2018

Athens-Clarke County



Comprehensive Plan

Unified Government

Of

Athens-Clarke County

2018 COMPREHENSIVE PLAN

FOR THE

UNIFIED GOVERNMENT

OF

ATHENS-CLARKE COUNTY

TABLE OF CONTENTS

Letter of Transmittal from the Mayor.....1

Executive Summary.....2

Introduction.....4

Trends and Challenges.....6

Committees.....10

Required Elements.....12

I. Community Goals.....13

a. General Vision Statement.....13

II. Community Goals / Needs and Opportunities.....14

a. List of Goals, Strategies, Policies, Needs (Ideas) and Opportunities (Obstacles).....14

III. Community Work Program.....53

Additional Required Elements.....68

IV. Economic Development.....69

V. Land Use.....71

VI. Transportation.....88

VII. Housing.....91

Required Participation.....93

I. Required Public Hearings.....93

a. First Required Public Hearing.....93
b. Plan Development – Community Involvement.....93
c. Second Public Hearing.....95
d. Third Public Hearing.....96
e. Submitted for Review.....96
f. Survey Summary.....96

Required Consideration.....98

I. Regional Water Plan.....98

II. Rules for Environmental Planning Criteria.....98

III. Athens-Clarke County Environmental Areas Map.....99

References.....100

Envision Athens

M&C Budget Goals

Sustainability Plan

Greenway Network Plan

Airport Capital Improvement Plan

Appendix.....102

Public Meeting Sign-In Sheets.....103

Public Survey Questionnaire.....125

2014-2018 Short-Term Work Program Status Update.....129

Transportation Corridor Concept Map.....133

Northeast Georgia Comprehensive Economic Development Strategy.....134

2040 MACORTS Long Range Transportation Plan.....194

Consolidated Plan.....404



Nathan Deal
Governor

Georgia® Department of Community Affairs

Christopher Nunn
Commissioner

June 22, 2018

RECEIVED 6/25/18

Honorable Nancy B. Denson
Mayor, Athens-Clarke County
P.O. Box 1868
Athens, GA 30603-1868

Dear Mayor Denson:

Congratulations on the recent adoption of your Comprehensive Plan Update! In recognition of Athens -Clarke County's impressive achievement, the Department of Community Affairs is honored to award Qualified Local Government (QLG) status to your community.

Please note that this award has no effect upon your community's compliance with the Service Delivery Act (O.C.G.A. 36-70-20). Please visit our website at: http://www.georgiaplanning.com/DCACommunity/ to keep abreast of upcoming planning deadlines for your community.

Now begins the challenging work of implementing this plan. We believe that the plan should provide a framework for making sound decisions for the County's long-term growth and development. We hope that you and other decision makers will refer to the plan in the day-to-day decisions you make concerning the community.

Further rewards await your community for effectively implementing the comprehensive plan. Please consider seeking PlanFirst designation if your community has established a consistent track record of plan implementation. This program offers substantial financial incentives as well as recognition for Georgia's best planning communities of all sizes. For more information, visit: http://www.dca.ga.gov/development/PlanningQualityGrowth/programs/PlanFirst.asp.

Please don't hesitate to contact DCA's Office of Planning and Environmental Management or your Regional Commission with any questions or assistance needs you may have. Best wishes for the successful implementation of your plan!

Sincerely,

Brian Johnson, Director
Office of Planning and Environmental Management

BJ/nah
cc: James R. Dove, Executive Director, Northeast Georgia RC
Burke Walker, Director of Planning and Government Services, Northeast Georgia RC
Julie Ball, Program Assistant

ATHENS CLARKE COUNTY

February 20, 2018

Northeast Georgia Regional Commission
305 Research Drive
Athens, Georgia 30605

RE: Comprehensive Plan Update Submittal

Dear Sir or Madam:

The Unified Government of Athens-Clarke County has completed an update of its comprehensive plan and is submitting it with this letter for review by the Northeast Georgia Regional Commission and the Department of Community Affairs.

I certify that we have held the required public hearings and have involved the public in development of the plan in a manner appropriate to our community's dynamics and resources. Evidence of this has been included with our submittal.

I certify that appropriate staff and decision-makers have reviewed both the Regional Water Plan covering our area and the Rules for Environmental Planning Criteria (O.C.G.A. 12-2-8) and taken them into consideration in formulating our plan.

If you have any questions concerning our submittal, please contact Gavin J. Hassemer, Special Projects Planner, at 706-613-3515, or email at gavin.hassemer@accgov.com.

Sincerely,

Nancy B. Denson
Mayor

Enclosures

MAYOR NANCY B. DENSON
UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY, GEORGIA
301 College Avenue, Suite 300 • Athens, Georgia 30601 • (706) 613-3010 • Cell (706) 338-0725

EXECUTIVE SUMMARY

Citizens of Athens-Clarke County,

On behalf of the Unified Government of Athens-Clarke County, I present to you the 2018 Athens-Clarke County Comprehensive Plan. Please accept this summary as an insight into the incredible effort that has been put forth by you, the community, into thoughtfully planning our future over the next 20 years. The document that follows is meant to outline a collective strategy going forward that makes every attempt to ensure the continued health, safety, and general welfare of the community. In cooperation with Envision Athens, which has had significant influence on the 2018 Comprehensive Plan, we have fulfilled our obligation to you, the citizenry, and the State of Georgia, in complying with the standards put forth for planning at the local government level.

Inception of the 2018 Athens-Clarke County Comprehensive Plan began on June 1, 2017. Throughout this time, Planning Department Staff have led an effort always meant to be driven by the public through various means of input. Together, with identified Stakeholders and an appointed Steering Committee, Staff has assembled a document that meets not only the minimum standards as administered by the Georgia Department of Community Affairs, but exceeds those expectations by supplementing the plan with relevant information and initiatives aimed at continuing the legacy Athens-Clarke County has become known for in the practice of community planning.

As you review the 2018 Comprehensive Plan, you will notice the document is arranged in a manner consistent with the standards and procedures stated by the DCA. Required elements include a Vision Statement, Goals, Policies, Needs and Opportunities, as well as a Community Work Program. Additional Required Elements, or those applicable to Athens-Clarke County based on predetermined thresholds, include Economic Development, Land Use, Transportation, and Housing. Finally, and not without prominence, is a separate, but associated, Service Delivery Strategy for Athens-Clarke County, the City of Winterville, and the City of Bogart. The Service Delivery Strategy outlines current service levels within the jurisdictional boundary of Athens-Clarke County, including the portions of any municipalities geographically located in the county. All told, the Service Delivery Strategy highlights those public services that impact the daily lives of citizens by clearly denoting to what degree each serviced is performed and which local government is responsible for supplying it.

A number of common qualities and concerns stood out in the creation of this plan as compared to previous versions. The “Classic City” has long been described as having a uniquely vibrant quality that is evidenced both in its social demographics and physically built environment. Over the course of this process it was overwhelmingly definitive that the community strives to maintain the local character that embodies both people and place. Just as important, however, is the continued support for equitable services and opportunities amongst the entire population and across the entire geographic area. Sustainability, in all facets of life, is something we will likely see make a strong push to the forefront of our society. With that, there is already a concentrated effort to implement alternative transportation initiatives both in modes and design. Poverty is still a major reality for thousands of Athenians, and touches all ages and races. By securing well-paying jobs for everyone, we can combat this epidemic while also providing additional income that could in turn help residents pursue better housing. Such housing should be affordable though, and that too was a common call amongst the public. Finally, in closing, one last item unmistakably discussed both verbally and non-verbally, as evidenced by action and participation in this process, is the hope and passion people have for the future of this great community.

As we near the end of this once-in-a-decade endeavor, I hope you will agree that the 2018 Athens-Clarke County Comprehensive Plan is a document that will not cease in its formulation simply because it achieves an associated due date. This plan will very much remain open to interpretation, initiate discussion and debate, all while undergoing periodic amendments as circumstances arise and our future takes shape. Thank you for your participation and commitment to the successful community we all call our own.

Sincerely,



Brad Griffin, Planning Director

INTRODUCTION

The Unified Government of Athens-Clarke County hereby submits its official 2018 Comprehensive Plan. This was a collaborative effort amongst staff, politicians, professionals, non-profits, and of course, the citizens of Athens-Clarke County. The Unified Government believes it has assembled a document that not only meets the minimum criteria as required by O.C.G.A 50-8-1 et seq, but overwhelmingly exceeds those standards when coupled with supplemental reports and studies, including the Envision Athens effort.

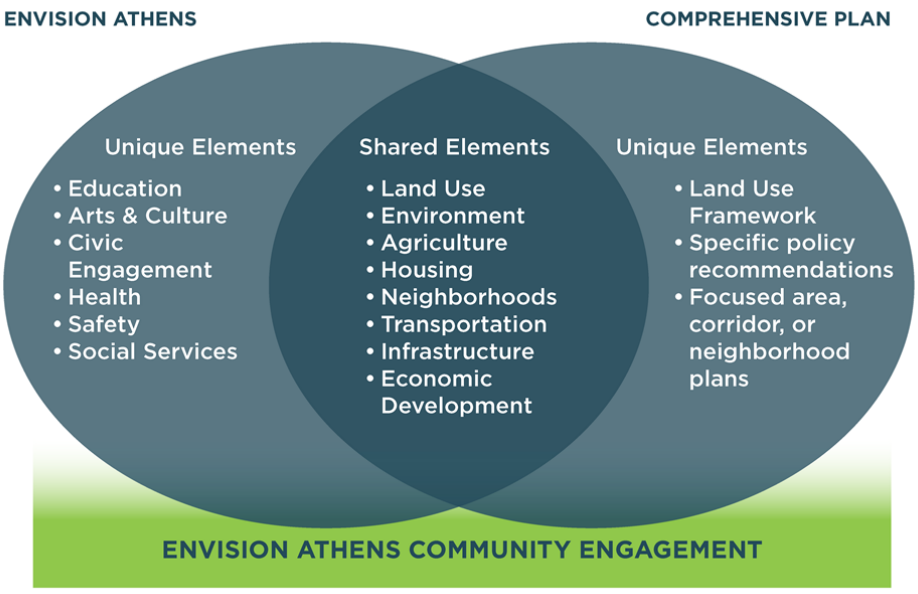
Since the time of state amendments to the Local Comprehensive Planning Standards and Procedures, effective March 1, 2014, the Unified Government has taken the opportunity to alter its traditional approach to comprehensive planning. The Unified Government undertook an "out-of-the-box" approach to its 2018 Comprehensive Plan, incorporating the ideas of two separate processes, the Comprehensive Plan and Envision Athens. From this approach, Envision Athens was able to compliment the Comprehensive Plan by highlighting both successes and deficiencies across the community. In brief, the community has put forth an effort to not only produce a document that outlines the necessary items required to comply with state mandates, but also a more creative, broad-based community and economic development strategy in Envision Athens. Scheduled more or less concurrently, Envision Athens was intended to provide an increase in public participation and comments that could then assist in fulfilling a majority of the research, data, and results for the 2018 Comprehensive Plan.

So just what is Envision Athens? Simply put, it is a unique, non-mandated, voluntary effort put forth by a mix of community-wide stakeholders to address a cooperative approach to the future of Athens-Clarke County. It is not intended to replace the comprehensive plan, but instead go further than the typical comprehensive plan, in both its responsibility and outreach. Envision Athens brings together institutional partners including local government, local schools, hospitals, universities, non-profits, industry and many others. Commitments made by these organizations go beyond participation and funding. Each has an identified interest in aligning their own respective goals, policies, and master plans with that of a unified "vision" put forth by the community through Envision Athens. By design, Envision Athens was strategically positioned to commence prior to the initiation of the 2018 Comprehensive Plan effort. Doing so allowed for a more rigorous public input opportunity, coupled with professional assessment of the existing and projected community conditions. Rather than duplicate the same efforts put forth by Envision Athens, the 2018 Comprehensive Plan aims to incorporate the valuable research and assessment already completed and demonstrate how a comprehensive plan can stand as a leading example of how to enhance, not conflict, with other unique planning efforts of the community. Further information regarding Envision Athens can be found in the Reference Section.

Athens-Clarke County is usually discussed in terms of its uniqueness, but is often left hesitant to describe just what that uniqueness entails. A strong effort has been made to define "Athens", and subsequently, the entire comprehensive plan stands as a summary of that goal. Not one sentence or statement is able to capture the entire feeling of what Athens-Clarke County is or strives to be. Rather, it takes a document like this, or more accurately, two similar documents (2018 Comprehensive Plan and Envision Athens) to grasp the true realities of "Athens". It is the Unified Government's hope that all who review this document will see it as a reflection of Athens-Clarke County's innovative and atypical approach to planning. Simply updating the traditional comprehensive plan was not enough, and instead, the Unified Government presents two plans, similar in their approach and context, but clearly meant to compliment and demonstrate overachievement in the community's effort to secure a successful future.

Altogether, the Unified Government is determined to produce a plan that meets or exceeds all requirements of minimum standards and procedures for local comprehensive planning. As the reader progresses through the document, careful consideration was taken to ensure a clear, concise, and mindful format that portrays the needed elements for one to wholly understand the past, present, and future of Athens-Clarke County.

""Not one sentence or statement is able to capture the entire feeling of what Athens-Clarke County is or strives to be. Rather, it takes a document like this, or more accurately, two similar documents (2018 Comprehensive Plan and Envision Athens) to grasp the true realities of "Athens"."



TRENDS AND CHALLENGES

Athens-Clarke County is a community of more than 120,000 citizens in northeast Georgia, about 65 miles east from Atlanta. The smallest geographic county in Georgia, Athens-Clarke County measures roughly 120 square miles in area. A progressive and vibrant community that is home to the University of Georgia, Athens-Clarke County is nationally recognized for its quality of life, state-of-the-art educational opportunities, endless outdoor recreation, and cultural amenities such as art, entertainment, music, and dining. Athens-Clarke County is the most urbanized area in the region, and as such, can be considered the center of employment, culture, education, and business activity. The unified city and county hold a rich history in manufacturing and maintain a strong industrial base. The mix of businesses is diverse and includes both large companies and entrepreneurial startups. The largest sectors of business activity include government, education, and healthcare. As is common amongst urbanized areas, demographic statistics suggest Athens-Clarke County is also struggling to ease the impacts of poverty within a significant percentage of the population.

The following information was gathered primarily through the Envision Athens effort and is reflective of Athens-Clarke County as a whole, including the City of Winterville and those parts of the City of Bogart. Although these two municipalities are not a focus of this comprehensive plan, their jurisdiction within Athens-Clarke County must be observed, analyzed, and included for purposes of research, data, and overall findings of the 2018 Comprehensive Plan.

During the "Focus on the Future" phase of Envision Athens, a Community Assessment was conducted that carefully reviewed current trends that were in turn categorized into "People, Prosperity, and Place". Each assessment has been summarized below to give a brief background about the community when using typical data and statistical analysis. This information should be used by the reader to acquire a sense of the trends Athens-Clarke County is developing, and the subsequent challenges likely to be faced as a result. A complete description of the Envision Athens Community Assessment can be reviewed in the reference section of this plan.

People

According to Envision Athens, the community has undergone significant demographic changes over recent years. Based on population statistics, Athens-Clarke County boasts a population of 122,604 people. From 2000 to 2015, the county experienced a population increase of 22.3%, or roughly 22,000 people. If projections prove accurate, Athens-Clarke County could near 130,000 people by the year 2030.

The median age for a citizen is 26.5 years old, with half of the population under the age of 26 years old. Athens-Clarke County is very diverse, with a large foreign-born population. The change in Hispanic/Latinx populations is more than a 6,000 person increase since the year 2000. In terms of growth, the county has actually experienced an increase each decade since the year 1900. Single-person households are the fastest growing type (27% since 2000), while households with children have declined. This is evidenced in the average household size of 2.55 persons. Single-parent households also saw a slight decrease. The fastest growing cohort is the over-65 years of age population. In all, just these few highlights help distinguish where attention should be focused as the community looks to accommodate its entire population over the next two decades.

Prosperity

The Unified Government came to be upon the consolidation of the city and county on August 7, 1990 by referendum. Athens-Clarke County thus became the second county in the State of Georgia to unify, and the 28th in the country. Consolidation was considered beneficial for a number of reasons, including those related to prosperity. Through examination and subsequent reorganization, city and county services were more efficiently and effectively distributed while avoiding duplication. This is just one example of how the local government has listened and led by example in how to effectively adjust services to respond to community needs even amongst a changing economy. Envision Athens has provided similar examples of how the county has impacted overall prosperity, and goes far beyond just economics to include quality of life.

With regard to the economy, there was a major shift in employment from manufacturing to health care. Along with health care, the dominant employment sectors were related to social assistance, retail trade, accommodations, and food service. Manufacturing is still significant though, coming in fourth overall. Self-employment is also growing, increasing by an estimated 35% since 2005. The University of Georgia is still the largest employer in Athens-Clarke County, accounting for more than 10,000 jobs. The unemployment rate stands at 4.5%.

Although Athens-Clarke County enjoys its fair share of wealth, it also faces challenges regarding those less fortunate. The poverty rate is the fourth highest in Georgia at 36.7% (28.4% when adjusted for the student population). More than one in three residents are classified as living in poverty. Almost 40% of the county's children experience poverty, which also helps explain the increase in households with children receiving food stamps. One positive sign is that overall health seems to be on the rise as adult obesity has declined, but more work is needed to reduce the smoking and drinking rates.

There is also no denying that the community's long-term prosperity hinges on a need to work with others in our region. More than 40,000 workers commute into the community while 18,000 people leave for work outside of the county. Only 20,000 people live and work in the county. When discussing where workers reside, another factor is whether they choose to own or rent their dwelling. About 60% of county residents rent versus owning homes. The outlook of our children's future is also important in where people choose to live and work. Strides have been made in overall education, with an increase in residents that have an Associate's degree. There are also fewer residents without a high school diploma. Athens-Clarke County remains a center for post-secondary education with 41,000 students enrolled in all of its higher education institutions.

Place

Of the 159 counties in Georgia, Athens-Clarke County is the smallest in land mass with 121 square miles. The jurisdictional size of the county equates to about 118 square miles. The fact that Athens-Clarke County has always been constrained in size significantly impacts the sense of place. This can present many challenges and opportunities. For example, house prices tend to rise with limited supply. According to Envision Athens, the rate of construction is increasing, but this is mostly multifamily development designed specifically for students. There currently exists a 0% vacancy rate for senior housing in Athens-Clarke County, meaning this type of housing is a valuable commodity, but also one in need of additional supply. For its size, the county provides an abundance of natural open space and agriculture, further enhanced by a large park system focused on greenway and stream protection. Mobility is possible through an award winning transit system, as well as continuously improving and expanding bicycle and pedestrian infrastructure.

The community has challenges both current and future, especially as it relates to the physical attributes of Athens-Clarke County. Research conducted by Envision Athens shows there are 537 miles of locally maintained roads that create a significant responsibility. Yet, of this massive roadway system, the region lacks direct interstate access. This fact tends to impact economic development, particularly when coupled with a limited number of marketable industrial and commercial properties available. Single-family housing construction has decreased, while surrounding counties are experiencing an increase. Workforce housing is desperately needed as home sale prices are beyond the ability for a median income family to afford. Finally, there is a strong desire to eliminate the "east" versus "west" side mentality within the community, and instead focus on one, unified "Athens".

Vitality

Athens-Clarke County has long been known for its vitality. Everyday life in the "Classic City" is considered something uniquely vibrant, as if to expect the unusual or unconventional. Yet this is what sets it apart from other communities in Georgia, and the nation. Multi-generational trends and opinions make for everyday talking points amongst citizens, stimulating social interaction that promotes a sense of small-town charm. A strong youth presence, and the debates that stem from those here to seek a higher education bring about vibrancy that is matched by the appreciation and history of life-long residents or those looking to retire here. A common theme throughout this version of comprehensive planning has been to maintain and define the "unique feel" of Athens that everyone is aware of and seeks to enjoy. Just the fact that such a mutual consensus exists to this sense of vibrancy is testament to the lifestyle present in Athens-Clarke County.

Foundation

As a historic community spanning four centuries, the foundation upon which Athens-Clarke County was built is strong and a prominent part of daily functions. The local government has lead the way in providing vital services for citizens even as the population has grown to become the largest concentration of people in Northeast Georgia. The physical infrastructure of the community was planned and installed with the notion that growth was eminent, beginning from what is today Downtown, spreading outward in every direction. Over time, roads were paved, water and sewer laid underground, and a strong government structure evolved. This is the physical and political foundation upon which the county relies to secure needed services for utilities and access, as well as the institutional process from which to further serve the needs of the community.

