

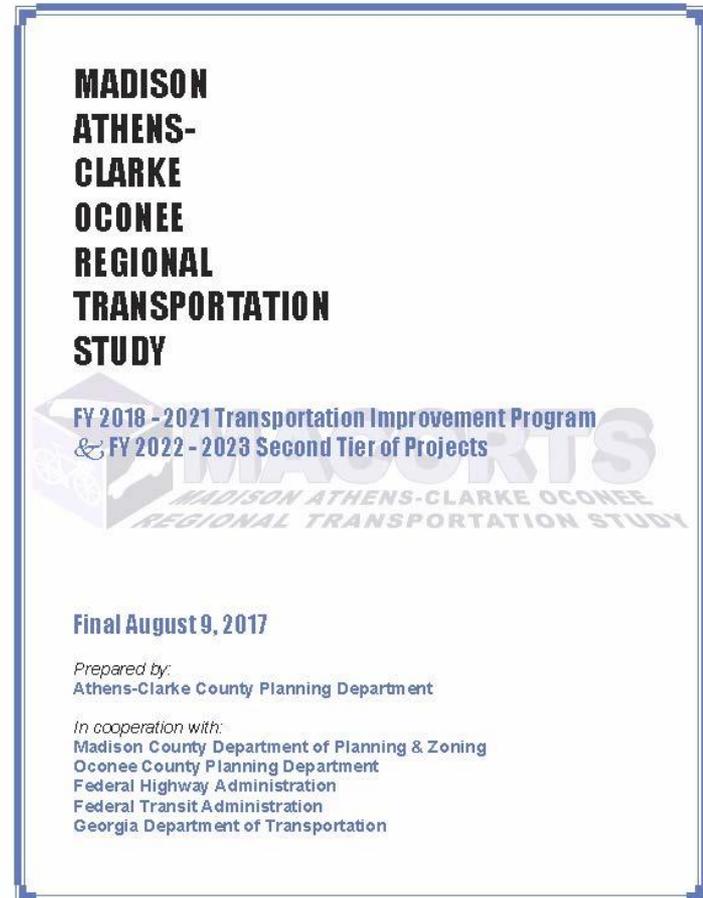
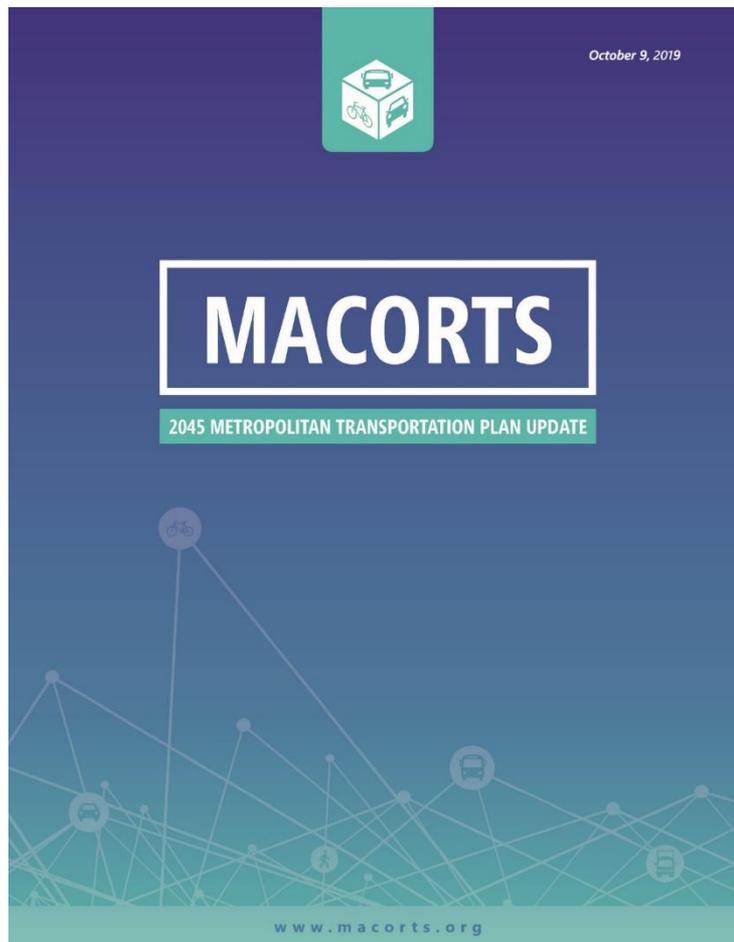


