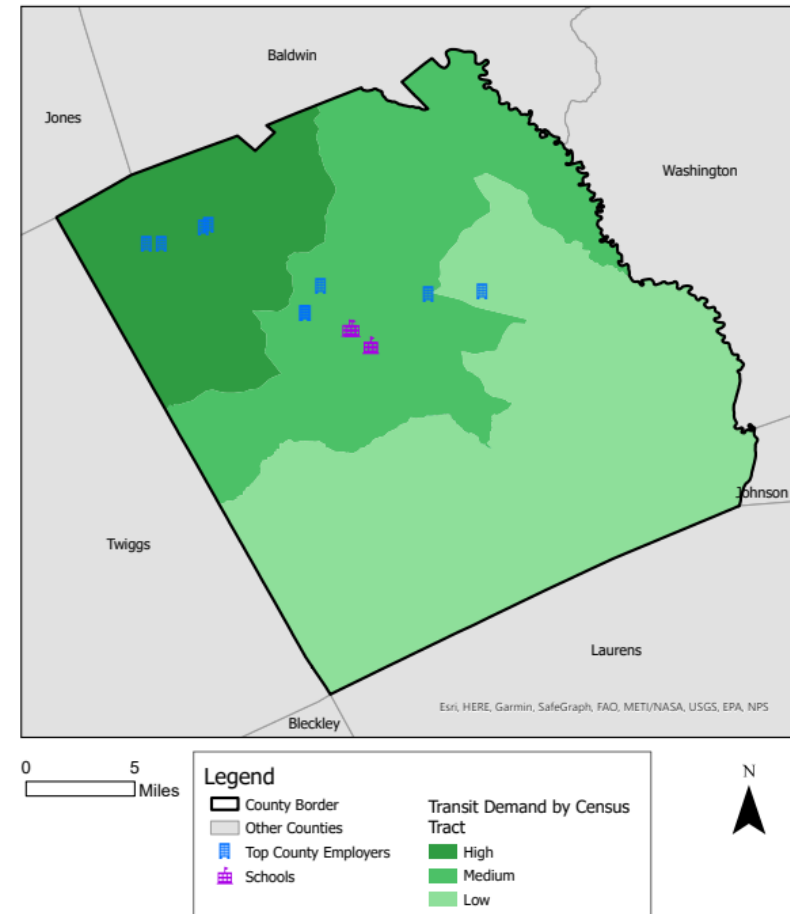
Planning Document Review

The Middle Georgia Regional Commission prepared the Wilkinson County TDP in 2019. Recommendations from the plan included expanding service and/or offering additional transportation options, expanding marketing and outreach, exploring partnering with employers, and collaborating with transit services in other counties.

Location of Potential Transit Service Needs

Figure 66 shows the location of transit need areas in Wilkinson County. The highest levels of transit demand within Wilkinson County are in the northwestern portion of the county. Within this area there are top county employers. The area of medium transit demand that is south of the high demand region is home to both schools and top county employers.

Figure 66: Transit Need Areas in Wilkinson County



Rural Transit Trip Demand

As shown in Table 66, based on 2019 population data, the forecasted transit demand in Wilkinson County ranged from 8,580 to 31,200 annual trips. As a comparison, Wilkinson County Commission Transit provided 6,490 annual trips in 2019, meeting 20.8% of the high demand.

Wilkinson County is expected to decrease in population by approximately 21% between 2019 and 2050.⁶⁹ This results in a projected future 2050 transit demand of 6,422 to 24,645 annual trips.

Current Unlinked Passenger Trips Provided (2019)	6,490
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	31,200
Future Rural Trip Demand (2050)	24,645

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	8,580
Future Rural Trip Demand (2050)	6,422

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

⁶⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

2. Needs by Provider (Rural and Urban Systems)

Augusta Richmond County Transit System

Augusta-Richmond County is a consolidated city-county government located in the Central Savannah Region on the border with South Carolina. The City of Augusta has an urban core surrounded by suburban areas, while the southern areas are more rural. The county's population of 201,852 is projected to grow by 5.1% to 212,155 between 2019 and 2050.

Augusta-Richmond County is bordered by Columbia, McDuffie, Warren, Jefferson, and Burke counties in the Central Savannah River Area. All counties operate rural demand-response transit service.

The Augusta Richmond County Transit System (ARTS) provides both rural and urban transit. The City of Augusta is served by a fixed-route bus system, while demand-response service is provided in the rural parts of the county. In 2019, rural demand-response transit services provided 28,422 trips, while urban fixed-route services provided 640,466 trips.

Planning Document Review

ARTS published a TDP in 2009. The TDP conducts a demographic analysis of transit-dependent populations in the service area, including people living below the poverty line, people under 18 years of age, people age 65 and older, and residents of households with zero vehicles. The density of these different populations are produced in a series of maps to identify areas of high potential demand. The service area analysis also includes an onboard survey of passenger satisfaction and a review of scheduled service to assess on-time performance.

The TDP identifies a series of revisions for existing fixed-route service to reduce route complexity, facilitate transfer opportunities, and improve frequency along high-volume corridors that service employment and retail destinations. The recommendations are proposed in a networked framework that account for adjustments and improvements along each of the other routes. Additionally, the TDP proposes new services, including express commuter services and cross-county services designed to improve service area coverage. Service improvements are proposed in a phased implementation framework: a one-year timeframe and a two- to five-year timeframe. Annual costs and operational statistics are identified for weekday and weekend service under each of the implementation years, ranging from \$0.7 million per year for Year 5 weekday enhancements to \$4.9 million per year for Year 3 weekday enhancements.

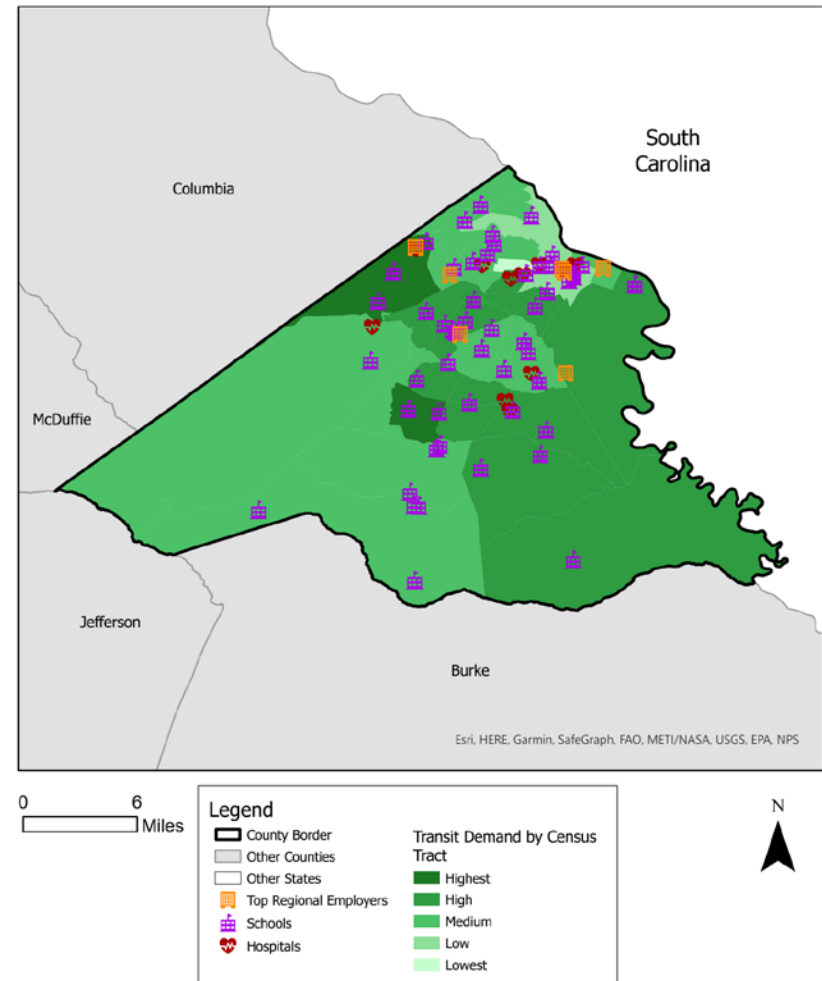
ARTS also published a Transportation Vision 2040 Long Range Transportation Plan under its role as the regional MPO. Transportation Vision 2040 uses a qualitative and quantitative Needs Assessment to identify areas of improvement for all transportation modes. The Needs Assessment includes public outreach activities, public transit surveys, traffic crash monitoring, and Travel Demand Modeling of ARTS services. Key findings for transit service provision determined that large expansions of fixed-route service were not justified at current densities, but some population and employment clusters could improve cost-effectiveness with transit-oriented development. TOD could be sufficient to justify Bus Rapid Transit (BRT) service if they generate high commuter transit demand. Improved frequency and extended service hours on evenings and weekends were identified as service improvements. Educational outreach and travel training programs were identified as marketing strategies for transit service.

Transportation Vision 2040 identifies \$92 million in financially unconstrained expenditures on transit over the 25 year period of the LRTP. In the financially constrained plan, \$18.8 million is identified for the FY2015-2018 timeframe, with the Richmond Rural Transit capital projects receiving \$92,000 in capital expenditures and \$221,000 in operating expenditures. This amount increase to \$270,000 and \$640,000 in capital and operating expenditures, respectively, for the FY2019-FY2029 program and \$301,000 and \$719,000 in capital and operating expenditures, respectively, for the FY2030-FY2040 program. Unfunded high-priority transit projects include park and ride facilities.

Location of Potential Transit Service Needs

Figure 67 shows the location of transit need areas in the Augusta-Richmond County Transit System service area. Transit needs are concentrated in northwestern Richmond County but are also high through much of southeastern Richmond County. There are a small number of schools and regional employers in these areas, but the majority of activity, including hospitals, are concentrated in the City of Augusta.

Figure 67: Transit Need Areas in the Augusta-Richmond County Transit System Service Area



Questionnaire and Workshop-Identified Needs

Community members from Augusta-Richmond County responded to the rider survey. Respondents indicate that they currently use human services transportation for dialysis appointments and call the transit service to request a trip. They indicate they are able to get to where they want to go using only the service that operates in Augusta-Richmond County, and they use transit because they do not drive due to age and health. They did not provide any information on their challenges for using rural transit and human services transportation.

Rider respondents selected improving access to employment and educational opportunities, improving mobility for people who cannot get around on their own, and providing access to healthcare services as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were ensuring transit is safe, reducing wait times for transit service, and making trip reservations and no-show policies more flexible. Their three highest priorities for RHST technologies were unified fare systems across transit agencies; on-vehicle safety and security systems; and real-time arrival information for transit vehicles via smartphone application, website, or text.

To better meet rider needs and improve transit service, Bartow County Transit must address the following challenges: use technology to make trip planning and arrival information more widely available; ensuring transit service at educational, employment, and healthcare facilities; and, improving planning and scheduling capacity to improve trip reservation systems and to improve transit reliability.

Rural Transit Trip Demand

As shown in Table 67, based on 2019 population data, the forecasted rural transit demand in Richmond County ranged from 15,913 to 73,706 annual trips. As a comparison, ARTS provided 45,766 trips in 2019, meeting 38.6% of the higher demand estimate.

Richmond County is expected to increase in population by approximately 5.1% between 2019 and 2050, but its population of residents ages 60 and older is projected to decline by 12.9% during this time.⁷⁰ These demographic shifts are projected to yield a slightly decline in rural transit demand and result in a projected future 2050 transit demand of 15,241 to 77,468 annual trips.

⁷⁰ Governor's Office of Planning and Budget Projections 2020-2050.

Table 41: Richmond County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	28,422
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	73,706
Future Rural Trip Demand (2050)	77,468
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,913
Future Rural Trip Demand (2050)	15,241

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Bartow County

Bartow County is located in the Northwest Georgia Regional Commission, northwest of the metropolitan Atlanta area. Bartow County is a suburban but rapidly urbanizing area served by the Cartersville-Bartow Metropolitan Planning Organization. Bartow is bordered by Floyd, Gordon, Polk, and Paulding counties in the Northwest Georgia region, as well as Cherokee and Cobb counties in the Atlanta Regional Commission area. Bartow County's population of 104,919 is projected to grow by 40.7% to 147,575 between 2019 and 2050.

Bartow County currently operates rural demand-response service and urban demand-response service. The system provided 45,766 annual trips in 2019.

Public transit is available in all counties neighboring Bartow.

Planning Document Review

A TDP was conducted for Bartow County in 2017. The TDP includes an analysis of the County's employment patterns and industry mix as well as a demographic analysis of transit-dependent populations, which the Plan refers to as "Transit Target Markets." These populations include minority populations, people below poverty, the elderly, persons without a high school diploma, residents of households without vehicles, and people with disabilities. Maps showing concentrations of these different demographics throughout the county are prepared.

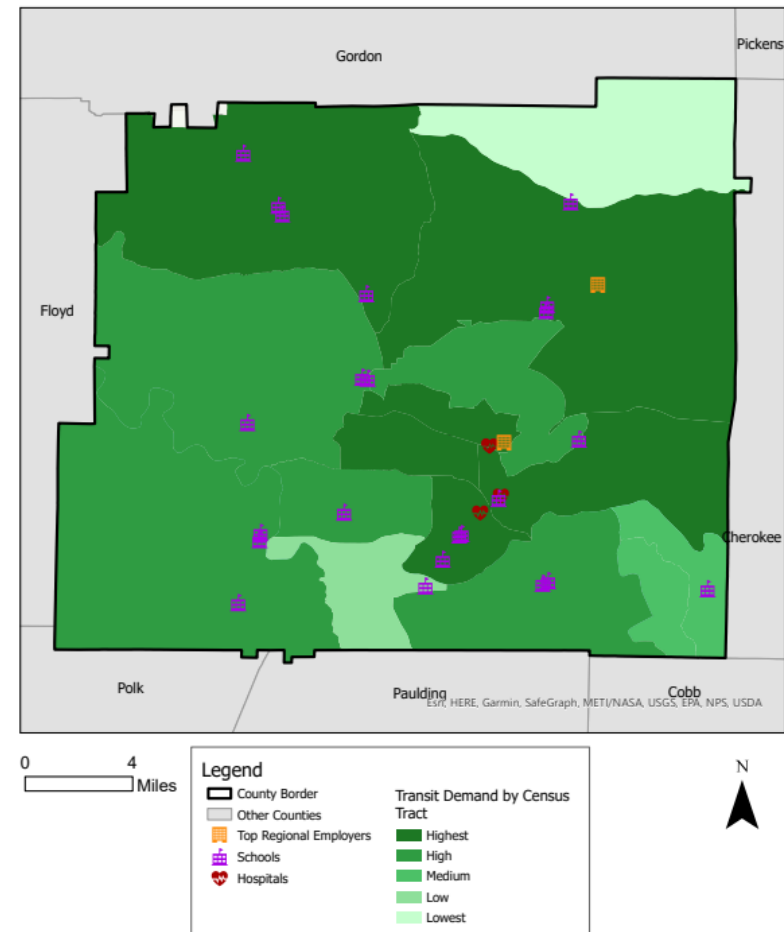
The TDP also analyses existing systems and identifies barriers to transit through stakeholder input. These barriers include limited service coverage throughout the County and limited hours of operation, a lack of multimodal infrastructure for first- and last-mile connections to transit, and the lack of awareness of transit among residents.

The TDP identifies a series of services improvements for local fixed-route service, commuter service, and paratransit service. Local fixed route service improvements include the establishment of new routes operating on a 60-minute frequency and new transfer centers to facilitate cross-county travel. Annual operating costs for the new service range from \$765,000 in Year 2 (the first year of service operations under the new fixed route service model) to \$887,000 in Year 7. Capital costs for the entire set of improvements is estimated at \$763,000. The TDP then discusses potential funding sources from local, state, and federal sources to fund these improvements.

Location of Potential Transit Service Needs

Figure 68 shows the location of transit need areas in Bartow County. There are various levels of transit demand within Bartow County, with the majority of the county being in the highest or high level of demand. In the central portion of the county there are schools, hospitals, and top regional employers. The central area and northern portions of the county have the highest levels of transit demand.

Figure 68: Transit Need Areas in Bartow County



Questionnaire and Workshop-Identified Needs

Bartow County Transit responded to the transit provider survey. The provider tracks trip denials and generates revenue from DHS contract services, but it does not offer bulk transit pass purchases or subscription service. The transit provider is not able to carry passengers to destinations outside its jurisdictional boundaries, and while it has not pursued multi-country transit service, it has pursued coordinated human services transportation service for fixed-route service provision.

Bartow County Transit currently uses a call-ahead notification system for demand-response trips and a Transit Asset Management software solution.

The provider identified regular maintenance schedules, baseline condition inspections, vehicle refurbishments, the purchase of new vehicles, and vehicle maintenance funding as long-range needs to maintain its transit assets in a State of Good Repair.

Administrative challenges include attracting and retaining qualified personnel and funding and reimbursement processes. Rider demand and satisfaction challenges include expanding into new markets, building public support for transit investment, and addressing the public perception of transit. Funding challenges were seen as minimal across all levels.

In open-ended responses, Bartow County Transit identified vehicle replacements, pre-trip inspections, and regular inspections as the top-three priorities, and indicated funding had been identified. Training was also identified as a need for drivers, including First Aid and CPR training. It is noted that COVID-19 disrupted the training schedule for drivers. Bartow County Transit also commended its County leadership, GDOT management, and DHS management for supporting transit services in Bartow County

Community members from Bartow County responded to the rider survey. Respondents indicate that they do not currently use rural transit or human services transportation. They are interested in using these services, but it is not available in their area. They indicate that challenges for using rural transit and human services transportation are that trips must be booked too far in advance; that the distance to the nearest transit service is too far; that transit service is not reliable enough for time-sensitive trips like healthcare appointments, work, or childcare; that transit does not go to where they want to go; and that transit does not operate when they want to travel. Respondents also indicate they do not meet the eligibility requirements for using transit in their community.

Rider respondents selected improving mobility for people who cannot get around on their own, and providing access to healthcare services as their two most important reasons for providing RHST. Their three highest priorities for RHST improvements were providing access to healthcare, connecting different parts of the community or region, and improving transit service reliability. Their three highest priorities for RHST technologies were real-time arrival information at transit stops; a unified fare system across transit systems; and real-time arrival information for transit vehicles via smartphone application, website, or text.

To better meet rider needs and improve transit service, Bartow County Transit must address the following challenges: use technology to make trip planning and arrival information more widely available; communicating with community partners and building coalitions to expand transit service; and, obtaining resources and expanding administrative capacity to improve transit asset management planning and implementation.

Rural Transit Trip Demand

As shown in Table 73, based on 2019 population data, the forecasted rural transit demand in Bartow County ranged from 26,160 to 64,670 annual trips. As a comparison, Bartow County Transit provided 45,766 trips in 2019, meeting 80.0% of the higher demand estimate.

Bartow County is expected to increase in population by approximately 40.7%% between 2019 and 2050.⁷¹ This results in a projected future 2050 transit demand of 39,857 to 90,681 annual trips.

⁷¹ Governor's Office of Planning and Budget Projections 2020-2050.

Table 42: Bartow County - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	45,766
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	64,470
Future Rural Trip Demand (2050)	90,681
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	26,160
Future Rural Trip Demand (2050)	39,857

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Cherokee County

Cherokee County is an urbanizing county in the Atlanta Region. It is part of the Atlanta MPO region and the 13-county Atlanta Transit Link (ATK) area. Southern Cherokee County is mostly suburban, while northern areas are more rural. The region's population is projected to increase by 33.9% from 247,515 in 2019 to 331,424 in 2050.

Cherokee County is bordered by Bartow, Gordon, and Pickens counties in the Northwest Georgia region; by Dawson County in the Georgia Mountains region; and, by Forsyth, Fulton, and Cobb counties in the Atlanta Regional Commission. Bartow operates both urban fixed-route and rural demand-response transit services; Gordon and Pickens counties operate rural demand-response services; and, Cobb, Forsyth, and Fulton counties operate urban fixed-route services.

Cherokee Area Transportation System (CATS) provides fixed-route bus transit in the City of Canton and rural demand-response transit throughout the county. In 2019, CATS provided 57,647 demand-response trips and 21,986 fixed-route trips.

Planning Document Review

A TDP for Cherokee County was not identified. The Cherokee County Comprehensive Transportation Plan, completed in 2016, discusses the transit needs for transit-dependent populations. However, the CTP does not analyze transit-dependent population demographics specifically, instead analyzing Environmental Justice (EJ) populations that consist of Black, Hispanic, Asian American, and American Indian or Alaskan Native individuals, as well as low-income individuals. The EJ population analysis includes maps that demonstrate the distribution of these populations throughout the county.

As part of the planning process, Cherokee County conducted a prioritization exercise with County residents. During this exercise, residents allocated 10.7% of County resources to transit projects and noted that lack of public transportation options that connect different parts of the region together is a barrier to employment for many County residents and that public transit is important to young people.