COMMITTEES

Stakeholders and Steering Committee

Stakeholders

Careful consideration was taken to identify community stakeholders representing a broad range of Athens-Clarke County interests and demographics. Every citizen has a vital claim to the future of our community, and so it is without hesitation that everyone be considered a stakeholder and have ample and equal opportunity to comment. A strong effort was made to ensure that proper representation be accounted for in the case that some citizens were not able to contribute in the process, regardless of reasoning. By natural political order, the Mayor and Commission were also specifically named as stakeholders. As a voice for their respective constituents and voting decision-maker for the plan itself, each elected official holds a significant claim to the success and inclusiveness of the comprehensive plan.

New for this comprehensive plan, but not by coincidence, is the purposeful effort to coordinate the plan with the ongoing Envision Athens effort. Envision Athens is discussed in greater detail within this document and in its entirety through the reference section, and represents a unique opportunity to explore an alternative means of long range and strategic planning. A separate, broad-based effort to voluntarily bring all members of the community together in an unregulated process, not intended to meet a requirement for submittal, the Envision Athens process naturally provides a link to relevant research, data, and public comment that the comprehensive plan can use directly without duplication of efforts. To that extent, the Envision Athens Steering Committee, which encompasses a diverse group of individuals and their associated interest, has been highlighted as stakeholders for their work in setting a foundation for the comprehensive plan.

List of Stakeholders:

- Citizens of Athens-Clarke County
- Mayor and Commission of the Unified Government of Athens-Clarke County
- Envision Athens Steering Committee

Steering Committee

The Steering Committee is comprised of individuals familiar with the community and the role local government planning can have on future initiatives. Upon consideration of the minimum requirements for composition of a steering committee per the DCA (Department of Community Affairs), a total of 15 individuals were selected to serve. The majority of steering committee members come from the Athens-Clarke County Planning Commission, ten in total. They comprise the leading advisory committee on all "planning" related items within Athens-Clarke County. Each member brings a unique background and skill set capable of significantly contributing to the plan's initiation, completion, and implementation. Additionally, a few said members have experience in previous comprehensive planning efforts, and all have been invited to take part in the Envision Athens process. The future land use map is something the Planning Commission references at each of their meetings, along with issues, opportunities, and policies taken directly from the Comprehensive Plan.

To complement the ten Planning Commission members, a County Commissioner was appointed in order to provide direct feedback from a political standpoint, as well as lend a voice upon review of the full Mayor and Commission. A second County Commissioner is also on the Steering Committee; this particular individual is representing Envision Athens as its Co-Chair. This solidifies the link between the two efforts, and helps bring cohesiveness to the process. Three Unified Government department directors round out the remaining three members. The Planning Director, Economic Development Director, and Housing and Community Development Director provide vital knowledge and guidance through their specific expertise and practice. Each of these directors were also instrumental in the formulation of Envision Athens.

Steering Committee:

- Planning Commission (10)
- County Commissioner
- Envision Athens Co-Chair
- Planning Director
- Economic Development Director
- Housing and Community Development Director

REQUIRED ELEMENTS

Per the Official Code of Georgia (O.C.G.A), the following elements have been carefully researched, analyzed, and documented to meet not only the minimum requirements of the comprehensive planning process, but also form the foundation upon which the Athens-Clarke County community has built its future. Within this part of the plan are the Community Goals; Needs and Opportunities; and Community Work Program. The Community Goals Element contains three sections: vision statement, goals, and policies. Based on the minimum criteria for each required element, all have either been met or surpassed as will be evidenced by the document.

Each of the required element has been strongly influenced by the intensive work conducted by the Envision Athens effort. It would be hard to ignore, and a disservice to separate the fine quality of research, analysis, and public input accomplished through Envision Athens from that of the Comprehensive Plan. Although two clearly distinct documents, Envision Athens was always meant to indirectly tie into the elements of the Comprehensive Plan, and so the following material consistently references that practice and highlights how the findings contribute to one another. The Comprehensive Plan should be considered an interactive guide between Envision Athens and the traditional elements of the Comprehensive Plan.

Envision Athens undertook months of surveys, research, outreach, and public discussion to arrive at the point where a clear vision, achievable goals, actionable policies, and concise issues were finalized. The consultants hired were skilled and experienced professionals that brought about a full range of methods used to engage the community over the course of a year. Multiple gatherings were held at various locations and strategic times to attract as many individuals as possible. All ages and backgrounds were encourage to attend, and public comment was taken in traditional written survey format, as well as digital website and mobile device options.

Comprised of a 38-member Steering Committee, Envision Athens also included more than 150 identified stakeholders. Twenty-two Focus Groups met multiple times to debate specific topics related to the plan. In total, Envision Athens participants underwent a five-phase planning process that included engagement, analysis, and development. Throughout each phase, Unified Government staff were in attendance and engaged in an effort to assist the formulation of the Comprehensive Plan. The following are the results of that dedication.

Community Goals

Vision Statement

While Athens has an established music and arts scene and close ties with the state's flagship university, in recent decades the city has evolved into the economic driver for Northeast Georgia. Health care, manufacturing, tourism and small businesses are now tightly woven into the fabric of Athens, giving the Classic City a diverse population and economy.

Despite the challenges associated with growth and change, Athens-Clarke County remains steadfast in its commitment to improve the health, equity and prosperity for all residents and to preserve our natural and cultural resources. We also recognize that our community expects a responsive government that follows a collaborative and open process of public decision-making.

The Athens-Clarke County Comprehensive Plan is a 20-year vision for our future. This Plan guides decisions on land use, transportation, and county investments in parks and open space, transit, utilities, and other public infrastructure and services. The Plan reflects our commitment to proactively manage and embrace growth while maintaining our core values of race and social equity, environmental stewardship, economic opportunity and security, and community connectedness.

Community Goals / Needs and Opportunities

List of Community Goals, Strategies, Policies, Needs (Ideas) and Opportunities (Obstacles)

Athens-Clarke County has identified the following list of Community Goals / Needs and Opportunities to meet over the course of the next 20 years. This list is not in order of importance as all items are necessary for the continued success of the community. Needs and Opportunities, as well as corresponding Goals, Strategies, and Policies have been highlighted for each of the (15) topics, and grouped with the associated category as identified within the Community Assessment of the Envision Athens study. The five common categories are "People, Prosperity, Place, Vitality, and Foundation".

The "People" category revolves around demographics, future projections, and the diversity of the citizenry. This in turn has a direct impact on services provided to improve health, safety, and general welfare. "Prosperity" examines common themes like economics, but also the quality of education. "Place" refers to the built and natural environment, including how land and structures are used. "Vitality" highlights the liveliness of the community, or how aspects can invigorate the daily outlook of citizens and visitors through culture and civic engagement. Finally, "Foundation" touches upon the often overlooked basis from which a community is physically built. This may include infrastructure and transportation, but also the system of government.

Each of the five categories includes a list of associated topics. These topics are broad in nature, but give indication as to the specific needs, opportunities, goals, strategies, and policies directly affecting the subject. Deliberate thought was given to how each topic's information is arranged, beginning with a brief description of the topic and a list of relevant needs and opportunities. A goal was then decided upon, followed by strategies for achieving it. Finally, policies were formulated that will ensure the goal is met. Each particular aspect of this section is further described as follows.

Athens-Clarke County has used the (15) topics for dividing the needs and opportunities of the community. During the public engagement process, clarity was warranted with regard to the definition of what exactly a "need" or "opportunity" is, and so staff took the initiative to rename and clarify the procedure as "ideas and obstacles".

Each specific list of needs and opportunities is meant to assist in achieving desired goals by providing examples of issues that could benefit from proposed policy or be corrected from it. Needs and Opportunities differ from Goals, Strategies, and Policies by purposely providing specific scenarios or examples within the community. Whereas Goals, Strategies, and Policies can often be broad in an effort to be far-reaching across the spectrum of the county, Needs and Opportunities provide the many detailed possibilities for improvement. Over the course of an intensive two month public input process, coupled with months of effort from Envision Athens, staff was able to compile opinions from various sources including public discussion, surveys (paper/online), and group debate. Through SWOT (strengths, weaknesses, opportunities, and threats) analysis, which was enacted by gauging citizen ideas for each related policy over the course of online forms and public gatherings with large comment boards, the community was able to develop current and future scenarios that can be specifically discussed and addressed over the next 20 years.

All ideas and obstacles identified during this process were given proper attention, but those needs and opportunities of high priority, typically ones that demand attention within the next five years, have been highlighted through associated projects for implementation within the corresponding Community Work Program. Therefore, the following topics detail a complete list of needs and opportunities without consideration of rank.

The Goals are broad statements arranged by topic. Those identified are aspirational in nature, setting a course for the Unified Government to in turn implement actions as they relate to guiding the community's future. Each of the Goal statements are followed by a series of Strategies that identify concepts intended to address the desired Goal. The organization and content of these Goals and related Strategies are inspired by the Envision Athens process, have been vetted through the Comprehensive Plan process, and have their aspirational roots in the legacy of the Guiding Principles previously adopted as part of the community's last two Comprehensive Plans.

Finally, the Policies signal a commitment to achieving the Goals put forth by the community. The list of community policies for each topic were developed in association with the Goals and Strategies outlined to help address identified Needs and Opportunities. Policies stated herein were written to directly aid in completion of the Goals.

"People"

Strengthening the lives of citizens and visitors through Health, Safety, and Social Services.

Health

A healthy community is one that is educated about the mind and body, and has the opportunity to pursue lifestyle changes should citizens choose to do so. By partnering with our local and regional health providers, Athens-Clarke County can continue to provide not only basic health needs, but advanced initiatives aimed at securing a holistic approach coupled with state-of-the-art services and technology.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Support affordable healthcare for all ages that provides regional access for patients through an adequate number of providers and associated services, equally distributed by location as based on the population served, including specialists. Zoning should be examined to account for this need.

b. Promote awareness for associated issues involving behavioral health, development disabilities, addiction, and HIV/AIDS, among others, by eliminating stigmas and marketing available programs.

c. Athens-Clarke County is considered the regional provider for healthcare in Northeast Georgia, where it has become one of the dominant industries outside of public education. As such, focus should be maintained and/or increased on this sector to capitalize on the full potential of its offerings.

d. Due to its larger population, the county can reach a greater number of people to promote not only healthcare, but a healthy lifestyle. This may include offering incentives to spur behavioral changes, including those non-traditional, health-based offering like financial literacy and homelessness. It should also mean increasing greenspace, promoting walkability and safe cycling, and access to clean air.

A goal has been identified…

- ***Goal:*** A culture of healthy lifestyles and inclusive access to affordable, holistic and state of-the-art services and facilities for physical health, mental health, and general wellbeing.

With the following implementation strategies…

1. *Strategy:* Identify mental health issues in youth and put preventive measures, services, and interventions in place.

2. *Strategy:* Create more opportunities and coordinate services for people moving back to the community from incarceration.

3. *Strategy:* Expand substance abuse and addictive disease treatment.

4. *Strategy:* Create a regional hub for health care to centralize health care facilities and providers.

5. *Strategy:* Coordinate communication on health care issues to increase the public's understanding of service providers.

6. *Strategy:* Create education programs to help citizens make healthy lifestyle choices.

That supports the adoption of these policies…

A. *Policy:* Coordinate communication on health care issues to increase the public's understanding of service providers, translation services, and program requirements for clients.

B. *Policy:* Continue to support healthy living.

C. *Policy:* Create education programs to help citizens make healthy lifestyle choices.

D. *Policy:* Identify mental health issues in youth and put in place preventive measures, services, and interventions.

E. *Policy:* Create more opportunities and coordination of services for people moving back to the community from incarceration – transition programs and resources from short-term and long-term incarceration.

F. *Policy:* Develop an effective mental health crisis response team.

Safety

Public safety ensures the protection of citizens from physical and financial harm, but also through the promotion of constitutional rights. Our laws and efforts to uphold them will be based in part on community values and expectations. Safety will be provided through a number of methods and techniques in an effort to be fair, transparent, and successful.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Development of a street-light master plan and policies for pedestrian safety, including the strategic placement of lights on the same side of the street as sidewalks in an effort to promote walkability.

b. Increase in funding to advance public safety recruitment, retention, education, and higher pay.

c. Work to promote responsible consumption of alcohol Downtown.

d. Enhance a more equitable neighborhood traffic-calming program that promotes safe walkability to various destinations.

e. Increase coordination amongst Athens-Clarke County Emergency Services for citizens and visitors.

f. Continuation of crime reduction through non-traditional means like community policing, volunteerism, mentorships, restorative justice, and Community Protection through Environmental Design.

g. Expand safety programs to reverse the role that violence is having on the community. Specifically, those initiatives aimed at reducing the sexual, financial, emotional and physical abuse upon women and children.

h. Expansion of the existing Citizen Police Academy program into local schools will work to improve public understanding and perception while tailoring discussion toward youth members on topics like pedestrian and bicycle safety.

i. Continue to collaborate with the UGA Police Departments on ways to increase efficiency and effectiveness in operations while avoiding duplication of services.

A goal has been identified…

- ***Goal:*** Residents and visitors feel safe and secure in the community, whether in residential areas, public places or on transportation routes.

With the following implementation strategies…

1. *Strategy:* Provide and identify sufficient funding to implement the Athens-Clarke County Police Department Strategic Vision Plan.

2. *Strategy:* Develop a comprehensive Community Supervision Plan in order to support successful reintegration from incarceration to achieve productive outcomes for the individual and society.

3. *Strategy:* Further expand youth development programs for public safety using data from the Youth Development Task Force.

4. *Strategy:* Improve cyclist and pedestrian safety through educational campaign, facility improvements, and law enforcement.

5. *Strategy:* Identify and evaluate ways to leverage existing and future technology to better coordinate efforts between residents and local law enforcement.

6. *Strategy:* Evaluate and update policies that aim to reduce traffic fatalities.

7. *Strategy:* Develop a Fire & Emergency Services Strategic Plan to enhance and grow re service delivery in areas of significant medical emergency.

8. *Strategy:* Review and enhance safety programs for at-risk populations to reduce sexual, financial, and emotional abuse.

That supports the adoption of these policies…

A. *Policy:* Provide and identify sufficient funding to implement ACC Police Department Strategic Vision Plan.

B. *Policy:* Develop and fund retention incentives for public safety officers.

C. *Policy:* Develop Fire & Emergency Services Strategic Plan.

D. *Policy:* Review and enhance safety programs for at-risk populations to reduce sexual, financial, and emotional abuse.

Social Services

Institutions throughout the county support and sustain services and facilities that respond to the needs of our population, especially social welfare. Services provided assist in the daily quality of life for our residents and visitors, contributing to the community's vibrant live/work mentality.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Promote and formalize a time-bank system for trading skilled services.

b. Reduction in the high levels of poverty throughout the community, especially for school-age children and the elderly. This issue threatens not only human life but also the character of the community.

c. Full, life-cycle coverage for individuals in need, from childhood to adulthood to the elderly, would ensure programs and services are available to ease hunger and poverty and support family welfare.

d. Stronger focus should be placed on equity so that the most vulnerable get necessary services. There should also be an equalization of services and their distribution between the east and west sides of the county. Investigate those uses and facilities that appear to be lacking from one side of the county or the other.

e. Allow homeless individuals an opportunity to work on projects throughout the county like beautification efforts.

f. Harness the knowledge and experience of the senior population with respect to volunteerism and community services.

g. Regional collaboration and contributions are key in supporting the social safety net and to avoid duplication of services. A network manager could help coordinate programs, organizations, and services. "Service fairs" could be held at targeted locations throughout the county.

h. Additional services and programs for the homeless will assist in decreasing the number of those people found in such a situation. An increased number of facilities that go beyond just sheltering at night are needed.

A goal has been identified…

- ***Goal:*** Effective and accessible social service delivery that enables people to reach their full potential. The community is open to, aware and supportive of social services, and the non-profit community is connected and communicative, with ever-increasing collaboration.

With the following implementation strategies…

1. *Strategy:* The community is open to, aware and supportive of social services, and the non-profit community is connected and communicative, with ever-increasing collaboration.

2. *Strategy:* Address poverty by targeting unemployment and underemployment by training and preparing individuals for vocational success.

3. *Strategy:* Create a community that is supportive of, and provides opportunities for, individuals with limited opportunity.

4. *Strategy:* Develop and expand accessible youth development programming.

5. *Strategy:* Develop a clearinghouse to make programs and social services more easily accessible.

6. *Strategy:* Encourage non-profits to collaborate, convene productively, and effectively communicate their services.

That supports the adoption of these policies…

A. *Policy:* Nonprofits collaborate, convene productively, and effectively communicate services.

B. *Policy:* Develop and expand accessible youth development programming such as before and after school learning and leisure options. Provide adequate and affordable child care as a similar option for those citizens with younger children seeking assistance.

C. *Policy:* Address poverty by targeting unemployment and under-employment, as well as our limited ability to attract employers to Athens-Clarke County through training and preparing individuals for vocational success.

D. *Policy:* Create a community that is effectively supportive of and provides accessible and productive opportunities for individuals with limited access to opportunity and who are underrepresented in quality of life indicators such as income, food security, stable housing, community inclusion, etc.

E. *Policy:* Develop a clearinghouse to more easily access programs and social services.

"Prosperity"

Create, sustain, and advance the livelihood of citizens through Education and Economic Development.

Education

As a community, Athens-Clarke County provides educational opportunities at all levels of learning, from early childhood through high school, to advanced doctoral research. Both public and private institutions provide a foundation for life-long learning, and the following list identifies areas to support and encourage our educational system.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. A higher retention of quality teachers must be achieved if educational initiatives are to succeed. The local government can assist by exploring incentives like affordable housing in neighborhoods with associated schools. Additionally, teachers could be entitled to reduced rates for Athens-Clarke County facility and program usage.

b. Additional early childhood care, learning, and transitioning, especially for infants and toddlers, is of vital importance for establishing a sound foundation for educational success. Programs offered by the Leisure Services Department should be examined to enhanced opportunities outside of the typical school day, particularly geared toward younger children.

c. Increase the number of options for affordable childcare, and integrate healthcare services into said facilities, like schools, to ensure that all youth have access to necessary treatment.

d. Additional afterschool organizations and activities, especially those that take place at schools, can make these facilities neighborhood focal points that function as community centers afterhours. This may also create opportunities for more active and engaged parents. Athens-Clarke County can assist with providing a number of varied offerings through departments like Leisure Services.

e. The local government can help promote a more positive marketing of the school system since its perception impacts the county's ability to be a regional economic leader. Issues impacting the community are directly related to both the school system and local government from an economic development standpoint, and stronger collaboration is needed.

f. Education is essential and should be provided throughout a person's lifetime, including those individuals in need like the homeless and those willing to learn like the incarcerated. The local government must continue to offer opportunities in areas outside of the local school board's typical realm.

g. Through increased collaboration with all local colleges and universities, Athens-Clarke County can help promote a well-educated community and workforce while highlighting the various options for additional learning for our youth upon graduation.

h. An increased number of internships could be offered by Athens-Clarke County departments for both high-school and college students, similar to that of the Great Promise Partnership program. Also, an organizational development certificate could be awarded to students that learn about local government functions while the local government gets an opportunity to promote its facilities through participant tours. Focus could be on the varying positions within local government that do not necessarily require advanced education, emphasizing life skills.

A goal has been identified…

- ***Goal:*** Effective and respected early childhood through high school education that prepares students for life, including career learning and education opportunities, traditional college, or the workforce. In general, life-long learning is highly valued, resources are widely available, equity in opportunity is improved, and success is communicated.

With the following implementation strategies…

1. *Strategy:* Provide educational programming to enhance job skills, improve understanding of our natural environment and importance of built infrastructure, increase our cultural enjoyment and personal enrichment.

2. *Strategy:* The long-term prosperity of our community will be supported by the educational function of our parks and recreational services, public libraries, museums and other cultural amenities.

3. *Strategy:* Establish and maintain an effective working relationship between the Athens-Clarke County Unified Government and the Clarke County School District to select mutually beneficial locations for schools and support appropriate land uses adjacent to and/or near school properties.

4. *Strategy:* Encourage constructive relationships between schools and their neighbors.

That supports the adoption of these policies:

A. *Policy:* Educate, train and develop young people in Athens-Clarke County so that they will graduate from high school prepared to enter the local workforce, and to be successful in the world of work and in their lives.