Amendment to 2045 Metropolitan Transportation Plan
& FY 18 – 21 Transportation Improvement Program to
Add Section 5339 Grant for UGA Buses & Update Of ACC
Transit 5339 Funding

Public Comment Period: May 26 – June 9, 2020

Proposed Amendments to MACORTS 2045 Metropolitan Transportation Plan & FY 2018 – 2021 Transportation Improvement Program

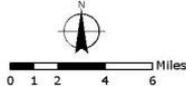
Public Comment Period: May 26 – June 9, 2020



Area Included in Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

MADISON ATHENS-CLARKE OCONEE
REGIONAL TRANSPORTATION STUDY
MPO Planning Boundary

- Legend**
- MPO
 - Athens-Clarke County
 - Jackson County
 - Madison County
 - Oconee County
 - Oglethorpe County



Athens-Clarke County Planning
GIS/Graphics Division
April 25, 2013

Proposed Amendment to 2045 Metropolitan Transportation Plan (MTP)

MTP is the 20-year plan that sets the goals and objectives, and strategies, and identifies specific projects to address the transportation needs within the MPO area to ensure mobility for people and goods.

Proposed Amendment to 2045 Metropolitan Transportation Plan (MTP)

The recent determination that the University of Georgia Campus Transit is an eligible recipient for federal funding has made it necessary for us to amend the MTP to reflect this new status. A new section is being added to the MTP and is shown in the following pages. It provides a profile of UGA Campus Transit Services and anticipated future federal funding requests.

Amendment to MACORTS 2045 Metropolitan Transportation Plan
To Replace 'University of Georgia Transit System' Beginning on page 59

Draft March 16, 2020

University of Georgia Campus Transit System

The University of Georgia (UGA) operates a campus transit system that provides service to the university community with fixed-route and paratransit service. The UGA Campus Transit System operates a fleet of over 60 buses / vehicles that carry over six million passengers per year. The system serves UGA faculty, staff, students, and all visitors to the campus. Employees of the system provide route service seven days per week on its fourteen routes and 103 bus stops. Each bus can be tracked on the UGA app and on the Transportation and Parking Services website (tps.uga.edu). All buses have a bike rack that can hold 2 bikes and are equipped with state-of-the-art video cameras to enhance safety.

The bus routes cover the campus of the University of Georgia. For those who wish to travel off campus, UGA partners with the Athens Transit Department where faculty, staff, and students can ride for no additional cost. The University Village route goes to the Multimodal Center where riders from the Athens Transit Department can transfer to and from the UGA system. UGA Campus Transit service within the Athens area is provided to the Veterinary Medical Campus on College Station Road, Engineering facilities on Whitehall Road and Health Services Campus on Prince Avenue and to a variety of smaller offices and facilities, some lying as far as five miles from main campus.

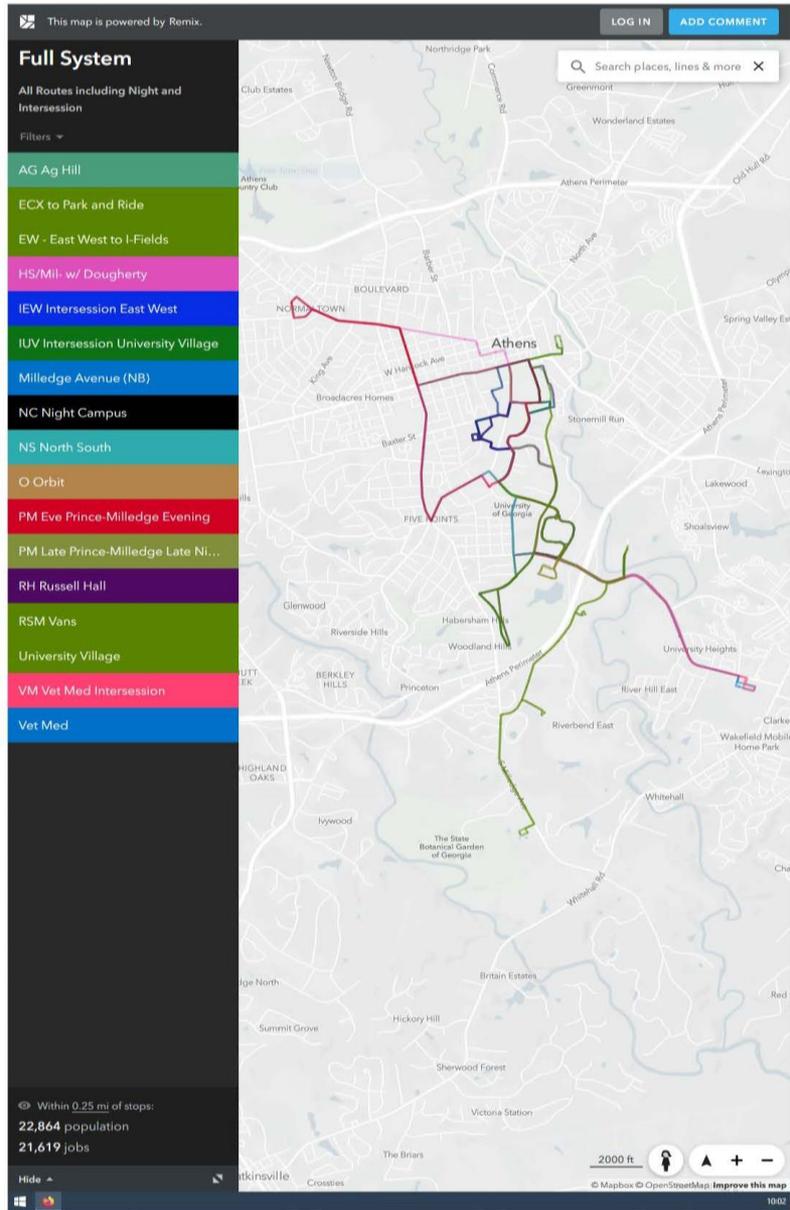
During regular service, the system runs on Monday – Wednesday from 6am – 1am, Thursday – Friday from 6am – 3am, Saturday from 10am – 3am, and on Sunday from 12pm – 10pm. During Summer Service, the buses run from 6am – 1am during the week with no weekend service. UGA observes the following holidays: New Year's Day, Martin Luther King, Jr. Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. There is no service when the University is closed. If the University is not closed for the holiday, Intersession Service is offered (7am – 7pm with no weekend service).

