

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

Previously Submitted and Rejected: No
Continuation Project: Yes - TSPLOST 2018, Project 03

Project Total Cost: \$ 41,924,000 **Total Annual Operating Cost: \$ 213,000**

Abbreviated - Project Description: This project provides funding for the design and construction of a new 50,000 square-foot Athens-Clarke County Transit Operation & Maintenance facility. This project is also intended to build 3 additional transfer facilities as a multi-faceted approach for transportation infrastructure improvement.

Project Location/Address: TBD

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

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

Site Specific Information: Transportation and Public Works and Transit are partnered in the search for a suitable site that will house both Transit and Public works infrastructure, Operation & Maintenance. The Remote Transfer Center sites are yet to be determined as well.

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

Project/Program Description: This project is being requested in order to replace the obsolete facility that Transit is currently operating out of at this time. The new facility will accommodate the new zero emission initiative set by Athens Clarke county mayor and commission. This project is also designed to provide additional transfer facilities as a multi-faceted approach for transportation infrastructure improvement.

Project Mission Statement/Selection Criteria: The Mission of the Athens Clarke County Transit Operations & Maintenance infrastructure project is to provide a home for the fleet of Transit Buses, optimally located to have the least amount of environmental impact, and provide sustainable infrastructure for the Athens-Clarke County Transit system for the next 75-years. Enhanced Transit offerings minimize traffic congestion, promote pedestrian safety, enhance economic growth through improved access to opportunity, and promote public transportation ultimately making Athens-Clarke County a better place to live. The proposed Transit site and facility will be scaled large enough to accommodate for the expansion of the Transit Fleet, associated staff, and support alternative fuel/propulsion systems.

The goals of this initiative are to:

- Provide all Athens-Clarke County residents and visitors with enhanced public transportation options that are efficient, environmentally friendly, and improve public safety/health.
- Increase working space for the growing Transit fleet and associated staff. The original Transit facility was built in 1976 for a fleet of 16 buses. Transit Currently operates 32 Heavy Duty Transit buses, 8 demand response vans, 13 support vehicles
- The proposed operations and maintenance facility will house a fleet of alternatively fueled vehicles that Enhance community ecosystem health through a reduction in use of fossil fuels, avoiding greenhouse gas production, a decrease in particulate matter, and noise reduction from conventional vehicle powertrains.
- Reducing public and worker exposure to toxic fumes, gases, and particulate matter as well as reducing the potential for toxic fuel and chemical spills.
- Encourage expansion in economic health by providing more efficient transportation services to underserved areas through the utilization of the additional remote transfer centers.
- Encourage expansion in social health by providing underserved populations with access to groceries, shopping, and community services (ex: Division of Family and Services, Department of Labor, Food Bank (Food Distribution Center for Disabled American Veterans))

How is this Project recommended/included in any approved ACCGov Land Use Plan, Master Plan, Corridor Study, or Service Delivery Plan? Yes, this information is included in the 2018 Athens Clarke County Transportation Development Plan, adopted by ACC Mayor and Commission. ACCGov Transit funding is programed into MACORTS TIP

How is this Project included in the Madison Athens-Clarke County Oconee Regional Transportation Study (MACORTS) long-range Transportation Improvement Plan (TIP)? The development of recommendations for the update of the Athens Transit Transportation Development Plan was based on a variety of factors including data collection, performance indicators, input from technical staff and public involvement along with findings and recommendations from the 2018 Transit Transportation Development Plan for Athens Transit System. The framework utilized to establish alternatives and recommendations for the Athens Transit TDP include the following priorities:

- o Build new infrastructure & parking that will house the personnel & permit essential functions of the current Transit fleet, Operations, & Maintenance staff. The new Transit facility and parking will include room for expansion of the existing staff and fleet.
- o Improve service frequency to generate new ridership, and enhance service for existing riders
- o Eliminate looping route structure, where feasible
- o Maximize future & existing infrastructure to reduce capital costs associated with new/modified services.

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:

The Remote Transfer sites allow for a larger public transportation service area. The larger service area provides public transportation opportunities, access to other public facilities throughout the community, and increased economic prosperity through enhanced access to public health amenities, workforce opportunities, and recreational activities.

Protects the community's existing Transportation Infrastructure Investments: The requested Operations and Maintenance facility allow for reduced Transit operational cost; through more efficient propulsion systems, vehicle maintenance, and decreased vehicle maintenance cost. These benefits and cost savings allow Athens-Clarke County Transit to expend funding in other areas which bring benefit to the community through enhanced services.