B. *Policy:* Enhance the learning environment to provide student support for the variety of needs within our community.

C. *Policy:* Support teachers through a variety of methods in order to retain quality teachers who feel appreciated and valued by the larger community, and are afforded with opportunities for professional growth.

Economic Development

Athens-Clarke County strives to be one of the best places to not only live or retire, but also work. Through a resilient and diverse economic base, the community should provide a broad range of jobs, and entrepreneurial endeavors that provide an opportunity for everyone to be successful. Already an economic hub for the region, Athens-Clarke County will use its strengths and unique qualities to support existing and new enterprises, while continuing to foster a strong and capable workforce.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Athens-Clarke County has low unemployment but high poverty which may contribute to the need for higher paying, living-wage jobs, but should not be viewed as the sole reasoning for this condition.

b. Existing zoning, geographic location, and a “no growth” attitude have seemingly affected development throughout the county by contributing to the debate over how each side and/or corridor of the county is favored.

c. Better wayfinding is needed throughout Downtown in assisting businesses with customer attraction.

d. “Incubator” space in general has become a possible solution for various businesses, but in particular can benefit artists and musicians by providing free studio space.

e. Athens-Clarke County appears to be in direct competition for retail with Oconee County, leaving too many empty retail spaces. Explore and implement various incentives to help counter this trend.

f. There is a need for workforce development that connects qualified talent with employers' expectations. Attracting and retaining middle income jobs should lead to a more sustainable economy.

g. A business-friendly perception has become challenging, including processes for government approval needed in development. A "one-stop shop" for development services may help assist with this reputation and actual review process.

h. Retain local residents, particularly of the younger generation, who receive an education here, and could contribute significantly to the workforce in areas like government, business, and non-profit.

i. There is a need to assist local businesses and industries with a targeted action plan for engaging the community. This in turn can also provide coordination that leverages the resources available for entrepreneurial and small-business support, encouraging an increasing trend of start-up businesses.

j. Promote the creation and success of the food industry in Athens.

k. Follow-up with Home Occupation applicants to offer advice and guidance from the Economic Development Department.

l. Adjust and plan for changes in technology that alter the way we shop or even travel (transportation modes).

m. Increase in the amount of Public-Private Partnerships (PPP's) involving local government facilities. Start by examining the list of government-owned land for the purpose of increasing the tax base.

n. There is an opportunity to expand upon the strong economic base anchored by our regional healthcare activity and higher education institutions.

o. The number of utility patents produced within Athens-Clarke County presents an opportunity for continued success, but may require the need for a dedicated research park.

p. Athens-Clarke County has dozens of private properties totaling more than half a million square feet of available commercial and industrial building space that need to be marketed and taken into consideration when rezoning for such uses.

q. Over 40,000 workers are estimated to commute into the community each day. Increasing the number of jobs will allow Athens-Clarke County to function as the career hub for the region, with workers living both in and outside of the county.

A goal has been identified…

- ***Goal:*** Greater prosperity for the entire community – individuals, businesses and local government – with diverse, quality jobs and a ready workforce. This also means that entrepreneurship and small businesses flourish in a collaborative environment, that unemployment and underemployment are reduced, and that full time workers are able to meet daily needs and live in assured self-sufficiency (affording housing, food and life necessities).

With the following implementation strategies…

1. *Strategy:* Continue the improvement of coordination and cooperation of Athens entities concerned with economic growth and the attraction and creation of jobs.

2. *Strategy:* Utilize best practices for attraction and retention of business and industry.

3. *Strategy:* We will encourage the development of Downtown as a vibrant and diverse center for living, visiting and doing business.

4. *Strategy:* We will actively participate in and support regional planning for growth in the twelve counties of Northeast Georgia.

5. *Strategy:* We will promote and support the growth of the industries that make Athens unique, including music, art, food, film and other creative endeavors.

That supports the adoption of these policies…

A. *Policy:* Continued improvement of coordination and cooperation of Athens entities concerned with economic growth and the attraction and creation of jobs that offer wages supporting a normal standard of living for Athens-Clarke County workers.

B. *Policy:* Implement ordinances, policies, and infrastructure to address impediments to locating or expanding business and industry.

C. *Policy:* Provide the facilities, services, and incentives necessary to attract, incubate, and grow businesses across a variety of sectors.

D. *Policy:* Leverage Athens' most distinctive products - like the music scene - to further position it as a destination and brand.

E. *Policy:* Create a marketing plan that will better position Athens to successfully compete for in-state and regional leisure and conventions travel.

F. *Policy:* Continue building a comprehensive, complementary entrepreneur development program to the existing retention and attraction initiatives.

G. *Policy:* Improve the accessibility of Downtown as everyone's neighborhood.

"Place"

Making a great place for people to live, work, or simply enjoy through Housing, Land Use, Neighborhoods, Agriculture, and the Environment.

Housing

Support for and preservation of diversity should be continued as it contributes to our rich history and the overall character of the community. As the population continues to grow, sustainable housing will be key for both new development and revitalization to protect environmental quality and manage costs. Athens-Clarke County will foster neighborhoods and housing opportunities that address the following list.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Pursue a reduction in the minimum floor area requirement for dwellings.

b. Obtain and direct additional rehabilitation funds for abandoned single-family homes.

c. Allowance of in-law suites or studios for owner-occupied parcels. Examine the current definition of family and whether it is too restrictive.

d. Infill housing should be promoted and concentrated in areas near commercial nodes, providing easy access to everyday services.

e. Creation of a Renter's Bill of Rights as the community seeks to embrace the rental trend in housing over that of ownership. Focus on education as it pertain to rentals, specifically, providing students with information brochures that outline rental rights and responsibilities.

f. Affordable or subsidized public housing options are too few with long waiting lists. Everyone should have a quality place to live.

g. A regulated encampment for those in poverty that provides a safe, clean place to establish temporary housing.

h. Plans developed in advance for the renovation and repurposing of older buildings (not necessarily designated historic).

i. Identification of ways in which to address student housing development concerns. This includes everything from aesthetics to function to the concentrated population.

j. The average income of households does not match-up with the average sales price and market rate rental for homes in terms of affordability. This strengthens the call for workforce housing, as well as affordable senior housing.

k. Housing options that reflect the diversity and meet the needs of the community, including housing for families and a diverse workforce. These are quality options with a variety of types, prices, and locations.

l. Examine options for affordable housing with regard to public servants.

m. Explore various property tax relief options for those most financially vulnerable populations.

A goal has been identified…

- ***Goal:*** Housing options that reflect the diversity and meet the needs of the community, including housing for families and a diverse workforce. These are quality options with a variety of types, prices, and locations.

With the following implementation strategies…

1. *Strategy:* Target challenged multi-family developments for major redevelopment, especially mixed-income.

2. *Strategy:* Increase amount of and provide access to affordable housing.

3. *Strategy:* Acknowledge and develop strategies to address issues related to gentrification.

4. *Strategy:* Explore new options for providing additional safe housing for the homeless populations.

5. *Strategy:* Create quality housing for older adults using innovative techniques like accessory dwelling units.

6. *Strategy:* Support and expand the Housing Rehabilitation Initiative to help preserve and update existing single-family housing stock within the urban core.

That supports the adoption of these policies…

A. *Policy:* Increase amount of and provide access to affordable housing.

B. *Policy:* Acknowledge and develop strategies to address issues related to gentrification.

C. *Policy:* Support and expand the Housing Rehabilitation Initiative.

D. *Policy:* Provide more options for homeless.

E. *Policy:* Create quality housing for seniors, including the possible increased use of accessory dwelling units.

F. *Policy:* Target troubled multi-family developments for major redevelopment, especially mixed-income.

Land Use

The Future Land Use category focuses on the physical or built environment. Ideas pertaining to how each parcel of land in Athens-Clarke County should be developed and used tend to get the most attention. It is important to keep in mind that land use is influenced by a number of factors, including overall land mass, topography, economics, socials aspects, architecture, functionality, accessibility, and density to name a few. Through a balance of new and redeveloped sites, the community aims to keep Athens-Clarke County attractive and inviting.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Implementation of inclusionary zoning techniques, like density bonuses and a relaxed mix of uses, if utilized in new development or redevelopment.

b. Proactive planning for the anticipated population and demographics expected while coupled with various community facilities we have or want. This must take into consideration multiple generations of citizens that encompass Athens.

c. A vibrant downtown with less vehicles, but more open space, that is clean, walkable, and park-like.

d. Examine parking standards to align with current trends and proven business needs that may result in a lower minimum ratio.

e. Ensure that mixed-use development truly provides multiple uses amongst varying architecture and structure size. First-floor commercial should only be mandated in areas found to be appropriate; however, such areas then should strictly adhere to this requirement.

f. Establishment of gateway corridors that leave an impression upon visitors and provide access to necessary destinations for citizens.

g. Examine the Highway 78/316 Industrial Park or an eastside location for a Bio/Office park.

h. Consider the use of impact fees related to development that can help offset the costs of providing associated services.

i. Complete the Firefly Trail to the county line at Winterville and continue to develop the Oconee Rivers Greenway trail system. For both trail programs, develop a zoning overlay to encourage compatible adjoining land use and development.

j. Establish a credit system with respect to development that can be used for tree or plaza space requirements that in turn offset difficulties in current or future projects.

k. Consider contingency plans for the mall, including what it could eventually be used for: movie studio, senior living, or revitalized neighborhood.

l. Reexamine density allowances in all zoning districts. A transitional commercial/low density “RM” zone may be warranted to buffer existing neighborhoods from heavier commercial.

m. Ensure zoning for a grocery store downtown and in other areas identified as food deserts that are of an appropriate neighborhood scale. This type of use would include specific percentages of fresh food, pharmacy, and minimal sign advertisement.

n. Establish incentives for new development to incorporate environmentally sustainable standards including, but not limited to, material re-use, responsible management of construction waste, etc.

o. Reexamine the zoning ordinance with a focus on building height; appropriate locations for urban design versus areas with suburban design; mandatory mixed-use retail space; and smaller dwellings.

p. Develop incentives to reuse existing development before new development in greenfields, including TDR's, CID's, TAD's, and BID's. Given the county's small geographic area, redevelopment should be prioritized over greenfield development as plenty of opportunity exists to improve blight along corridors and gateways, strip malls, industrial sites, and aging apartments.

q. Attempt to reconfigure large, existing or proposed commercial centers into "blocks" that promote walkability. There are many available lots along corridors that could be purchased directly by Athens-Clarke County in order to achieve this and in turn be marketed for development.

r. The Greenbelt has a tendency to focus development inward, which can contribute to infill housing and higher land value. As such, affordable, undeveloped land is becoming scarce, meaning the market will continue to turn to redevelopment of parcels and general infill practices. Mobility is better in these areas and sprawl is prevented, which signals a need to prepare for such actions in the future.

s. Development has an opportunity to locate outside of Athens-Clarke County, just over the county line in an effort to avoid county regulations and land value, but still claim proximity to the county and its population. Practices to prevent this type of occurrence are needed.

t. Develop the riverfront compatibly with the North Oconee River Greenway to possibly include stores, concert venue, and additional nature walks. This in turn would help spur the creation of a downtown parks program.

u. Consider the redevelopment of Atlanta Highway as a technology corridor.

v. Install district-specific design and use themes across the county. There exists an Athens look and feel that new development should adapt to, not vice versa.

w. Tie land development to designated drinking watershed areas while considering water recharge.

x. The area has been identified as having various "food deserts", where there is a lack of healthy, fresh food within reasonable distance to residences. This should be remedied.

A goal has been identified…

- ***Goal:*** A vibrant and physically attractive community with a variety of places and equitable access to parks, open space, and other community gathering places. Development and redevelopment – with redevelopment as a priority – are well considered, appropriately placed, and have a positive and thoughtful economic, social, and environmental impact.

With the following implementation strategies…

1. *Strategy:* As the fundamental framework for growth and development, refocus our Future Development Map and zoning policies to reflect the community's shared vision and next generation of growth.

2. *Strategy:* Create a menu of appropriate incentive options that encourage responsible redevelopment of existing land uses and that guide new development to follow a shared community vision of equity and sustainability.

3. *Strategy:* In keeping with the 1992 Oconee Rivers Greenway Ordinance, recognize the opportunities that rivers provide to enhance the community and encourage responsible, environmentally-friendly development along our river frontages.

4. *Strategy:* Identify a network of development nodes throughout the community that relate to transportation and other infrastructure, employment and housing. These nodes also ensure equitable access to community gathering spaces and other community services.

5. *Strategy:* Create appealing community gateways and corridors by recognizing their challenges and opportunities. This includes plans for redevelopment and revitalization that consider potential uses while balancing real estate value with aesthetics, allowing movement with safety, and creating appealing community gateways from the outside of the County into Downtown.

That supports the adoption of these policies…

A. *Policy:* Re-examine Future Development Map.

B. *Policy:* Establish Corridor Redevelopment incentives or zoning policies for gateway and other important corridors.

C. *Policy:* Create nodal development tied to transportation, healthcare, schools, jobs, workforce, and housing.

D. *Policy:* Develop zoning standards and incentives to include greenspace and other public amenities.

E. *Policy:* Establish incentives for new development to incorporate environmentally sustainable standards including, but not limited to, material re-use, responsible management of construction waste, etc.

F. *Policy:* Incentivize and incorporate the arts and greenspace into all new commercial developments and redevelopment.

G. *Policy:* Re-examine density allowances in all zoning districts.

H. *Policy:* Develop incentives to reuse existing development before new developments in Greenfields.

I. *Policy:* Encourage the use of incentive options such as TDRs, CIDs, TADs, and BIDs for development.

J. *Policy:* Create an inventory of local public-owned land that could be developed.

K. *Policy:* Develop zoning standards and incentives to develop and/or redevelop quality multi-family options for a diverse group.

L. *Policy:* Create a River District Plan and development strategy.

Neighborhoods

Neighborhoods are often identified by a sense of place, but in reality, are more than just a defined geographical boundary. The people who call them home experience a sense of belonging, and a location that allows them to live freely, often alongside others who share the same sense of comfort. Neighborhoods can cultivate a shared sense of opinion, one that provides direction for the future and voices concern over perceived or real threats to their quality of life. The following list relates directly to what our neighborhoods face in the future and the goal of keeping them primarily residential.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Create inviting city entrances that embrace community character and promote a sense of pride through beautification efforts.

b. Establish formal associations in minority neighborhoods that build upon the pursuit of a diverse and inclusive community, while sponsoring a program for neighborhood leaders.

c. Examine the use of Neighborhood Planning Units and identify potential areas for installation.

d. Promote “cluster” residential development that reduce the overall impact on land while promoting neighborhood values.

e. Transitional zoning is needed with respect to residential neighborhoods that abut commercial zoning to lessen the adverse impact the two opposite classifications can have on one another.

f. Promote intra and inter-connectivity within and between neighborhoods while discouraging cul-de-sac development. This applies to both vehicular and pedestrian pathways and may not always require formal, paved improvements when associated with walkability.

g. Basic infrastructure (roads, utilities, sidewalks, etc.) should be the standard for all neighborhoods, and a lack thereof threatens prosperity.

h. Additional gathering and recreation facilities north of Downtown are needed.

i. Identify areas that could potentially be developed for unique neighborhoods with smaller houses and a cohesive theme.

j. Create a public database for educating residents on neighborhood issues and zoning items.

k. Part of this stems from socioeconomically segregated neighborhoods that prevents interconnectivity opportunities among cultures.

l. Creation and recognition of a Downtown Neighborhood that is inclusive of students and provides an opportunity for civic engagement.

m. The history of action by faith-based organizations are a strength in promoting neighborhood engagement and representation.

n. University of Georgia collaboration can always be strengthened through communication or perhaps more formal agreements as decisions can have an impact on neighborhoods and should be discussed and mitigated accordingly.

o. Public gathering and meetings spaces that are free and open to all can be used as center for civic engagement, like that of public schools. Open street events also provide an opportunity for neighborhood interaction and promote vitality.

A goal has been identified…

- ***Goal:*** Our neighborhoods will be vibrant, safe, and stable places where residents interact with each other and have access to a range of diverse housing types, public spaces, and services.

With the following implementation strategies…

1. *Strategy:* Utilize neighborhood schools as hubs for diverse school and neighborhood engagement. Schools are a natural, central location for effective community interaction and service delivery.

2. *Strategy:* Ensure equitable access to basic infrastructure, including sidewalks, lighting, street trees, etc. to enhance neighborhood safety and identity.

3. *Strategy:* Investigate tools (i.e. neighborhood planning units, neighborhood councils, and neighborhood leaders programs) that broaden community leadership, represent neighborhood-level issues at the county level, and promote more effective and responsive policy.

4. *Strategy:* Create incentives to encourage revitalization in neighborhoods and commercial developments.

5. *Strategy:* Continued landlord and tenant education regarding their respective rights and responsibilities.

6. *Strategy:* Evaluate current process for identification, adjudication, education, and funding clearance of nuisance properties.

7. *Strategy:* Increase and promote communication within neighborhoods.

8. *Strategy:* Encourage parks, schools and community facilities to be located as focal points in neighborhoods.

9. *Strategy:* Apply urban design and aesthetic standards to neighborhoods and other developments as they are developed or redeveloped. These standards can reflect historic character, support walkability and active living, and incorporate open space and ecological landscaping.

That supports the adoption of these policies…

A. *Policy:* Educate tenants about their rights and responsibilities.

B. *Policy:* Expand sidewalk network in neighborhoods and other infrastructure such as lights, trees, neighborhood businesses, and basic infrastructure for neighborhoods.

C. *Policy:* Incentivize neighborhood grocery stores, farmer's markets, co-ops, etc.

D. *Policy:* Increase and promote communication among neighborhoods via listservs and other communication.

E. *Policy:* Create neighborhood planning units, neighborhood councils, and promote neighborhood leaders program.

F. *Policy:* Create incentives to encourage progressive revitalization in neighborhoods and commercial developments.

G. *Policy:* Utilize neighborhood schools as hubs for diverse school and neighborhood engagement.

H. *Policy:* Evaluate current process for addressing identification, adjudication, education, and funding clearance of nuisance properties.

Agriculture

Though the smallest geographical land mass in the State of Georgia, Athens-Clarke County boasts an urban population. Still, past efforts have been made and proven successful at preserving agricultural practices. The Greenbelt has fulfilled its purpose of allowing the county to still claim a share of the agricultural economy and highlight sound sustainability initiatives like food production. Increased stewardship will negate harmful impacts, and farming practices will be encouraged, especially those embracing modern trends that result in responsible production.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Audit the viability and practicality of the AR zone.

b. Examine a Transfer of Development Rights (TDR) program.

c. Create a Food Policy Council to recommend actions regarding local agricultural and nutrition practices.

d. Define and permit farmer’s markets as a zoning use and identify existing parks to locate them.

e. Promote school farming that can in turn contribute to nutritional options on-site.

f. Support both traditional and urban agriculture. This includes programs tied to farming and stewardship, both for the young and older generations.

g. Increase opportunities for food trucks to provide affordable meals and fresh food options to underserved, low-income areas of the community. This should include box truck locations for mobile vending.

h. Partner with surrounding counties to help preserve the Greenbelt by decreasing development pressure.

i. Amend the existing conservation subdivision ordinance to effectively promote its use by developers. This will in turn offer development opportunity within the "AR" zoning district that is carefully staged while keeping the desire for a "Greenbelt" that remains mostly preserved.

j. Continue to work with farmers to promote sustainable techniques and reduce chemical runoff into nearby environmental areas.

k. Build a reputation for pioneering innovative techniques (vertical farms, etc.). Government buildings and sites can be a location for these initiatives.

A goal has been identified…

- ***Goal:*** Agriculture remains a viable and productive component of the local economy by encouraging innovative community agricultural programs and leveraging use of land for agricultural production, alternative agricultural enterprises, and ecotourism.

With the following implementation strategies…

1. *Strategy:* Actively encourage and identify ways to advance local agriculture and food initiatives, including Eastside Farmer's Market, innovative community gardens, and efforts to increase access to food and eliminate food deserts.

2. *Strategy:* Identify and evaluate tax incentives on Agricultural (AR) zoned property to incentivize maintaining agricultural land.

3. *Strategy:* Further develop connections with the University of Georgia agricultural programs and initiatives, Clarke County School District, Cooperative Extension Services, and Young Urban Farmers Program.