The paratransit service mimics the service of the bus system by providing transportation to UGA faculty, staff, students, and visitors to the campus that have permanent or temporary disabilities. Paratransit has a fleet of eight vehicles. Riders are coordinated through the Paratransit Office located in the West Campus Parking Deck.

The UGA system has experienced steady growth in ridership, with a significant increase on North Campus routes over the last year. As ridership demands continue to increase, the system's ability to keep pace will require investments in capital rolling stock and service modifications. Recent investments in transportation infrastructure includes the development of park-n-ride facilities with transit service to and from campus. With growing transportation needs and limited parking capacity, UGA transit services are anticipated to continue to expand through the plan horizon of 2045.

The UGA Campus Transit System is shown in Figure 21.

FIGURE 21. UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM



Financial Plan

Funding for operating the UGA Campus Transit comes from Student Transportation fees and Charter Revenue.

For urbanized areas with populations less than 200,000, operating assistance is an eligible federal expense. Urbanized areas of 200,000 or more may not use federal funds for operating assistance. To date, UGA has not applied to receive federal operating assistance; however, they have received Section 5339 Discretionary Capital Grant funding. In FY 2020, Section 5339 funds were awarded to UGA Campus Transit System in the amount of \$7,462,000 to purchase electric buses. This is the first time that UGA Campus Transit System has been directly awarded federal funds through the Georgia Department of Transportation as an eligible recipient for federal transit funding.

Students, faculty, and staff may ride the Athens Transit Department community buses under a service contract paid for by the UGA Campus Transit System. Riders may ride any Athens Transit bus on campus or off-campus and are required to scan their UGA ID cards upon entry. UGA pays \$1.422 per ride for the service. The annual cost of the service is slightly over \$1.2 million, with nearly half of that amount offset by a credit for UGA's participation in the Federal Transit Administration's *Small Transit Intensive Cities* program.

Major financial concerns of the UGA Campus Transit System are listed below. These are pulled directly from the *UGA Transportation and Parking Services Business Plan, FY 2019 – FY 2023*:

“It is reasonable to expect that these issues will require attention and implementation:

- Revenue sources outside of mandatory student fees must be increased. These can include parking permit price increases, increased charges to the athletic functions for football parking, increased charter bus rates, and parking special event fees.
- Transition to a mostly electric bus fleet so as to reap the benefits of reduced fuel consumption and maintenance requirements.
- Decrease single-occupancy vehicle travel on campus to reduce traffic congestion, speed the travel of buses through campus and lower the demand for parking. Promote walking, bicycling and bus riding.
- Redesign existing bus routes with the objective of meeting required service levels with fewer stops and fewer vehicles.
- Structure the permit pricing for remote lots to offset the transit services required to ferry drivers to campus.”

UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM –
FIXED ROUTE OPERATIONAL FUNDING AND EXPENDITURES

| UGA Campus Transit System Operating Budget | | | | | | |
|--|-------------------|--------------|--------------|--------------|--------------|--------------|
| | TIP COST SCHEDULE | | | | | |
| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
| Total Cost | \$9,969,815 | \$10,334,112 | \$10,366,827 | \$10,450,922 | \$10,520,003 | \$10,583,123 |
| Federal Cost | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Student Fees | \$8,682,000 | \$8,886,000 | \$8,896,993 | \$8,959,041 | \$9,005,743 | \$9,050,772 |
| Charter Revenue | \$1,287,815 | \$1,448,112 | \$1,469,834 | \$1,491,881 | \$1,514,259 | \$1,532,351 |

The following capital expenditures table is based on projected needs of capital rolling stock and support equipment, including:

- Electric Transit Buses and Vans
- Equipment repairs/replacements
- Charging units / solar panels for Electric Buses

UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM –
CAPITAL EXPENDITURES

| UGA Campus Transit System Capital Expenditures | | | | | |
|--|-------------------|--------------|-------------|-------------|-------------|
| | TIP COST SCHEDULE | | | | |
| | 2019 | 2020 | 2021 | 2022 | 2023 |
| Total Cost | \$391,905 | \$11,535,660 | \$4,173,080 | \$7,273,080 | \$3,901,000 |
| Federal Cost | \$0 | \$7,462,000 | \$0 | \$1,000,000 | \$1,000,000 |
| State Cost | \$0 | \$0 | \$0 | \$0 | \$0 |
| Local Cost | \$391,905 | \$4,073,600 | \$4,173,080 | \$6,273,080 | \$2,901,000 |

Transit Asset Management Plan Targets

The FAST Act required the development of transit asset management targets for the transit state of good repair and these must be incorporated into the MTP. GDOT developed the GDOT Group Transit Asset Management Plan (TAM Plan) to assist the smaller urban transit agencies to meet the federal regulations. ACC Transit endorsed the targets found in the GDOT TAM Plan and MACORTS agreed to incorporate these targets from the TAM Plan into the MTP. To date, UGA Campus Transit has not been included in the GDOT TAM Plan. They will be included in the update to the GDOT TAM Plan during 2022; therefore, compliance data for the TAM Plan and targets are not included in the MACORTS 2045 Metropolitan Transportation Plan or the Transportation Improvement Program at this time.

University of Georgia Campus Transit Future Projects

The following information was provided from the *UGA Transportation and Parking Services Business Plan, FY 2019 – FY 2023*:

“The foremost challenge to the new department is continuing to maintain and improve service levels across its combined operations while maintaining control of costs and seeking new revenue sources to offset legacy deficits. The solution allows implementation of operational improvements to secure long-term ability of the department to serve the university community.

Opportunities to structurally improve the transit operation include:

- Continued streamlining of the existing transit routes to reduce the number of stops, align stop locations to rider needs and reduce the operating cost per rider. This will entail significant changes to the design of the transit service.
- Implementing new technologies, such as electric buses, to reduce operating costs. Electric buses have dramatically lower operating costs, especially with regard to maintenance and fuel consumption.”

“Anticipated Operational Changes

...optimization of routes, schedules and stops to streamline service and gain operational efficiencies during the next five years. Also, alternative methods of transportation such as walking, biking and carpooling will be promoted. Furthermore, the sustainable change to an electric bus fleet will create positive operational changes such as reduced maintenance and operation costs and an increased life span.”

“The current long-term goals and objectives are:

- Maintain the safe operation of the fleet
- Continue to seek input from system users and other stakeholders to improve services to better meet the needs of the campus community
- Initiate modernization of the bus fleet to reduce emissions, costs of maintenance and diesel fuel costs. Complete the acquisition of at least 19 electric buses, install charging infrastructure and implement their usage in fixed-route service on campus.
- Use data collected by automatic passenger counters as well as REMIX software to design more efficient routes and services.
- Respond to new requests for campus transportation based on substantiated needs and financial assessments.
- Seek alternative funding sources, such as federal funding, in an effort to maintain or improve services without impacting the fees charged to students for services.
- Continue to seek ways to improve communication with customers to provide up-to-date service information and trip planning information that will enhance the customer experience. This will include participating in student functions as well as offering public outreach to various groups on campus.”

Proposed Amendment to FY 2018 – 2021 Transportation Improvement Program (TIP)

The TIP is a subset of the MTP that shows when and how much will be spent on projects through the Georgia Department of Transportation with federal transportation funds. The following pages were changed or added to the TIP.

