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Project Type: Public Transit related projects - Athens Transit System
General Program Goal: Environment

Previously Submitted and Rejected: No
Continuation Project: No

Project Total Cost: \$ \$ 1,239,000 **Total Annual Operating Cost:** \$ 31,000

Abbreviated-Project Description: This project provides funding for the design and construction of a 20-40 vehicle park and ride transit lot on Tallassee Road.

Project Location/Address: 775 E. Broad St.

Is the Site currently owned by the Unified Government of Athens-Clarke County? No

Is the Site within State Highway Rights-of-Way? No

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

Project/Program Description: Park and Ride_Tallassee Rd.

Project Mission Statement/Selection Criteria: This project provides funding for the design and construction of a 20-40 vehicle park and ride transit lot on Tallassee Road. The project would include land acquisition, stormwater improvements, parking for 20-40 vehicles, heavy duty paving for bus turnaround. Construction pricing does not include any water or sewer services as part of the project.

If grant funding could be obtained these funds could be used for matching funds.

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:
While there is a park and ride on the east side of Athens, there is no similar facility on the west side.

This project addresses the need and would encourage greater ridership from the west side of Athens, and ensure equitable public transportation options exist throughout Athens-Clarke County

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: This would be an upgrade to the overall reach of ACC transit's network and connects car riders that would like to take transit from the west side of Athens.

Promotes increased access to existing public facilities: A Park and Ride on the west side would connect to current routes along Tallassee.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: This would be a safe and sanctioned option for those that currently park in private lots to discharge passengers to access ACC transit services.

Increases capital for Transit Services or expands the Transit System: This project would likely promote increased usage of the system by those taking cars to transit by offering a safe and sanctioned option to connect to existing service. It could also be a visible "signal" that transit comes to the area.

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 could decrease the number of cars overall in these areas.

Reduces time spent traveling in vehicles: There are car riders that are driving to private lots to take transit. An official park and ride would give those in this situation a place to park and encourage more bus riding.

Promotes Health and Safety: Public transportation is safer than vehicle transportation. Offering safe and sanctioned ways to connect to existing transit service furthers a goal of public safety. See: Is Public Transportation 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.

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.

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 as well as fewer vehicles on the roads can have positive very positive environmental impacts. As Athens Clarke County is going full electric while most drivers in Athens are not, having an emissions free connect for car riders to the Tallassee Rd. area furthers citywide environmental goals.

See: Environmental Benefits of Public Transportation at <https://www.southuniversity.edu/news-and-blogs/2016/08/environmental-benefits-of-public-transportation-31178#:~:text=%E2%80%9CPublic%20transportation%20reduces%20the%20number%20of%20cars%20in,10%20billion%20trips%20on%20public%20transportation%20each%20year>

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:

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:	\$ 300,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 72,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ 18,000
4. Construction:	\$ 600,000
5. Construction Contingency: (10% of the Construction line item)	\$ 60,000
6. Acquisition of Capital Equipment	\$ -
7. Testing:	\$ 5,000
8. Project Management: (4% of the total budget line items above)	\$ 43,000
9. Project Contingency: (10% of the total budget line items above)	\$ 110,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 6,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 1,214,000
14. Program Management (2% of Project Subtotal):	\$ 25,000
TSPLOST 2023 Project Total:	\$ 1,239,000

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	
2. Annual Utilities:	SOLAR
• Natural Gas:	NA
• Electrical:	NA
• Water:	NA
• Sewer:	NA
• Phone:	1,000
• Solid Waste Collection:	1,000
• Other:	
3. Operating Supplies:	1,000
4. Equipment Maintenance:	12,000
5. Facility Maintenance:	10,000
6. Other: Public Art Maintenance	1,000
7. Other: Landscape Maintenance	5,000
8. Other:	
TOTAL EXPENDITURES	31,000
NET OPERATING COSTS OF PROJECT:	\$ 31,000

Project Financing

Is the proposed Project to receive funding from source(s) other than TSPLOST 2023? No