The CTP also references an adjunct CATS Sustainable Funding Plan identified service needs that included intra-County connectivity, regional transit connectivity into northern Cobb and Fulton counties, regional fare agreements with MARTA and ATL, additional local funding to support increased operations, and improved real-time arrival information and stop amenities.

The CTP's recommendations include a dedicated Transit Program that increases investments by 13% to support new flex routes, additional demand response vehicles, new bus shelters, real-time information services, and potential add-on projects that include cross-county transit with Cobb Connection and a voucher program. These projects are recommended for implementation between FY2016 and FY2018.

Cherokee County is currently updating its Comprehensive Transportation Plan, Cherokee Moves. As of February 2022, Cherokee County has produced an Existing Conditions Report and a Needs Assessment.

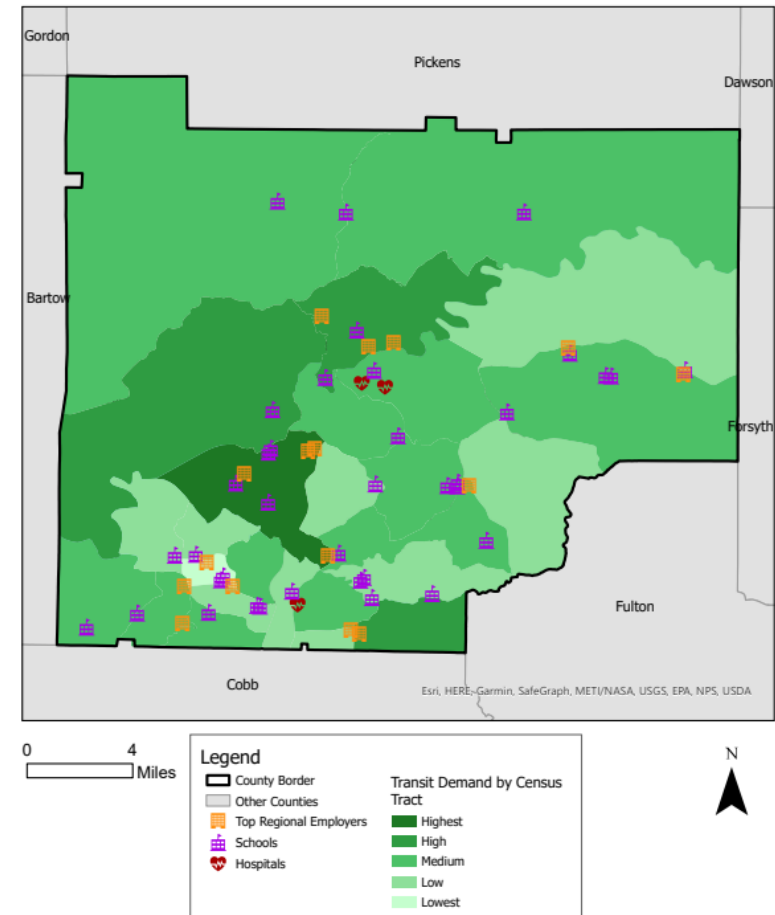
The Cherokee Moves Existing Conditions Report conducts an analysis of transit-reliant population, looking at the distribution of zero-car households, individuals with disabilities, low-income population, and senior population throughout the county. The Report also includes an overview of transit services and concludes that the county is well-served by local and regional transit services and will be able to improve and expand transit options in order to meet projected employment and population growth. As part of the mode split analysis, the Report finds that transit makes up 0.20% of all trips in Cherokee County.

The Cherokee Moves Needs Assessment report includes a high-level overview of transit service needs. The report notes that a detailed assessment of the needs will be conducted in a separate Transit Services Assessment report, which will include a fare policy analysis and a microtransit service assessment, to be released in 2022. The Needs Assessment report identifies fixed-route service gaps based on existing and projected densities for population and employment as well as concentrations of transit-reliant populations. Input from stakeholder outreach efforts also notes that local and regional transit services are not well-connected due to service span, route connectivity, route alignment, and stop location issues. Public input also noted a need for increased public education and marketing of transit services and a need to reduce the reservation timeline for demand-response services, which is currently one to two weeks.

Location of Potential Transit Service Needs

Figure 69 shows the location of transit need areas in Cherokee County. There are various levels of transit demand within Cherokee County. The area of highest demand is in the southwestern portion where there are multiple schools and top regional employers. The areas of high demand are located just north of the area with the highest demand and near the southern border. The rest of the county has demand levels ranging from medium to lowest, with multiple top regional employers, schools, and hospitals scattered throughout the county.

Figure 69: Transit Need Areas in Cherokee County



Questionnaire and Workshop-Identified Needs

Cherokee Area Transportation System responded to the transit provider questionnaire. CATS provides subscription service for dialysis appointments, seniors, medical transportation, and employer transportation. Among survey respondents, it is the only transit agency that generates revenues through advertisements. However, the transit provider is not able to carry riders to destinations outside its jurisdictional boundaries, and it has not pursued multi-county transit or coordinated human services transportation.

CATS uses a Transit Asset Management software program and operates hybrid, electric, or alternative-fuel vehicles. It has a call-ahead notification system for demand-response trips and is considered a smartphone or online platform to provide customers with real-time information as well as using GDOT's Let's Ride app.

Identified long-range needs to maintain a State of Good Repair for transit assets include hiring mechanics, maintaining regular maintenance schedules, conducting baseline condition inspections, and purchasing new vehicles and mechanical systems. Finding funding for vehicle maintenance is also an identified need. CATS does maintain a Transit Asset Management Plan (TAMP).

The agency's top-three priorities are completing a new building project, updating its CTP, and ordering three propane buses. CATS has identified funding to support these purchases. CATS recognizes adding vehicles and expanding service hours is a need, and the CTP is looking at these issues.

Administrative challenges include attracting and retaining qualified personnel, procurement processes, and implementing new technologies. Rider demand and satisfaction challenges include expanding into new markets, obtaining public support for transit investment, and providing more frequent or higher capacity service. Funding challenges include securing local and state operating funds.

To better meet rider needs, CATS must address the following challenges: identifying potential riders or transit needs in the community; building support among community partners that may benefit from enhanced mobility among riders; identifying and securing resources for vehicle maintenance and implementing the TAMP.

Rural Transit Trip Demand

As shown in Table 69, based on 2019 population data, the forecasted rural transit demand in Cherokee County ranged from 26,079 to 60,411 annual trips. As a comparison, Bartow County Transit provided 57,254 trips in 2019, meeting 94.8% of the higher demand estimate.

Cherokee County is expected to increase in population by approximately 33.9%% between 2019 and 2050.⁷² This results in a projected future 2050 transit demand of 39,270 to 80,891 annual trips.

⁷² Governor's Office of Planning and Budget Projections 2020-2050.

Table 43: Cherokee County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	57,254
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	60,411
Future Rural Trip Demand (2050)	80,891
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	26,079
Future Rural Trip Demand (2050)	39,270

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Hall County

Hall County is located in the Georgia Mountains Region. The county's population of 198,667 is projected to increase by 45.2% to 288,501 from 2019 to 2050.

Hall County is bordered by Dawson, Lumpkin, White, Habersham, and Banks counties in the Georgia Mountains region; by Jackson and Barrow counties in the Northeast Georgia region; and, by Forsyth and Gwinnett counties in the Atlanta Regional Commission. Dawson, Lumpkin, Banks, and Jackson counties currently operate rural demand-response systems; Forsyth and Gwinnett counties operate urban fixed-route transit systems; and, Barrow and White counties currently lack transit service.

Hall Area Transit operates the Gainesville Connection, an urban fixed-route bus system, as well as a county-wide rural demand-response transit service. In 2019, Hall Area Transit provided 10,294 demand-response trips and 145,948 fixed-route trips.

Planning Document Review

The Gainesville-Hall County MPO produced a Hall Area TDP update in March 2017. The TDP identifies transit dependent population concentrations for low-income populations, zero car households, persons with disabilities, and the elderly using 2014 ACS estimates.

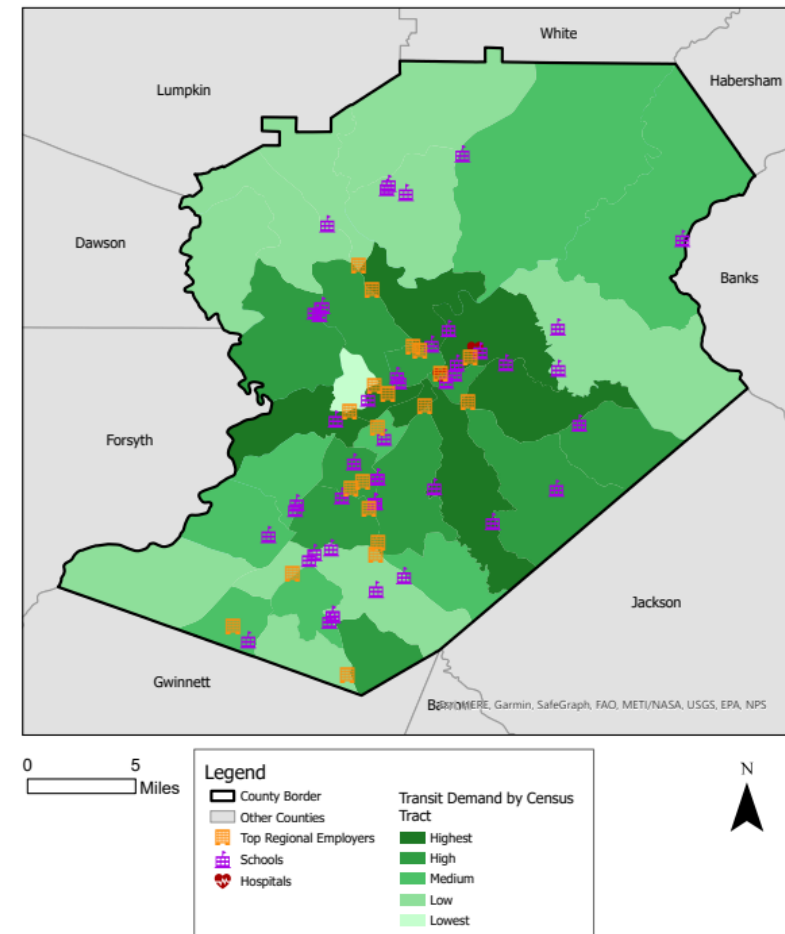
The TDP estimates operating and capital expenditures for its fixed-route services, Gainesville Connection, and its demand-response services, Hill County Dial-a-Ride, for FY2017 through FY2021. Total operating costs through this time period are estimated at \$1.9 million, while capital costs for this period are estimated at \$750,000.

The TDP also identifies recommended service options for fixed route, commuter, and demand-response services. Fixed route improvements focus on peak hour service enhancement, evening weekday service hour extension, new routes for expanded coverage, and weekend service. Commuter service options center on connections to Gwinnett County Transit, Xpress Service to Atlanta, and vanpool services. Demand-response services focus on improved coordination between fixed-route and demand-response service and on transferring coordinated transportation service administration to a third party provider.

Location of Potential Transit Service Needs

Figure 70 shows the location of transit need areas in Hall County. There are various levels of transit demand within Hall County. The highest levels of demand are within the central portion of the county. Within this area there are multiple top regional employers, schools, and hospitals. There are more top regional employers in the southern portion of the county with generally higher levels of demand compared to the northern portion of the county.

Figure 70: Transit Need Areas in Hall County



Questionnaire and Workshop-Identified Needs

Hall County Transit representatives did not respond to the transit provider survey.

Community members from Hall County responded to the rider survey. Respondents indicate that they do not currently use rural transit or human services transportation, and they are not interested in using these services even if they are available and convenient. They indicate that challenges for using rural transit and human services transportation are that trips take too long; that transit service is not reliable enough for time-sensitive trips like healthcare appointments, work, or childcare; and, that transit vehicles often arrive later than scheduled.

Rider respondents selected improving access to employment and educational opportunities; increasing the availability of multiple modes of transportation; and, improving mobility for people with mobility challenges as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were connecting different parts of their community or region; improving transit service reliability; and, integrating transit fares. Their three highest priorities for RHST technologies were real-time arrival information at transit stops; real-time arrival information for transit vehicles via smartphone application, website, or text; and, on-vehicle safety and security systems.

To better meet rider needs and improve transit service, Hall County Transit should address the following challenges: use technology to make trip planning and arrival information more widely available; and, improve planning and scheduling capacity to expand service coverage within the County, specifically connecting to employment centers, schools, and higher education or technical training facilities.

Rural Transit Trip Demand

As shown in Table 70, based on 2019 population data, the forecasted rural transit demand in Hall County ranged from 28,451 to 131,603 annual trips. As a comparison, Hall County Transit provided 10,294 in 2019, meeting 7.8% of the higher demand estimate.

Hall County is expected to increase in population by approximately 45.2% between 2019 and 2050.⁷³ This results in a projected future 2050 transit demand of 44,117 to 191,112 annual trips.

⁷³ Governor's Office of Planning and Budget Projections 2020-2050.

Table 44: Hall County - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	10,294
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	131,603
Future Rural Trip Demand (2050)	191,112
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	28,451
Future Rural Trip Demand (2050)	44,117

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Henry County

Henry County is located in the Atlanta Regional Commission and is part of the 13-county ATL district. The northern sections of the county are suburban, but the southern area is more rural. The county's population of 225,356 is projected to increase by 63.2% to 367,751 in 2050.

Henry County is bordered by Clayton, Rockdale, and DeKalb counties in the Atlanta Regional Commission; by Spalding and Butts counties in the Three Rivers region; and, by Newton County in the Northeast Georgia region. Clayton, DeKalb, and Rockdale counties operate urban fixed-route transit systems; Spalding and Butts counties operate rural demand-response transit services; and, Newton County currently lacks transit service.

Henry County Transit operates both rural demand-response transit, as well as paratransit and one fixed-route bus route in the City of Stockbridge. Henry County is also served by ATL Xpress Commuter bus routes.

Planning Document Review

Henry County updated its Comprehensive Transportation Plan in 2016. The CTP identified transit needs based on demographic transit propensity and land use and activity center connectivity. The demographic transit propensity analysis looked at the county-wide concentrations of elderly, minority, and low-income residents, residents of zero-vehicle households, and people with disabilities and produced maps showing the distributions of these populations. The land use and activity center connectivity analysis evaluated current and projected travel patterns to determine travel needs and identified needs for local, non-work trips, future regional connectivity, and alternative transportation options between areas with high concentrations of transit-dependent populations. The needs assessment also recommended the identification of alternative funding sources for operations, since Henry County is projected to urbanize and will lose some of its Section 5311 funding, and the need to expand pedestrian and ADA accommodations along future transit routes.

The CTP identifies one transit project for its Short Term Action Plan: a new ATL Xpress service to Hartfield-Jackson Airport, with a total project cost of \$1,000,000.

Henry County also developed a Transit Master Plan in 2022. The TMP sets a 30-year vision for countywide transit improvements with short-, mid-, and long-range recommendations. The TMP establishes transit project evaluation measures related to increasing transit accessibility and connectivity, reducing travel times and congestion, and providing multimodal transportation choices in a safe, equitable, and cost-effective manner.

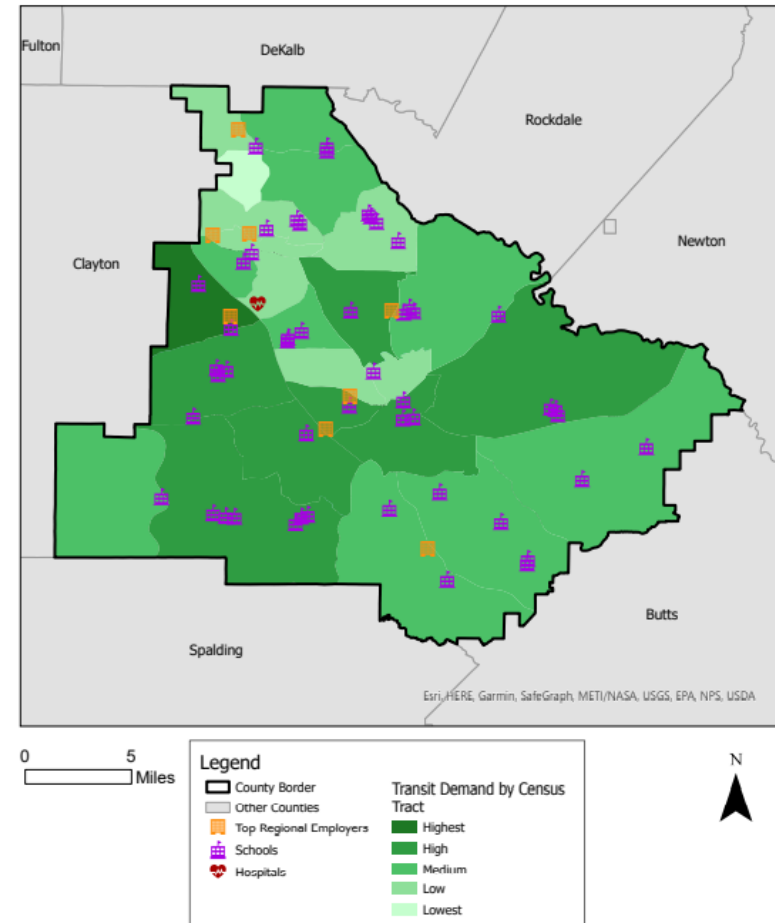
The TMP includes a needs assessment that updates the analysis of transit-reliant populations and the identification of trip generators from the CTP and identifies a need to expand transit services as the region urbanizes and experiences population growth. Public input into the needs assessment emphasized the need for improving access to jobs and education, providing congestion relief, and enhancing economic development. Emphasis was also placed on providing transportation options for individuals with special needs, maintaining countywide connectivity, and connecting to other transit services.

The TMP identified a series of short-, mid-, and long-term recommendations with accompanying financial strategies to support them. Short-term recommendations, which totaled \$1.8 million in capital costs and \$4.4 million in annual operating costs between 2022 and 2026, include fixed-route pilot programs, marketing campaigns, maintaining demand-response service, and a microtransit feasibility study. Mid-term recommendations, which totaled \$80 million in capital costs and \$5.4 million in annual operating costs between 2027 and 2036, include park-and-ride facilities, mobility hubs for fixed-route transfers, commuter bus service, and local fixed-route bus service. Long-term recommendations, which totaled \$116.2 million in capital costs and \$5.6 million in annual operating costs between 2037 and 2050, include mobility hubs, local fixed-route services, and regional connector services that may operate as Bus Rapid Transit or fixed-rail service. Financial strategies included dedicating 25% of TSPLOST renewals for transit for 2026 through 2023 and passing a public referendum for a 0.5% sales tax to support transit in 2037.

Location of Potential Transit Service Needs

Figure 71 shows the location of transit need areas in Henry County. There are various levels of transit demand within Henry County, with the highest level being in the western portion of the county. There are schools and a top regional employer within this area. In the southwestern portion of the county there are numerous schools and a few top regional employers within the high demand area. The southeastern portion of the county has lower demands, but there are multiple schools within the area.

Figure 71: Transit Need Areas in Henry County.



Questionnaire and Workshop-Identified Needs

Henry County Transit representatives did not respond to the transit provider survey.

Community members from Henry County responded to the rider survey. Respondents indicate that they do not currently use rural transit or human services transportation. They are interested in using these services, but it is not convenient for them. They indicate that challenges for using rural transit and human services transportation are that trips take too long; that transit service is not reliable enough for time-sensitive trips like healthcare appointments, work, or childcare; and, that transit vehicles often arrive later than scheduled.

Rider respondents selected improving mobility for people who cannot get around on their own, providing access to healthcare services, and increasing the availability of multiple modes of transportation as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were improving transit service reliability, providing access to jobs, and connecting neighboring cities or counties. Their three highest priorities for RHST technologies were real-time arrival information at transit stops; a unified fare system across transit systems; and real-time arrival information for transit vehicles via smartphone application, website, or text.

To better meet rider needs and improve transit service, Henry County Transit should address the following challenges: use technology to make trip planning and arrival information more widely available; and, improve planning and scheduling capacity to increase service reliability.

Rural Transit Trip Demand

As shown in Table 71, based on 2019 population data, the forecasted rural transit demand in Henry County ranged from 17,563 to 29,974 annual trips. As a comparison, Hall County Transit provided 70,650 in 2019, meeting 235.7% of the higher demand estimate. However, this trip demand exists in rural areas that are not well-served by existing transit services, suggesting that Henry County Transit ridership is predominantly concentrated in urban areas.

Henry County is expected to increase in population by approximately 63.2% between 2019 and 2050.⁷⁴ This results in a projected future 2050 transit demand 35,667 to 48,914 annual trips.

⁷⁴ Governor's Office of Planning and Budget Projections 2020-2050.

Table 45: Henry County - Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	10,294
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	131,603
Future Rural Trip Demand (2050)	191,112
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	28,451
Future Rural Trip Demand (2050)	44,117

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

3. Needs by County without Transit

Appling County

Appling County is in the Heart of Georgia Altamaha Region in a predominantly rural area. The county is projected to decrease in population by approximately 8.3% between 2019 and 2050.