That supports the adoption of these policies…

A. *Policy:* Support the initiatives of the Cooperative Extension Service programs.

B. *Policy:* Identify and evaluate tax incentives on AR zoned property to incentivize maintaining AR land.

C. *Policy:* Enhance and further develop connections with the UGA Agriculture program, CCSD, and Young Urban Farmers Program.

D. *Policy:* Establish an eastside Farmers Market.

E. *Policy:* Further develop the idea of "local flavor".

F. *Policy:* Evaluate, establish, and expand community gardens to include "vertical farming," farming in small places.

G. *Policy:* Mobilize fresh food.

H. *Policy:* Create an Ag Council to be made up of landscape companies, nurseries, bee owners, and animal farmers.

Environment

The environment is a topic that citizens hold dear and have highlighted as an important part to of the community's future. The list compiled directly aims to address how Athens-Clarke County will be an environmentally healthy, sustainable, and aesthetically pleasing place. Through protection efforts, air, water, soil, plants and wildlife will be enhanced.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Examine alternative methods for stream protection besides natural buffers. Continue restoration of urban streams.

b. Development of an air-quality warning system.

c. Increase efforts related to greenspace management, including acquisition, which can also promote beautification.

d. Sustain a culture of conservation that maximizes waste reduction, increases the life of our landfill, and ensures waste is properly handled.

e. Focus efforts on incorporating the concept of energy efficiency into all sustainability initiatives as it can often be overlooked in comparison to more popular “green” strategies.

f. Install composting bins/educational material around town in strategic areas.

g. Create a tree credit program for ensuring adequate trees in specific areas as applied during development.

h. Provide incentives for construction of energy-efficient buildings that make it feasible and affordable to do.

i. Consider the number of private garbage haulers and whether to eliminate or alter general service district operations for pick-up.

j. Mandatory recycling and composting to extend the life of the landfill. Recycling facility should be updated. Capitalize on the existing landfill’s bio-gas and use closed areas for solar energy. Landfill tours may be an incentive for a reduced bill.

k. Protect potentially historic plant materials and landscape structures surrounding historic properties by considering these elements when reviewing historic site plans.

l. Encourage xeriscaping as a means of water conservation.

m. Permit and promote the use of specific graywater systems.

n. Make greenspaces more accessible by incorporating roadway design, bringing visibility and awareness.

o. A Greenbelt that accommodates changes but preserves most areas.

p. Encourage existing local industries to install effective pollution abatement technology.

q. Support the latest Greenway Network Plan through land use and transportation initiatives.

A goal has been identified…

- ***Goal:*** A forward-thinking community that protects and improves the quality and function of our land, air, and water resources, recognizing their relationship to human health and the region's ecological functioning. Stewardship of the natural environment includes exploring ways for our actions and decisions to have a positive impact on the environment and to reduce negative impacts.

With the following implementation strategies…

1. *Strategy:* Provide additional safe and affordable transportation options including walking, biking, and clean transit.

2. *Strategy:* Increase energy efficiency, sources, and use of renewables.

3. *Strategy:* Improve the health and quality of rivers and streams to meet local standards for public use and enjoyment.

4. *Strategy:* Reduce landfill disposal of solid waste by diverting 75% through management, education, collection, and enforcement.

5. *Strategy:* Identify and protect rare, threatened, and unique natural resources.

6. *Strategy:* Decrease single-occupancy car rides by incentivizing alternative transportation.

7. *Strategy:* Decrease water consumption per capita.

8. *Strategy:* Create policies that promote building practices that utilize sustainable principles, such as adaptive reuse of buildings, energy efficiency, sustainably-sourced materials, low-impact development, ecological landscaping and responsible management of construction waste.

9. *Strategy:* Ensure adequate supplies of quality water through the protection of ground and surface water sources, including our rivers and streams.

10. *Strategy:* We will protect environmentally-sensitive corridors and utilize appropriate spaces to create a community-wide system of greenways, watersheds, and green spaces.

That supports the adoption of these policies…

A. *Policy:* Decrease water consumption per capita.

B. *Policy:* Improve the health and quality of rivers and streams to meet local standards for public use and enjoyment.

C. *Policy:* Reduce landfill disposal of solid waste by diverting 75% through management, education, collection, and enforcement.

D. *Policy:* Provide safer, affordable transportation options including walking, biking, and clean transit.

E. *Policy:* Decrease single-occupancy car rides by incentivizing alternative transportation.

F. *Policy:* Increase energy efficiency, sources, and use of renewables.

G. *Policy:* Identify and protect rare, threatened, and unique natural resources.

H. *Policy:* Achieve goal of 20% of county as protected greenspace.

"Vitality"

Invigorating the community spirit through Arts and Culture as well as Civic Engagement.

Arts and Culture

Athens-Clarke County has always been rich in cultural resources that contribute to its unique character and increase its reputation in the world. Cultural resources include art, music, film, and historic preservation, but are not be limited to those interests. In an effort to protect, support, improve, and generate the resources of our unique culture, Athens-Clarke County has identified the following list of needs and opportunities related to this aspect of quality of life.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Incentivize and incorporate the arts and greenspace into all new developments.

b. Attract and develop "creative" jobs.

c. Attraction of more large festivals and entertainment, including sports tournaments.

d. Development of an outdoor amphitheater that can help increase tourism related to arts and music.

e. The preservation and adaptive reuse of existing structures offers benefits both financially and environmentally. Historic structures also contribute to heritage tourism.

f. Downtown has seemingly become unaffordable for musicians and accompanying venues though it is clearly the hub for associated events and concerts. Affordable housing and commercial space is needed to maintain the music scene.

g. Music needs to be recognized and embraced for its contribution to the community. Too often generational differences can be a challenge in understanding the various cultural resources available, like music, which signals a lack of effective communication and promotion. One solution could be increased collaboration between local college programs and local schools.

h. Athens has much to offer in the form of existing facilities, like the art museum, theaters, and botanical garden, but more could be done. A large, comprehensive destination arts complex; free studio space; education centers for business aspects; or even integrated arts and cultural assets into the surrounding environment (Greenway) are strong possibilities. Arts exhibits could be incorporated into every Athens-Clarke County building lobby.

i. Embrace and preserve the Athens identity of uniqueness and keep it local. There exists a "special vibe", or energy within the creative scene. The culture, history, and environment of the community continue to promote Athens as an arts and cultural destination. Commitment must entail defining core values and principles and developing outcomes from there.

A goal has been identified…

- ***Goal:*** All aspects of culture and the arts – including music, theater, visual arts, heritage resources and other cultural initiatives – are the authentic expression of the people and place, representing an ever-present community good that contributes to nurturing and attracting diverse talent.

With the following implementation strategies…

1. *Strategy:* Measure economic impacts of arts, culture, and heritage tourism.

2. *Strategy:* Develop, foster, implement, and fund a Historic Resources Master Plan.

3. *Strategy:* Promote, fund, and implement the Public Art Master Plan.

4. *Strategy:* Explore public/private partnerships to ensure a net growth in number of artistic venues over time.

5. *Strategy:* Identify the root challenges to accessing the arts for specific segments of the population and develop strategies to overcome barriers and measure progress.

That supports the adoption of these policies…

A. *Policy:* Develop, foster, implement and fund a historic and heritage resources master plan.

B. *Policy:* Identify barriers to inclusion and engagement in the arts through an assessment tool.

C. *Policy:* Measure economic impacts of arts, culture, and heritage tourism; evaluate the current health of the local arts economy; and set 5, 10, and 20 year growth goals accordingly.

D. *Policy:* Promote, fund, and implement the public art master plan.

E. *Policy:* Develop an inclusive approach to the arts.

F. *Policy:* Create a public space and venue for the arts.

Civic Engagement

Each and every citizen of Athens-Clarke County is entitled to experience a strong sense of vitality through civic participation. By protecting and practicing those aspects of life held closely by individuals, families, friends, neighborhoods, etc., society as a whole is lifted to an advanced level of invigorating engagement.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Expand the Neighborhood Notification Initiative (NNI) to include information beyond planning and zoning alerts.

b. Improve the local government websites. Create an app for Athens-Clarke County.

c. Continue to evaluate and encourage diversity on government associated boards/committees, including actively engaging in efforts to market vacancies and seek out those populations that may otherwise not be aware of such opportunities and the qualifications they may possess.

d. Both indoor and outdoor accessible gathering spaces that will provide civic engagement opportunities. Close College Avenue to develop a city square.

e. Improvements to government openness and responsiveness, especially with regard to policies that directly impact neighborhoods and will assist in additional advocacy opportunities.

f. Coordinate the multiple marketing techniques for Athens by the University of Georgia, Convention and Visitor's Bureau, Chamber of Commerce, Economic Development, and Athens Downtown Development Authority.

A goal has been identified…

- ***Goal:*** Residents feel a strong connection to each other and are engaged in the community's overall well-being.

With the following implementation strategies…

1. *Strategy:* Create gathering opportunities in spaces that are available and accessible to all to encourage community interaction and civic engagement.

2. *Strategy:* Create mechanism by which UGA and Athens-Clarke County can communicate regularly and work together to address mutual needs.

3. *Strategy:* Encourage a more easily navigable government system.

4. *Strategy:* Encourage activities that strengthen individual neighborhood identity and establish connections between neighborhood groups and the broader community.

That supports the adoption of these policies…

A. *Policy:* Create a collective identity that reflects our unique diversity.

B. *Policy:* Continue to identify common goals among UGA and Athens.

C. *Policy:* Create gathering spaces that are available and accessible to all.

D. *Policy:* Encourage a more easily navigable government system.

E. *Policy:* Identify the relationships and connections between neighborhood groups and the broader community.
F. *Policy:* Expand and coordinate local leadership academies.

"Foundation"

Building and maintaining a solid foundation from which services are rendered to the public through Transportation, Infrastructure, and Government Operations.

Transportation

The community seeks a balanced approach to transportation initiatives that are influenced by a number of factors. Multiple modes of transportation are encouraged for the pedestrian, bicyclist, transit rider, and automotive driver. Incorporating street infrastructure that accommodates all users will not only relieve traffic congestion, but accomplish the movement of goods and services. Through context sensitive street design, health and safety are promoted, and the desired sense of community is maintained.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Implement the various philosophies of "Complete Streets" in conjunction with both existing standards and any previous related studies.

b. Improve upon the efficiency of bus stop times by examining frequency and locations. Multiple payment options should be integrated onto buses.

c. Provide better transportation accommodations for the disabled.

d. Study two-way traffic flow on streets currently designated as one-way.

e. Recognize existing in-town alleys and the need to keep them.

f. There is a demand for passenger rail service to Atlanta.

g. Support a shuttle service that connects passengers in Athens with MARTA several times per day.

h. Embed the Greenway Network Plan into transportation decisions.

i. Create a pedestrian/bicycle network separate from roadways. Support a bicycle rental program.

j. The airport should provide travel to distance places and multiple hubs. Industrial usage of the airport is often overlooked.

k. Resolve vehicular congestion throughout the county. The Loop 10 interchanges need modification and are often backed-up.

l. Develop an innovative transportation infrastructure that supports transportation diversity, equitable access, and environmental stewardship.

m. Repair streets and sidewalks that will dualy increase safety while beautifying streets. A sidewalk bank should be used to help with costs.

n. Offer incentives for use of park-and-ride lots, like allowing flexible work schedules to help with traffic congestion or a successful and sustainable carpool program.

o. Align future transportation initiatives with already existing or proposed services.

p. The airport should be viewed as its own mode of transportation, not in addition to other traditional modes.

q. Provide high quality transportation nodes, or transit-oriented developments in association with previously completed studies. This may also spur the use of underutilized transit routes.

r. No person should have to have a vehicle to get from place to place within the county. Retail establishments should be accessible by all modes of transportation.

A goal has been identified…

- ***Goal:*** Increased range of transportation options – including walking, biking, transit, and driving – that provide efficient, safe, affordable and equitable access throughout the community and connect to the region and the world (through rail and air service).

With the following implementation strategies…

1. *Strategy:* Support Greenway corridor efforts as informed by both government-sponsored and community-driven analysis.

2. *Strategy:* Support bike and pedestrian infrastructure as informed by government and community-driven analysis.

3. *Strategy:* Maintain high levels of transit service through the community and develop a sustainable model for funding and equitable access.

4. *Strategy:* Participate in regional cooperative efforts to enhance commuting options to Atlanta.

5. *Strategy:* Recognize the role of emerging technology, such as autonomous vehicles, smart grids, etc. in transportation planning.

6. *Strategy:* Grow and advance commercial air service into Athens-Clarke County.

7. *Strategy:* Develop an over-arching transportation plan that incorporates all modes of transportation and their related facilities and recognizes linkages between mobility and quality of life.

8. *Strategy:* Explore traffic calming features that slow the speed of automobile traffic and enhance safety and aesthetics without creating congestion.

That supports the adoption of these policies…

A. *Policy:* Support bike and pedestrian infrastructure through respective master plans.

B. *Policy:* Grow and advance commercial air service in Athens-Clarke County.

C. *Policy:* Pursue sustainable coverage of transit within community.

D. *Policy:* Develop an over-arching transportation plan that brings together all existing studies, reports, and strategies into a single-source for reference and resource review.

E. *Policy:* Pursue comprehensive transportation safety program.

F. *Policy:* Explore commuting options to Atlanta.

G. *Policy:* Continue to buildout fiber, tech etc.

Infrastructure

Adequate infrastructure, including all utilities, should be an essential part of our growing, diverse population. Keeping environmental sustainability in mind, emerging utilities should be available to all areas of the county. Emphasis should be placed on technologically advanced initiatives and incorporating those utilities into proposed construction to ensure Athens-Clarke County remains ready to provide the services needed for the future.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. There is a need for better and smarter utilities including internet and improved mobile access, benefitting the next generation of business.

b. Attain cleaner air throughout the county, which can also mean reducing unpleasant smells, beginning with Downtown.

c. Coordinate sewer easements with greenways to improve connectivity.

d. Promote the placement of utilities underground as services are repaired or installed to move away from overhead facilities.

e. Address deficiencies in water/sewer distribution while also exploring sale of any excess capacity.

f. Consider methods for securing and screening garbage in various part of the county. Such facilities could potentially use green roofs and/or solar panels.

g. Address needed restroom facilities downtown.

h. Small lot sizes make storm water compliance challenging. Maintenance within neighborhoods with regard to existing facilities is also difficult to keep up with and must be addressed.

i. Create a Technology Infrastructure Commission that can look into issues regarding contracts and number of utilities offered in Athens, as well as provide openness to the public.

j. Significantly increase sustainable energy practices.

k. Examine the quarry for possible reuse as a reservoir and leisure amenity.

l. Consider simple dirt paths to expand walking and biking connectivity.

m. Practice land use that is directly linked to watersheds.

n. Provide clearer explanation of how stormwater fees are calculated and why a per lot impervious surface rate is not utilized. Make a stormwater easement GIS layer available to the public.

A goal has been identified…

- ***Goal:*** Well-maintained infrastructure is strategically expanded and upgraded in full consideration of environmental sustainability to unlock economic potential and help meet the needs of individuals.

With the following implementation strategies…

1. *Strategy:* Improve community understanding of the importance of sustained reinvestment in public infrastructure assets.

2. *Strategy:* Ensure adequate water supply to meet current and future demand through conservation (demand management), water recycling/reuse and additional water storage.

3. *Strategy:* Increase communications and information connectivity for all residents.

4. *Strategy:* Reduce the risk of flooding events and improve the quality of streams and rivers through a proactive and innovative stormwater program.

5. *Strategy:* Coordinate sanitary sewer expansion with the future land use framework.

That supports the adoption of these policies…

A. *Policy:* Ensure adequate water supply to meet current and future demand.

B. *Policy:* Repair and replace infrastructure assets commensurate with physical depreciation.

C. *Policy:* Reduce the risk of flooding events and improve the quality of streams and rivers through a proactive and innovative stormwater program.

D. *Policy:* Increase communications and information connectivity.

E. *Policy:* Improve downtown streetscape and infrastructure and downtown physical and IT infrastructure.

F. *Policy:* Coordinate sanitary sewer expansion with land use framework.

Government Operations

The local government plays a crucial and necessary role in setting the foundation for community success and sustainability. Although many initiatives pertaining to the comprehensive plan are the responsibility of the local government, operations within this institution are not immune from examination and improvement. By consistently challenging the traditional norm in public administration, the community will achieve sustainability and a greater future.

Based upon the following Needs and Opportunities (Ideas and Obstacles)…

a. Create or establish an inventory of local government-owned land that could be developed.

b. Acceptance of online payments government-wide.

c. Understand that Athens-Clarke County no longer functions as a "small town" anymore and cannot keep operating as such.

d. More career ladder opportunities for employees along with greater retirement plan match.

e. Examine tiered water system payments for departmental functions.

f. Promote a neighborhood score card that allows for self-scoring of the services but then gives insight into the scoring conducted by the government and allows comparison of the two.

g. The local government needs to advocate for more community resources as distributed by the state and federal governments.

h. Intergovernmental collaboration is often seen as a weakness due to extenuated timelines, duplication of efforts, or conflicting goals.

i. Consolidation of government departments into more strategically located facilities that are modernized to meet growing space constraints and provide improved customer service.

j. Examine new public/private partnerships similar to the Washington Street Parking Deck.

k. Offer various incentive programs for employees including a program for which money saving ideas are rewarded. Additional conference attendance if presenting and marketing Athens-Clarke County. Perhaps flexible work schedules and free transit would help boost morale.

l. Explore opportunities to increase diversity within the government.

A goal has been identified…

- ***Goal:*** An open, inclusive, and responsive government that plans for the future and explores innovative ways to realize the community's vision. Government operations shall adapt to change and consistently challenge the traditional norms in public administration practices.

With the following implementation strategies…

1. *Strategy:* Actively encourage and facilitate citizen involvement in the planning and decision-making processes of our government.

2. *Strategy:* Proactively provide opportunities for bringing all residents into formal and informal service roles in order to reflect the diversity of the community.

3. *Strategy:* Create a process for promoting community awareness and involvement in land use issues affecting neighborhoods.

4. *Strategy:* Identify community planning districts to increase involvement in the planning and implementation of improvements at the neighborhood level.

5. *Strategy:* Involve public sector agencies in the community planning district process.

That supports the adoption of these policies…

A. *Policy:* Provide opportunities for citizens to learn about local government services, initiatives, and events.

B. *Policy:* Document and share our actions designed to cultivate a culture of innovation by piloting new ideas and adopting those with demonstrated benefits.

C. *Policy:* Improve internal efficiency and effectiveness.

D. *Policy:* Promote transparency through improved access to information.

E. *Policy:* Attract, retain, and reward talented and empowered employees.

F. *Policy:* Foster opportunities for citizens to engage with their local government.

Community Work Program

The Community Work Program consists of activities and strategies the Unified Government of Athens-Clarke County has identified for undertaking within the next five-years. As time progresses, the Community Work Program must be revisited at periods when changes occur or time has elapsed. Although the Community Work Program is considered a "planning" document, it has the potential to influence budget decisions. Projects listed typically include a cost estimate to base prioritization and finances, with the understanding that actual costs are subject to adjustment. Equally important is the ability to use the Community Work Program as a measurement tool for tracking progress and performance. Although thoughtful effort is made to include all foreseeable projects and those deemed likely, there is no guarantee all tasks have been identified or will be accomplished.

At a minimum, the Department of Community Affairs requires a periodic review of the Community Work Program every five-years. However, it is the desire of local government management to keep flexibility in this document as it revolves, adding a new fifth-year with the completion of the present year. Since this document is produced and executed by the local government, only those projects within the realm of government responsibility are listed. The Community Work Program is not meant to highlight the day-to-day functions of staff but rather those activities that stand out as significant initiatives aimed at addressing policy, processes, or procedures; conducting studies; departmental goals; or capital project completion (to name some examples). In the end, this element of the Comprehensive Plan serves as both a mandatory planning tool as well as a strategic implementation guide.

The list of projects stated in the Community Work Program provides information about each project, including a description of what it is, who is responsible, estimated cost, and completion time. All projects have been assigned to one of the (15) topics used throughout the Comprehensive Plan. The purpose of this program is to outline the strategic actions needed to accomplish the community goals and address our community's needs and opportunities. This list is also closely aligned with the outcomes highlighted by Envision Athens, in addition to the fiscal year Mayor and Commission Strategic Commitments, Directions, and Actions. To that end, it should be expected that the most current calendar year have assigned to the most projects, since funding is more easily identified and typically secured. The Unified Government chooses to keep its sights closely set on the near future, with realistic and achievable initiatives, knowing this work program will likely be updated annually. That said, the Community Work Program remains a comprehensive list dedicated to the entire (5) year outlook, and has included the full list of projects to be highlighted from 2018-2023.