CAPITAL SCHEDULE FOR ATHENS TRANSIT SYSTEM & UNIVERSITY OF GEORGIA CAMPUS TRANSIT
SECTION 5339 - Bus & Bus Facilities
FY 2018 - 2021 Transportation Improvement Program

| | FY | 2018 | 2019 | 2020 | 2021 | TOTAL |
|---|-----------|------|------|---------------------------------|---------------|---------------|
| | TIP # | | | T006922 - ACC; T007105 - UGA | T007021 - ACC | |
| CAPITAL ITEM DESCRIPTION | UNIT COST | | | | | |
| Bus and Bus Facilities - Athens-Clarke County Transit | | | | | | \$ - |
| Bus and Bus Facilities - Athens-Clarke County Transit | | | | | | \$ - |
| Bus and Bus Facilities - Athens-Clarke County Transit | | | | \$ 1,500,000 | | \$ 1,500,000 |
| Bus and Bus Facilities - University of Georgia Campus Transit | | | | \$ 8,778,824 | | \$ 8,778,824 |
| Bus and Bus Facilities - Athens-Clarke County Transit | | | | | \$ 500,000 | \$ 500,000 |
| Bus and Bus Facilities - University of Georgia Campus Transit | | | | | \$ - | \$ - |
| GRAND TOTAL COST OF PROJECTS | | \$ - | \$ - | \$ 10,278,824 | \$ 500,000 | \$ 10,778,824 |
| FEDERAL COST - ACC Transit | | \$ - | \$ - | \$ 1,200,000 | \$ 400,000 | \$ 1,600,000 |
| STATE COST - ACC Transit | | \$ - | \$ - | \$ 150,000 | \$ - | \$ 150,000 |
| LOCAL COST - ACC Transit | | \$ - | \$ - | \$ 150,000 | \$ 100,000 | \$ 250,000 |
| FEDERAL COST - UGA Campus Transit | | \$ - | \$ - | \$ 7,462,000 | \$ - | \$ 7,462,000 |
| STATE COST - UGA Campus Transit | | \$ - | \$ - | \$ - | \$ - | \$ - |
| LOCAL COST - UGA Campus Transit | | \$ - | \$ - | \$ 1,316,824 | \$ - | \$ 1,316,824 |

Section VIII - 5

The changes are in FY 2020 funding:

- UGA Campus Transit's Award of \$7,462,000 in federal funding was added.
- ACC Transit Department's federal amount in FY 2020 was reduced from \$2,260,000 to \$1,500,000.

CAPITAL SCHEDULE FOR ATHENS-CLARKE COUNTY TRANSIT SYSTEM & UNIVERSITY OF GEORGIA CAMPUS TRANSIT

Section 5307/5339

FY 2022-2023 SECOND TIER OF PROJECTS

| | FY | 2022** | 2023** | TOTAL |
|---|------------|---------------------|---------------------|---------------------|
| CAPITAL ITEM / DESCRIPTION | UNIT COST | | | |
| <u>ATHENS-CLARKE COUNTY TRANSIT</u> | | | | |
| 35 ft. Transit Bus Vehicles | \$ 775,000 | \$ 1,550,000 | \$ 1,550,000 | \$ 3,100,000 |
| Transit Vehicle-Van | \$ 125,000 | \$ 125,000 | \$ 125,000 | \$ 250,000 |
| Capital Maintenance | VARIES | \$ 400,000 | \$ 400,000 | \$ 800,000 |
| Spare Parts/Assoc. Capital Maintenance Items | VARIES | \$ 134,000 | \$ 150,000 | \$ 284,000 |
| Capital Support Equipment | VARIES | \$ 50,000 | \$ 50,000 | \$ 100,000 |
| ITS Equipment - Rehab/Renovate | VARIES | \$ 50,000 | \$ 50,000 | \$ 100,000 |
| Supervisor Vehicle | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 100,000 |
| Bus/Bus Stop Facilities Maint/Upgrade | VARIES | \$ - | \$ - | \$ - |
| GFI Upgrade / Maintenance | VARIES | \$ 200,000 | \$ 200,000 | \$ 400,000 |
| Transit Parking Facility Construction | VARIES | \$ - | \$ - | \$ - |
| Training | VARIES | \$ 25,000 | \$ 25,000 | \$ 50,000 |
| Safety / Security | VARIES | \$ 50,000 | \$ 50,000 | \$ 100,000 |
| Transit Enhancements - Signage | VARIES | \$ - | \$ 63,000 | \$ 63,000 |
| <u>UNIVERSITY OF GEORGIA CAMPUS TRANSIT</u> | | | | |
| Transit Bus Vehicles or Charging Infrastructure | VARIES | \$ 1,000,000 | \$ 1,000,000 | \$ 2,000,000 |
| | | | | \$ - |
| TOTAL PROJECT COST | | \$ 3,634,000 | \$ 3,713,000 | \$ 7,347,000 |