Currently, there are no transit services provided in Appling County. Three of the adjacent counties – Jeff Davis, Toombs, and Tattnall – are also without transit. Bacon and Pierce Counties are served by Southern Georgia Regional Transit, while Wayne County operates its own transit service.

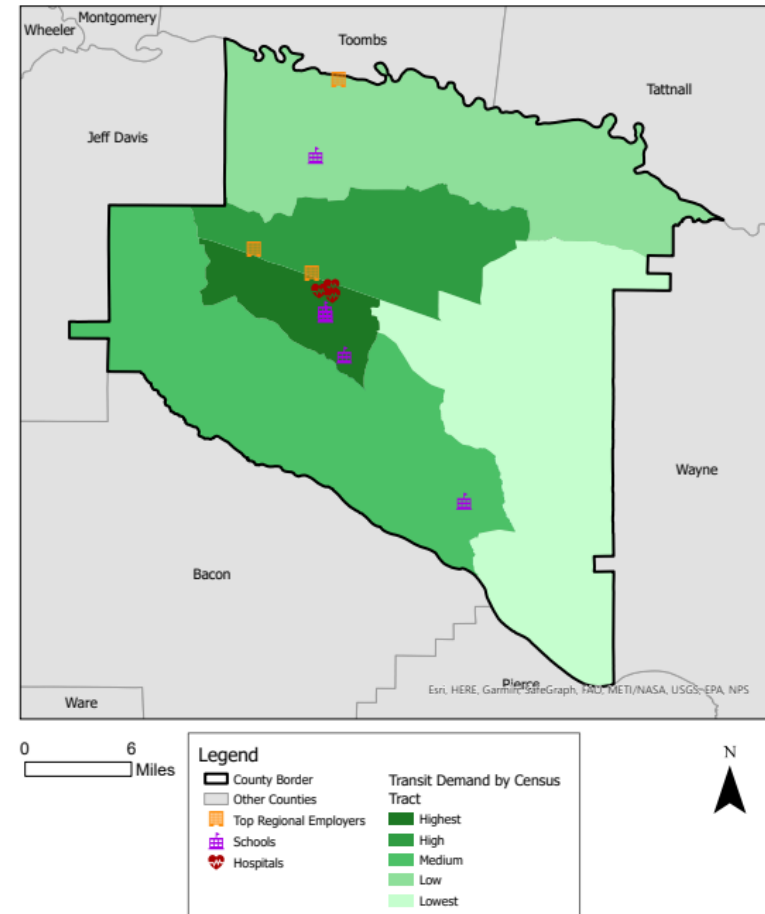
Planning Document Review

A TDP was not identified for Appling County. The 2017 Joint Comprehensive Plan for Appling County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 72 shows the location of transit need areas in Appling County. The highest levels of transit demand within Appling County are located within the central area of the county. Within this area there are top regional employers, hospitals, and schools. The demand for transit decrease further away from this central region.

Figure 72: Transit Need Areas in Appling County



Rural Transit Trip Demand

As shown in Table 72, based on 2019 population data, the forecasted transit demand in Appling County ranges from 11,531 to 47,350. While some human service transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Appling County's population is projected to decrease by approximately 8.3% between 2019 and 2050.⁷⁵ The anticipated decline is projected to result in a 2050 transit demand of 9,709 to 43,439 annual trips.

⁷⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 46: Appling County – Rural Transit Trip Demand Estimate

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	47,350
Future Rural Trip Demand (2050)	43,439
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,531
Future Rural Trip Demand (2050)	9,709

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Barrow County

Barrow County is located in the Northeast Georgia Regional Commission in a predominantly rural area, but it is also partially within the Atlanta MPO. The county is projected to grow by approximately 100.5% between 2019 and 2050.

Currently, there are no transit services provided in Barrow County. Adjacent counties include Oconee County, which also lacks transit service; Jackson and Walton counties, which receive service from Jackson County Transit and Social Circle Area Transit, respectively; and, Clarke County, which receives service from Athens-Clarke County Transit.

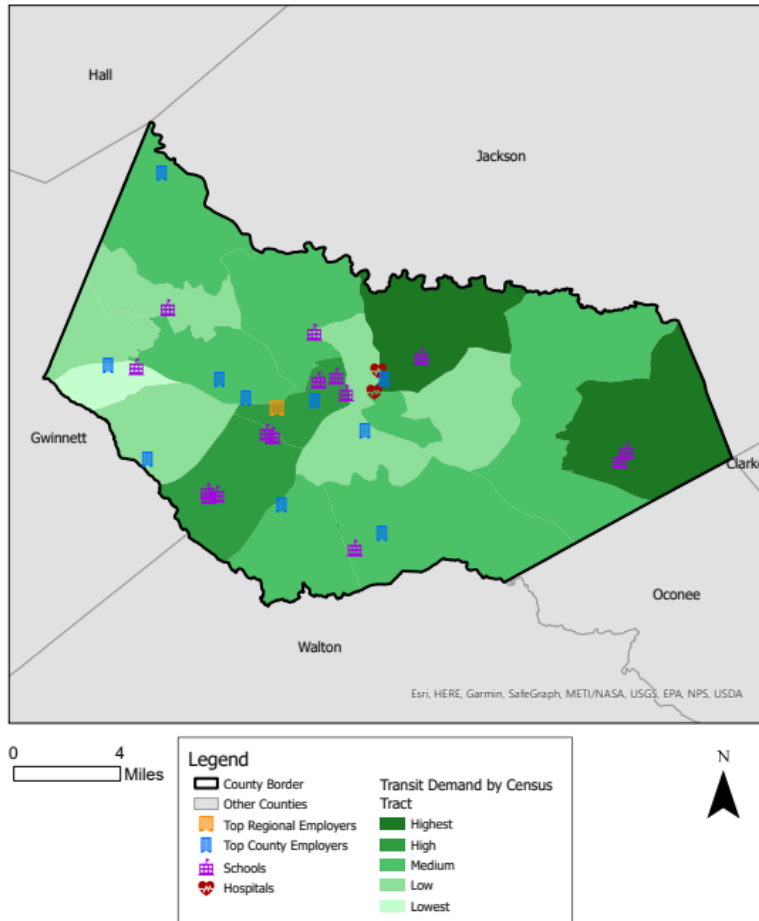
Planning Document Review

A TDP was not identified for Barrow County. The Barrow County Comprehensive Transportation Plan (2015) identified policy recommendations for RHST, including the establishment of a vanpool program and the expansion of HST services in Barrow County, concentrated in Winder. The Plan recommends coordinating with ARC's Regional Transit Committee as part ARC's Coordinated Human Services Transportation Plan.

Location of Potential Transit Service Needs

Figure 73 shows the location of transit need areas in Barrow County. There are various levels of transit demand within Barrow County with the highest being in in the northeastern and eastern portions of the county. Within these areas there are schools and hospitals. There are high levels of demand in the southwestern portion of the county where schools, top regional employers, and top county employers are located.

Figure 73: Transit Need Areas in Barrow County



Rural Transit Trip Demand

As shown in Table 73, based on 2019 population data, the forecasted transit demand in the rural portions of Barrow County ranges from 15,147 to 36,352 annual trips. While human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Barrow County is expected to grow by approximately 100.5% between 2019 and 2050.⁷⁶ The anticipated growth is projected to result in a 2050 transit demand of 34,472 to 72,872 trips.

⁷⁶ Governor's Office of Planning and Budget 2020-2050 projections.

Table 47: Barrow County – Rural Transit Trip Demand Estimate

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	36,352
Future Rural Trip Demand (2050)	72,872
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,147
Future Rural Trip Demand (2050)	34,472

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Candler County

Candler County is in the Heart of Georgia Altamaha Region in a predominantly rural area. The county is projected to grow in population by approximately 4.3% between 2019 and 2050.

Currently, there are no transit services provided in Candler County. Three of the adjacent counties – Emanuel, Tattnall, and Evans – are also in the Heart of Georgia Altamaha Region and are without transit services. Bulloch County, which borders Candler County to the east, is part of the multi-county Coastal Region Commission transit system.

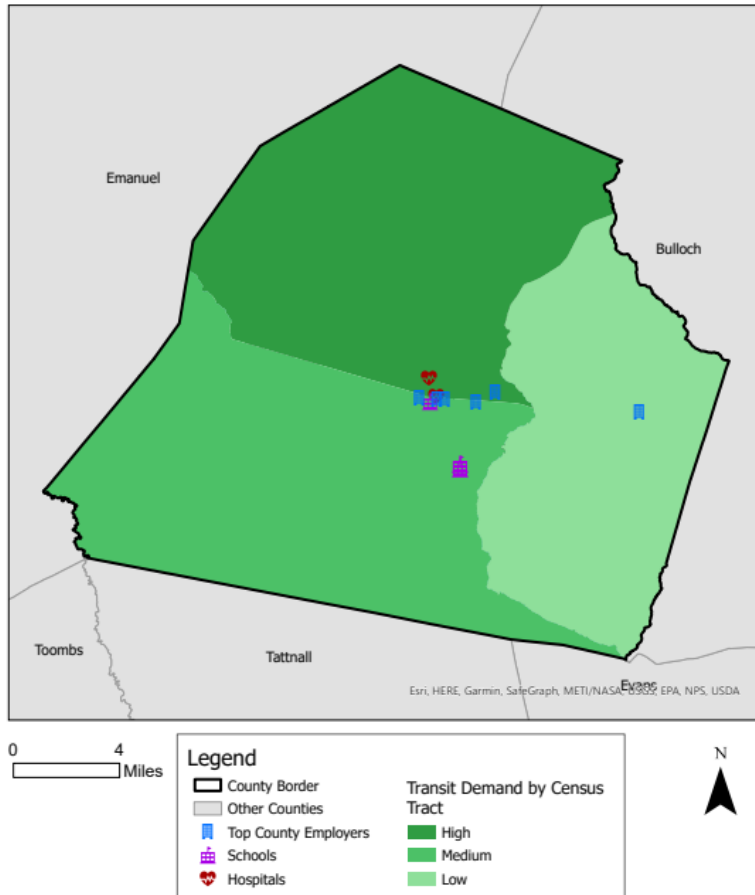
Planning Document Review

A TDP was not identified for Candler County. The 2017 Joint Comprehensive Plan for Candler County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies transit as a potential community need but does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 74 shows the location of transit need areas in Candler County. The highest demand for transit in Candler County is in the northern portion of the county. Along the border of the high demand area in the north and the medium demand area in the south there are top county employers, schools, and a hospital. The eastern portion of the county has the lowest level of transit demand and there is a top county employer in the area.

Figure 74: Transit Need Areas in Candler County



Rural Transit Trip Demand

As shown in Table 74, based on 2019 population data, the forecasted transit demand in Candler County ranges from 6,408 to 39,553 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Candler County is expected to grow by approximately 3.6% between 2019 and 2050.⁷⁷ The anticipated growth is projected to result in a 2050 transit demand of 6,513 to 41,257 annual trips.

⁷⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 48: Candler County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	39,553
Future Rural Trip Demand (2050)	41,257
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,408
Future Rural Trip Demand (2050)	6,513

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Chattahoochee County

Chattahoochee County is in the River Valley Region. While the county is predominantly rural, it is included within the Columbus Metropolitan Planning Organization (MPO). The county is projected to grow by 3.8% between 2019 and 2050.

Currently, no transit services are provided in Chattahoochee County. Two adjacent counties – Marion and Webster counties – also lack transit service. Muscogee County receives transit from METRA Transit, which serves the consolidated city-county of Columbus-Muscogee County. Stewart County, which borders Chattahoochee County to the south, is served by the Lower Chattahoochee Regional Transit Authority. Talbot County, which touches the northern edge of Chattahoochee County, is served by Talbot County Transit.

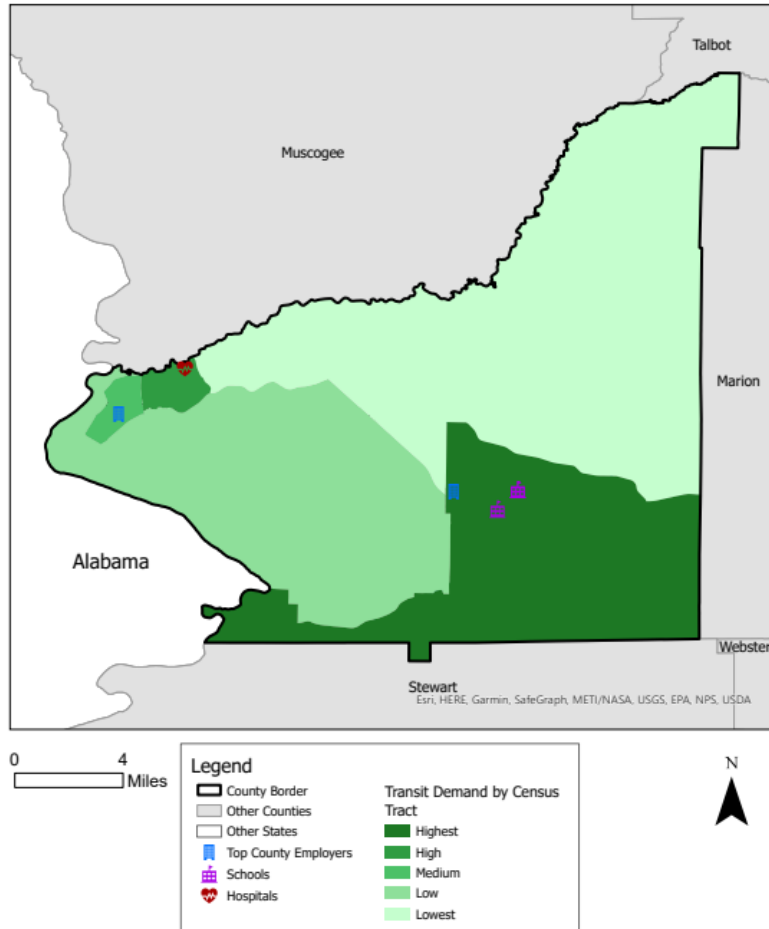
Planning Document Review

A TDP for Chattahoochee County was not identified. The Cusseta-Chattahoochee County Comprehensive Plan, which was updated in 2020, discusses the limited availability of alternative transportation services within the County. The Plan indicates that the County is considering participating in the Lower Chattahoochee Regional Transit Authority (LCRTA). The Community Work Program identifies meeting with the LCRTA to discuss the establishment of a pick-up and drop-off point in Chattahoochee County.

Location of Potential Transit Service Needs

Figure 75 shows the location of transit need in areas in Chattahoochee County. The highest level of transit demand within Chattahoochee County is within the southeastern portion of the county. There are schools and a top county employer within this area. On the western border of the county there is a hospital and top county employer, but there is less demand.

Figure 75: Transit Need Areas in Chattahoochee County



Rural Transit Trip Demand

As shown in Table 75, based on 2019 population data, the forecasted transit demand in Chattahoochee County ranges from 952 to 8,944 annual trips. While some human services transportation is provided, the county currently has no public transit provider to meet this trip demand.

Chattahoochee County is expected to grow by approximately 3.8% between 2019 and 2050. Despite overall population growth, the number of persons 60 years of age or older is projected to decline by 34.3% during this time period.⁷⁸ The anticipated decline in the older population demographics is projected to result in a lower transit demand for 2050 of 816 to 9,285 trips.

⁷⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 49: Chattahoochee County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	8,944
Future Rural Trip Demand (2050)	9,285
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	952
Future Rural Trip Demand (2050)	816

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Clinch County

Clinch County is in the Southern Georgia Regional Commission. The county is in a predominantly rural area and is the southernmost county in Georgia. The county is projected to decline by 13.4% between 2019 and 2050.

Currently, there are no transit services provided in Clinch County. Echols and Lanier counties, which are adjacent to Clinch County, also lack transit service. Ware and Atkinson counties are served by the Southern Georgia Regional Transit agency.

Planning Document Review

Although Clinch County does not currently have transit service, the Southern Georgia Regional Commission (SGRC) assisted the county with the preparation of a TDP in 2018 to estimate demand for transit service and review options for service. The TDP uses the TCRP Report 161 methodology to quantify potential transit needs, which are estimated at 89,200 annual one-way trips for general rural public transit under the Mobility Gap methodology and 10,200 under the Non-Program Demand methodology.

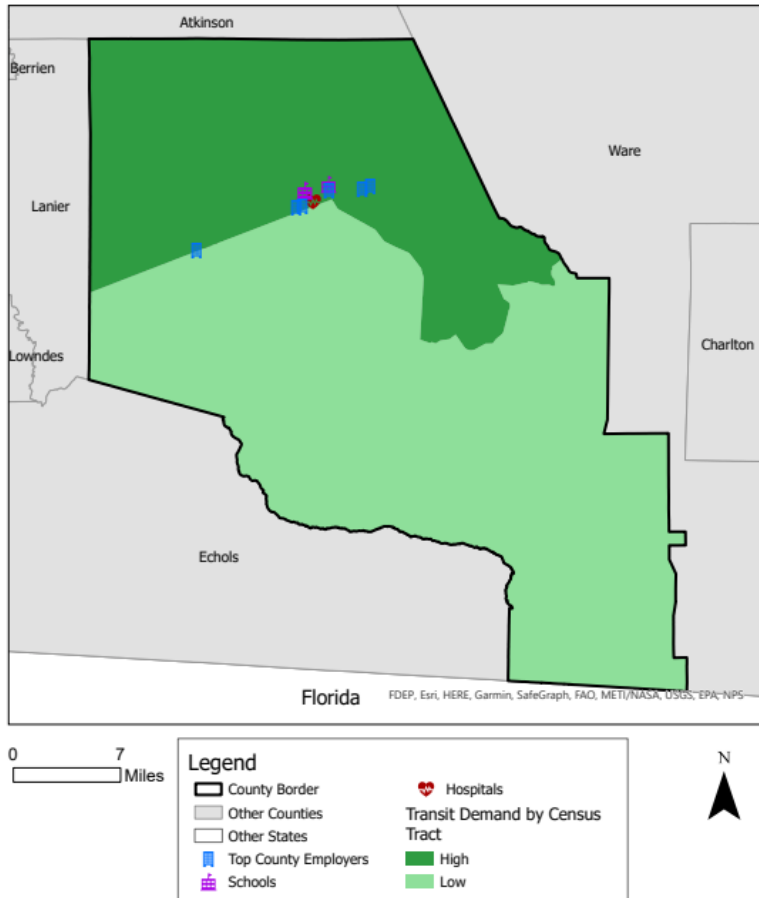
The plan considers multiple options for service, including individual county service managed by the county, individual county service managed by a third-party transit operator, and joining a regional transit system or sub-regional system. The plan concludes that two vehicles may be sufficient to operate transit service at the estimated level of demand. Estimated capital costs for recommended service are equal to \$90,600, while the total operating budget is \$166,550.

The SGRC TDP covers the entire region and is discussed in Section 4.10 of the main Needs Assessment report.

Location of Potential Transit Service Needs

Figure 76 shows the location of transit need areas in Clinch County. The highest levels of transit demand in Clinch County is within the northern portion of the county. Within this are there are schools, hospitals, and top county employers. The southern portion of the county has less transit demand.

Figure 76: Transit Need Areas in Clinch County



Rural Transit Trip Demand

As shown in Table 76, based on 2019 population data, the forecasted transit demand in Clinch County ranges from 3,799 to 18,158. While some human services transportation is provided, this county currently does not have a public transit provider to meet this demand.

Clinch County is expected to decline in population by approximately 13.4% between 2019 and 2050.⁷⁹ This population decline is projected to result in a 2050 transit demand of 2,744 to 18,158 trips.

⁷⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 50: Clinch County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	20,964
Future Rural Trip Demand (2050)	18,158
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	3,799
Future Rural Trip Demand (2050)	2,744

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Echols County

Echols County is in the Southern Georgia Regional Commission in a predominantly rural area and forms part of the southern border of the state. Echols is the least populous county in the region, but it is projected to grow by 6.0% between 2019 and 2050.

Currently, Echols County does not have transit service. Echols County is bordered by Clinch and Lanier counties, neither of which have transit services. The county is also bordered by Lowndes County, which receives transit through the Southern Georgia Regional Transit service.

Planning Document Review

Although Echols County does not currently have transit service, the Southern Georgia Regional Commission (SGRC) assisted the county with the preparation of a TDP in 2018 to estimate demand for transit service and review options for service. The TDP uses the TCRP Report 161 methodology to quantify potential transit needs, which are estimated at 11,900 annual one-way trips for general rural public transit under the Mobility Gap methodology and 5,200 under the Non-Program Demand methodology.