The following Community Work Program list is compiled of both projects previously vetted and identified for funding, but have yet to be completed, as well as those that may not be of immediate concern, but still within the (5) year horizon. These items were selected because of their respective preparedness and identified alignment with the Goals, Strategies, Policies, Needs and Opportunities the community desires. Each project has been labeled with a

category that also describes which specific portion of the comprehensive plan it seeks to accomplish.

Community Work Program (People)

Category: "G" = Goal "S(number)" = Strategy (number) "P(letter)" = Policy (letter) "N/O(letter)" = Need/Opportunity (letter)

*Each project has been associated with a Goal, Strategy, Policy, Need and Opportunity as indicated in the Category column below

**Note that many projects can be associated with more than one Goal, Strategy, Policy, Need and Opportunity

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Health *P(B)*	QR Fitness Trails	2018-2020	Leisure Serv.	$5,500 / trail	TBD
Health *P(C)*	Review and implement the Athens Wellbeing Project	2018-2020	ACCUG	$25,000	TBD
Safety *S(6)*	Increase safety and training programs to reduce accidents, costs and to meet FTA mandated Public Transportation Safety Program guidelines	2018-2020	Transit	$60,000	TBD
Safety *N/O(f)*	Juvenile Court Peer Court	2018-2020	Courts	$20,000	TBD
Safety *P(C)*	Enhance emergency treatment capabilities as the next phase of improving services	2018-2020	Fire Dept.	$30,000	TBD
Safety *P(C)*	Comprehensive ACC Continuity of Operations	2018-2020	Emergency Mgmt.	TBD	TBD
Safety *N/O(b)*	Animal Control Officer Weekend Service	2018-2020	Central Serv.	$50,000	TBD
Safety *N/O(f)*	Juvenile Court Family Treatment Court Program Coordinator	2018-2020	Courts	$62,000	TBD
Safety *N/O(b)*	Increase staff training and improve emergency response planning by utilizing modern technology and practices	2018-2020	Corrections	$68,000	TBD
Safety *N/O(e)*	Emergency Preparedness Public Education Campaign	2018-2020	Emergency Mgmt.	TBD	TBD
Safety *S(5)*	Public Safety Software Migration	2018-2020	I.T.	$50,000	TBD

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Safety *N/O(b)(e)*	Community Emergency Response Team (CERT) Course	2018-2020	Emergency Mgmt.	$10,000	TBD
Soc. Serv. *S(3)*	Probation Services Training	2018-2020	Courts	$15,000	TBD
Soc. Serv. *S(5)*	Probate, Juvenile, and Magistrate Case Management System	2018-2020	Courts	$40,000	TBD
Soc. Serv. *S(5)*	Municipal Case Management System	2018-2020	Courts	$43,000	TBD
Soc. Serv. *S(5)*	Judicial Data Exchange Maintenance	2018-2020	Courts	$40,400	TBD
Soc. Serv. *S(5)*	Accountability Court Senior Case Management Specialist	2018-2020	Courts	$26,000	TBD

Community Work Program (Prosperity)

Category: "G" = Goal "S(number)" = Strategy (number) "P(letter)" = Policy (letter) "N/O(letter)" = Need/Opportunity (letter)

*Each project has been associated with a Goal, Strategy, Policy, Need and Opportunity as indicated in the Category column below

**Note that many projects can be associated with more than one Goal, Strategy, Policy, Need and Opportunity

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Educ. *N/O(f)*	Continue the bi-annual meetings of the School Board and Mayor and Commission	2018-2023	ACCUG/CCSD	N/A	N/A
Educ. *N/O(g)*	Partner with community resources and education facilities to provide training programs for incarcerated individuals	2018-2020	Corrections	TBD	TBD
Educ. *N/O(d)*	Youth and Community Enrichment Facility Partnership	2018-2023	Leisure	$2.85M	SPLOST
Econ. Dev. *N/O(i)*	Establish a formal data measurement process to evaluate the effectiveness of economic-development incentives	2020	ACCUG	Varies	Varies
Econ. Dev. *N/O(p)(m)*	Leverage resources to develop a database with incentives of contaminated/abandoned properties that could be rehabilitated without demolition	2021-2023	ACCUG	N/A	N/A
Econ. Dev. *P(A)(E)*	Athens Sustainability Industry Partnership (ASIP)	2018-2020	Econ. Dev.	$1,500	TBD
Econ. Dev. *P(B)(C)*	Traditional Economic Development Infrastructure Development	2018-2020	Econ. Dev.	$50,000	TBD
Econ. Dev. *N/O(e,l,n)*	Airline recruitment marketing initiatives	2018-2020	ACCUG	TBD	TBD
Econ. Dev. *P(C)*	Southern Network for Economic Mobility	2018-2020	Econ. Dev.	$25,000	TBD
Econ. Dev. *N/O(d,l,o)*	Building an Innovation Ecosystem	2018-2020	Econ. Dev.	TBD	TBD
Econ. Dev. *N/O(f,h,j)*	Economic Development Ambassadors	2018-2020	Econ. Dev.	N/A	N/A

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Econ. Dev. *N/O(n)(o)*	Identify methods to economically capitalize on the opportunities for medical research, training, and health care services.	2018-2020	Econ. Dev.	TBD	N/A

Community Work Program (Place)

Category: "G" = Goal "S(number)" = Strategy (number) "P(letter)" = Policy (letter) "N/O(letter)" = Need/Opportunity (letter)

*Each project has been associated with a Goal, Strategy, Policy, Need and Opportunity as indicated in the Category column below

**Note that many projects can be associated with more than one Goal, Strategy, Policy, Need and Opportunity

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Housing *N/O(a)(c)*	Investigate standards whereby accessory dwelling units may be integrated with owner occupied housing in RS zones	2021-2023	ACCUG	TBD	TBD
Housing *P(B)*	Review taxing mechanisms and other policies to address gentrification	2020	ACCUG	TBD	TBD
Housing *N/O(k)*	Georgia Initiative for Community Housing (GICH)	2018-2023	HCD	TBD	TBD
Land Use *N/O(v)*	Explore the desirability of using Form Based Codes with development regulations	2018-2023	Planning	TBD	TBD
Land Use *N/O(d)*	Investigate lower minimum parking space requirements	2018-2020	Planning	TBD	TBD
Land Use *N/O(o)*	Explore minimum dwelling size regulations	2018-2020	Planning	TBD	TBD
Land Use *N/O(p)(r)*	Explore opportunities and possible impacts associated with the creation of a second agricultural/residential zoning classification with increased density options	2018-2020	Planning	TBD	TBD
Land Use *S(1)*	Explore whether rezones are more appropriate than designation changes for non-conforming areas of the FDM	2018-2020	Planning	TBD	TBD
Land Use *P(B)*	Consider implementation of the C-N(Est.) zone, as recommended in a previous corridor study	2018-2020	Planning	TBD	TBD
Land Use *G*	Provide staff assistance and guidance on implementation of Envision Athens	2018-2023	Planning	TBD	TBD
Land Use *N/O(f,k,q,v)*	Provide staff assistance and guidance for the Atlanta Hwy. Corridor Study	2018-2019	Planning	$200,000	TBD

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Land Use *N/O(f,q,v)*	Provide staff assistance and guidance for the Lexington Rd. Corridor Study	2018-2019	Planning	$200,000	TBD
Land Use *N/O(f,q,v)*	Provide staff assistance and guidance for the Epps Bridge Pkwy. Corridor Study	2018-2019	Planning	TBD	TBD
Land Use *N/O(v)*	Conduct a study regarding the possibility of a historic district for Milledge Cir. / Castalia Ave.	2018-2019	Planning	$25,000	TBD
Land Use *P(C)*	Conduct a comprehensive study of the Hancock Neighborhood	2018-2019	Planning	$25,000	TBD
Land Use *N/O(c,e)*	Development of Modified Design Standards for Commercial-Downtown / Multi-Family Projects	2018-2020	Planning	TBD	TBD
Land Use *N/O(v)*	Historic Preservation Ordinance Review and Evaluation	2018-2020	Planning	TBD	TBD
Land Use *N/O(f)*	Billboard inventory and Sign Ordinance Review	2018-2020	Planning	TBD	TBD
Land Use *N/O(s)*	Examine changes to the Plans Review Process involving electronic submittals and records	2018-2020	Planning	TBD	TBD
Land Use *N/O(s)*	Possible establishment of a formal review process for single-family dwellings	2018-2020	Planning	TBD	TBD
Land Use *N/O(a)*	Assist in the review and implementation of inclusionary zoning changes	2018-2020	Planning/HCD	TBD	TBD
Land Use *P(B)*	Systematically implement recommendations of the Prince Ave. Corridor Study	2018-2020	Planning	TBD	TBD
Land Use *P(B)*	Systematically implement recommendations of the Oak/Oconee St. Corridor Study	2018-2020	Planning	TBD	TBD
Land Use *P(A)*	Comprehensive analysis and update of the Future Development Map	2018-2020	Planning	TBD	TBD
Neighbor. *N/O(c)*	Explore the creation of neighborhood planning units	2021-2023	Planning	TBD	TBD
Agriculture *(N/O(k)*	Develop an Expanded Organics Collection Program	2018-2020	Solid Waste	$300,000	TBD

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Environ. *N/O(q)*	Firefly Trail Project	2018–2023	ACCUG	$16,752,000	TSPLOST
Environ. *N/O(q)*	Oconee Rivers Greenway Project	2018-2023	Leisure	$10,000,000	TSPLOST
Environ. *N/O(d)(j)*	Divert 60% of waste from the landfill	2018	Solid Waste	TBD	TBD
Environ. *P(C)*	Divert 75% of waste from the landfill	2020	Solid Waste	TBD	TBD
Environ. *P(H)*	Set aside 20% of the county land area as protected greenspace	2018-2020	ACCUG	TBD	TBD
Environ. *S(6)*	Reduce impact that invasive species have in the county	2021-2023	ACCUG	TBD	TBD
Environ. *S(10)*	Support policies and actions to restore natural hydrologic processes	2018-2023	ACCUG	N/A	N/A
Environ. *N/O(b)*	Identify and prepare for local impacts associated with climate change	2018-2023	ACCUG	N/A	N/A
Environ. *S(9)*	Review the erosion and sedimentation ordinance to determine effectiveness	2018-2023	ACCUG	N/A	N/A
Environ. *S(9)*	Review the current mass grading ordinance to determine effectiveness	2018-2023	ACCUG	N/A	N/A
Environ. *N/O(d)*	Investigate methods to restrict the use of plastic bags at points of sale and the sale of plastic bottles	2021-2023	ACCUG	TBD	TBD
Environ. *G*	Landfill Expansion	2018-2020	Solid Waste	$3.2M	TBD
Environ. *G*	Landfill Leachate Treatment (secondary option to recirculation)	2018-2020	Solid Waste	$3M	TBD
Environ. *N/O(j)*	New Recovered Material Processing Center (RMPF)	2018-2020	Solid Waste	$9M	TBD
Environ. *N/O(c)(k)*	Enhanced Landscape Services for ACCUG Buildings	2018-2020	Central Services	$43,000	TBD

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Environ. *N/O(c)*	Greenway Network Landscape Maintenance Expansion	2018-2020	Central Serv.	$77,000	TBD

Community Work Program (Vitality)

Category: "G" = Goal "S(number)" = Strategy (number) "P(letter)" = Policy (letter) "N/O(letter)" = Need/Opportunity (letter)

*Each project has been associated with a Goal, Strategy, Policy, Need and Opportunity as indicated in the Category column below

**Note that many projects can be associated with more than one Goal, Strategy, Policy, Need and Opportunity

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Arts&Cult. *N/O(c)(f)*	Downtown Riverfront Study	2018-2020	ACCUG	TBD	TBD
Arts&Cult. *N/O(e)*	Consider an ordinance or policy to protect historic architectural materials, urban archaeology, and historic landscapes	2021-2023	ACCUG	N/A	N/A
Arts&Cult. *P(A)*	Pursue grants or other forms of funding to begin safely archiving historic public documents	2021-2023	ACCUG	TBD	TBD
Arts&Cult. *P(D)*	Consider implementation of Athens Cultural Affairs Commission Master Plan	2018-2020	ACCUG	TBD	TBD
Arts&Cult. *N/O(b)*	Expand the Counselor in Training (CIT) program	2018-2020	Leisure Serv.	$35,000	TBD
Arts&Cult. *P(F)*	Athens Cultural Trail, connecting public art, historic locations, and cultural resources	2018-2021	ACAC	$300,000	Local/SPLOST
Civic Eng. *N/O(b)(f)*	Community Engagement Specialist	2018-2020	PIO	$75,000	TBD

Community Work Program (Foundation)

Category: "G" = Goal "S(number)" = Strategy (number) "P(letter)" = Policy (letter) "N/O(letter)" = Need/Opportunity (letter)

*Each project has been associated with a Goal, Strategy, Policy, Need and Opportunity as indicated in the Category column below

**Note that many projects can be associated with more than one Goal, Strategy, Policy, Need and Opportunity

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Transport. *N/O(p)*	Airport Capital Improvements Program	2018-2023	Airport	$1,531,000	TSPLOST
Transport. *G*	Transit Vehicle Expansion and Replacement Project	2018-2023	Transit	$4,000,000	TSPLOST
Transport. *N/O(q)*	Bus Stop and Transfer Facilities Improvements Project	2018-2023	Transit	$500,000	TSPLOST
Transport. *P(C)*	Transit Service Expansion Project	2018-2023	Transit	$940,000	TSPLOST
Transport. *N/O(l)*	Pavement Rehabilitation	2018–2023	T&PW	$25,600,000	TSPLOST
Transport. *N/O(o)*	Tallassee Rd. Bridge Replacement Project	2018-2023	T&PW	$6,000,000	TSPLOST
Transport. *N/O(a)(d)*	Downtown Transportation Improvements Program	2018-2023	T&PW	$7,097,000	TSPLOST
Transport. *N/O(o)*	Whitehall Rd. at S. Milledge Ave. Project	2018-2023	T&PW	$2,500,000	TSPLOST
Transport. *N/O(i)*	Bicycle Improvements Program	2018-2023	T&PW	$6,000,000	TSPLOST
Transport. *N/O(i)*	Pedestrian Improvements Program	2018-2023	T&PW	$11,000,000	TSPLOST
Transport. *S(2)*	W. Broad Area Pedestrian Improvements	2018-2023	T&PW	$4,000,000	TSPLOST

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Transport. *N/O(o)*	Lexington Hwy. Corridor Improvements	2018-2023	T&PW	$4,000,000	TSPLOST
Transport. *N/O(o)*	Atlanta Hwy. Corridor Improvements	2018-2023	T&PW	$4,000,000	TSPLOST
Transport. *N/O(o)*	Prince Ave. Corridor Improvements	2018-2023	T&PW	$4,000,000	TSPLOST
Transport. *N/O(e)*	Acquisition of Private Streets Project	2018-2023	T&PW	$340,000	TSPLOST
Transport. *N/O(i)*	Plan and implement pedestrian infrastructure and practices to enhance safety and experience	2021-2023	T&PW	TBD	TBD
Transport. *S(2)*	Become a Silver Level Bicycle Friendly Community	2020	T&PW	TBD	TBD
Transport. *S(8)*	Investigate design standards for residential streets to minimize pavement width and enhance public safety	2021-2023	T&PW	TBD	TBD
Transport. *S(4)*	Explore the potential for expanding transit into adjoining counties	2018-2023	Transit	TBD	TBD
Transport. *S(3)*	Increase access to Fixed Route Transit with new routes and with zone based dial-a-ride deviated route services	2018-2020	Transit	$400,000	TBD
Transport. *S(3)*	Increased service frequency on two routes	2018-2020	Transit	$500,000	TBD
Transport. *N/O(i)*	Design for the rehabilitation of the airport's primary runway	2018-2020	ACCUG	$250,000	TBD
Transport. *S(7)*	MACORTS Long Range Plan Update	2018	Planning	$50,000	TBD
Transport. *N/O(i)*	Runway 9/27 Rehabilitation and Overlay	2018	Airport	$10,179,200	FAA/State/Local
Infra. *N/O(j)*	Energy Program Analyst Position	2018-2020	Central Services	$67,000	TBD
Infra. *G*	Bio-solids reduction and reuse Master Plan	2018-2020	Public Utilities	$200,000	TBD

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Infra. *N/O(a)*	Fiber Technician	2018-2020	T&PW	$58,000	TBD
Infra. *S(1)*	Rehabilitate and replace assets to maintain economic value	2018-2020	Public Utilities	TBD	TBD
Infra. *S(2)*	Water Reuse	2018-2020	Public Utilities	$60M	TBD
Govt. Op. *S(1)(3)*	Quarterly Newsletter Insert in Water Bills	2018-2020	PIO	$7,000	TBD
Govt. Op. *P(A)*	Increase Public Education, Marketing, and Outreach programs for public awareness of transportation and transit options	2018-2020	Transit	$60,000	TBD
Govt. Op. *P(B)(F)*	Improve customer service	2018-2020	Public Utilities	$15,000	TBD
Govt. Op. *P(F)*	Animal shelter volunteer facilitator	2018-2020	Central Serv.	$42,000	TBD
.**Govt. Op.** *P(A)*	Stormwater education	2018-2020	T&PW	$80,000	TBD
Govt. Op. *P(B)*	Branding Initiative for ACCUG	2018-2020	PIO	$100,000	TBD
Govt. Op. *P(A)*	TVs in Transit System Buses	2018-2020	PIO	$75,000	TBD
Govt. Op. *P(C)*	Tyler Munis Reporting Software	2018-2020	Finance	$800,000	TBD
Govt. Op. *P(E)*	Judicial I.T. Administrator	2018-2020	Courts	$74, 950	TBD
Govt. Op. *P(C)*	Performance Measurement/Metrix Software	2018-2020	H.R.	$10,000	TBD
Govt. Op. *N/O(d)*	Next Phase of Pay Study	2018-2020	H.R.	$100,000	TBD
Govt. Op. *P(E)*	Employee Volunteer Program	2018-2020	H.R.	$5,000	TBD

Category	Project	Year	Responsibility	Cost Estimate	Funding Source
Govt. Op. *P(B)*	Great Place to Work Certification	2018-2020	H.R.	$3,500	TBD
Govt. Op. *P(B)*	Create redundant, high availability networks	2018-2020	I.T.	$12,000	TBD
Govt. Op. *N/O(i)*	Relocate I.T. Office	2018-2020	I.T.	TBD	TBD
Govt. Op. *P(C)*	Purchase data analytics software for reporting inefficient and ineffective processes	2018-2020	Operational Analysis	$5,100	TBD
Govt. Op. *N/O(l)*	Explore opportunities to increase diversity among appointed boards/committees/authorities etc.	2018-2023	Mayor & Commission	N/A	N/A
Govt. Op. *P(C)*	Learning Management System	2018-2020	Org. Dev.	$50,000-80,000	TBD

ADDITIONAL REQUIRED ELEMENTS

Per O.C.G.A, the following additional elements have been included based upon the minimum thresholds outlined for each. Athens-Clarke County has reviewed the criteria for each additional element and determined that the following are in fact applicable. Although the Capital Improvements Element is the only optional element to not be included, the county has voluntarily listed ideas and projects related to this subject.

Like the previously mentioned required elements, each of the additional required elements have also been strongly influenced by the intensive work conducted by the Envision Athens effort. Furthermore, per the Rules of the DCA (Department of Community Affairs), many of these additional elements are fulfilled and/or supplemented by existing efforts in the form of strategies, plans, and maps. These efforts were created for separate initiatives, but are specifically mentioned as acceptable alternatives for the comprehensive plan. Thus, this section of the Comprehensive Plan should be considered a product of not only Envision Athens and the traditional elements of the Comprehensive Plan, but also those documents meant to guide other programs and/or organizations.