| | | | | |
|-------------------------------------|-------|--------------|--------------|--------------|
| Athens-Clarke County Transit System | Total | \$ 2,634,000 | \$ 2,713,000 | \$ 5,347,000 |
| FEDERAL COST | | \$ 2,107,200 | \$ 2,170,400 | \$ 4,277,600 |
| STATE COST | | \$ 263,400 | \$ 271,300 | \$ 534,700 |
| LOCAL COST | | \$ 263,400 | \$ 271,300 | \$ 534,700 |

| | | | | |
|--------------------------------------|-------|--------------|--------------|--------------|
| University of Georgia Campus Transit | Total | \$ 1,000,000 | \$ 1,000,000 | \$ 2,000,000 |
| FEDERAL COST | | \$ 800,000 | \$ 800,000 | \$ 1,600,000 |
| STATE COST | | \$ 100,000 | \$ 100,000 | \$ 200,000 |
| LOCAL COST | | \$ 100,000 | \$ 100,000 | \$ 200,000 |

** Based on projected capital needs

There is no change to the ACC Transit Dept numbers. UGA Campus Transit numbers were added to this sheet.

UNIVERSITY OF GEORGIA CAMPUS TRANSIT - VEHICLE REPLACEMENT SCHEDULE - BUSES

| Vehicle Serial Number | Vehicle No. | Purchase Funding | Bike Rack Equipped | Manufacturer | Model Year | Life Years | Life Mileage | Policy Year Replacement | Expected Year Replacement | |
|-----------------------|-------------------|------------------|--------------------|--------------|------------------|------------|--------------|-------------------------|---------------------------|------|
| 1 | 1VHFH3A2056701666 | 94523 | Local | Yes | Orion VII | 2005 | 12 | 500,000 | 2017 | 2021 |
| 2 | 1VHFH3A2256701667 | 94524 | Local | Yes | Orion VII | 2005 | 12 | 500,000 | 2017 | 2021 |
| 3 | 1VHFH3G2066702325 | 94613 | Local | Yes | Orion VII | 2006 | 12 | 500,000 | 2018 | 2021 |
| 4 | 1VHFH3G2266702326 | 94614 | Local | Yes | Orion VII | 2006 | 12 | 500,000 | 2018 | 2021 |
| 5 | 1VHFH3G2466702327 | 94615 | Local | Yes | Orion VII | 2006 | 12 | 500,000 | 2018 | 2021 |
| 6 | 1VHFH3G2666702328 | 94616 | Local | Yes | Orion VII | 2006 | 12 | 500,000 | 2018 | 2021 |
| 7 | 1VHFH3G2876703398 | 94740 | Local | Yes | Orion VII | 2007 | 12 | 500,000 | 2019 | 2021 |
| 8 | 1VHFH3G2776703523 | 94742 | Local | Yes | Orion VII | 2007 | 12 | 500,000 | 2019 | 2021 |
| 9 | 1VHFH3G2976703524 | 94743 | Local | Yes | Orion VII | 2007 | 12 | 500,000 | 2019 | 2021 |
| 10 | 1VHFH3G2576703553 | 94760 | Local | Yes | Orion VII | 2007 | 12 | 500,000 | 2019 | 2021 |
| 11 | 1VHFH3G2776703554 | 94761 | Local | Yes | Orion VII | 2007 | 12 | 500,000 | 2019 | 2021 |
| 12 | 1N94046199A140046 | 94911 | Local | Yes | NABI 40LFW-46.01 | 2009 | 12 | 500,000 | 2021 | 2021 |
| 13 | 1N94046109A140047 | 94912 | Local | Yes | NABI 40LFW-46.01 | 2009 | 12 | 500,000 | 2021 | 2021 |
| 14 | 1N94046129A140048 | 94913 | Local | Yes | NABI 40LFW-46.01 | 2009 | 12 | 500,000 | 2021 | 2021 |
| 15 | 1N94046149A140049 | 94914 | Local | Yes | NABI 40LFW-46.01 | 2009 | 12 | 500,000 | 2021 | 2021 |
| 16 | 1VHFH3G24A6707066 | 94916 | Local | Yes | Orion VII | 2010 | 12 | 500,000 | 2022 | 2022 |
| 17 | 1VHFH3G21A6707073 | 94917 | Local | Yes | Orion VII | 2010 | 12 | 500,000 | 2022 | 2022 |
| 18 | 1VHFH3G23A6707074 | 94918 | Local | Yes | Orion VII | 2010 | 12 | 500,000 | 2022 | 2022 |
| 19 | 1VHFH3G27A6707076 | 94919 | Local | Yes | Orion VII | 2010 | 12 | 500,000 | 2022 | 2022 |
| 20 | 1VHFH3G5XB6707911 | 95122 | Local | Yes | Orion VII | 2011 | 12 | 500,000 | 2023 | 2023 |
| 21 | 1VHFH3G51B6707912 | 95123 | Local | Yes | Orion VII | 2011 | 12 | 500,000 | 2023 | 2023 |
| 22 | 1VHFH3G53B6707913 | 95124 | Local | Yes | Orion VII | 2011 | 12 | 500,000 | 2023 | 2023 |
| 23 | 1VHFH3G55B6707914 | 95125 | Local | Yes | Orion VII | 2011 | 12 | 500,000 | 2023 | 2023 |
| 24 | 1VHFH3G5XC6708008 | 95127 | Local | Yes | Orion VII | 2012 | 12 | 500,000 | 2024 | 2024 |
| 25 | 1VHFH3G51C6708009 | 95128 | Local | Yes | Orion VII | 2012 | 12 | 500,000 | 2024 | 2024 |
| 26 | 1VHFH3G58C6708010 | 95129 | Local | Yes | Orion VII | 2012 | 12 | 500,000 | 2024 | 2024 |
| 27 | 1VHFH3G5XC6708011 | 95130 | Local | Yes | Orion VII | 2012 | 12 | 500,000 | 2024 | 2024 |
| 28 | 5FYD8FV12EC044411 | F95404 | FTA | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 29 | 5FYD8FV14EC044412 | F95405 | FTA | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 30 | 5FYD8FV16EC044413 | F95406 | FTA | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 31 | 5FYD8FV18EC044414 | F95407 | FTA | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |