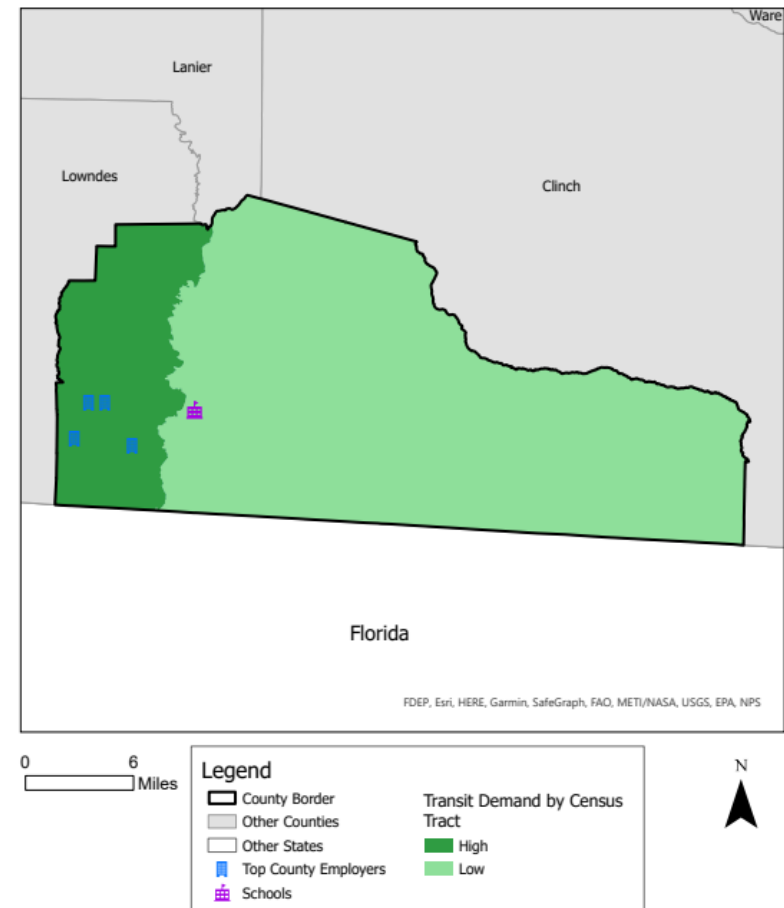
The plan considers multiple options for service, including individual county service managed by the county, individual county service managed by a third-party transit operator, and joining a regional transit system or sub-regional system. The plan concludes that two vehicles may be sufficient to operate transit service at the estimated level of demand. Estimated capital costs for recommended service are equal to \$90,600, while the total operating budget is \$166,550.

The SGRC TDP covers the entire region and is discussed in Section 4.10 of the main Needs Assessment report.

Location of Potential Transit Service Needs

Figure 77 shows the location of transit need areas in Echols County. The highest level of transit demand within Echols County is within the western portion of the county. This area has four top county employers located within it. There is a school located close to the border of the high and low areas, but it lies within the area of low transit demand.

Figure 77: Transit Need Areas in Echols County



Rural Transit Trip Demand

As shown in Table 77, based on 2019 population data, the forecasted transit demand in Echols County ranges from 2,872 to 4,446. While some human services transportation is provided, this county currently does not have a public transit provider to meet this demand.

Although Echols County is expected to grow by 6.0% between 2019 and 2050, its population of persons age 60 and older is projected to decline by 17.6% during this time period.⁸⁰ This population decline is projected to result in a 2050 transit demand of 2,572 to 4,713 trips.

⁸⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 51: Echols County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	4,446
Future Rural Trip Demand (2050)	4,713
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	2,872
Future Rural Trip Demand (2050)	2,572

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Emanuel County

Emanuel County is in the Heart of Georgia – Altamaha Regional Commission in a predominantly rural area. The county is projected to grow in population by approximately 8.7% between 2019 and 2050.

Currently, there are no transit services provided in Emanuel County. Four counties adjacent to Emanuel County – Johnson, Treutlen, Toombs, and Candler – are also in the Heart of Georgia – Altamaha Region and are without transit services. Jefferson, Burke, and Jenkins counties are adjacent counties in the Central Savannah River Regional Commission, and each of these counties currently operate their own rural transit services.

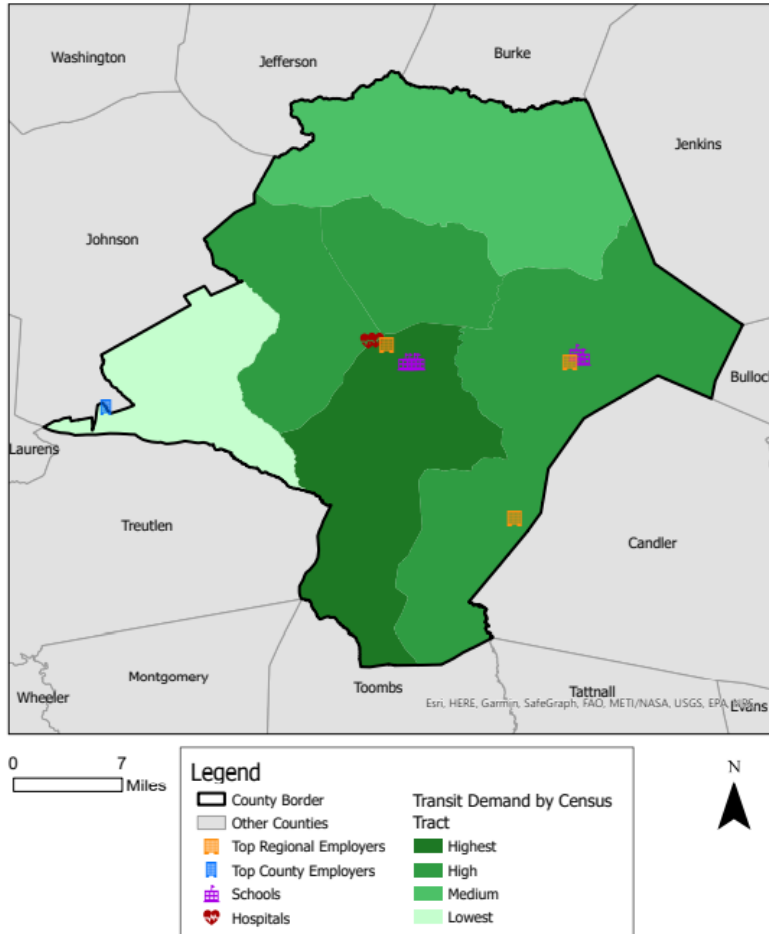
Planning Document Review

A TDP was not identified for Emanuel County. The 2017 Joint Comprehensive Plan for Evans County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies a lack of public transit as a weakness but does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 78 shows the location of transit need areas in Emanuel County. The highest levels of transit demand within Emanuel County are within the central and southern portions of the county. Within these areas there are hospitals, schools, and top regional employers. These areas have highest and high levels of demand. There is a top county employer located on the western portion of the county, but this area has the lowest levels of transit demand.

Figure 78: Transit Need Areas in Emanuel County



Rural Transit Trip Demand

As shown in Table 78, based on 2019 population data, the forecasted transit demand in Emanuel County ranges from 13,216 to 81,832 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Emanuel County is expected to grow by approximately 8.7% between 2019 and 2050.⁸¹ The anticipated growth is projected to result in a 2050 transit demand of 16,090 to 88,961 annual trips.

⁸¹ Governor's Office of Planning and Budget 2020-2050 Projections.

Table 52: Emanuel County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	81,832
Future Rural Trip Demand (2050)	88,961
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	13,216
Future Rural Trip Demand (2050)	16,090

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Evans County

Evans County is located in the Heart of Georgia – Altamaha Regional Commission in a predominantly rural area. The population is projected to increase by 3.8% between 2019 and 2050.

Currently, there are no transit services provided in Evans County. Evans County is bordered by Tattnall and Candler County in the Heart of Georgia – Altamaha region, neither of which receive transit service. Additionally, the county is bordered by Bulloch, Liberty, and Bryan Counties in the Coastal Georgia Region, all of which receive transit service through the Coastal Regional Coaches rural transit system.

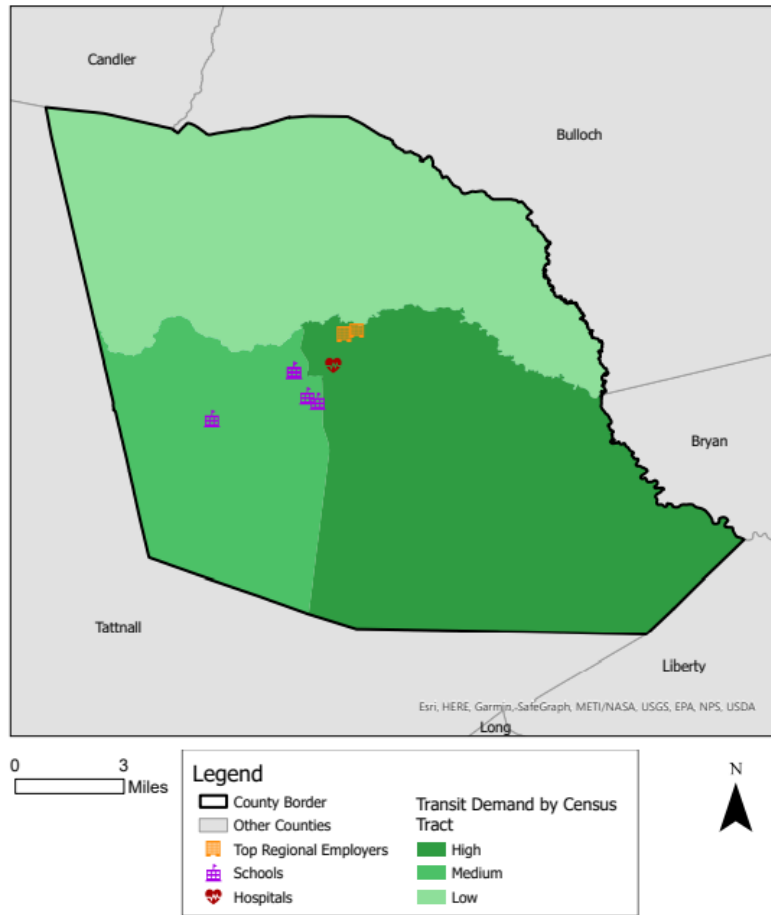
Planning Document Review

A TDP for Evans County was not identified. The 2019 Joint Comprehensive Plan for Evans County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies transit as a potential community need but does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 79 shows the location of transit need areas in Evans County. The highest levels of transit demand in Evans County are located within southeastern portion of the county. There are top regional employers and hospitals within this area. In the southwestern portion of the county there are multiple schools, but this area has medium level of demand. The northern portion of the county does not have any transit generators and sees the lowest level of demand.

Figure 79: Transit Need Areas in Evans County



Rural Transit Trip Demand

As shown in Table 79, based on 2019 population, the forecasted transit demand in Evans County ranges from 5,386 to 14,580. While some human services transportation is provided, this county currently does not have a public transit provider to meet this demand.

Although Evans County is expected to grow by 3.8% between 2019 and 2050, its population of persons age 60 and older is projected to decline by 10.2% during this time period.⁸² This population decline is projected to result in a 2050 transit demand of 5,126 to 15,135 trips.

⁸² Governor's Office of Planning and Budget 2020-2050 Projections.

Table 53: Evans County – Rural Transit Trip Demand

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	14,580
Future Rural Trip Demand (2050)	15,135
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	5,386
Future Rural Trip Demand (2050)	5,126

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Fayette County

Fayette County is located in the Atlanta Region in a predominately suburban area, with southern areas of the county having a more rural character. The county's population of 112,549 is projected to increase by 45.2% from 2019 to 2050.

Fayette County is not currently served by public transit. The neighboring Coweta, Spalding, and Henry Counties offer demand-response service, and Henry, Clay and Fulton counties all offer fixed-route bus service. MARTA heavy rail is available in Fulton County. ATL Xpress commuter bus service does not run to Fayette County, but residents can access commuter buses from several stops in neighboring counties.

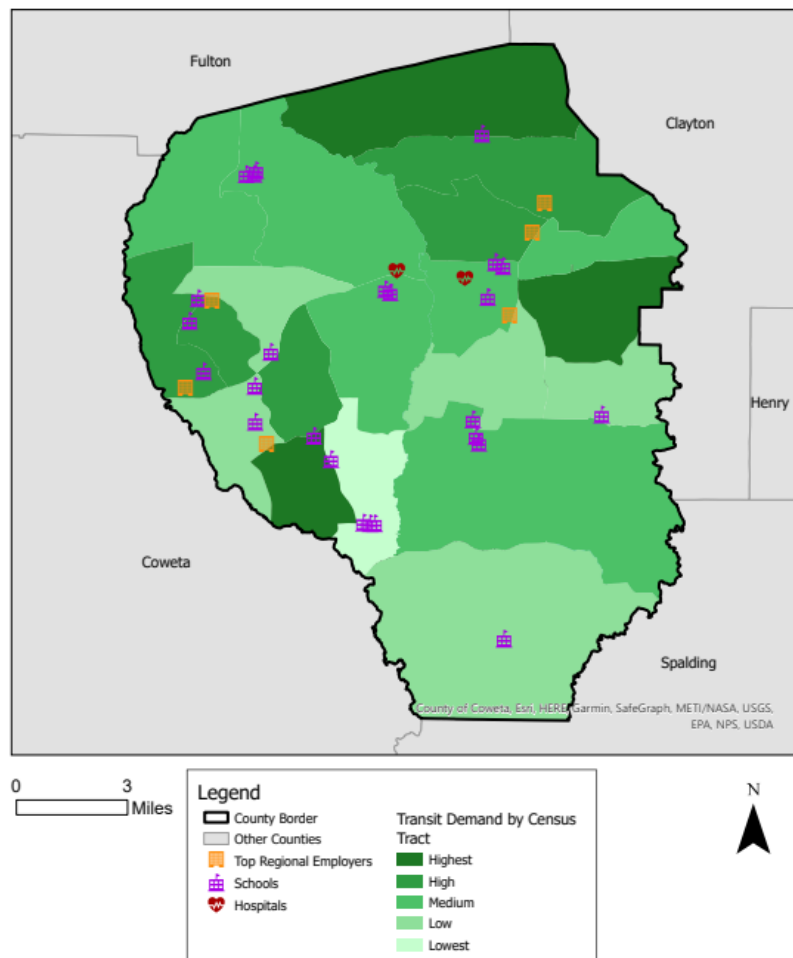
Planning Document Review

A TDP for Fayette County was not identified. The Fayette County Comprehensive Plan (2017) recognizes that the county currently lacks its own transit services and the need to better coordinate transportation and land uses, but it does not identify specific transit needs.

Location of Potential Transit Service Needs

Figure 80 shows the location of transit need areas in Fayette County. There are various levels of demand within Fayette County, with areas of highest demand within the north, east, and western portions of the county. Within two of these areas of highest demand there are schools and top regional employer, however one of the areas does not have any transit generators within it but near it. Areas of high demand are located on the east and west side of the county where there are multiple top regional employers and schools. Within the central portion of the county there are hospitals, schools, and top regional employers but this area has medium level of demand.

Figure 80: Transit Need Areas in Fayette County



Community members from Fayette County responded to the rider survey. Respondents indicate that they do not currently use rural transit or human services transportation. They are interested in using these services, but need to learn more about options in their community. Rider respondents selected improving mobility for people who cannot get around on their own, reduce social isolation for people in rural areas, and provide access to employment and educational opportunities as their three most important reasons for providing RHST. Their three highest priorities for RHST improvements were providing access to jobs, healthcare, and schools. Their three highest priorities for RHST technologies were converting transit vehicles to electric or lower-emission vehicles, on-vehicle safety and security systems, and using a smartphone application or website to purchase a transit pass.

To better meet rider needs, Fayette County should explore transit needs in their community and consider taking this on themselves or coordinate with services in nearby counties.

Rural Transit Trip Demand

As shown in Table 80, based on 2019 population data, the forecasted transit demand in the rural portions of Fayette County ranges from 15,572 to 28,002 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Questionnaire and Workshop-Identified Needs

Fayette County Transit representatives did not respond to the transit provider survey.

Fayette County is expected to grow by 45.2% between 2019 and 2050.⁸³ The anticipated growth is projected to result in a 2050 transit demand of 22,245 to 40,667 trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	28,002
Future Rural Trip Demand (2050)	40,667
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,572

Future Rural Trip Demand (2050)	22,245
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Franklin County

Franklin County is in the Georgia Mountains Region in a predominantly rural area. The county is projected to grow in population by approximately 38.0% between 2019 and 2050.

Currently, there are no transit services provided in Franklin County. Two of the adjacent counties – Stephens County and Madison County – also do not have transit. Banks and Hart Counties are also in the Georgia Mountains region and operate their own rural transit services.

⁸³ Governor's Office of Planning and Budget 2020-2050 Projections.

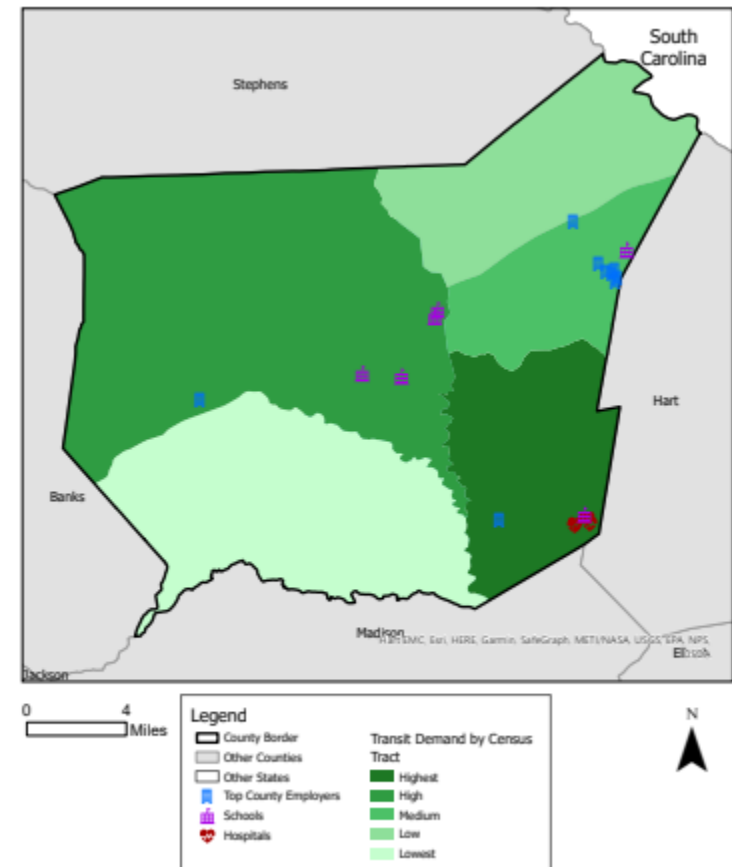
Planning Document Review

A TDP was not identified for Franklin County. The 2019 Franklin County Comprehensive Plan references a Rural Transit Assessment under development in 2019, but this document is not available online as of February 2022. A review and update of the rural transit study, to be conducted as necessary, is identified in the Short-Term Work Program for Franklin County at an estimated cost of \$1,000 for the County.

Location of Potential Transit Service Needs

Figure 81 shows the location of transit need areas in Franklin County. The area of highest transit demand in Franklin County is in the southeastern portion of the county. In this area there are hospitals, schools, and a top county employer. In the northwestern portion of the county there is high demand for transit and there are schools and top county employers. In the northeastern and southwestern portion of the county there are lower levels of transit demand.

Figure 81: Transit Need Areas in Franklin County



Rural Transit Trip Demand

As shown in Table 81, based on 2019 population data, the forecasted transit demand in Franklin County ranges from 19,620 to 43,814 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Franklin County is expected to grow by approximately 38.0% between 2019 and 2050.⁸⁴ The anticipated growth is projected to result in a 2050 transit demand of 23,946 to 60,467 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	43,814
Future Rural Trip Demand (2050)	60,467
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	19,620

Future Rural Trip Demand (2050)	23,946
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Harris County

Harris County is in the Georgia Mountains Region in a predominantly rural area. The county is projected to grow in population by approximately 51.0% between 2019 and 2050.

Currently, there are no transit services provided in Franklin County. All four of the adjacent counties to Harris have transit services. Troup County has its own rural transit system; Meriwether County is part of the Three Rivers Transit multicounty rural transit system; and Muscogee County has urban transit services through METRA.

