

Submitted By: Patrina Huff
Phone: (706) 461-4407
Email: patrinahuff@yahoo.com

Project Type: Public Transit related projects - Athens Transit System
General Program Goal: Social Well-Being

Previously Submitted and Rejected: No
Continuation Project: No

Project Total Cost: \$ 2,678,000 **Total Annual Operating Cost:** \$ 291,000

Abbreviated - Project Description: This project provides funding for the expansion of transit services to areas of Athens-Clarke County. The Capital Improvements includes 8 –15 electric passenger vans and 8 bus shelters improvements at 8 different locations around the County. The service will connect passengers to fixed- route service on the North, West, South, and Eastside corridors that have no access to public transportation service.

Project Location/Address: 775 E Broad St.

Is the Site currently owned by the Unified Government of Athens-Clarke County? Yes

Is the Site within State Highway Rights-of-Way? Varies

Site Specific Information:

Does this Project require the acquisition of any land rights, whether existing sites, new site, easements, or Rights-of-Way? Unsure

Project/Program Description: Transit Expansion Countywide with Express Service

Project Mission Statement/Selection Criteria: The goal of this project is to give people in excluded parts of the county access to Athens Clarke County services and a connection to the city at large.

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? N/A

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? N/A

PROJECT JUSTIFICATION

How will the Project meet one or more of the Selection Criteria?

Promotes the Goal of improving Equitability of capital improvements throughout the Community:

As there are currently no buses that extend to sections of Athens and Winterville, a transit expansion would promote a goal of offering transit access by providing on-demand service with electric passenger vans strategically placed to connect passengers to fixed- route service on the North, West, South, and Eastside corridors that have no access to public transportation services County wide public transportation services would allow for equitable transportation choices throughout the Athens-Clarke County community; providing for greater social, economic, and education opportunities through improved transportation amenity access. <https://www.apta.com/research-technical-resources/mobility-innovation-hub/microtransit/>

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: While Athens currently has a transit system, it does not extend to all parts of Athens or Winterville. This would be an upgrade to the overall reach of ACC transit's network. The expanded Athens-Clarke County Transit network brings needed Transit services to the outlying areas of Athens-Clarke County. This is to allow citizens the opportunity to use transportation services to access healthcare, employment, social services, shopping, academic, and intercity transportation options.

Promotes increased access to existing public facilities: The transit loop would connect to current routes. Athens-Clarke County Transit will collect ridership information to determine optimal system changes which will allow for the expansion of the Transit system coverage area. A system revision ensures maximum utilization, and system efficiency by reducing passenger wait times, and increasing access to hotspot destinations, and transfer locations.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: As this would get closer to some households that are currently out of reach of transit, the proposed expansion would likely promote increased usage of the system due to expansion of service area.

Increases capital for Transit Services or expands the Transit System: Expands the transit system and encourages the use of vehicles in multiuse areas in direct correlation of the current transit fleet.

Maintains or Improves Air Quality: The Athens transit buses are transitioning from hybrid gas electric to full electric while most cars in Athens are not. A transit expansion could improve air quality and reduce the number of vehicles on the streets.

Reduces vehicle miles traveled and traffic congestion: Increased bus ridership would reduce the need for car ownership and could decrease the number of cars overall in these areas.

Promotes Health and Safety: Fewer vehicles on the road generally translates to greater safety for pedestrians, bikers and other driver and lessens impact on air quality. See: Is Public Transit Safer than Driving? at <https://www.torklaw.com/safety/public-transportation-safer-than-driving>

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: Money saved on buying and maintaining a car is money that can be spent in other ways. This project will create jobs for individuals that have been unable to qualify for Commercial Driver's License.

Transit access to jobs and work could also increase prosperity.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: None.

Positive Benefits for the Social Well-Being of our Residents and visitors: Having an alternative for citizens to get to work and for members of the community to access shopping, doctor's appointments, etc. will enhance the overall well-being of this community by creating jobs for class c drivers using electric passenger vehicles. Have a regular set of eyes and ongoing activity in relatively quiet and somewhat neglected parts of town could also have positive impacts in terms of neighborhood vitality and caring for members of the community that do not live near loved ones.