This sheet was added to the document.

UNIVERSITY OF GEORGIA CAMPUS TRANSIT - VEHICLE REPLACEMENT SCHEDULE - BUSES

| Vehicle Serial Number | Vehicle No. | Purchase Funding | Bike Rack Equipped | Manufacturer | Model Year | Life Years | Life Mileage | Policy Year Replacement | Expected Year Replacement | |
|-----------------------|-------------------|------------------|--------------------|--------------|--------------------|------------|--------------|-------------------------|---------------------------|------|
| 32 | 5FYD8FV1XEC044415 | 95416 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 33 | 5FYD8FV11EC044416 | 95417 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 34 | 5FYD8FV13EC044417 | 95418 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 35 | 5FYD8FV15EC044418 | 95419 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 36 | 5FYD8FV17EC044419 | 95420 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 37 | 5FYD8FV13EC044420 | 95421 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 38 | 5FYD8FV15EC044421 | 95422 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 39 | 5FYD8FV17EC044422 | 95423 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 40 | 5FYD8FV17EC045912 | 95504 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 41 | 5FYD8FV19EC045913 | 95505 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 42 | 5FYD8FV17EC045914 | 95506 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 43 | 5FYD8FV12EC045915 | 95507 | Local | Yes | New Flyer Xd40 | 2014 | 12 | 500,000 | 2026 | 2026 |
| 44 | 5WEASAA1EH761706 | 95439 | Local | Yes | IHC/EI Dorado (TC) | 2015 | 12 | 500,000 | 2027 | 2028 |
| 45 | 5FYD8FV18FF048172 | 95601 | Local | Yes | New Flyer Xd40 | 2016 | 12 | 500,000 | 2028 | 2028 |
| 46 | 5FYD8FV1XFF048173 | 95602 | Local | Yes | New Flyer Xd40 | 2016 | 12 | 500,000 | 2028 | 2028 |
| 47 | 5FYD8FV11FF048174 | 95603 | Local | Yes | New Flyer Xd40 | 2016 | 12 | 500,000 | 2028 | 2028 |
| 48 | 5FYD8FV13FF048175 | 95604 | Local | Yes | New Flyer Xd40 | 2016 | 12 | 500,000 | 2028 | 2028 |
| 49 | 4RKENTGA71R835291 | 94104 | Local | Yes | RTS | 2001 | 10 | 350,000 | 2011 | 2020 |
| 50 | 1VHFH2A2146701216 | 94410 | Local | Yes | Orion VII | 2004 | 12 | 500,000 | 2016 | 2020 |
| 51 | 1VHFH3A2X46701253 | 94411 | Local | Yes | Orion VII | 2004 | 12 | 500,000 | 2016 | 2020 |
| 52 | 1VHFH3A2146701254 | 94412 | Local | Yes | Orion VII | 2004 | 12 | 500,000 | 2016 | 2020 |
| 53 | 1VHFH3A2746701257 | 94413 | Local | Yes | Orion VII | 2004 | 12 | 500,000 | 2016 | 2020 |
| 54 | 1VHFH3A2046701259 | 94415 | Local | Yes | Orion VII | 2004 | 12 | 500,000 | 2016 | 2020 |
| 55 | 1VHFH3A2556701663 | 94521 | Local | Yes | Orion VII | 2005 | 12 | 500,000 | 2017 | 2020 |
| 56 | 4RKENTGA91R835292 | 94105 | Local | Yes | RTS | 2001 | 10 | 350,000 | 2011 | 2020 |
| 57 | 4RKENTGA21R835294 | 94107 | Local | Yes | RTS | 2001 | 10 | 350,000 | 2011 | 2020 |
| 58 | 1VHFH3A2946701258 | 94414 | Local | Yes | Orion VII | 2004 | 12 | 500,000 | 2016 | 2020 |

