

Clay County

District information



atlregional.github.io/gta/#county/13061



Who lives in Clay County?

More and more travellers are choosing transit. Millenials in particular are opting for transit passes instead of driver's licenses. According to the [Who's On Board: 2014 Mobility Attitudes Survey](#), in the South alone **20% of people under 30 use transit at least once a week and 11% use it to commute at least 3-4 times per week.**

Still, some ride transit not because of its conveniences, but because it's the only way they can get around. Aging adults or persons with disabilities, those who cannot afford the costs of car ownership, and veterans that need transport to medical appointments all depend daily on their local transit systems.

Total population	3,133
Millenials	675 (22%)
65 years or older	575 (18%)
Veterans	234 (7%)
Below poverty line	1,368 (44%)
Living with a disability	108 (3%)
Less than one car per worker	60 households (5%)

Source: American Community Survey 2013 5-year estimates

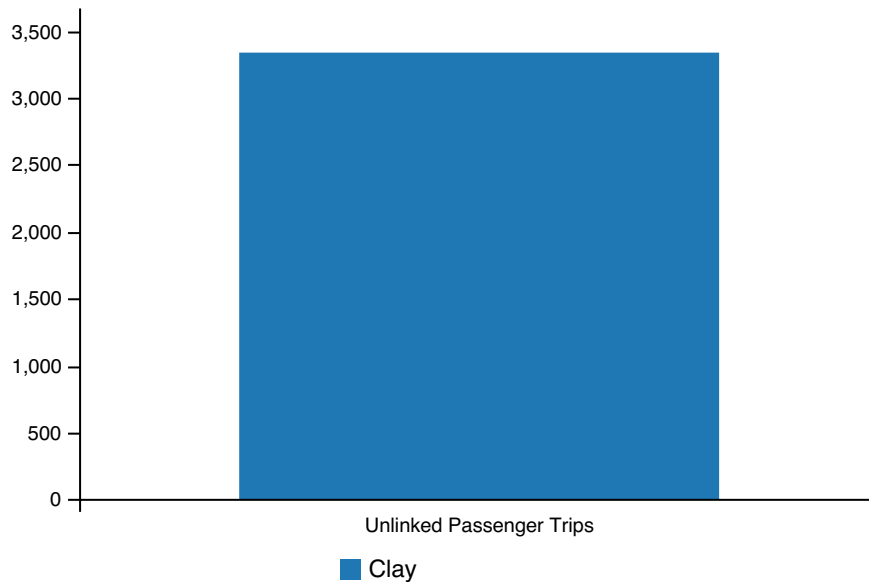
What transit providers operate in Clay County?

Clay County (Clay)

How is transit used in the area?

Transit in Georgia serves hundreds of thousands of Georgians every day. **Transit agencies operating in Clay County provide 3,333 trips annually.** These services are especially important to the **575 (18%) elderly and 108 (3%) disabled riders** that depend on transit in this district.

The figure below shows unlinked passenger trips, or the number of times passengers board vehicles, in Clay County. For more on service data, visit atlregional.github.io/gta/#county/13061/service.



Source: National Transit Database (NTD) 2013 Urban Service; NTD Rural 2013 Subrecipient Service Data

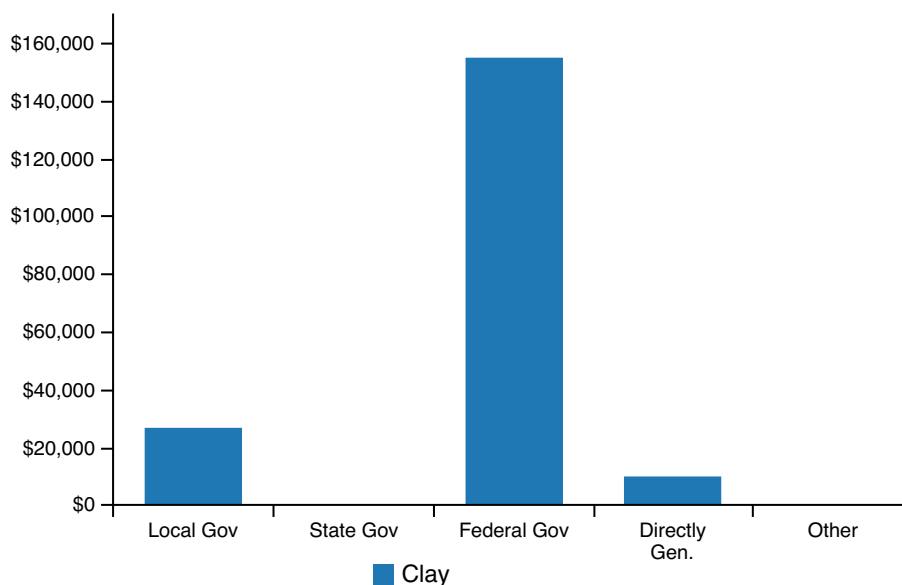
Note: Transit data are aggregated by county and subject to overestimation in small districts. Demographics are reported for the district alone.

How much does transit cost in the area?

Transit expenses are divided into:

- **Capital** - includes infrastructure and equipment, such as buses and vans, facilities, and technology.
- **Operating** - includes daily costs required to operate the system, such as salaries for bus operators and mechanics, regular vehicle and system maintenance, and general administrative costs.

The figure below shows all funding (both capital and operating) categorized by funding source. For details on this funding data, visit atlregional.github.io/gta/#county/13061/funding.



Source: National Transit Database (NTD) 2013 Urban Tax Funds, Directly Generated Funds; NTD Rural 2013 Subrecipient Financial Data

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