Reduces Pavement Maintenance deficit: The remote transfer sites will improve accessibility to public transportation ultimately encouraging ridership which in turn will decrease the amount of vehicles on the street, effectively increasing roadway lifespan.

Promotes the Upgrade and Continued Use of Alternative Transportation Facilities: The remote transfer facilities will increase accessibility to the public ultimately promoting the use of all Transit Facilities.

Promotes increased access to existing public facilities: The Remote Transfer sites allow for a larger public transportation service area. The larger service area provides public transportation opportunities, access to other public facilities throughout the community, and increased economic prosperity through enhanced access to public health amenities, workforce opportunities, and recreational activities.

Promotes increased usage of the Transit System, including improving Pedestrian access to Transit Facilities: The proposed remote terminals provide expanded public transportation access to areas of the community; provide access to safe, dependable transportation; increase access to employers; as well as having access to community, and essential life services.

Further, the project reflects the findings of the 2018 Community Survey, specifically:

☐ Out of a list of 13 proposed transportation improvement plans, residents widely considered "Enhance pedestrian/bike connectivity to nearby residential areas" to be the most important improvement that needed to be made in Athens-Clarke County. 3 out of 4 of those surveyed considered this improvement to be "Essential" or "Very Important". 39% of those surveyed stated this improvement was "Essential" and a further 36% stated it was "Very Important". Only 5% of respondents stated that it was "Not At All Important".

☐ 36% of ACC residents who responded stated that they at least sometimes used public transportation instead of driving.

Increases capital for Transit Services or expands the Transit System: The requested TSPLOST funds will be used to match available federal funding such as the FTA 5307 and 5339 grant programs. These program provide up to 80% of the proposed project funding when matched with local dollars. The use of the grant dollars maximize the local investment, and increase the benefits provided to the community.

Maintains or Improves Air Quality: This project encourages the use of electric vehicles, reducing the amount of greenhouse gas and particulate material created when burning fossil fuels. For every gallon of gas people avoid consuming 19.4 pounds of carbon dioxide is avoided. For diesel fuel, it is 22.38 pounds. Further, by not using fossil fuels, dangerous particulate matter generated by combustion is not released - leaving the air cleaner and healthier.

Reduces vehicle miles traveled and traffic congestion: The remote transfer sites will improve accessibility to public transportation ultimately encouraging ridership which in turn will decrease the amount of vehicles on the street, effectively increasing roadway lifespan.

Reduces time spent traveling in vehicles: The remote transfer sites will improve accessibility to public transportation ultimately encouraging ridership which in turn will decrease the amount of vehicles on the street. The additional transfer facilities allow for public transportation system route optimization which in-turn increases overall transit system efficiency. These efficiencies are realized through increased route frequency, decreased passenger wait times, and decreased travel times between destinations.

Continues TSPLOST 2018 Corridor Improvements or transportation related safety improvements: Corridor Improvements were a keystone of the 2018 TSPLOST. This project continues this initiative by expanding public transportation into unserved portions of Athens. Rural areas of Athens which lack pedestrian infrastructure benefit the most through increased Transit service. Transit services allow for a decrease in pedestrian vehicle conflicts in the rural areas that do not have pedestrian accommodating infrastructure.

Promotes Health and Safety: This project promotes health and safety by

- Providing safe and dependable transportation critical to being able to find and keep a job, have access to community services, and meet daily needs.
- Reducing air and water pollution through the use of alternative transportation and the use of electric transit vehicles, facilitating a healthier environment and creating a more livable community.

Triple Bottom Line Impacts

Positive Benefits for the Economic Prosperity of Athens-Clarke County: This project:

- Provides new and maintains existing infrastructure needed to grow economic development as may be identified in previously adopted plans.
- Reduces existing and/or future operating costs.
- Support other capital expenses needed to achieve action items identified in previously adopted plans for Land use, Economic Development, Transportation and/or Infrastructure Elements.

Detrimental Impacts to the Economic Prosperity of Athens-Clarke County: Since ACCGov does not own property for this facility. It is likely that land for this new facility is land that is currently on the tax digest, thus reducing available taxable land.

Positive Benefits for the Social Well-Being of our Residents and visitors:

Provides funding for Transportation related infrastructure or incentives needed to increase access to workforce housing.