Economic Development Element

The Economic Development Element for Athens-Clarke County includes highlighting initiatives identified by the community to encourage prosperous growth through financial stability, proactive marketing, and consistent business development. As one of the (15) topics divided among the (5) common themes in this document, Economic Development is essential to ensuring a high quality of life. Previous elements within the 2018 Comprehensive Plan have already highlighted Goals, Strategies, Policies, Needs and Opportunities, as well as associated Community Work Program items directly related to the topic of Economic Development. Because Athens-Clarke County has been classified as a Georgia Job Tax Credit Tier 1 local government, it is vital that this mandatory element address factors such as diversity of the economic base, quality of the local labor force, effectiveness of local economic development agencies, and program and tools, as outlined in the minimum standards and procedures for local comprehensive planning.

Per these same requirements, Athens-Clarke County has also included a copy of the Northeast Georgia Comprehensive Economic Development Strategy produced by the Northeast Georgia Regional Commission. This documents serves as a key instrument in guiding Athens-Clarke County and the surrounding counties toward economic prosperity from a regional perspective. The CEDS can be found in the appendix section of the 2018 Comprehensive Plan, and serves as the official component of the Economic Development Element. This information is supplemented by all other related economic development information found throughout this plan.

The following is a list of associated facts and data directly related to Economic Development in Athens-Clarke County. This information was taken from Envision Athens, but has significant applicability to the 2018 Comprehensive Plan, further strengthening the relationship between the two efforts. Use of the various assessment statistics was meant to influence comments and ultimately decisions pertaining to Community Goals, Needs and Opportunities, and the Community Work Program.

Informative facts depicted in the Envision Athens Community Assessment as produced by Planning Next:

- 48,000 Private Sector Jobs as of 2017, a moderate increase of 8% from 2005, indicating a major shift from manufacturing to health care (pg. 3).
- 36.7% Poverty Rate, the 4th highest in Georgia. If adjusted for the student population, the rates is ~28.4% (pg. 3).
- As of 2017, the unemployment rate registered at 4.5% (pg. 9).
- The University of Georgia is the county's largest employer at 10,370 employees (pg. 9).
- The three largest private sector employers include Healthcare and Social Assistance, Retail Trade, and Accommodation and Food Services, accounting for 55% of total private employment. Self-employment estimates include another 16,500 jobs (pg. 9).

- $8.1 billion Economic Output (GDP) as measured in 2015 (pg. 10).
- Manufacturing jobs still remain strong at 5,924, despite more than 2,000 jobs lost since 2005 (pg. 10).
- Hospitals and health care are recognized as regional assets, helping to offset the loss in manufacturing jobs since 2005 (pg. 10).
- 59,366 Total Workforce, or those over the age of 16 employed or actively seeking employment (pg. 11).
- 40,000 workers commute into the community each day while 18,000 residents commute out of the county. Slightly more than 20,000 residents live and work in the county (pg. 11).

Informative facts depicted in the Envision Athens Economic Targeted Analysis as produced by Ninigret Partners:

- More than 5,000 businesses in Athens-Clarke County (pg. 11).
- Small business represent nearly 90% of all businesses in region, but makes up less than 25% of all employees (pg. 11).
- Large businesses represent ~75% of all jobs (pg. 11).
- Retail and hospitality represent 30% of all private industry establishments (pg. 13).

Land Use Element

The Land Use Element for Athens-Clarke County consists of a Future Land Use Map and Narrative, as well as Land Based Classification Standards (LBCS). The Unified Government has chosen the Future Land Use Map and Narrative as its official component of the requirement due to its significance in directing land use decisions. Although not required, Athens-Clarke County is also submitting its unique version of the Land Based Classification Standards. The county's version differs slightly in its metrics, but achieves the same goal of implementing a higher degree of data management within local land use.

Each of these two documents are used when developing parcels. All zoning actions (rezone, special use, planned development) must be reviewed and considered against the Future Land Use Map, possibly resulting in a Future Land Use Map amendment in order to proceed. As permits are issued for construction projects, the LBCS Map is updated to reflect the current or proposed use of the property, including structures, in an effort to compile data for a number of potential applications by various departments or outside agencies. One specific benefit of the LBCS data, linked directly to the 2018 Comprehensive Plan, will be the capability to track how land use statistics demonstrate satisfaction of associated Goals, Policies, and Needs and Opportunities outlined in this document.

As one of the (15) topics divided among the (5) common themes in this document, Land Use is essential to ensuring a high quality of life. Previous elements with the 2018 Comprehensive Plan have already highlighted Goals, Strategies, Policies, Needs and Opportunities, as well as associated Community Work Program items directly related to the topic of Land Use.

While determining appropriate amendments to the Future Land Use Map, Staff invited the public to consider four basic themes when looking toward the future. At a public presentation specifically held for the topic of Land Use, the following considerations, as divided among the (4) themes that evening, were meant to initiate creative responses to present and foreseeable issues in land use directly impacting Athens-Clarke County.

<u>Environment Theme Considerations:</u>

- Conservation of rural areas (aka "Greenbelt")
- Protection of environmentally sensitive areas
- Management of community trees
- Water quality and stormwater

<u>Economic Development</u>

- Location of industrial and commercial lands
- Provision of "shovel-ready" industrial land

Housing Theme Considerations:

- Use of accessory dwelling units
- Multi-family and single-family density limits
- Examination of minimum floor area size
- Variety of available housing types

Design

- Downtown and multi-family design standards
- Complete streets and corridor enhancements (including aesthetics)
- Commercial signs
- Development design issues (architecture, parking lots, retaining walls, etc.)

Proposed Land Use Map

- Collapsed some existing categories into others to create broader classifications

- Expanded zoning compatibility with the remaining Future Development categories

- Contextual classification within new categories for many parcels whose existing zoning does not match Future Development

- Corrected incompatibility for a number of parcels between zoning and Future Development

- Changes to the "Greenbelt" include:

    - Removal of Rural Residential designation, which was only compatible with AR zone, aside from Government and Parks

    - Placement of existing, platted subdivisions in Greenbelt into designations that match underlying zoning

    - Not a reduction of actual Rural areas, but instead making non AR-zoned areas match their Future Development designation

By The Numbers

- Per GIS figures, Athens-Clarke County has a total of 42,007 parcels. Of these, 4,807 have zoning and Future Land Use designations that do not align (11% of all parcels)

Next Phase

- Eventual creation of a new Future Land Use plan based more on the built environment and desired development pattern
- Nodal development and associated zoning standards
- Possible zoning designation changes
- Ensure equal distribution of land uses across neighborhoods

Future Land Use Designations

Although the Georgia Department of Community Affairs has outlined standard Future Land Use categories, Athens-Clarke County has long established alternative designations based on the character the community wishes to enact. To that end, the following list of designations represents those found on the proposed Future Land Use Map, and each is further described by definition. For clarity, each unique designation is also identified in parenthesis by a standard category that represents the most logical grouping.

<u>General Business (standard "Commercial" category)</u>

These are commercial areas that serve a variety of needs for the residents of the region. It is intended for small- and large-scale retailing and service uses that are auto-oriented, such as Atlanta Highway, Lexington Road and US 29 North. Pedestrian-oriented design is particularly appropriate when these streets contain neighborhood-shopping areas or are adjacent to multifamily housing or residential neighborhoods. Pedestrian circulation in these centers is a primary concern, therefore, connectivity within and to surrounding areas should be encouraged. Internal pedestrian walkways should be provided from the public right-of-way to the principal customer entrance of all principal buildings on the site. Walkways should connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building, store entry points, and plaza space. Walkways shall feature adjoining landscaped areas that contribute to the establishment or enhancement of community and public spaces. The street level facade of these areas should have a scale and architectural elements that relate to pedestrians. Buildings should be oriented to the street and corridors should be lined with street-trees. Small and medium scale retail stores should frame the streets with large-scale retailers located behind with focus given to pedestrian circulation rather than automobiles. Parking lots should not be located at the street front and shared parking should be encouraged.

Mixed-Density Residential (standard "Residential" category)

These are residential areas where higher density residential development is allowed and intended. Limited nonresidential uses designed at a neighborhood scale may be incorporated into these areas (e.g. churches, schools, daycare facilities, small businesses and offices). Buildings should be oriented towards the street and include streetscape enhancements. Their design should include connections between uses, good pedestrian connections, and compatibility with public transit. Auto-oriented uses, such as vehicle repair and maintenance, drive-through restaurants, and vehicle sales, are not included in this designation.

Downtown (standard "Mixed Use" category)

Retail, office and entertainment uses are encouraged, as is high-density multifamily housing. Auto-oriented uses, such as vehicle repair and maintenance, drive-through restaurants, and vehicle sales, are not included in this designation. As parking is handled on a district level, off-street parking for individual commercial development is not intended. Parking structures with commercial uses on the street-level frontage are encouraged rather than surface parking lots. This area should have strict design requirements to protect historic integrity and to ensure that new buildings develop in a form and architectural style compatible with existing downtown character.

Employment Center (standard "Industrial" category)

These are areas of industry, office, research parks, and flex-space mixed uses. Large-scale employment areas, which include large industrial areas, manufacturing, office parks, and research centers, is incompatible with housing. Smaller-scale employment areas are appropriate to be in close proximity to a neighborhood area. Design standards regulating building placement, landscaping, and buffering should apply. Small amounts of retail may be compatible in some areas.

Government (standard "Public/Institutional" category)

These areas are in use or proposed for use by federal, state, or local government agencies, including the University of Georgia and Clarke County Board of Education. Many of these locations are intended to serve the community, and should encourage walkability, landscaping and neighborhood-oriented transportation alternatives.

Main Street Business (standard "Mixed Use" category)

These are commercial areas where development of a storefront commercial type is encouraged. The uses are generally small-scale, but larger scaled uses can be integrated within a Main Street Business classification if a small-scale storefront is developed along the street facade, with the larger-scaled use located behind. Larger scale uses should only be developed in instances where they are compatible with the adjacent uses. Retail and office uses should dominate the ground floors of the Main Street Business facades, with residential uses encouraged on second and third stories. Auto-oriented uses, such as vehicle repair and maintenance, drive-through restaurants, and vehicle sales, are not included in this designation. Walkability and pedestrian scale are important and the development should be oriented to the street with sidewalks, street trees, and pedestrian access provided.

Rural (standard "Agriculture/Forestry" category)

Rural lands are intended to have very low residential density. To maintain open space, clustering of dwellings is encouraged with common open spaces protected by conservation easements. Agricultural uses are encouraged, as well as other compatible uses, such as limited, low-impact commercial uses, equestrian and other animal boarding facilities.

Single Family Residential (standard "Residential" category)

These are residential areas with single-family detached housing. Limited non-residential uses designed at a neighborhood scale may be incorporated in these areas (e.g. churches, schools, personal care homes and daycare facilities).

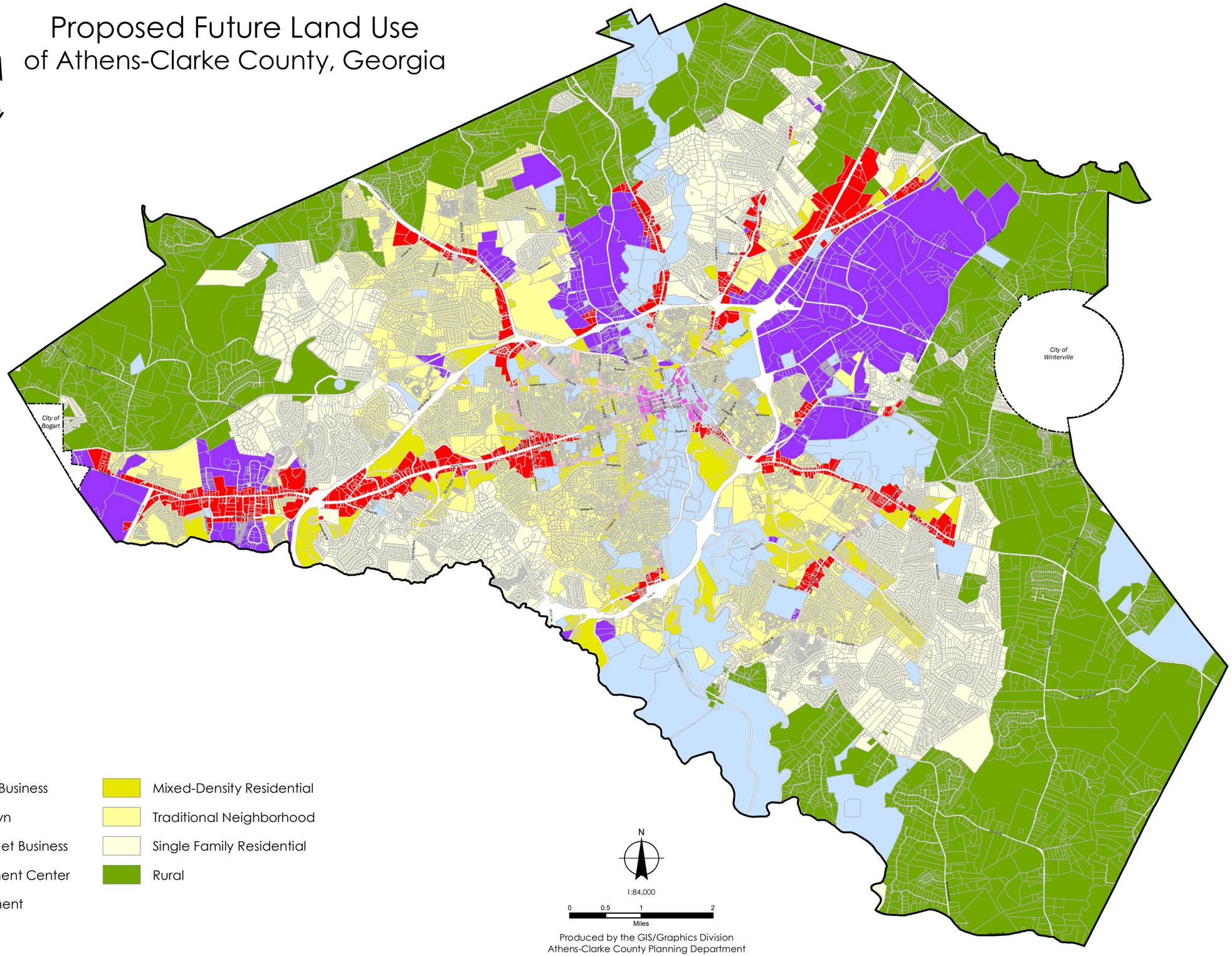
Traditional Neighborhood (standard "Residential" category)

These are medium density neighborhoods with traditional quality developments. These areas should include well-connected street systems, sidewalks, street trees, and a variety of housing types. Homes are often built close to the street with front porches. Garages are set back farther than the homes and porches. Traditional Neighborhood areas support single-family residences, duplexes which resemble large homes, and townhouses. Strict design standards should be implemented to ensure appropriateness of design and to protect neighborhood character. Limited commercial and other non-residential uses designed at a neighborhood scale are encouraged, but only in areas close to principal and minor arterial routes that have good access to transit.

Proposed Compatibility Matrix

Future Land Use Designations	*Zoning Districts*																		
	AR	RS-40	RS-25	RS-15	RS-8	RS-5	RM-1	RM-2	RM-3	C-R	C-O	C-N	C-G	C-D	E-O	E-I	I	IN	G	P
General Business									X		X	X	X		X			X	X	X
Downtown									X					X				X	X	X
Main Street Business								X	X		X	X			X			X	X	X
Employment Center															X	X	X	X	X	X
Government																		X	X	X
Mixed Density Residential						X	X	X			X	X							X	X
Traditional Neighborhood			X	X	X	X	X				X	X							X	X
Single-Family Residential		X	X	X	X														X	X
Rural	X									X									X	X

Proposed Future Land Use
of Athens-Clarke County, Georgia



Legend

- General Business
- Downtown
- Main Street Business
- Employment Center
- Government
- Mixed-Density Residential
- Traditional Neighborhood
- Single Family Residential
- Rural

N

1:84,000

0 0.5 1 2

Miles

Produced by the GIS/Graphics Division
Athens-Clarke County Planning Department
March 29, 2018

Introduction to LBCS Tables

Land-Based Classification Standards provide a consistent model for classifying land uses based on their characteristics. The model extends the notion of classifying land uses by refining traditional categories into multiple dimensions, such as activities, building types, site development character, and ownership constraints. Each dimension has its own set of categories and subcategories for classifying land uses allowing a more thorough understanding of the disposition of a given tract of land at a given time.

Classifying land uses across multiple dimensions means adding new fields to the land-use database. The total number of land-use fields in the database should equal the number of dimensions. That is, every record in the database is classified in not just one land-use field, but several—one for each dimension. And the number of dimensions, in turn, will depend on the purpose of the data. When the purpose of the data changes, dimensions may be added or dropped as needed. For local planning purposes, LBCS calls for classifying land uses in the following dimensions: activity, structure type, site development character, and ownership.

Activity: An observable characteristic of land based on actual use.

Activity refers to the actual use of land based on its observable characteristics. It describes what actually takes place in physical or observable terms (e.g., farming, shopping, manufacturing, vehicular movement, etc.). An office activity, for example, refers only to the physical activity on the premises, which could apply equally to a law firm, a nonprofit institution, a court house, a corporate office, or any other office use. Similarly, residential uses in single-family dwellings, multifamily structures, manufactured houses, or any other type of building, would all be classified as residential activity.

Structure: Type of structure or building type on the land.

Structure refers to the type of structure or building on the land. Land-use terms embody a structural or building characteristic, which indicates the utility of the space (in a building) or land (when there is no building). Land-use terms, such as single-family house, office building, warehouse, hospital building, or highway, also describe structural characteristic. Although many activities and Activitys are closely associated with certain structures, it is not always so. Many buildings are often adapted for uses other than its original use. For instance, a single-family residential structure may be used as an office.

Site: The overall physical site development character of the land.

Site development character refers to the overall physical development character of the land. It describes "what is on the land" in general physical terms. For most land uses, it is simply expressed in terms of whether the site is developed or not. But not all sites without observable development can be treated as undeveloped. Land uses, such as parks and open spaces, which often have a complex mix of activities, and structures on them, need categories independent of other dimensions. This dimension uses categories that describe the overall site development characteristics.

Ownership: Legal and quasi-legal ownership constraints of the land.

Ownership refers to the relationship between the use and its land rights. Since the Activity of most land uses is either public or private and not both, distinguishing ownership characteristics seems obvious. However, relying solely on the observable Activity may obscure such uses as private parks, public theaters, private stadiums, private prisons, and mixed public and private ownership. Moreover, easements and similar legal devices also limit or constrain land-use activities and ownership forms. This dimension allows classifying such ownership characteristics more accurately.

The underlying principle of the LBCS model is its flexibility. Flexibility in adapting the model to a variety of planning applications, data collection methods, data sharing and integrating methods, color coding land uses, adding new land uses, measuring new characteristics for existing uses, or customizing for local needs without losing the ability to share data. Each of these aspects of LBCS call for applying either a standard or adopting an existing convention.