⁸⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

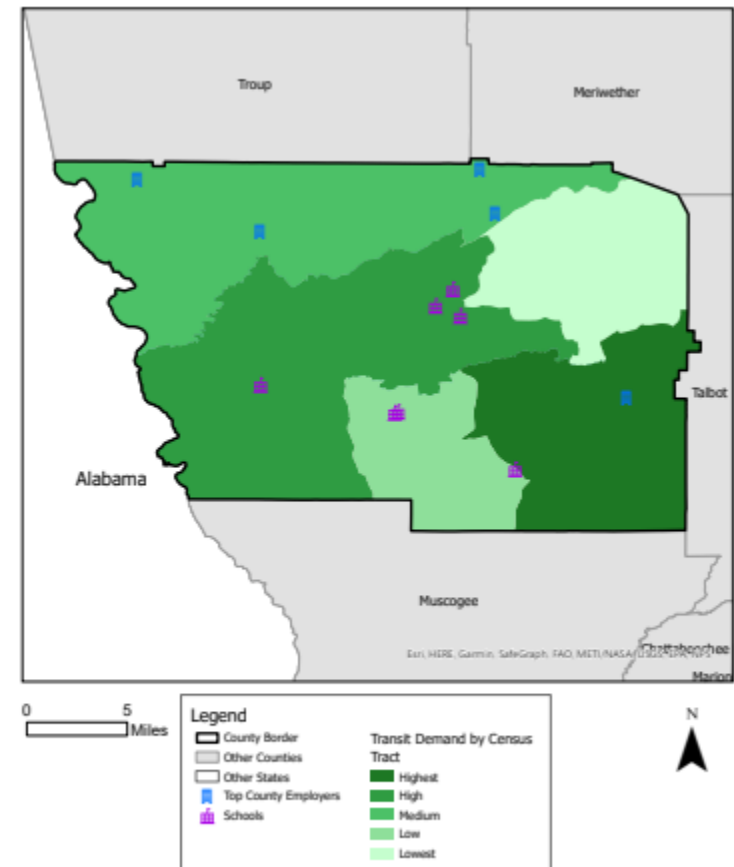
Planning Document Review

A TDP was not identified for Harris County. The 2019 Harris County Comprehensive Plan discusses transportation improvements within the region, but does not include any references to transit. Multi-modal improvements focus instead on bicycle and pedestrian facilities and safety.

Location of Potential Transit Service Needs

Figure 82 shows the location of transit need areas in Harris County. The area of highest demand within Harris County is in the southeastern portion of the county. Within this area there is a top county employer and a school. The central and southwestern portion of the county have high levels of transit demand and there are schools located within the region.

Figure 82: Transit Need Areas in Harris County



Rural Transit Trip Demand

As shown in Table 82, based on 2019 population data, the forecasted transit demand in Harris County ranged from 29,073 to 72,172 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Harris County is expected to increase in population by approximately 51% between 2019 and 2050. This results in a projected future 2050 transit demand of 41,439 to 108,979 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	72,172
Future Rural Trip Demand (2050)	108,979
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	29,073

Future Rural Trip Demand (2050)	41,439
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Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Houston County

Houston County is in the Middle Georgia Region, and has both rural and urban/suburban areas. The county is projected to grow in population by approximately 30.9% between 2019 and 2050.

Currently, there are no FTA funded public transit services provided in Houston County. All surrounding counties adjacent to Houston have transit services. This includes the Middle Georgia counties of Bibb, Peach, Twiggs, and Pulaski; Bleckley County in the Heart of Georgia Altamaha region; and Macon and Dooly Counties in the River Valley region. Each of these surrounding counties has their own transit system. Bibb County has an urban transit system, whereas the rest all have rural transit services.

Planning Document Review

The Warner Robins Area Transportation Study (WRATS) developed a Transit Feasibility Study in 2012 to explore introduction of an urban fixed-route system serving Warner Robins and surrounding communities in Houston County. The plan recommends implementation of four new bus routes serving the cities of Warner Robins, Centerville, and Perry; two new express routes connecting Perry and Byron to Robins Air Force Base; and one flex route. To implement this system, capital needs specified in the plan include four local buses, five express buses, four paratransit / flex vehicles, bus shelters at select stops, bus infrastructure (fareboxes, destination signs, and radios), and bus stop signage.

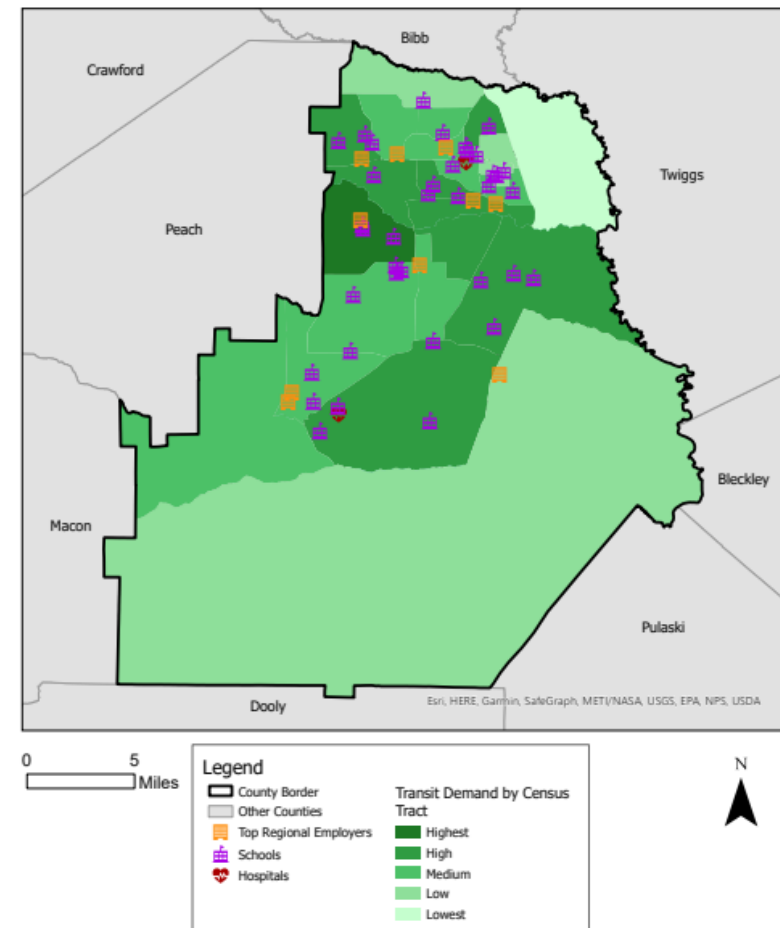
Financial needs associated with these recommendations include \$540,000 per year on average in capital needs and up to \$2.7 million in annual operating needs over a 5-year period.

The Warner Robins Area Transportation Study (WRATS) Long Range Transportation Plan references findings from the 2012 Transit Feasibility Study, as well as the general need to increase accessibility to employment centers and regional destinations.

Location of Potential Transit Service Needs

Figure 83 shows the location of transit need areas in Houston County. The highest areas of transit demand within Houston County is within the northern portion of the county. The area of highest demand is along the northwestern border where schools, hospitals, and top regional employers are located. The areas surrounding this northern portions are high and medium. In the northern portion there are several schools, top regional employers, and hospitals. The southern portion of the county has lower levels of demand.

Figure 83: Transit Need Areas in Houston County



Rural Transit Trip Demand

As shown in Table 83, based on 2019 population data, the forecasted transit demand in Houston County ranged from 9,873 to 40,003 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Houston County is expected to increase in population by approximately 30.9% between 2019 and 2050.⁸⁵ This results in a projected future 2050 transit demand of 14,206 to 52,369 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	40,003
Future Rural Trip Demand (2050)	52,369

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	9,873
Future Rural Trip Demand (2050)	14,206

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Jasper County

Jasper County is in the Northeast Georgia Region in a predominantly rural. The county is projected to grow in population by 21.8% between 2019 and 2050.

⁸⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services provided in Jasper County. Two adjacent counties – Newton and Monroe – are also without transit service. Morgan, Putnam, and Jones Counties each have their own rural transit system. Butts County is part of the multi-county Three Rivers Regional Commission rural transit system.

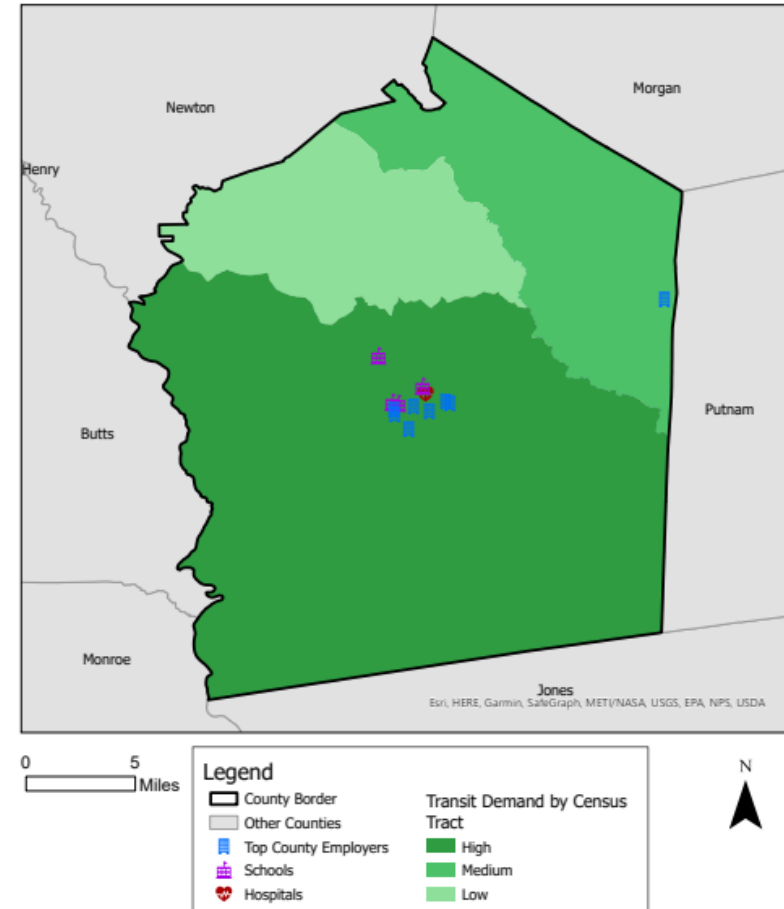
Planning Document Review

A TDP was not identified for Jasper County. The Jasper County Joint Comprehensive Plan, which was updated in 2018, indicates that stakeholder feedback included an interest in exploring the feasibility of transit service. However, this is not adopted as a formal recommendation in the Plan, nor are any transit projects included in the Community Work Program.

Location of Potential Transit Service Needs

Figure 84 shows the location of transit need areas in Jasper County. The highest area of transit demand within Jasper County is in the southern portion of the county. This area has top county employers, schools, and hospitals within this area. There is a top county employer within the northeastern portion of the county, but this area has medium levels of demand.

Figure 84: Transit Need Areas in Jasper County



Rural Transit Trip Demand

As shown in Table 84, based on 2019 population data, the forecasted transit demand in Jasper County ranged from 10,826 to 26,509 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Jasper County is expected to increase in population by approximately 21.8% between 2019 and 2050.⁸⁶ This results in a projected future 2050 transit demand of 12,016 to 32,278 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	26,509
Future Rural Trip Demand (2050)	32,278

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	10,826
Future Rural Trip Demand (2050)	12,016

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Jeff Davis County

Jeff Davis County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to decrease by 8.2% between 2019 and 2050, from 15,036 to 13,806 residents.

⁸⁶ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Jeff Davis County. Four of the adjacent counties – Appling, Coffee, Montgomery, and Toombs— are also without transit services. The adjacent counties of Telfair, Wheeler, and Bacon each have their own rural transit systems.

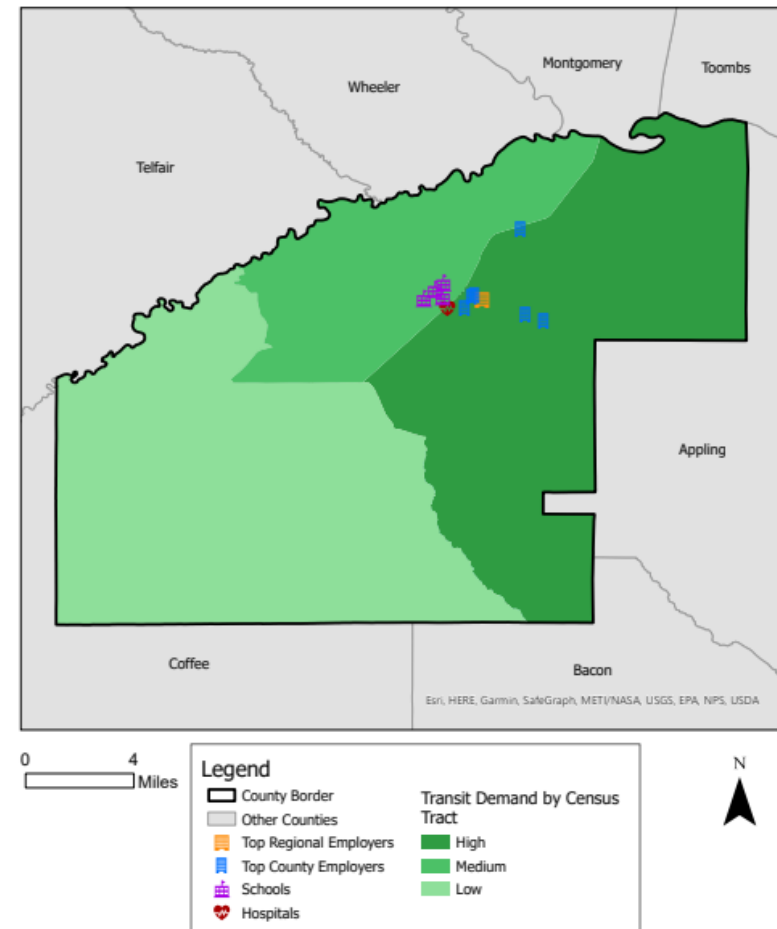
Planning Document Review

A TDP was not identified for Jeff Davis County. The 2021 Joint Comprehensive Plan for Jeff Davis County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies the lack of transit as a weakness for the region but does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 85 show the location of transit need areas in Jeff Davis County. The highest portion of transit demand within Jeff Davis County is within the eastern portion of the county. This area has top county employers, top regional employers, a hospital. Within the northern area of the county there are multiple schools, but this area has lower levels of demand.

Figure 85: Transit Need Areas in Jeff Davis County



Rural Transit Trip Demand

As shown in Table 85, based on 2019 population data, the forecasted transit demand in Jeff Davis County ranged from 7,839 to 44,204 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Jeff Davis County is expected to decrease in population by approximately 8.2% between 2019 and 2050.⁸⁷ This results in a projected future 2050 transit demand of 6,357 to 40,588 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	44,204
Future Rural Trip Demand (2050)	40,588

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	7,839
Future Rural Trip Demand (2050)	6,357

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Johnson County

Johnson County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to decrease by 13.7% between 2019 and 2050, from 9,691 to 8,368 residents.

⁸⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Johnson County. Four of the adjacent counties – Washington, Laurens, Treutlen, Emanuel– are also without transit services. Wilkinson to the west and Jefferson Counties to the northeast each have their own rural transit system.

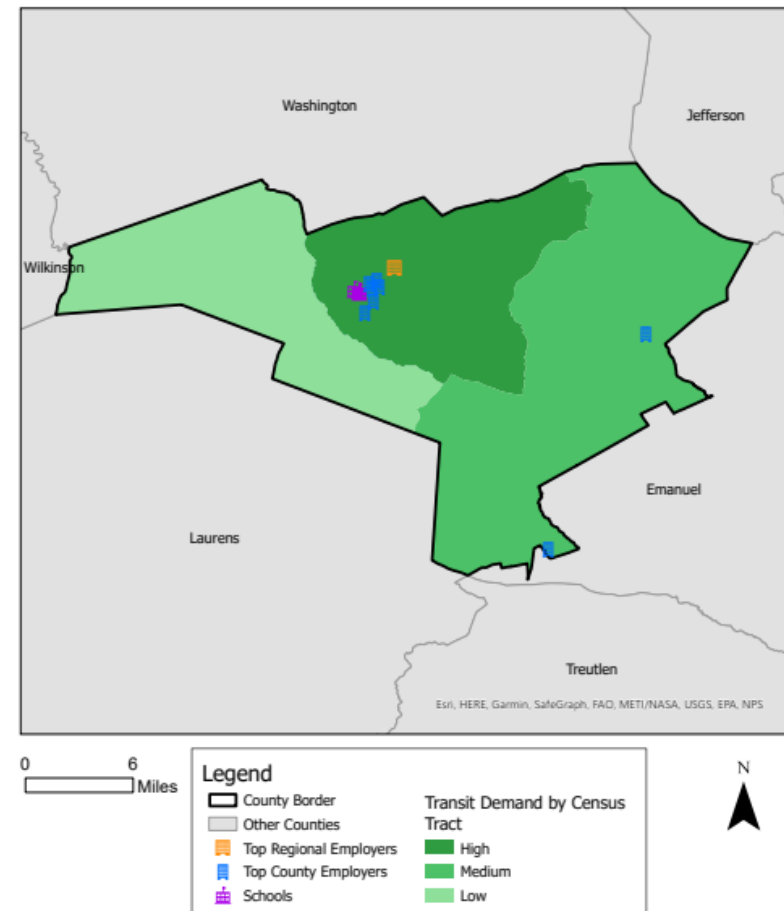
Planning Document Review

A TDP was not identified for Johnson County. The 2019 Joint Comprehensive Plan for Johnson County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies transit as a potential community need but does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 86 shows the location of transit need areas in Johnson County. The highest levels of transit demand within Johnson County are in the northern area of the county. Within this area there are top regional employers, top county employers, and schools. Outside of this area there are top county employers, but they are located within areas of medium levels of demand.

Figure 86: Transit Need Areas in Johnson County



Rural Transit Trip Demand

As shown in Table 86 based on 2019 population data, the forecasted transit demand in Johnson County ranged from 6,740 to 28,247 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Johnson County is expected to decrease in population by approximately 13.7% between 2019 and 2050.⁸⁸ This results in a projected future 2050 transit demand of 5,183 to 24,391 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	28,247
Future Rural Trip Demand (2050)	24,391

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,740
Future Rural Trip Demand (2050)	5,183

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Lanier County

Lanier County is located in the Southern Georgia Region and is a predominately rural area. The county is anticipated to increase by 1% between 2019 and 2050, from 10,380 to 10,479 residents.

⁸⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Lanier County. Three of the adjacent counties – Atkinson, Clinch, and Echols – are also counties without transit in the Southern Georgia Region. Berrien County to the northwest and Lowndes County to the southwest each have their own rural transit system

Planning Document Review

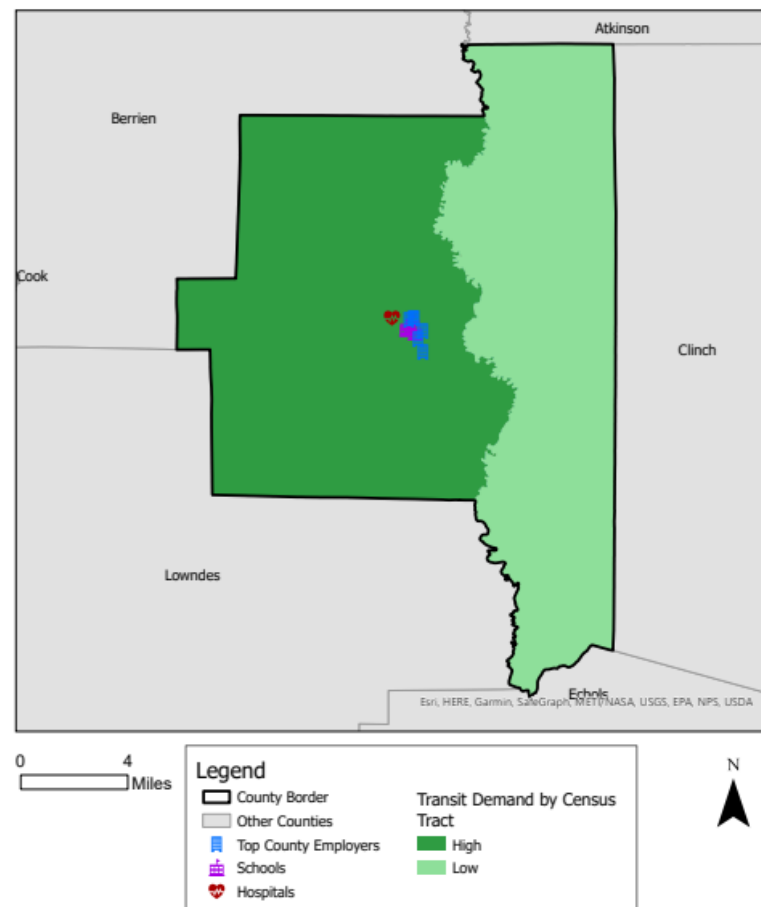
Although Lanier County does not currently have transit service, the Southern Georgia Regional Commission (SGRC) assisted the county in preparing a TDP, completed in 2018 to plan for potential future service. The TDP uses the TCRP Report 161 method to quantify the potential transit needs. The plan includes multiple options for service - individual county service or partnering with other local counties – although suggests the county's demand may not warrant individual service. The plan also assumes purchase of service agreement for providing 5310 services. The TDP recommends purchase of two vehicles (vans or cutaways) should the county pursue its own system, as well as radio and computer equipment for start-up service, which would cost an estimated \$90,600. Estimated operating funds needed would be \$166,550.

The SGRC TDP covers the entire region and is discussed in Section 4.10 of the main Needs Assessment report. No specific needs were mentioned for the county.