- Maintains and improve equitable access to public facilities and infrastructure across the community.
- Promotes the upgrade and continued use of alternative transportation facilities.
- Promotes increased access to existing public facilities.
- Promotes increased use of the transit system, including the improvement of pedestrian access to transit facilities.
- Supports other capital expenses needed to achieve action items identified in adopted Master Planning documents.
- Helps create a healthier, quieter, and more desirable transportation experience and corridor by reducing noise, pollution, and hazards associated with fossil fuel-burning transportation vehicles.

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

Positive Impacts on the Environment:

- Protects and enhances the quality of natural areas that provide for recreation, clean water and habitat preservation through the reduction of pollution (ex: noise, particulates, hazard materials spills, pollutants)
- Supports other transportation related capital expenses needed to achieve action items identified in the Environment, Transportation, and / or Agricultural elements from previously adopted plans
- Reduces noise and pollutants produced by vehicles moving through corridors, helping reduce the impact of noise on the reproductive, hunting, and nesting/denning strategies and improving the overall health of wildlife.

Detrimental Impacts on the Environment: The potential negative impacts of developing land for a vehicle maintenance facility.

Positive/Negative Impacts on ACCGov Departments, Agencies, or other Organizations, if not covered in one of the above questions: ACCGov Transit expects the new facilities to decrease on-going operational cost through energy and resource conservation.

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:	\$ 2,500,000
2. Design Fees: (Min.12% of New Const.; 14% of reno,; 16% for LEED proj.)	\$ 4,200,000
3. Miscellaneous Fees: (Min. Minimum of 3% of Construction Costs – used for permitting, etc. Utilize minimum of 10% if land acquisition if necessary.	\$ 900,000
4. Construction: (\$15M for Transit Facility & \$6M for 3 Transfer Facilities)	\$ 21,000,000
5. Construction Contingency: (10% of the Construction line item)	\$ 2,100,000
6. Acquisition of Capital Equipment:	\$ 5,000,000
7. Testing:	\$ 500,000
8. Project Management: (4% of the total budget line items above)	\$ 1,428,000
9. Project Contingency: (10% of the total budget line items above)	\$ 3,263,000
10. Public Art: Calculated at 1% of the Construction line item.	\$ 210,000
11. Other 1:	\$
12. Other 2:	\$
Project Subtotal:	\$ 41,101,000
14. Program Management (2% of Project Subtotal):	\$ 823,000
TSPLOST 2023 Project Total:	\$ 41,924,000

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:	
• Natural Gas:	8,000
• Electrical: (expect to reduce this to \$0 in the new facility through solar generation.)	69,000
• Water:	11,000
• Sewer:	11,000
• Phone:	9,000
• Solid Waste Collection: Same as previous facility	
• Other:	
3. Operating Supplies:	
4. Equipment Maintenance:	
5. Facility Maintenance: (50,000 Sq. Ft at 2.08 per Square Foot.) annual	104,000
6. Other: Public Art maintenance	1,000
7. Other:	
8. Other:	
TOTAL EXPENDITURES	
NET OPERATING COSTS OF PROJECT:	\$ 213,000

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 :	\$ 41,924,000
OTHER SOURCES	
2. ACCGov General Fund:	\$
3. ACCGov Enterprise Fund:	\$
4. State Grant:	\$ 4,383,000
5. Federal Grant:	\$ 35,065,000
6. Previous SPLOST:	\$
7. Other (describe):	\$
8. Other (describe):	\$
TOTAL SOURCES:	\$ 81,372,000

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: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Site Criteria and Standards

Current Property Owner (if applicable): TBD

Minimum acreage necessary for Project: 15 Acres

Topography: FLAT

Estimated cost per acre: Unknown

Location/Accessibility

Define location relative to the Project's service area that best meets the Goals and Selection Criteria. The site for bus operations and maintenance facility and remote terminals should be convenient and accessible to the area being served.

If necessary to meet the Goals and Selection Criteria, describe what types of vehicular access will be required.

Commercial vehicle access is required for all Transit facilities. Transit busses are at minimum 102" wide and 42 feet long. All vehicle access points will need to be designed to accommodate the bus

If necessary to meet the Goals and Selection Criteria, describe what types of pedestrian access will be required.

ADA access must be provided to all facilities.

If necessary to meet the Goals and Selection Criteria, describe what types of Bicycle access will be required.

Bicycle facilities are to be included for true multi-modal access, and increased transportation opportunities.