LBCS Activity Dimension

Activity Code	Activity Description
Activity 0000	**Mixed uses**
Activity 0100	Agricultural Mixed Use
Activity 0200	Residential Mixed Use
Activity 0300	Neighborhood Mixed Use
Activity 0400	Employment Center Mixed Use
Activity 0500	Commercial Corridor Mixed Use
Activity 0600	Downtown Mixed Use
Activity 0700	reserved
Activity 0800	reserved
Activity 0900	reserved
Activity 1000	**Residential uses and other living accommodations**
Activity 1100	Single-family living
Activity 1200	Multi-family living
Activity 1200	Independent retirement housing
Activity 1300	Congregate living (shelters, halfway houses, group lodging)
Activity 1400	Assisted-living services
Activity 1500	Long-term, skilled-nursing housing
Activity 1600	Hotels, motels, or other travelers' accommodations
Activity 1700	Fraternity, Sorority
Activity 1800	Parking
Activity 1800	Open space, landscaping, and recreational activities (if separate parcel from residential structure)
Activity 2000	**Retail sales or personal services**
Activity 2100	Automobile sales or service establishment
Activity 2200	Non-food or pharmacy retail sales or service
Activity 2300	Grocery, food, pharmacy, beverage retail sales
Activity 2400	Finance and Insurance (Bank, credit union, or savings institution)
Activity 2500	Restaurant, Bar, or similar food services
Activity 2600	Personal services (Hair salon, Laundry-related services, private gym, spa services)
Activity 2700	Personal storage, commercial mini-warehousing
Activity 2800	Kennels and other animal and pet services
Activity 2900	Multi-Tenant Commercial on Single Lot (Regional Mall, Strip Mall, Shopping Center)
Activity 3000	**Professional Services and Office**
Activity 3100	General business office
Activity 3200	Professional services (Accounting, legal, design, surveying or other licensed professions)
Activity 3300	Outpatient medical clinics and services (incl. patient lab services)
Activity 3400	Veterinary services (not incl. kennel facilities)
Activity 4000	**Transportation, communication, information, and utilities**
Activity 4100	Air transportation
Activity 4200	Rail transportation
Activity 4300	Road, ground passenger, and transit transportation
Activity 4310	Taxi and limousine service
Activity 4320	Towing and other road and ground services
Activity 4330	Parking lot
Activity 4340	Truck and freight transportation services
Activity 4350	Postal, Courier and messenger services
Activity 4400	Communications and information (Publishing, recording, telecommunications, broadcasting)
Activity 4500	Utilities and utility services

Activity 4510 Electric power (Hydroelectric, Fossil, Nuclear, Alternative energy sources)
Activity 4520 Natural gas, petroleum, fuels, etc.
Activity 4530 Water, Stormwater
Activity 4540 Sanitary Sewer, Septic tank and related services
Activity 4600 Solid waste, landfill and related services
Activity 5000 Arts, entertainment, and recreation
Activity 5100 Live performing arts or supporting establishment
Activity 5200 Museums, zoos, gardens and other special purpose recreational institutions
Activity 5300 Indoor Amusement, movie theaters, sports or recreation establishment
Activity 5400 Outdoor Organized Sports Complex
Activity 5500 Camps, camping, and related establishments
Activity 5600 Natural and other recreational parks
Activity 5700 Public Assembly
Activity 6000 Education, public admin., health care, and other inst.
Activity 6100 Educational services (public and private)
Activity 6110 Nursery and preschool
Activity 6120 Grade schools
Activity 6130 Colleges and Universities
Activity 6140 Technical, trade, and other specialty schools
Activity 6200 Public administration (Governmental legislative, executive, judicial, & correctional)
Activity 6300 Other government uses
Activity 6400 Public Safety (Fire and rescue, Police, Emergency response)
Activity 6500 Health care services (hospitals, clinics, doctors' offices, treatment facilities)
Activity 6600 Religious institutions
Activity 6700 Death care services
Activity 6800 Semi-public associations, nonprofit organizations, etc.
Activity 6900 Human and Social Services
Activity 7000 Light manufacturing (Assembly of processed materials)
Activity 7100 Research and Development
Activity 7200 Warehousing (Distribution and Storage)
Activity 7300 Food and Beverage production
Activity 8000 Heavy Manufacturing (Processing of raw materials)
Activity 8100 Mining, quarrying and extraction establishments
Activity 8200 Outdoor storage of large materials, including rock, soil, and recycled materials
Activity 9000 Agriculture, forestry
Activity 9100 Crop production
Activity 9200 Greenhouse, nursery, and floriculture
Activity 9300 Support Activitys for agriculture
Activity 9400 Animal raising, production
Activity 9500 Forestry and Logging
Activity 9600 Conservation
Activity 9900 Unclassifiable Activity

LBCS Structure Dimension

Structure Code	Structure Description
Structure 1000	**Residential Buildings**
Structure 1010	*Non-habitable residential structure (Detached garage/carport, Pool House, Shed)*
Structure 1100	Single-family detached units
Structure 1200	Single-family attached units (townhomes)
Structure 1300	Accessory residential units
Structure 1400	Duplex structures
Structure 1500	Manufactured housing
Structure 1600	Multifamily structures
Structure 1610	3 - 10 units
Structure 1620	11 – 50 units
Structure 1630	More than 50 units
Structure 1700	Fraternities, Sororities
Structure 1800	Group Lodging
Structure 1900	Other specialized residential structures
Structure 2000	**Commercial buildings and other specialized structures**
Structure 2100	Office building
Structure 2110	Office building with drive-through facility
Structure 2200	Single-tenant retail or commercial building
Structure 2210	Shop or store building with drive-through facility
Structure 2220	Restaurant or other food service with drive-through facility
Structure 2230	Gasoline station (incl. convenience stores with gasoline sales)
Structure 2240	Automobile repair and service structures (incl. car wash)
Structure 2300	Office or Retail building with residential above
Structure 2400	Retail with Office above
Structure 2500	Malls, shopping centers, or multi-tenant commercial
Structure 2700	Hotels, Motels, Bed & Breakfast, Hostel
Structure 2800	Industrial buildings and structures
Structure 2900	Warehouse or storage facility
Structure 3000	**Public assembly structures**
Structure 3010	Semi-public hall, club, lodge, fraternal organizations
Structure 3100	Theater
Structure 3200	Indoor games facility
Structure 3300	Sports stadium or arena
Structure 3400	Exhibition, convention, or conference structure
Structure 3500	Churches, synagogues, temples, mosques, etc.
Structure 3600	Governmental buildings
Structure 3700	Covered or partially covered atriums and public enclosures
Structure 3800	Other community structures
Structure 4000	**Institutional or community facilities**
Structure 4100	Medical facility
Structure 4200	Educational (classrooms or specialized instruction structures)
Structure 4300	Public safety-related facility (Fire/emergency; police)
Structure 4400	Jails, penitentiaries, detention centers, and other correctional facilities
Structure 4500	Cemetery, monument, tombstone, or mausoleum

Structure 5000 Transportation-related facilities
Structure 5100 Linear or network transportation feature (roadways, trails)
Structure 5200 Automobile parking facilities (surface parking lots, parking structures)
Structure 5300 Bus stop shelter or other transit-related structure
Structure 5400 Air travel facility (airport-related, heliport, glideport)
Structure 5500 Railroad facility
Structure 6000 Utility and other nonbuilding structures (towers, pumping stations, substations, monitoring facilities, etc.)
Structure 6100 Dam, reservoir, impoundment
Structure 6200 Water tank (elevated, at grade, underground)
Structure 6300 Water treatment and purification (WTP) facility
Structure 6400 Landfill facility, incinerator, composting, or similar facility
Structure 6500 Power generation facility (gas, electric, solar, geothermal, wind)
Structure 6600 Communication towers
Structure 7000 Reserved
Structure 8000 Sheds, barns, farm buildings, or agricultural facilities (greenhouses, silos), and kennels
Structure 9000 No structure or ruins (foundation-only, demolition by neglect, etc.)

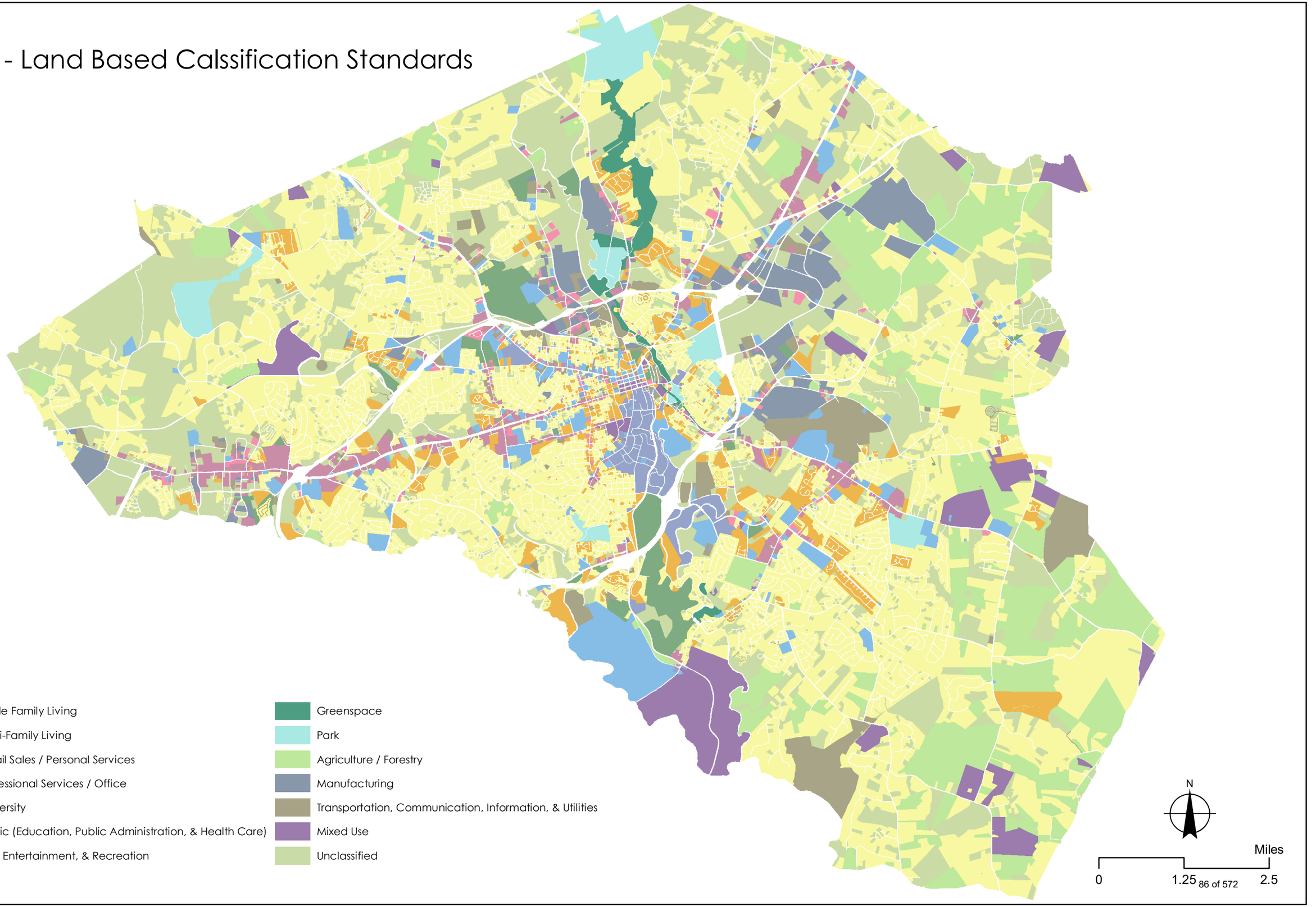
LBCS Site Dimension

Site Code	Site Description
Site 1000	**Site in natural state; undeveloped**
Site 1100	*Greenspace/Land in Conservation*
Site 2000	**Developed site - Active agriculture use: crops, grazing, forestry, etc.**
Site 3000	**Developed site – Low Coverage**
Site 3100	Developed site – up to 10% impervious coverage
Site 3200	Developed site – >10-15% impervious coverage
Site 3300	Developed site – >15-20% impervious coverage
Site 3400	Developed site – >20-25% impervious coverage
Site 3500	Developed site – >25-30% impervious coverage
Site 3600	Developed site – >30-35% impervious coverage
Site 4000	**Developed site – Medium Coverage**
Site 4100	Developed site – >35-40% impervious coverage
Site 4200	Developed site – >40-45% impervious coverage
Site 4300	Developed site – >45-50% impervious coverage
Site 4400	Developed site – >50-55% impervious coverage
Site 4500	Developed site – >55-60% impervious coverage
Site 4600	Developed site – >60-65% impervious coverage
Site 5000	**Developed site – High Coverage**
Site 5100	Developed site – >65-70% impervious coverage
Site 5200	Developed site – >70-75% impervious coverage
Site 5300	Developed site – >75-80% impervious coverage
Site 5400	Developed site – >80-85% impervious coverage
Site 5500	Developed site – >85-90% impervious coverage
Site 5600	Developed site – >90-95% impervious coverage
Site 5700	Developed site – >95-100% impervious coverage
Site 6000	**Unclassifiable site development character**

LBCS Ownership Dimension

Owner Code	Owner Description
Owner 1000	**Private ownership**
Owner 2000	**Public - Local government**
Owner 3000	**Public - State government (Other)**
Owner 3100	Public - State-Chartered Authority (Hospital Authority of Clarke County; Industrial Development Authority)
Owner 3200	Public - Board of Regents
Owner 4000	**Public - Federal government**
Owner 5000	**Nonprofit ownership restrictions (Semi-Public and Private)**
Owner 6000	**Railroad**
Owner 7000	**Public or Private Utility**
Owner 8000	**Unclassifiable ownership or restriction on the use**

LBCS - Land Based Calssification Standards



Activity

- Single Family Living
- Multi-Family Living
- Retail Sales / Personal Services
- Professional Services / Office
- University
- Public (Education, Public Administration, & Health Care)
- Arts, Entertainment, & Recreation
- Greenspace
- Park
- Agriculture / Forestry
- Manufacturing
- Transportation, Communication, Information, & Utilities
- Mixed Use
- Unclassified

N

Miles

0 1.25 2.5

LBCS - Land Based Classification Standards

Activity

- Single Family Living
- Multi-Family Living
- Retail Sales / Personal Services
- Professional Services / Office
- University
- Public (Education, Public Administration, & Health Care)
- Arts, Entertainment, & Recreation
- Manufacturing
- Transportation, Communication, Information, & Utilities
- Mixed Use
- Unclassified

gis_arcserver.DBO.RoadCenterline

N

0 400 800 Feet

Transportation Element

The Unified Government of Athens-Clarke County is a member of the Madison/Athens-Clarke/Oconee Regional Transportation System (MACORTS), and as such, has included information regarding this metropolitan planning organization's transportation strategy in the appendix. The 2040 MACORTS Long Range Transportation Plan was approved October 8, 2014, and meets the requirements for completing this section of the 2018 Comprehensive Plan. The 2040 MACORTS LRTP can be found in the appendix section of the 2018 Comprehensive Plan, and serves as the official component of the Transportation Element. This information is supplemented by all other related transportation information found throughout this plan.

When compiling data and developing content for the comprehensive plan, a multitude of other existing documents were considered, even though not formally recognized as a part of the overall effort. It is worth mentioning in this particular element of the plan that various connections can be made between information put forth within and the objectives outlined in associated documents like the Athens Transit Development Plan, Athens Transit Feasibility Study, Greenway Network Plan, Airport Capital Improvement Plan, and Athens in Motion Bicycle/Pedestrian Master Plan. The Unified Government has also completed two major corridor studies (Prince Avenue; Oak/Oconee Street) in the past ten years, and is already in the process of enacting two more (Lexington Road; Atlanta Highway). Each of these initiatives demonstrates a strong commitment to improved transportation throughout Athens-Clarke County, especially when coupled with dedicated funding like the recently approved Transportation Special Purpose Local Option Sales Tax (TSPLOST).

As one of the (15) topics divided among the (5) common themes in this document, Transportation is essential to ensuring a high quality of life. Previous elements within the 2018 Comprehensive Plan have already highlighted Goals, Strategies, Policies, Needs and Opportunities, as well as associated Community Work Program items directly related to the topic of Transportation.

The following list is an example of the many transportation initiatives Athens-Clarke County has planned over the next 10 – 20 years, depicting a strong commitment to various improvements. This project list was taken from the official 2040 MACORTS Long Range Transportation Plan, but only indicates Athens-Clarke County specific tasks. The Community Work Program is separate from this list, and highlights different items that may or may not correlate to the LRTP. The LRTP is not to be considered part of the Community Work Program.

Final Projects Selected for LRTP

2040 LRTP #	GDOT PI#	Project Name	County	Cost Band	Median Cost
R-1		Olympic Drive / Indian Hills Rd. Widening	ACC	2020-2024	$28,446,000
R-2		US 29 – Danielsville Rd. Connector	ACC	2030-2040	$8,521,000
R-3		Tallassee Road Widening	ACC	2020-2024	$23,600,000
R-4		Hawthorne Ave. Widening – Ph. 1	ACC	2030-2040	$31,664,000
R-5	0010288	Jennings Mill Parkway	ACC	2030-2040	$4,800,000
R-6		Epps Bridge Pkwy. Left Turn Lane	ACC	2020-2024	$1,000,000
R-7	122600	SR 10 Loop at Lexington Rd. Interchange	ACC	2030-2040	$36,419,000
R-8	122890	SR 10 Loop at Atlanta Hwy. Interchange	ACC	2015-2019	$22,988,000
R-9		SR 10 Loop / Atlanta Hwy. Connector	ACC	2020-2024	$15,000,000
R-10		Mitchell Bridge Rd. / Timothy Rd. Realignment	ACC	2020-2024	$3,000,000
R-11	0007637	Greenway Extension to College Station Rd.	ACC	2015-2019	$1,670,214
R-12	0007561	Rail to Trail	ACC	2015-2019	$1,007,888
R-13		Milledge Ave. Safety Improvements	ACC	2030-2040	$2,300,000
R-14		SR 10 Loop at College Station Rd. Intersection Improvements	ACC	2030-2040	$1,055,000
R-15		Fowler Drive Widening	ACC	2030-2040	$1,184,000
R-16		Tallassee Rd. at Lavender Rd. Realignment	ACC	2030-2040	$1,175,000
R-27	0007939	Jimmie Daniel / Jimmy Daniel Rd. Widening	ACC/ Oconee	2025-2029	$10,000,000
B-1	132805	Macon Hwy. Bridge over Middle Oconee River	ACC	2025-2029	$7,217,000
B-2		Tallassee Rd. Bridge	ACC	2025-2029	$5,598,000
Bike-1		Lexington Rd. Bike Lanes	ACC	2020-2024	$1,600,000

B-3	0013715	SR 10 Loop over Middle Oconee	ACC	2015-2019	$850,000
B-4	13716	SR 10 Loop at SR 8 / US 29	ACC	2015-2024	$7,365,720
B-5	13806	SR 10 Loop at North Oconee River	ACC	2015-2019	$3,550,000

Housing Element

The Housing Element for the Unified Government of Athens-Clarke County consists of multiple forms of information from two different sources. Since the local government is identified as representing a Community Development Block Grant Entitlement Community, it is required to submit the Consolidated Plan as the appropriate strategy for addressing housing. This is a separate effort from that of the comprehensive plan, and is administered by the Athens-Clarke County Housing and Community Development Department, its source. The Consolidated Plan can be found in the appendix section of the 2018 Comprehensive Plan, and serves as the official component of the Housing Element. It is just as important to include a second source of information, in addition to that which may be mandated by the State. As such, Staff has put forth specific information produced as part of the comprehensive planning process.

As one of the (15) topics divided among the (5) common themes in this document, Housing is essential to the ensuring a high quality of life. Previous elements with the 2018 Comprehensive Plan have already highlighted Goals, Strategies, Policies, Needs and Opportunities, as well as associated Community Work Program items directly related to the topic of Housing.

The following is a list of associated facts and data directly related to Housing in Athens-Clarke County. This information was taken from Envision Athens, but has significant applicability to the 2018 Comprehensive Plan, further strengthening the relationship between the two efforts. In all, use of the various assessment statistics was meant to influence comments and ultimately decisions pertaining to Community Goals, Needs and Opportunities, as well as the Community Work Program.

Informative facts depicted in the Envision Athens Community Assessment as produced by Planning Next:

- Single-person households are the fastest growing type. Such dwellings grew by 27% from 2000, and presently represent 34% of the overall household types (pg. 6).
- Smaller household size than the State, with Athens at 2.55 versus the State at 2.66 (pg. 6).
- 61% of residents rent versus own their homes, which signals a decline in home ownership while renting increased 23% since 2000 (pg. 12).
- 11% of residential construction between 2005 and 2015 was deemed workforce housing, compared to the majority of said construction geared toward student and multifamily housing (pg. 15).
- 2,153 housing units built between 2011-2016, of which, 73% were for multifamily projects (pg. 17).
- 64% of households make less than $50,000 per year. Median family income would equate to affordable rent of $804 and affordable home between $130,000-$150,000. The average sales price for new construction homes is between $200,400-$338,028, indicating a gap between affordability and availability (pg. 17).

Informative facts depicted in the Envision Athens Economic Targeted Analysis as produced by Ninigret Partners:

- 0% vacancy rate for senior housing (pg. 41).
- The past few years indicate more single-family residential construction in adjacent counties like Jackson and Oconee (pg. 40).

REQUIRED PARTICIPATION

Required Public Hearings

First Required Public Hearing

The first public hearing with comment took place on June 1, 2017.

Plan Development – Community Involvement

The 2018 Athens-Clarke County Comprehensive Plan officially began on June 1, 2017 with an introduction at the regularly scheduled Planning Commission meeting that evening. Since then, the process has been careful in its approach to both development and public engagement by cooperatively working in partnership with the Envision Athens effort. Doing so has avoided unnecessary duplication while enhancing the overall public outreach and input.