Location of Potential Transit Service Needs

Figure 87 shows the location of transit need areas in Lanier County. The highest area of transit demand within Lanier County is in the western portion of the county. Within this area there are hospitals, schools, and top county employers. The eastern side of the county has lower levels of demand.

Figure 87: Transit Need Areas in Lanier County



Rural Transit Trip Demand

As shown in Table 87, based on 2019 population data, the forecasted transit demand in Lanier County ranged from 6,804 to 31,435 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Lanier County is expected to increase in population by approximately 1% between 2019 and 2050.⁸⁹ This results in a projected future 2050 transit demand of 7,224 to 31,735 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	31,435
Future Rural Trip Demand (2050)	31,735

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	6,804
Future Rural Trip Demand (2050)	7,224

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Laurens County

Laurens County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to decrease by 3% between 2019 and 2050, from 47,405 to 45,989 residents.

⁸⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Laurens County. Two of the adjacent counties – Johnson and Treutlen – are also in the Heart of Georgia Region and are without transit services. The other adjacent counties of Wilkinson, Bleckley, Dodge, and Wheeler, all have their own rural transit systems.

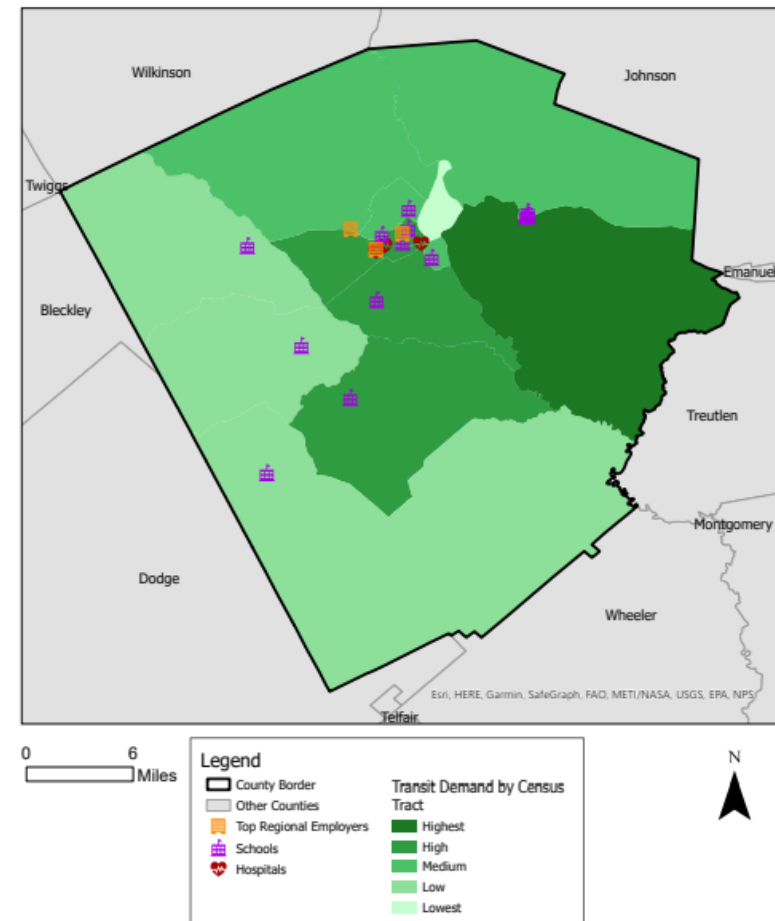
Planning Document Review

A TDP was not identified for Laurens County. The 2018 Laurens County Joint Comprehensive Plan, which was developed with assistance from the Heart of Georgia-Altamaha Regional Commission, includes a recommendation to conduct a Rural Transportation Study to determine the feasibility of public transit. This Study is included in the City of Dublin Community Work Program for 2022, but it is not listed in the CWP for Laurens County.

Location of Potential Transit Service Needs

Figure 88 shows the location of transit need areas in Laurens County. The highest levels of transit demand are on the east side of Laurens County. Within this area there is only a school. In the central portion of the county there are multiple schools, top regional employers, and hospitals. This area of the county has high levels of transit demand. There are schools on the western portion of the county, but they are located in areas with lower levels of demand.

Figure 88: Transit Need Areas in Laurens County



Rural Transit Trip Demand

As shown in Table 88, based on 2019 population data, the forecasted transit demand in Laurens County ranged from 22,481 to 83,644 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Laurens County is expected to decrease in population by approximately 3% between 2019 and 2050.⁹⁰ This results in a projected future 2050 transit demand of 21,480 to 81,145 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	83,644
Future Rural Trip Demand (2050)	81,145

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	22,481
Future Rural Trip Demand (2050)	21,480

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Madison County

Madison County is located in the Northeast Georgia Region and is a predominately rural area. The county is anticipated to increase by 191.1% between 2019 and 2050, from 14,174 to 41,261 residents.

⁹⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Madison County. Two of the adjacent counties – Franklin County and Oglethorpe County – also do not have transit. Banks, Jackson, Hart, and Elbert Counties each have their own rural transit systems. Clarke County has an urban transit system (Athens-Clarke County Transit).

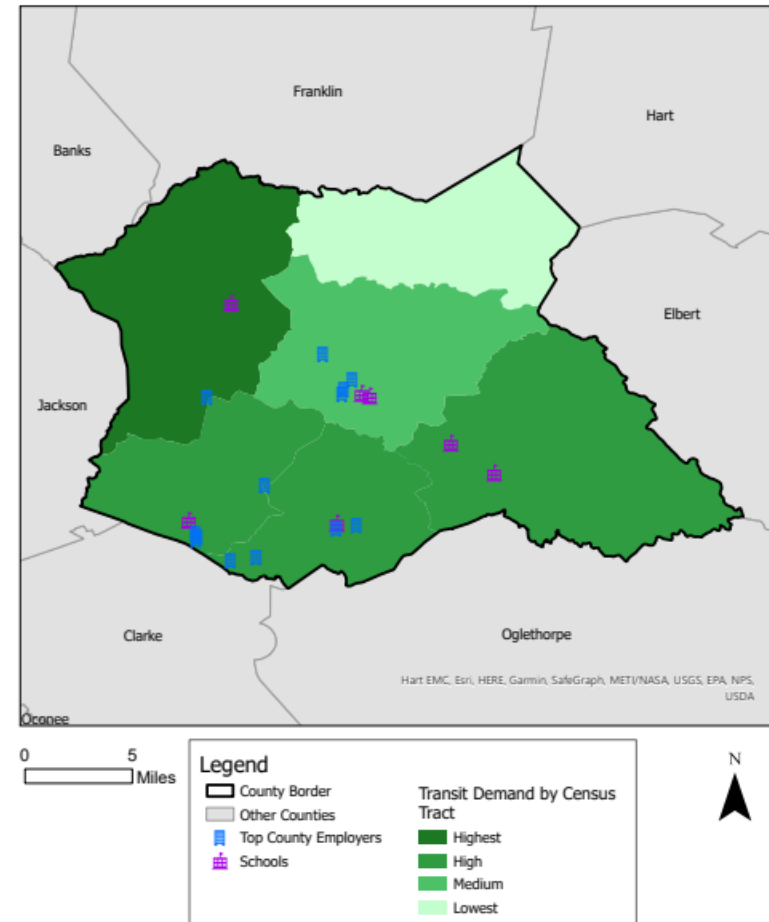
Planning Document Review

A TDP was not identified for Madison County. The Madison County Joint Comprehensive Plan, which was updated in 2017, recommends that the County conduct a transit feasibility study to better understand the mobility needs of its aging population. The Community Work Program identifies an action item for this transit feasibility study and identifies funding the study for \$2,500 to \$7,500.

Location of Potential Transit Service Needs

Figure 89 shows the location of transit need areas in Madison County. The highest levels of transit demand within Madison County is in the western portion of the county. Within this area there is a school and top county employer. The southern region of the county has high levels of transit demand with schools and top county employers throughout the area. In the central region of the county there are schools and top county employers, but this area has medium levels of demand.

Figure 89: Transit Need Areas in Madison County



Rural Transit Trip Demand

As shown in Table 89, based on 2019 population data, the forecasted transit demand in Madison County ranged from 21,501 to 122,484 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Madison County is expected to increase in population by approximately 191.1% between 2019 and 2050.⁹¹ This results in a projected future 2050 transit demand of 42,710 to 356,554 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	122,484
Future Rural Trip Demand (2050)	356,554

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	21,501
Future Rural Trip Demand (2050)	42,710

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Marion County

Marion County is located in the River Valley Region and is a predominately rural area. The county is anticipated to decrease by 53.3% between 2019 and 2050, from 13,305 to 6,211 residents.

⁹¹ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Marion County. Three of the adjacent counties – Chattahoochee, Webster, and Schley – are also in the River Valley Region and are without transit services. Talbot and Taylor Counties, adjacent to the north and northwest, each have their own rural transit system.

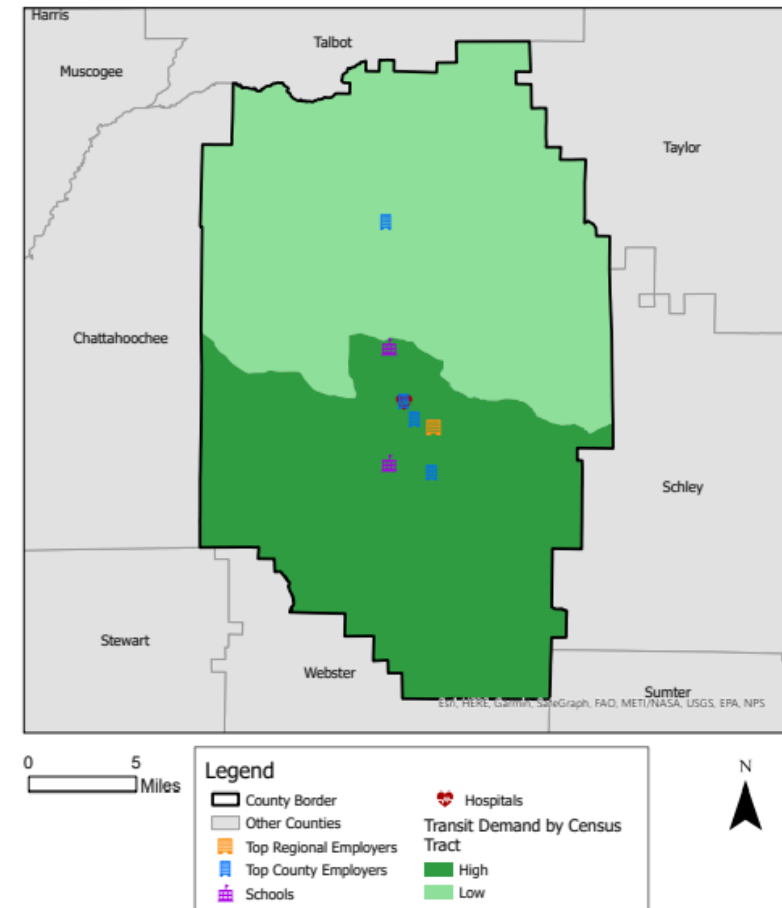
Planning Document Review

A TDP was not identified for Marion County. The 2021 Marion County Comprehensive Plan acknowledges the lack of transit service as a community need. The Plan's Community Work Program includes monitoring regional developments in transit service for consideration of local service as a work item for FY24 and FY25. The only funding assigned to this action item is County staff time.

Location of Potential Transit Service Needs

Figure 90 shows the location of transit need areas in Marion County. The highest levels of transit demand within Marion County are in the southern region of the county. Within this area there are schools, top county employers, a top regional employer, and a hospital. The northern region of the county has lower levels of demand and there is a top county employer located within the area.

Figure 90: Transit Need Areas in Marion County



Questionnaire and Workshop-Identified Needs

Rural Transit Trip Demand

As shown in Table 90, based on 2019 population data, the forecasted transit demand in Marion County ranged from 4,720 to 37,752 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Marion County is expected to decrease in population by approximately 53.3% between 2019 and 2050.⁹² This results in a projected future 2050 transit demand of 2,479 to 17,623 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	37,752

Future Rural Trip Demand (2050)	17,623
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	4,720
Future Rural Trip Demand (2050)	2,479

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Monroe County

Monroe County is located in the Middle Georgia Region and is a predominately rural area. The county is anticipated to increase by 11.5% between 2019 and 2050, from 27,171 to 30,296 residents.

⁹² Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Monroe County. All adjacent counties, except for Jasper County have their own transit services. This includes Butts, Lamar, and Upson Counties, which are part of the Three Rivers Regional transit system; Crawford and Jones Counties, each of which have their own rural transit system; and Bibb County, which has urban transit services.

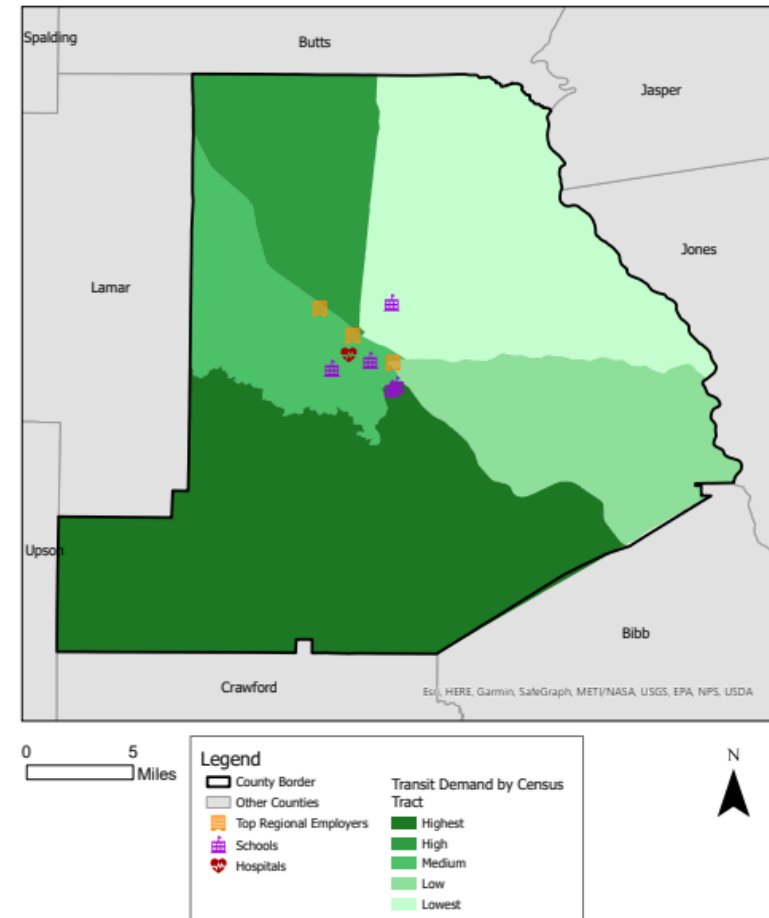
Planning Document Review

Although Monroe County does not currently have transit service, the Middle Georgia Regional Commission assisted the County in preparing a TDP, completed in 2018 to plan for potential future service. The TDP uses a combination of factors to quantify the potential transit needs – including historical data from DHS service coordination; land use and activity centers; location of major employment or destinations; and evaluation of transit-dependent population concentrations, based on income, age and disabilities. The plan does not provide capital needs or potential capital or operating funding needs. Recommendations include participation in regional services, pedestrian and bicycle improvements, and exploration of rideshare programs.

Location of Potential Transit Service Needs

Figure 91 shows the location of transit need areas in Monroe County. The highest level of transit demand within Monroe County is within the southern region of the county. Within this area there are schools that are located close to the central region of the county. Within the central region of the count there are schools, a hospital, and top regional employers. The central region serves as a meeting point of various levels of transit demand with medium and low levels on the east and west side, highest levels from the south, and lowest levels from the north.

Figure 91: Transit Need Areas in Monroe County



Rural Transit Trip Demand

As shown in Table 91, based on 2019 population data, the forecasted transit demand in Monroe County ranged from 19,460 to 39,324 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Monroe County is expected to increase in population by approximately 11.5% between 2019 and 2050.⁹³ This results in a projected future 2050 transit demand of 19,636 to 43,847 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	39,324
Future Rural Trip Demand (2050)	43,847

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	19,460
Future Rural Trip Demand (2050)	19,636

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Montgomery County

Montgomery County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to increase by 3% between 2019 and 2050, from 9,058 to 9,332 residents.

⁹³ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Montgomery County. Three of the adjacent counties – Treutlen, Toombs, and Jeff Davis— are also in the Heart of Georgia Region and are without transit services. Wheeler County, adjacent to the west has its own rural transit system.

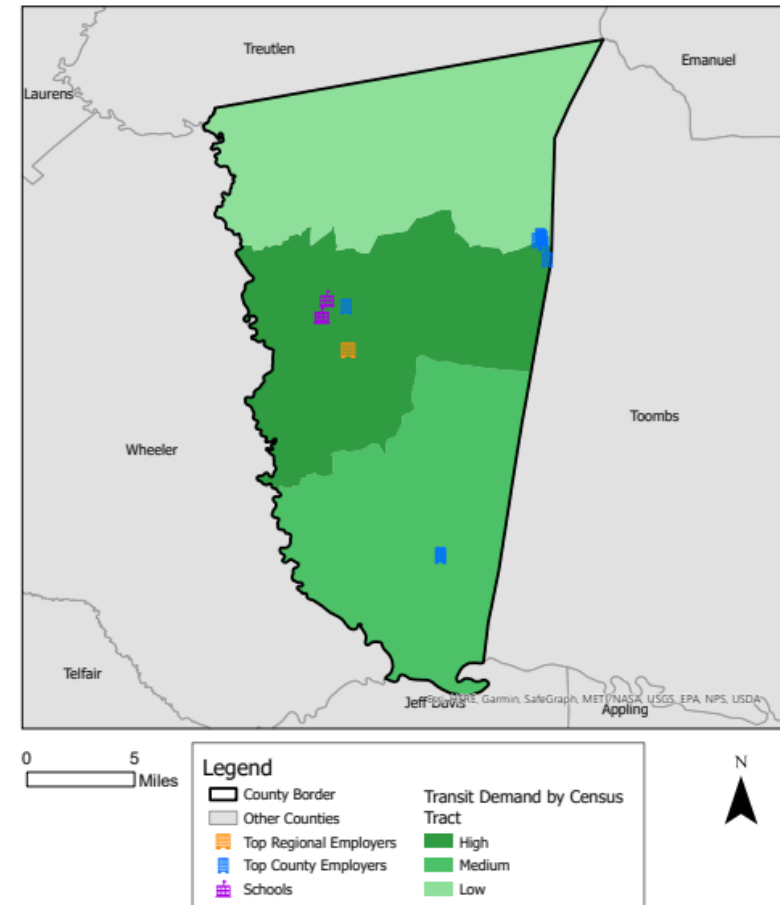
Planning Document Review

A TDP was not identified for Montgomery County. The 2020 Joint Comprehensive Plan for Montgomery County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 92 shows the location of transit need areas in Montgomery County. The highest levels of transit demand within Montgomery County are within the central region of the county. Within this are there are schools, top regional employers, and top county employers. In the southern portion of the county there is a top county employer, but this area has medium levels of demand.

Figure 92: Transit Need Areas in Montgomery County



Rural Transit Trip Demand

As shown in Table 92, based on 2019 population data, the forecasted transit demand in Montgomery County ranged from 7,144 to 30,002 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Montgomery County is expected to increase in population by approximately 3% between 2019 and 2050.⁹⁴ This results in a projected future 2050 transit demand of 7,157 to 30,909 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	30,002
Future Rural Trip Demand (2050)	30,909

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	7,144
Future Rural Trip Demand (2050)	7,157

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Newton County

Newton County is located in the Northeast Georgia Region and is a predominately rural area. The county is anticipated to increase by 63.8% between 2019 and 2050, from 108,079 to 177,070 residents.

⁹⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Newton County. All adjacent counties except for Jasper County to the southeast have current transit services. Butts County is part of the multi-county Three Rivers rural transit system. Morgan County has its own rural transit system. Walton County has transit service but only in the City of Social Circle. Rockdale and Henry Counties each have urban transit services in their county.