Detrimental Impacts for the Social Well-Being of our Residents and visitors: None.

Positive Impacts on the Environment: The use of less gas powered transportation can have positive impacts. See: Electric Vehicle Adoption Improves Air Quality and Climate Outlook at <https://news.northwestern.edu/stories/2019/04/electric-vehicle-adoption-improves-air-quality-and-climate-outlook/>

Detrimental Impacts on the Environment: None.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: None.

Project Costs

Detailed project capital budget costs (to be funded from TSPLOST 2023 only):

Project Costs (round to thousand)	Amount
1. Land Acquisition / ROW / Easement:	\$ -
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ -
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ -
4. Construction:	\$ -
5. Construction Contingency: (10% of the Construction line item)	\$ -
6. Acquisition of Capital Equipment	\$ 2,294,000
7. Testing:	\$ -
8. Project Management: (4% of the total budget line items above)	\$ 92,000
9. Project Contingency: (10% of the total budget line items above)	\$ 239,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ -
11. Other 1:	\$ -
12. Other 2:	\$ -
Project Subtotal:	\$ 2,625,000
14. Program Management (2% of Project Subtotal):	\$ 53,000
TSPLOST 2023 Project Total:	\$ 2,678,000

Operating Cost

Total Annual Net Operating Costs when Project is complete:

Only identify additional or net operating costs to be paid by ACCGov as a result of this Project. Identify the additional or net costs needed, above ACCGov's current operating budget, to operate the requested project; as well as any additional Project related revenues that would be generated. Provide budget costs for each identified category below.

Operating Costs (round to thousand)	Estimated Impact for Annual Operating Expenditures
TOTAL PROJECTED REVENUES FROM PROJECT	
PROJECTED EXPENDITURES	
1. Personnel Costs: from Appendix A	286,000
2. Annual Utilities:	
• Natural Gas:	
• Electrical:	3,000
• Water:	
• Sewer:	
• Phone:	
• Solid Waste Collection:	1,000
• Other:	
3. Operating Supplies:	
4. Equipment Maintenance:	
5. Facility Maintenance:	
6. Other: Public Art Maintenance	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	291,000
NET OPERATING COSTS OF PROJECT:	\$ 291,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2023? Yes

Total Capital Financing for Project:

If the proposed Project is to receive funding other than TSPLOST 2023, provide a listing of amounts from each of the categories listed below. Please round all dollar amounts to the nearest \$1,000.

Project Sources (round to thousand)	Amount
1. TSPLOST 2023 ¹ :	\$ 2,678,000
OTHER SOURCES	
2. ACCGov General Fund:	\$ 268,000
3. ACCGov Enterprise Fund:	\$
4. State Grant:	\$
5. Federal Grant:	\$
6. Previous SPLOST:	\$
7. Other (describe):	\$
8. Other (describe):	\$
TOTAL SOURCES:	\$ 2,946,000

¹ If any additional sources of funding other than TSPLOST 2023 are indicated above, please provide information related to the source here. Be specific and be prepared to provide all necessary written approvals. (For example: Roadway projects that have approval for Federal Aid and will utilize TSPLOST 2023 funding for matching funds, you would need to provide specific written approval by GDOT)

Describe the current commitments for the other sources funding this project: Unsure.

New Staffing

Position	Title	Hourly Rate	# of Hours /wk	# of Positions	Total Annual Expense
Full- Time	Transit Vehicle Operator	16.25	40	4	\$135,200
Part-time		16.25	20	4	\$67,600
Benefits					\$14,960
Part-Time Route Supervisor		21.78	20	2	\$45,300
Uniforms					\$22,650
					\$285,710.00

Transit Vehicle Operator – operate a cut away van

Itemized Capital Acquisitions

Description	Quantity	Unit Cost	Total
All Electric 15 Passenger Van With depot charger	8	\$271,769.00	\$2,174,152
Bus stop & Shelter	8	15,000	\$120,000