This sheet was added to the document.

**FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM
BUS REPLACEMENT SCHEDULE FOR UNIVERSITY OF GEORGIA CAMPUS TRANSIT SYSTEM**

| BUS MODEL | 12 YEAR SCHEDULE | | | | | | | | | | | | |
|----------------|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| 2001 | 3 | 3 | | | | | | | | | | | |
| 2004 | 6 | 6 | | | | | | | | | | | |
| 2005 | 3 | 3 | 2 | | | | | | | | | | |
| 2006 | 4 | 4 | 4 | | | | | | | | | | |
| 2007 | 5 | 5 | 5 | | | | | | | | | | |
| 2008 | | | | | | | | | | | | | |
| 2009 | 4 | 4 | 4 | | | | | | | | | | |
| 2010 | 4 | 4 | 4 | 4 | | | | | | | | | |
| 2011 | 4 | 4 | 4 | 4 | 4 | | | | | | | | |
| 2012 | 4 | 4 | 4 | 4 | 4 | 4 | | | | | | | |
| 2013 | | | | | | | | | | | | | |
| 2014 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | 16 | | | | |
| 2015 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| 2016 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | |
| 2017 | | | | | | | | | | | | | |
| 2018 | | | | | | | | | | | | | |
| 2019 | | | | | | | | | | | | | |
| 2020 | | | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| 2021 | | | | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 13 |
| 2022 | | | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 2023 | | | | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 2024 | | | | | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 2025 | | | | | | | | 4 | 4 | 4 | 4 | 4 | 4 |
| 2026 | | | | | | | | | 16 | 16 | 16 | 16 | 16 |
| 2027 | | | | | | | | | | | | | |
| 2028 | | | | | | | | | | | | 5 | 5 |
| 2029 | | | | | | | | | | | | | |
| 2030 | | | | | | | | | | | | | |
| TOTAL | 0 | 58 | 58 | 68 | 66 | 66 | 66 | 66 | 70 | 70 | 70 | 70 | 70 |
| PEAK USAGE | 55 | 55 | 55 | 58 | 58 | 58 | 58 | 58 | 59 | 59 | 59 | 59 | 59 |
| SPARES | 3 | 3 | 13 | 8 | 8 | 8 | 8 | 8 | 11 | 11 | 11 | 11 | 11 |
| SPARE RATIO | 5% | 5% | 24% | 14% | 14% | 14% | 14% | 14% | 19% | 19% | 19% | 19% | 19% |
| RETIRED VEH. | 0 | 0 | 10 | 15 | 4 | 4 | 4 | 4 | 0 | 16 | 0 | 5 | 0 |
| VEH. PURCHASED | 0 | 0 | 20 | 13 | 4 | 4 | 4 | 4 | 4 | 16 | 0 | 5 | 0 |

This sheet was added to the document.

Send us your comments before **June 9, 2020:**

- Email: macorts@accgov.com
- Mail: Athens-Clarke County Planning Dept.
Attn: MACORTS
120 W. Dougherty Street
Athens, GA 30601
- Fax: 706-613-3844
- Visit Our Website: www.macorts.org

Still got questions ?

Get them answered:

- *Call Sherry McDuffie or Cherie Varnum at 706-613-3515*
 - *Email us at macorts@accgov.com*