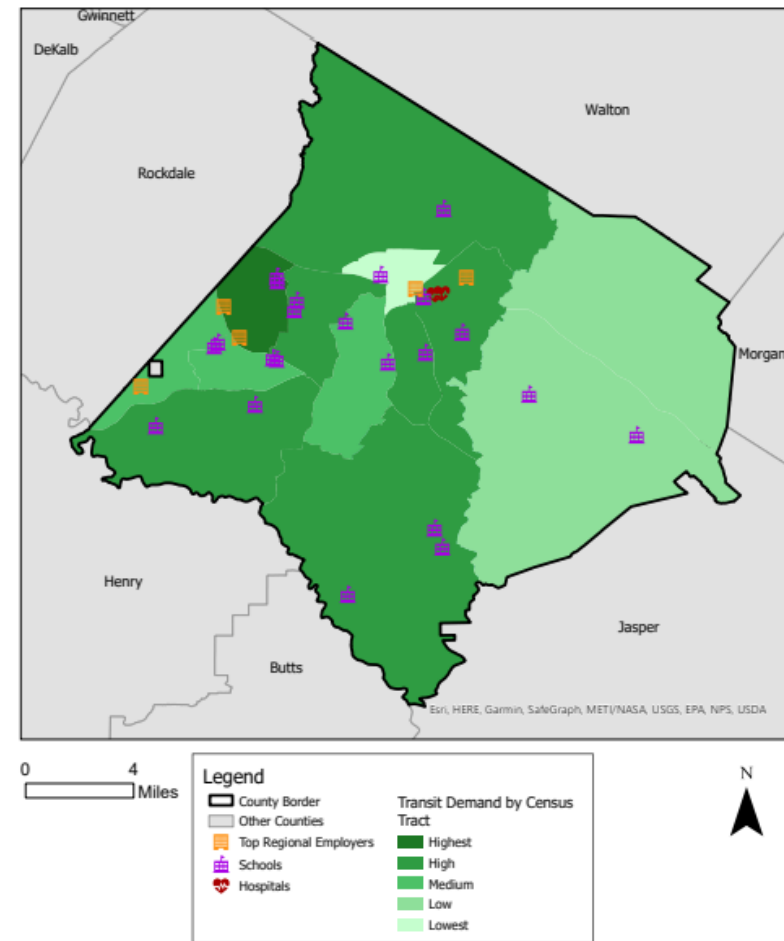
Planning Document Review

A TDP was not identified for Newton. The recently completed Newton Comprehensive Transportation Plan (2018) recommends a Transit Feasibility Study for the County.

Location of Potential Transit Service Needs

Figure 93 shows the location of transit need areas in Newton County. The highest level of transit demand within Newton County is in along the northwestern border of the county. Within this area there are top regional employers and schools. The western portion of the county has high levels of transit demand with schools, top regional employers, and hospitals within the area. The eastern portion of the county has schools, but lower levels of transit demand.

Figure 93: Transit Need Areas in Newton County



Rural Transit Trip Demand

As shown in Table 93, based on 2019 population data, the forecasted transit demand in Newton County ranged from 24,369 to 88,742 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Newton County is expected to increase in population by approximately 63.8% between 2019 and 2050.⁹⁵ This results in a projected future 2050 transit demand of 44,096 to 145,389 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	88,742
Future Rural Trip Demand (2050)	145,389

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	24,369
Future Rural Trip Demand (2050)	44,096

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Oconee County

Oconee County is located in the Northeast Georgia Region and is a predominately rural area. The county is anticipated to increase by 102.7% between 2019 and 2050, from 38,132 to 77,300 residents.

⁹⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Oconee County. Two of the adjacent counties – Barrow County and Oglethorpe County – also do not have transit. Morgan and Greene Counties each have their own rural transit system. Watson County has transit, but only within the City of Social Circle. Clarke County has urban transit service.

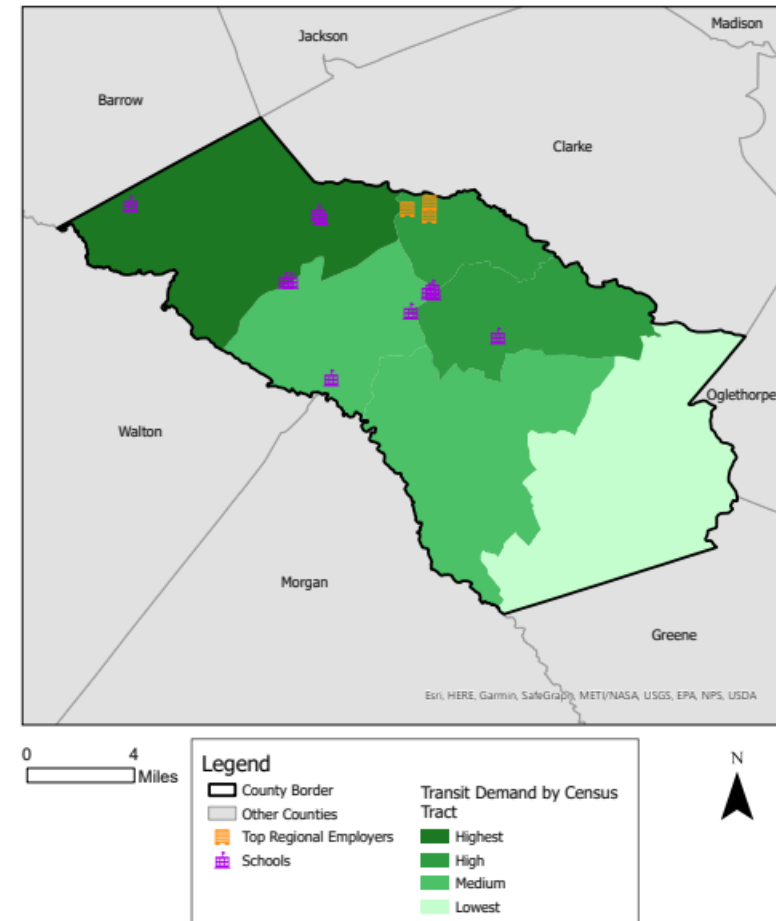
Planning Document Review

A TDP was not identified for Oconee County. The Oconee County Joint Comprehensive Plan, which was updated in 2018 with assistance from the Northeast Georgia Regional Commission, does not contain any discussions of transit service. References to improving multi-modal mobility focus on improvements to bicycle and pedestrian infrastructure.

Location of Potential Transit Service Needs

Figure 94 shows the location of transit need areas in Oconee County. The highest level of transit demand within Oconee County is in the westernmost portion of the county. There are multiple schools located in this area of the county. The central portion of the county is home to schools and top regional employers and this area has high and medium levels of transit demand. The lowest levels of demand are within the easternmost portion of the county.

Figure 94: Transit Need Areas in Oconee County



Questionnaire and Workshop-Identified Needs

Oconee County Transit representatives did not respond to the transit provider survey.

Community members from Oconee County responded to the rider survey and indicated that they do not currently use rural transit or human services transportation and prefer to drive or use other options.

Rural Transit Trip Demand

As shown in Table 94, based on 2019 population data, the forecasted transit demand in Oconee County ranged from 12,075 to 16,921 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Oconee County is expected to increase in population by approximately 102.7% between 2019 and 2050.⁹⁶ This results in a projected future 2050 transit demand of 24,003 to 34,301 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	16,921

Future Rural Trip Demand (2050)	34,301
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,075
Future Rural Trip Demand (2050)	24,003

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Oglethorpe County

Oglethorpe County is located in the Northeast Georgia Region and is a predominately rural area. The county is anticipated to increase by 32.3% between 2019 and 2050, from 14,931 to 19,754 residents.

⁹⁶ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services in Oglethorpe County. Two of the adjacent counties – Madison County and Oconee County – also do not have transit. Elbert, Wilkes, Taliaferro, and Greene Counties each have their own rural transit system. Clarke County operates an urban transit system.

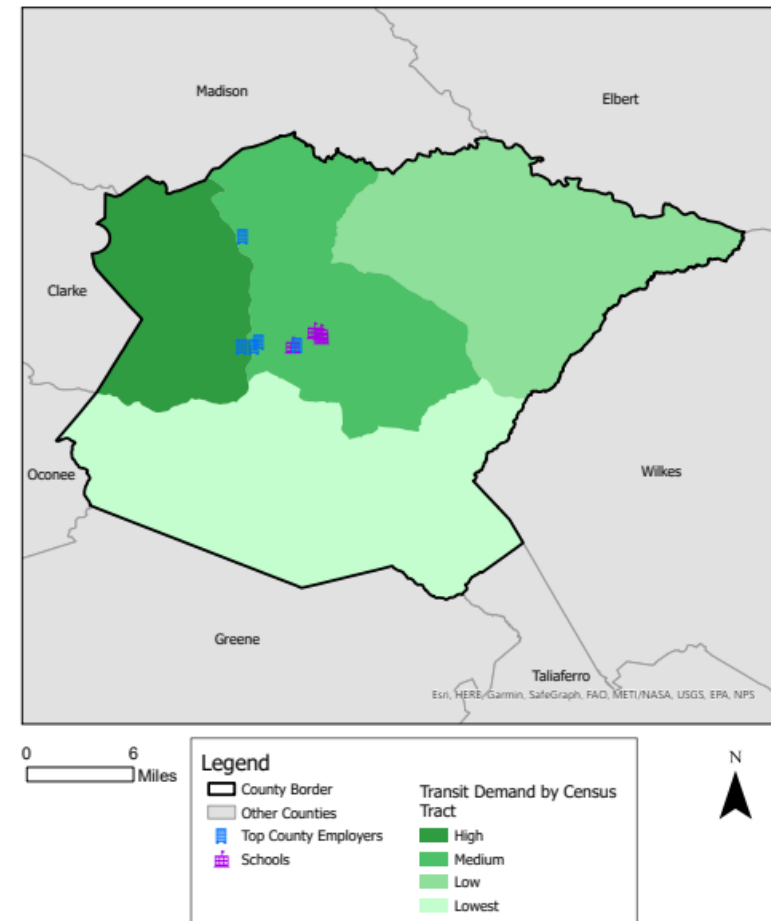
Planning Document Review

A TDP was not identified for Oglethorpe County. The Oglethorpe County Comprehensive Plan, which was updated in 2017 with assistance from the Northeast Georgia Regional Commission, does not contain any discussions of transit service. References to improving multi-modal mobility focus on improvements to bicycle and pedestrian infrastructure.

Location of Potential Transit Service Needs

Figure 95 shows the location of transit need areas in Oglethorpe County. The highest level of transit demand within Oglethorpe County is within the northwestern portion of the county. There are no transit generators within this area, but within the area of medium demand to the east there are multiple schools and top county employers. Other areas of the county see lower levels of transit demand.

Figure 95: Transit Need Areas in Oglethorpe County



Rural Transit Trip Demand

As shown in Table 95, based on 2019 population data, the forecasted transit demand in Oglethorpe County ranged from 12,190 to 20,630 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Oglethorpe County is expected to increase in population by approximately 32.3% between 2019 and 2050.⁹⁷ This results in a projected future 2050 transit demand of 16,008 to 27,294 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	20,630
Future Rural Trip Demand (2050)	27,294

Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,190
Future Rural Trip Demand (2050)	16,008

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Schley County

Schley County is located in south central Georgia in the River Valley Region and is a predominately rural area. The county is anticipated to increase by 13.9% between 2019 and 2050, from 5,221 residents to 5,949.

⁹⁷ Governor's Office of Planning and Budget 2020-2050 Projections.

Currently, there are no transit services provided in Schley County. Two of the adjacent counties (Marion and Webster) are also in the River Valley Region and without transit services. The adjacent counties of Taylor and Macon each have their own rural transit systems. Sumer County to the south does not have countywide transit services, but there is rural transit for the City of Americus.

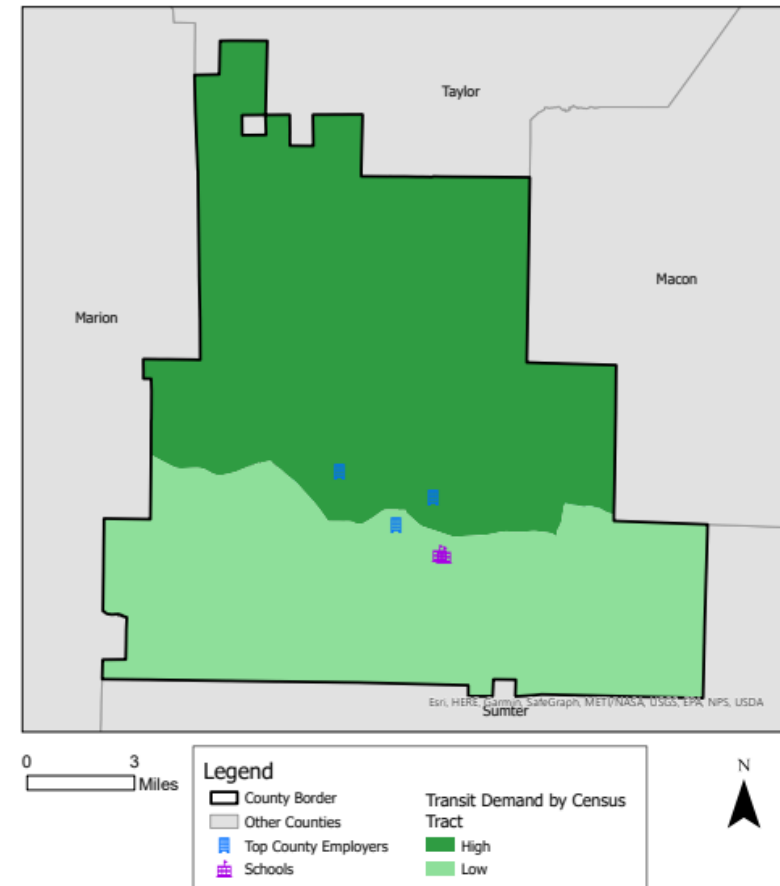
Planning Document Review

A TDP was not identified for Schley County. The 2021 Schley County – City of Ellaville Comprehensive Plan does not include any discussions of transit needs or recommendations for transit service.

Location of Potential Transit Service Needs

Figure 96 shows the location of transit need areas in Schley County. The highest levels of transit demand within Schley County are in the northern portion of the county. Within this area there are two top county employers. In the southern portion there are schools and a top county employer, but there are lower levels of transit demand.

Figure 96: Transit Need Areas in Schley County



Rural Transit Trip Demand

As shown in Table 96, based on 2019 population data, the forecasted transit demand in Schley County ranged from 4,449 to 14,586 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Schley County is expected to increase in population by approximately 13.9% between 2019 and 2050.⁹⁸ This results in a projected future 2050 transit demand of 5,230 to 16,620 annual trips.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	14,586

Future Rural Trip Demand (2050)	16,620
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	4,449
Future Rural Trip Demand (2050)	5,230

⁹⁸ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	14,586
Future Rural Trip Demand (2050)	16,620
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	4,449
Future Rural Trip Demand (2050)	5,230

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Stephens County

Stephens County is located in northeast Georgia, bordering South Carolina, in the Georgia Mountains Region and is a predominately rural area. The county is anticipated to increase by 5.3% between 2019 and 2050, from 25,750 residents to 27,119.

Currently, there are no transit services provided in Stephens County. Franklin County, adjacent to the south, is in the same region and is also without transit services. Habersham, Rabun, and Banks Counties are all within the Georgia Mountains Region, and each has its own rural transit system.

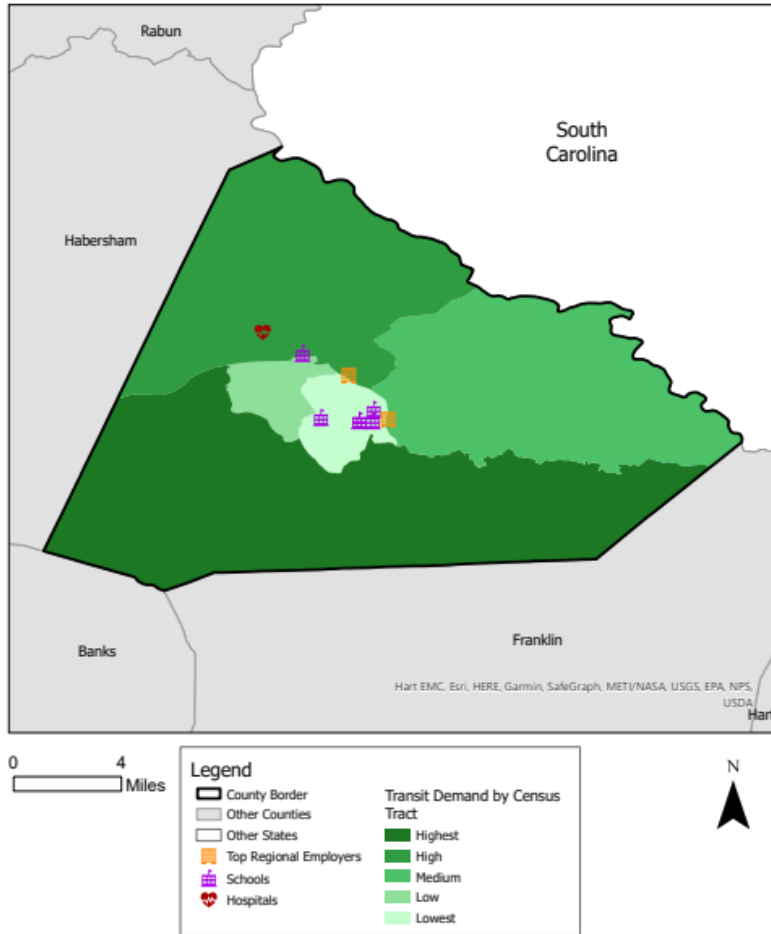
Planning Document Review

A TDP was not identified for Stephens County. The Stephens County Comprehensive Plan, which was updated in 2021, references the lack of public transit service and recommends using the Georgia Mountains Regional Transit Plan to evaluate the need for multi-jurisdictional transit programs in the future.

Location of Potential Transit Service Needs

Figure 97 shows the location of transit need areas in Stephens County. The highest level of transit demand with Stephens County is along the southern border of the county. There are no transit generators within this region. However, in the central region of the county there are schools and top regional employers, but this is an area of low demand. In the norther portion of the county there is a hospital that sits in an area of high demand.

Figure 97: Transit Need Areas in Stephens County



Rural Transit Trip Demand

As shown in Table 97 based on 2019 population data, the forecasted transit demand in Stephens County ranged from 15,245 to 41,453 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Stephens County is expected to increase in population by approximately 5.3% between 2019 and 2050.⁹⁹ This results in a projected future 2050 transit demand of 14,699 to 43,657 annual trips.

**Future Rural Trip Demand
(2050)**

14,699

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	41,453
Future Rural Trip Demand (2050)	43,657
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,245

⁹⁹ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	41,453
Future Rural Trip Demand (2050)	43,657
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	15,245
Future Rural Trip Demand (2050)	14,699

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Tattnall County

Tattnall County is located in southeast Georgia in the Heart of Georgia – Altamaha Region and is a predominately rural area. The county is anticipated to increase by 5.2% between 2019 and 2050, from 25,382 residents to 26,706.

Currently, there are no transit services provided in Tattnall County. Four of the adjacent counties (Candler, Toombs, Appling and Evans) are also in the Heart of Georgia Region and are without transit services. Wayne County, adjacent to the south and also within Heart of Georgia, has its own rural transit system. Long and Liberty Counties, adjacent to the southeast, are part of the rural multi-county Coastal Regional Coaches transit system.

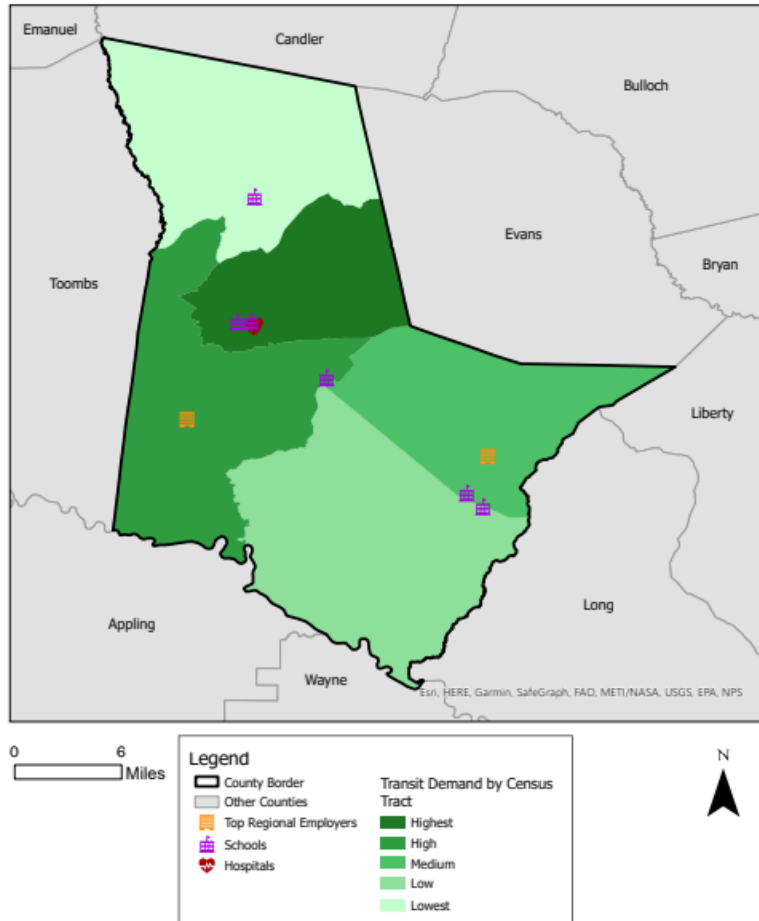
Planning Document Review

A TDP was not identified for Tattnall County. The 2018 Joint Comprehensive Plan for Tattnall County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies transit as a potential community need but does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 98 shows the location of transit need areas in Tattnall County. The highest level of transit demand within Tattnall County is in the central region of the county. Within this area there are schools and a hospital. The region south of this is a high level area and there is a top regional employer located in the area. The southern portions of the county see lower levels of transit demand.

Figure 98: Transit Need Areas in Tattnall County



Rural Transit Trip Demand

As shown in Table 98, based on 2019 population data, the forecasted transit demand in Tattnall County ranged from 11,739 to 44,290 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Tattnall County is expected to increase in population by approximately 5.2% between 2019 and 2050.¹⁰⁰ This results in a projected future 2050 transit demand of 11,625 to 46,600 annual trips.

Future Rural Trip Demand (2050)	11,625
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Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	44,290
Future Rural Trip Demand (2050)	46,600
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,739

¹⁰⁰ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	44,290
Future Rural Trip Demand (2050)	46,600
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,739
Future Rural Trip Demand (2050)	11,625

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Toombs County

Toombs County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to increase by 0.7% between 2019 and 2050, from 26,972 to 27,171 residents.

Currently, there are no transit services in Toombs County. All six adjacent counties – Montgomery, Emanuel, Candler, Tattnall, Appling, and Jeff Davis are also without transit services, and all are within the Heart of Georgia Altamaha Region.

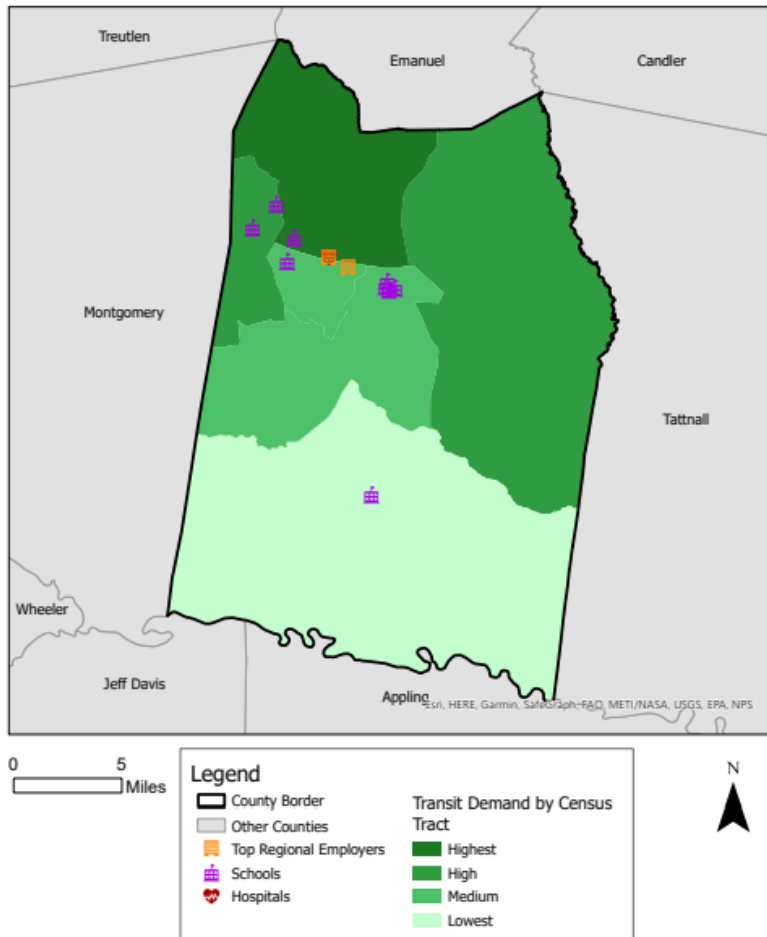
Planning Document Review

A TDP was not identified for Toombs County. The 2019 Joint Comprehensive Plan for Toombs County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies transit as a potential community need but does not include any recommendations to support or establish transit in the region.

Location of Potential Transit Service Needs

Figure 99 shows the location of transit need areas in Toombs County. The highest level of transit demand in Toombs County is within the northwestern portion of the county. This area is border by areas of high transit demand on the east and west and medium transit demand to the south. Along the border of the highest and medium areas there are schools, a hospital, and top regional employers.

Figure 99: Transit Need Areas in Toombs County



Rural Transit Trip Demand

As shown in Table 99, based on 2019 population data, the forecasted transit demand in Toombs County ranged from 12,772 to 63,379 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Toombs County is expected to increase in population by approximately 0.7% between 2019 and 2050.¹⁰¹ This results in a projected future 2050 transit demand of 12,567 to 63,847 annual trips.

Future Rural Trip Demand (2050)	12,567
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Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	63,379
Future Rural Trip Demand (2050)	63,847
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,772

¹⁰¹ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	63,379
Future Rural Trip Demand (2050)	63,847
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	12,772
Future Rural Trip Demand (2050)	12,567

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Treutlen County

Treutlen County is located in the Heart of Georgia - Altamaha Region and is a predominately rural area. The county is anticipated to increase by 4.3% between 2019 and 2050, from 6,795 to 7,088 residents.

As of late 2021, Treutlen County has established a transit service, Treutlen County Transit. However, there is limited information available about the service. The website for Treutlen County Transit indicates that due to COVID-19, transit is only operating for medical purposes, suggesting that the system currently operates as a Non-Emergency Medical Transportation (NEMT) service. No ridership information is available for the service via NTD or the agency website, and therefore the County is being analyzed as though transit service is currently not available.

Five of the six adjacent counties – Laurens, Johnson, Emanuel, Toombs, and Montgomery – are also counties without transit in the Heart of Georgia Altamaha region. Wheeler County, adjacent to the south, has their own rural transit system.

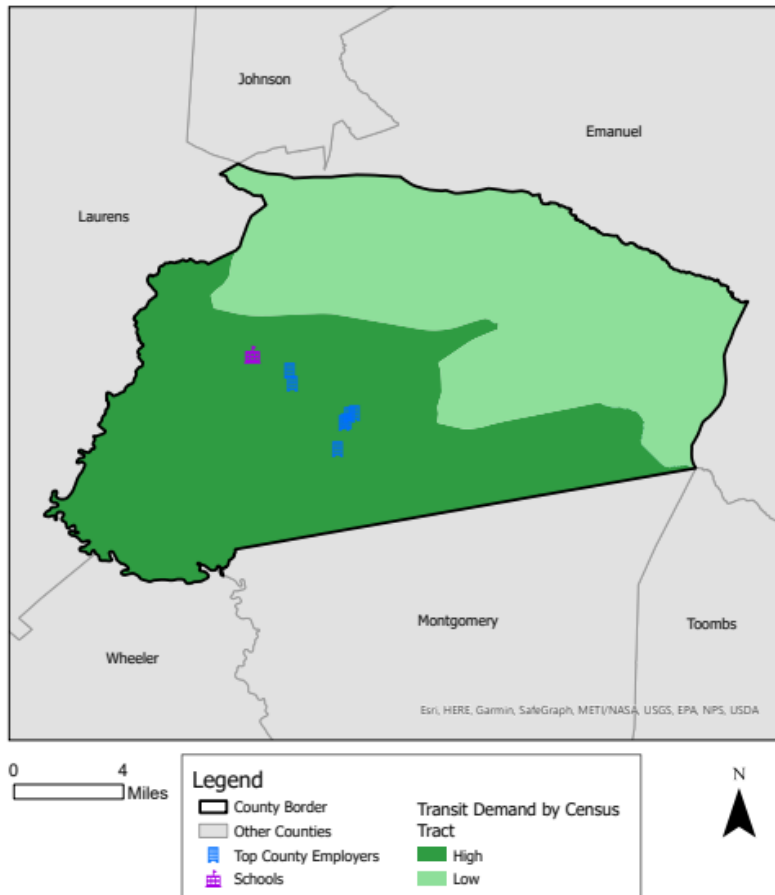
Planning Document Review

A TDP for Treutlen County was not identified. The 2021 Joint Comprehensive Plan for Tattnall County, which was prepared with assistance from the Heart of Georgia – Altamaha Regional Commission, identifies its healthcare transit service as a strength for the region and affirms expanding it, but no estimates of transit demand or costs for current or expanding services are presented in the document.

Location of Potential Transit Service Needs

Figure 100 shows the location of transit need areas in Treutlen County. The highest levels of transit demand within Treutlen County are within the southern region of the county. Within this area there are top county employers and schools. The northern portion of the county has lower levels of demand.

Figure 100: Transit Need Areas in Treutlen County



Rural Transit Trip Demand

As shown in Table 100, based on 2019 population data, the forecasted transit demand in Treutlen County ranged from 3,815 to 18,763 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Treutlen County is expected to increase in population by approximately 4.3% between 2019 and 2050.¹⁰² This results in a projected future 2050 transit demand of 3,345 to 19,572 annual trips.

Future Rural Trip Demand (2050)	3,345
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Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	18,763
Future Rural Trip Demand (2050)	19,572
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	3,815

¹⁰² Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	18,763
Future Rural Trip Demand (2050)	19,572
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	3,815
Future Rural Trip Demand (2050)	3,345

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Washington County

Washington County is located in the Central Savannah River Area Region and is a predominately rural area. The county is anticipated to decrease by 8% between 2019 and 2050, from 20,436 to 18,801 residents.

Currently, there are no transit services in Washington County. Adjacent counties include Baldwin and Wilkinson in the Middle Georgia Region, each of which has their own rural transit system; Hancock, Glascock, and Jefferson Counties are in the Central Savannah Region and also have their own rural transit systems. Johnson County, adjacent to the south, is in the Heart of Georgia Altamaha Region, which also does not have a transit system.

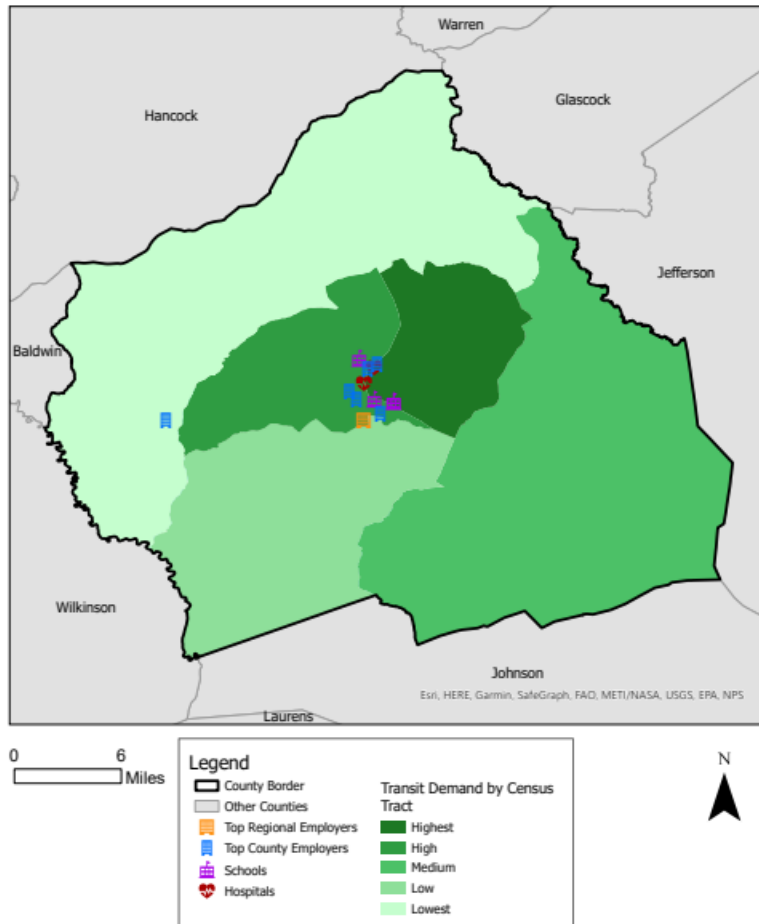
Planning Document Review

A TDP was not identified for Washington County. The Washington County Comprehensive Plan for 2005-2025 does not identify any transit needs or make transit recommendations for the County.

Location of Potential Transit Service Needs

Figure 101: Transit Need Areas in Washington County. The highest level of transit demand within Washington County are in the central region of the county. Within this area there are top regional employers, top county employers, schools, and hospitals. Outside of the central region, there are lower levels of demand. There is a top county employer located in the western portion of the county that is located in an area of low demand.

Figure 101: Transit Need Areas in Washington County



Rural Transit Trip Demand

As shown in Table 101, based on 2019 population data, the forecasted transit demand in Washington County ranged from 11,224 to 60,673 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Washington County is expected to decrease in population by approximately 8% between 2019 and 2050.¹⁰³ This results in a projected future 2050 transit demand of 9,021 to 55,819 annual trips.

Future Rural Trip Demand (2050)	9,021
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Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	60,673
Future Rural Trip Demand (2050)	55,819
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,224

¹⁰³ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	60,673
Future Rural Trip Demand (2050)	55,819
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	11,224
Future Rural Trip Demand (2050)	9,021

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

Webster County

Webster County is located in the River Valley Region and is a predominately rural area. The county is anticipated to decrease by 23.6% between 2019 and 2050, from 2,610 to 1,994 residents.

Currently, there are no transit services in Webster County. Two of the adjacent counties – Marion and Schley – are also without transit services. Stewart and Randolph Counties are both part of the multi-county Lower Chattahoochee Regional Transit Authority rural transit system. Sumter County has rural transit service, but only within the City of Americus. Terrell County also has transit service only within the City of Dawson, which is part of the Southwest Georgia Regional Transit system.

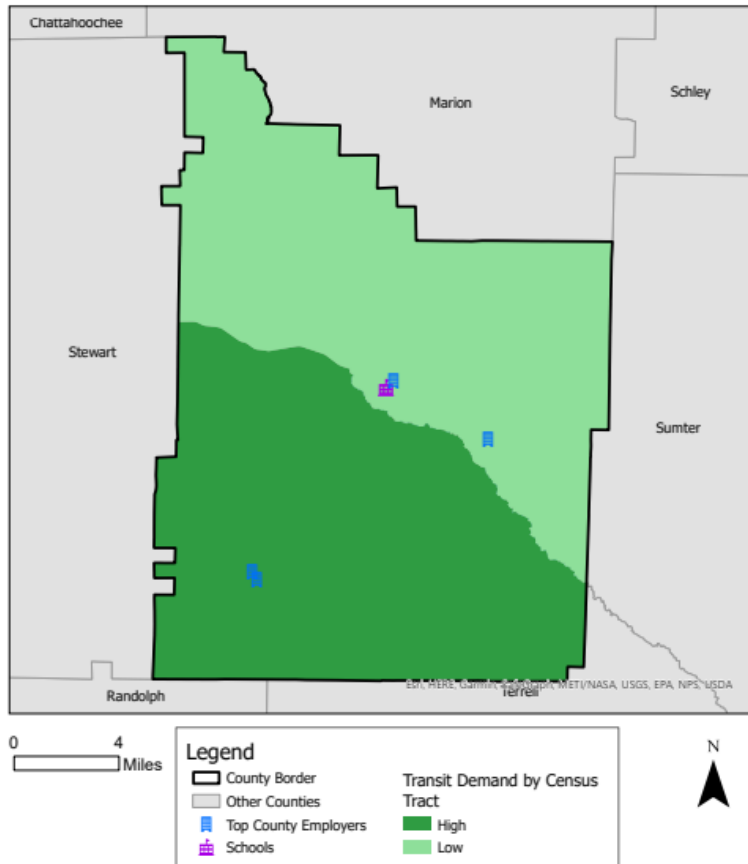
Planning Document Review

A TDP for Webster County was not identified. The 2019 Webster County Comprehensive Plan references a Webster County Transit Plan, but this document was not available online. The Comprehensive Plan does not discuss transit needs or identify any recommendations for transit service.

Location of Potential Transit Service Needs

Figure 102 shows the location of transit need areas in Webster County. The highest level of transit demand within Webster County is within the southern portion of the county. Within this area there are top county employers. Although the northern region has less transit demand, there are top county employers and a school within the area.

Figure 102: Transit Need Areas in Webster County



Rural Transit Trip Demand

As shown in Table 102, based on 2019 population data, the forecasted transit demand in Webster County ranged from 2,311 to 8,502 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

Webster County is expected to decrease in population by approximately 23.6% between 2019 and 2050.¹⁰⁴ This results in a projected future 2050 transit demand of 1,677 to 6,495 annual trips.

Future Rural Trip Demand (2050)	1,677
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Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	8,502
Future Rural Trip Demand (2050)	6,495
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	2,311

¹⁰⁴ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	8,502
Future Rural Trip Demand (2050)	6,495
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	2,311
Future Rural Trip Demand (2050)	1,677

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.

White County

White County is located in the Georgia Mountains Region and is a predominately rural area. The county is anticipated to increase by 31.3% between 2019 and 2050, from 29,489 to 38,717 residents.

Currently, there are no transit services in White County. All six surrounding counties have current transit services. Hall County has both rural and urban transit. Lumpkin, Union, Towns, Rabun, and Habersham each have their own rural transit system.

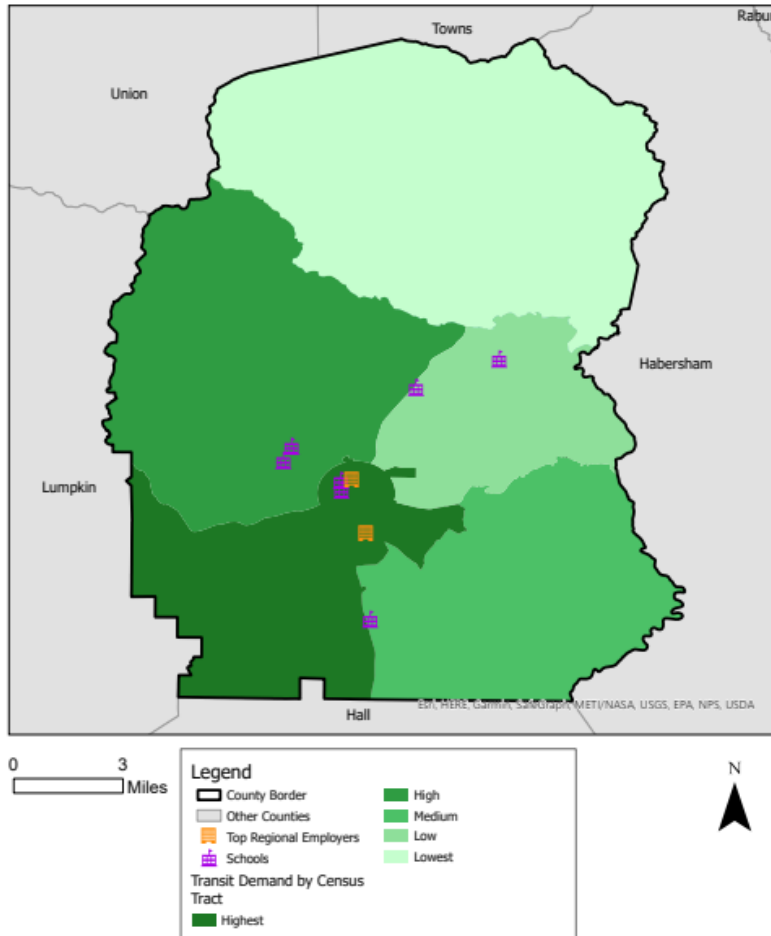
Planning Document Review

A TDP was not identified for White County. The White County Comprehensive Plan, which was updated in 2021, does not include any recommendations for transit. The Report of Accomplishments references the cancellation of a proposed local transportation program study, which would have included transit. The County determined this study to not be a priority.

Location of Potential Transit Service Needs

Figure 103 shows the location of transit need areas in White County. The highest level of transit demand within White County is in the southwestern portion of the county. Within this area there are top regional employers and schools. The northwestern portion of the county has high levels of demand and there are schools in the area. Other areas of the county have lower demand for transit.

Figure 103: Transit Need Areas in White County



Rural Transit Trip Demand

As shown in Table 103, based on 2019 population data, the forecasted transit demand in White County ranged from 24,377 to 38,849 annual trips. While some human services transportation is provided, the county currently does not have a public transit provider to meet this trip demand.

White County is expected to increase in population by approximately 31.3% between 2019 and 2050.¹⁰⁵ This results in a projected future 2050 transit demand of 28,169 to 51,006 annual trips.

Future Rural Trip Demand (2050)	28,169
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Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	38,849
Future Rural Trip Demand (2050)	51,006
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	24,377

¹⁰⁵ Governor's Office of Planning and Budget 2020-2050 Projections.

Current Unlinked Passenger Trips Provided (2019)	-
Higher Range Demand Estimate	
Existing Rural Trip Demand (2019)	38,849
Future Rural Trip Demand (2050)	51,006
Lower Range Demand Estimate	
Existing Rural Trip Demand (2019)	24,377
Future Rural Trip Demand (2050)	28,169

Note: The rural trip demand estimates are based on two methods of calculating demand developed by the Transit Cooperative Research Program and are described in **Section 2.3**. Alternative estimation methods exist, and local agencies are best suited to select the method most appropriate to their individual communities.