In all, Envision Athens consisted of a 10-month community engagement process. This included more than 1,200 participants and 8,613 comments and ideas (in-person, online, and group discussions). Through an inclusive and community-driven effort, 59 total meetings were held, resulting in a 99% overall meetings satisfaction rate. By harnessing community intuition and incorporating strong technical analysis, Envision Athens highlighted the potential of Athens-Clarke County's future.

Below is a complete listing of Comprehensive Plan engagement initiatives. This represents specific efforts made in relation to the Comprehensive Plan only, and does not include the engagement activities of Envision Athens previously summarized. Keep in mind that the Comprehensive Plan is still in process and that additional involvement may be noted.

- Article in the Athens-Banner Herald on 5/31/2017.
- Began accepting online and written comments on 6/1/2017.
- First public hearing with comment on 6/1/2017.
- Article in the Athens-Banner Herald on 6/2/2017
- Article in the Flagpole on 6/7/2017.

- Article in the Athens-Banner Herald on 6/16/2017.
- Steering Committee Work Session on 6/19/2017.
- Article in the Athens-Banner Herald on 6/20/2017.
- Planning Commission Update on 7/6/2017.
- Steering Committee Work Session on 7/24/2017.
- Steering Committee Public Comment Session on 8/3/2017.
- Informational Public Engagement at the West Broad Farmers Market on 9/9/2017.
- Informational Public Engagement at the A-CC Multi-modal Center on 9/13/2017.
- Informational Public Engagement at the A-CC Multi-modal Center on 9/21/2017.
- Informational Public Engagement at the A-CC Multi-modal Center on 9/26/2017.
- Display Ads in both the Athens-Banner Herald and Flagpole on 9/27/2017.
- Article in the Flagpole on 9/27/2017.
- Informational Public Engagement at Southeast Clarke Park on 9/30/2017.
- Public Presentation on “Needs and Opportunities” at Cornerstone Church on 10/2/2017.
- Announcement in the Athens-Banner Herald on 10/6/2017.
- Public Presentation on “Land Use” at Chase Street Elementary School on 10/9/2017.
- Public Presentation on “Community Work Program” at J.J. Harris Elementary School on 10/16/2017.
- Presentation and Engagement with A-CC Innovation Ambassadors on 10/27/2017.
- Presentation and Engagement with ACC Planning Department on 10/27/2017
- Steering Committee Work Session on 11/13/2017.
- Steering Committee Work Session on 11/27/2017.

- Steering Committee Work Session on 12/11/2017.
- Steering Committee Work Session on 1/18/2018.
- Legal Ad in the Athens-Banner Herald and Display Ad in the Flagpole on 1/24/2018.
- Open House the week of 1/29/2018 – 2/2/2018.
- Public Presentation on 1/29/2018.
- Public Presentation on 1/30/2018.
- Article in the Flagpole on 2/7/2018.
- Second public hearing with comment on 2/7/2018
- Third public hearing with comment on 2/19/2018.
- Over 100 surveys were received online or in-person, with topic results demonstrated in the chart below.

Planning Department Staff would like to thank the community for their voluntary contributions to this process and plan. Many citizens took the time to participate in gatherings, surveys, and spread general awareness about the effort. Additionally, many media sources assisted in highlighting the events pertaining to the comprehensive planning process, through various forms of communication. Both the Stakeholders and Steering Committee members put forth significant hours to lend their respective expertise and guidance across many months. And finally, a special thanks is warranted to the following for their assistance in providing a local venue for public engagement to occur:

Cornerstone Church

Adam Kurtz, Principal, Chase Street Elementary School

Xernona Thomas, Principal, J.J. Harris Elementary School

Heather Benham, Executive Director, Athens Land Trust

Second Public Hearing

The second public hearing with comment took place on February 7, 2018.

Third Public Hearing

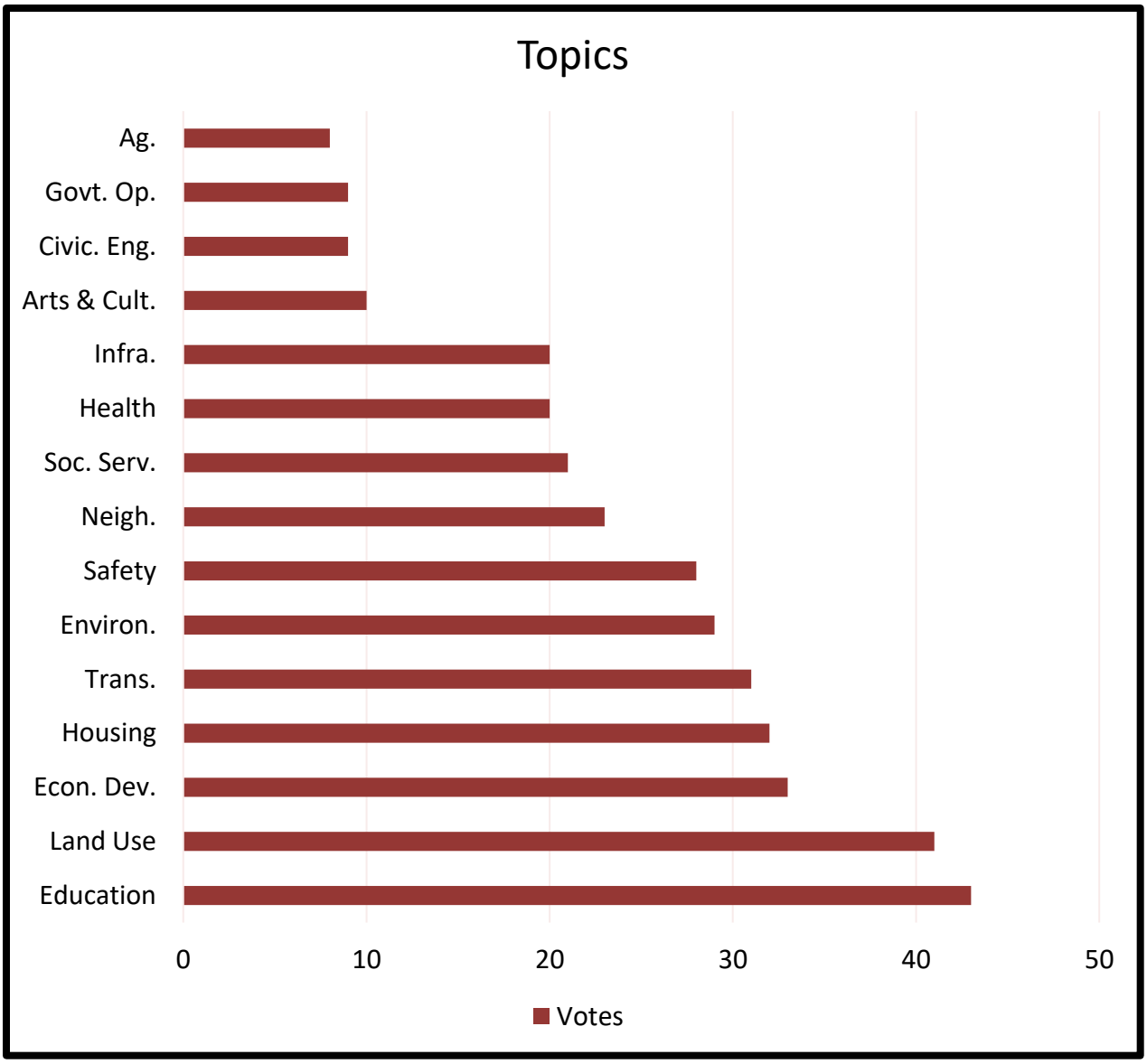
The third public hearing with comment took place on February 19, 2018.

Submitted for Review

The 2018 Athens-Clarke County Comprehensive Plan was submitted for review on February 23, 2018.

Survey Summary

Below is information pertaining to the surveys received by the Planning Department. Over the course of four months, a general survey was distributed and accepted to help provide direction on the 2018 Athens-Clarke County Comprehensive Plan. Over 100 surveys were returned from citizens ranging in age from 11 – 80 years old. The chart below represents answers from the public with respect to their top three areas of interest or concern. The 15 topics represented are the same as those used throughout both the 2018 Comprehensive Plan and Envision Athens.



In addition to providing a list of each respondent's topics of choice, a series of five questions were asked with each survey. Responses were naturally subjective based on the individual filling out the form, and contained a wide-range of thoughts that spread across the entire spectrum of possibility. Each and every survey received has been documented and an example of the questionnaire is included in the Appendix.

REQUIRED CONSIDERATION

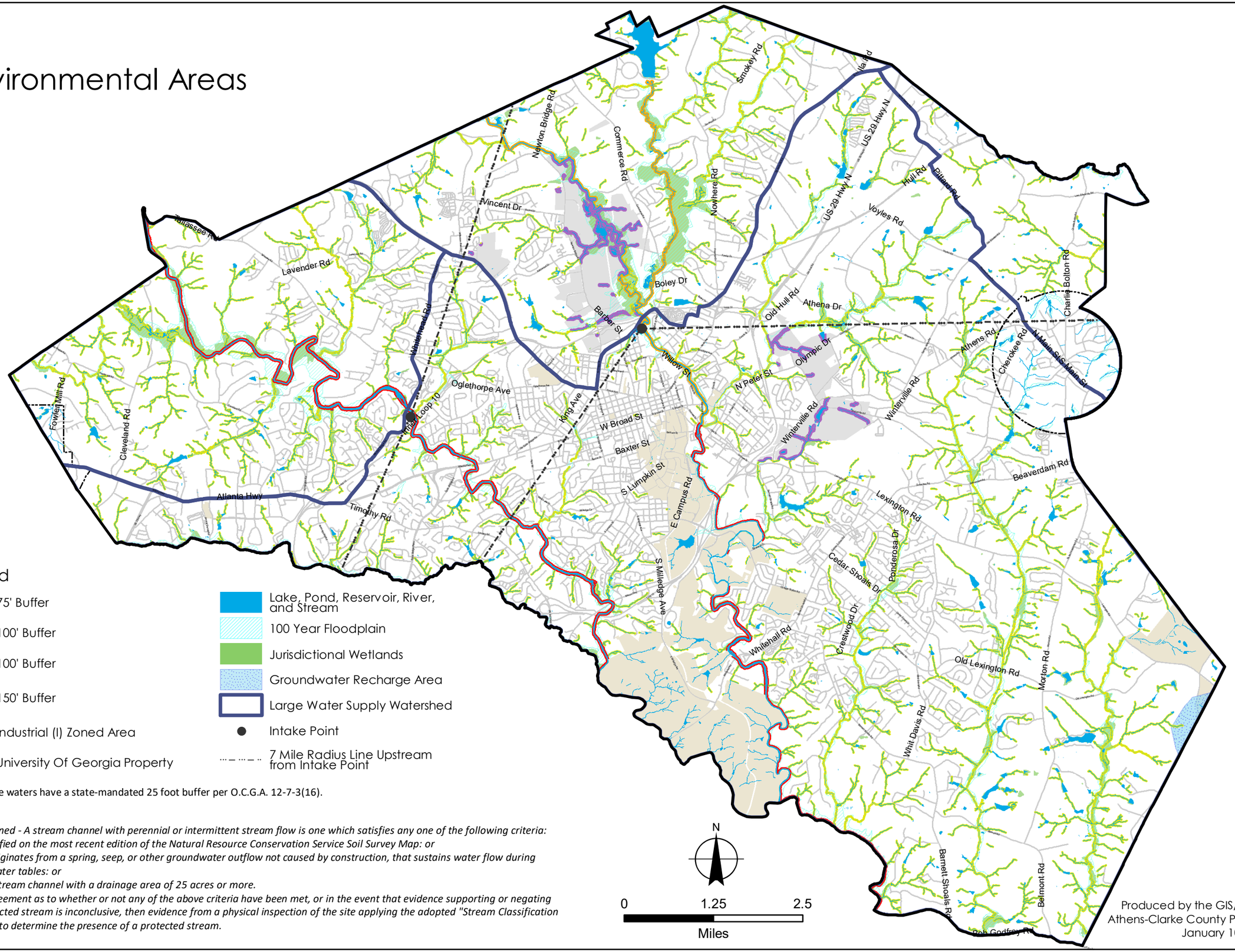
Regional Water Plan

Upon review of the Regional Water Plan, of which Athens-Clarke County is in the Upper Oconee Region, the Unified Government has considered all aspects aimed at protecting this important natural resource and believes current practices and development regulations meet or exceed those outlined and interpreted in the Regional Water Plan. Should it be discovered that Athens-Clarke County standards are determined to be in conflict with those set forth in the Regional Water Plan, then collective solutions will be pursued.

Rules for Environmental Planning Criteria

Upon review of the Rules for Environmental Planning Criteria, as administered by the Georgia Department of Natural Resources Environmental Protection Division, the Unified Government has considered all aspects aimed at protecting those identified important natural resources within the community and believes current practices and development regulations meet or exceed those outlined and interpreted with the Rules for Environmental Planning Criteria. Should it be discovered that Athens-Clarke County standards are determined to be in conflict with those set forth in the Rules for Environmental Planning Criteria, then collective solutions will be pursued.

Environmental Areas



Legend

- 75' Buffer
- 100' Buffer
- 100' Buffer
- 150' Buffer
- Industrial (I) Zoned Area
- University Of Georgia Property
- Lake, Pond, Reservoir, River, and Stream
- 100 Year Floodplain
- Jurisdictional Wetlands
- Groundwater Recharge Area
- Large Water Supply Watershed
- Intake Point
- 7 Mile Radius Line Upstream from Intake Point

NOTE: State waters have a state-mandated 25 foot buffer per O.C.G.A. 12-7-3(16).

**Protected Stream Defined - A stream channel with perennial or intermittent stream flow is one which satisfies any one of the following criteria:*

1. *Any stream identified on the most recent edition of the Natural Resource Conservation Service Soil Survey Map: or*
2. *A channel that originates from a spring, seep, or other groundwater outflow not caused by construction, that sustains water flow during periods of high water tables: or*
3. *A point within a stream channel with a drainage area of 25 acres or more.*

In the event of a disagreement as to whether or not any of the above criteria have been met, or in the event that evidence supporting or negating the existence of a protected stream is inconclusive, then evidence from a physical inspection of the site applying the adopted "Stream Classification Protocol" shall be used to determine the presence of a protected stream.

N

0 1.25 2.5

Miles

Produced by the GIS/Graphics Division
Athens-Clarke County Planning Department
January 10, 2018

REFERENCES

References Cited

Envision Athens

As previously mentioned throughout the 2018 Athens-Clarke County Comprehensive Plan, the work put forth by Envision Athens was meant to correlate with the comprehensive planning process. The various informational material produced by Envision Athens can be found on the website: www.envisionsathens.com

Mayor and Commission Budget Goals

In preparation for every fiscal year, the Mayor and Commission of Athens-Clarke County prepare a document that highlights their respective Strategic Commitments, Directions, and Actions. Planning Department Staff incorporated the FY18 document into various elements of this 2018 Comprehensive Plan, but have not been able to place the FY19 list into the document because it is still being drafted. Once completed, the plan will likely be updated to reflect these goals. The most current fiscal year budget goals can be found on the website: www.athensclarkecounty.com/167/Clerk-of-Commission

Sustainability Plan

The Athens-Clarke County Sustainability Plan is being developed as a strategy to address future practices of conservation, reuse of resources, efficiency, and an overall measurable reduction of adverse effects to both people and the environment. At present, the plan is still being drafted; however, those ideas already highlighted for incorporation have been prematurely included in the 2018 Comprehensive Plan.

2016 Greenway Network Plan

The Greenway Network Plan was recently updated in 2016 to establish a clear vision going forward for all associated land and facilities of the Greenway, as well as provide planning, design, and overall management coordination for system of parks, trails, and waterways. The entire document can be found on the website: www.athensclarkecounty.com/parkplanning

2018 Airport Capital Improvement Plan

The 2018 Airport Capital Improvement Plan is a document that lists major projects associated with airport facilities and/or operations over the next five years.

APPENDIX

List of Required Documents

Public Meeting Sign-In Sheets

Public Comment Survey Example

2014-2018 Short-Term Work Program Status Update

Transportation Corridor Concept Map

Econ. Dev. Plan

MACORTS

Consolidated Plan

Athens-Clarke County Planning Commission for interest in the Comprehensive Plan

June 1, 2017

SIGN-IN SHEET

NAME	ADDRESS
Paula Loniak	Oglethorpe County
Gwen J O'Looney	626 Cobb St. 30606
Shangu Dockerson	317 Blue Heron Dr.
Cam Yearty	201 Meadow Creek
Chela Shoals	200 S ROCKSPRINGS ST
Gretchen Elsner	P.O. Box 562 Athens GA 30603
Emily Nicholas	2305 Harperfield Dr
Gary H. Armour	6314 Neese Commerce Rd. Hull, Ga 30646
RAQUEL BARTRA	175 Baxter Dr. #303, Athens 30606
Peter Norris	460 Sunset Dr 30600
Mark McConnell	2510 Commerce Rd.
Heather Benham	685 N. Pope St. Athens, GA 30601
Liz DeMarco	327 Hill St., Athens, 30601
[illegible] Williams	108 Plum Nelly
David Matheny	200 Mt Vernon Pl

Athens-Clarke County
Comprehensive Plan
Steering Committee Work Session

July 24, 2017

SIGN-IN SHEET

NAME	ADDRESS
Sarah Hasib	Economic Dev. Dept.
Daniel Finkel	Planning Com

Athens-Clarke County
Comprehensive Plan
Steering Committee Public Comment

August 3, 2017

SIGN-IN SHEET

NAME	ADDRESS
Gretchen Elsner	1095 Danielsville Rd.
Marta DeAn	540 Sandstone Dr 30605
DIANE B. NAPIER	260 Cedar Creek Drive
JOHN D. NAPIER	Athens GA 30605

Athens-Clarke County Comprehensive Plan Auditorium Open House

October 2017

SIGN-IN SHEET

NAME	ADDRESS
~~Suki Janssen~~ Suki Janssen	
Shemekia Armstrong	
Melinda Lord	375 Satula Ave. (NCD)
Marilyn Hall	
Sarah George	
Matt Justus	
Mike Ryan	
Denise Plemmons	
Brian Seagraves	
Kent Kilpatrick	

Athens-Clarke County 2018 Comprehensive Plan
"Needs and Opportunities"
Public Presentation

October 2, 2017

SIGN-IN SHEET

NAME	ADDRESS
ANDY HEROD	315 BROOKWOOD DR, ATHENS, GA 30605
Annette Berginis	479 Sandstone Dr. " " "
Kristen Morales	338 Satula Ave 30601
Rebecca Bacon	185 Wyndfield Place 30605
Sasha Zolotarevych	185 Wynd-field PL 30605
Grayson Passmore	86 North Avenue Athens, GA 30601

Athens-Clarke County 2018 Comprehensive Plan
"Needs and Opportunities"
Public Presentation

October 2, 2017

SIGN-IN SHEET

NAME	ADDRESS
Paula Lonial	Arnoldsville
Nathan Braun	382 Greenwood Dr. Athens
Carol Robinson	110 Ravenswood Rd Athens
Jeff Frelse	100 Hanover Dr. Bogart GA
Brent Fuse	985 Oconee St. Apt 9 30605
Scottie Atkinson	345 Red Fox Run, 30605
K. Albert	320 Caldwell, 30605

Athens-Clarke County 2018 Comprehensive Plan
"Needs and Opportunities"
Public Presentation

October 2, 2017

SIGN-IN SHEET

NAME	ADDRESS
Sara Beresford	190 Milledge Heights
Buck Baron	185 Wyndfield Pl
Sander Heilig	320 Caldwell Cr.

Athens-Clarke County 2018 Comprehensive Plan
"Land Use"
Public Presentation

October 9, 2017

SIGN-IN SHEET

NAME	ADDRESS
Paula Loniak	Arnoldsville, GA
MICHAEL SONGSTER	1450 WEST. HANCOCK
Jeb Bradberry	120 Foxtail Cir 30606
Jim SCANLON	155 DEER HOLLOW 30622
FRANCES HENSLEY	160 VIRGINIA AVE 30601
JIM OKEY	" " "
MACK DUNCAN	2600 LEXINGTON RD.
Jared Bailey	145 Marshe Ct Athens 30607
JORDAN RUSSELL	179 Riverdale Dr, Athens 30605
ALDON R. DANIEL	1300 BELMONT RD
SHIRLEY M. DANIEL	Athens GA 30605
Clint McCrory	390 Franklin St Athens 30606
Chris Suguchi	267 Franklin " "
[illegible]	665 Jefferson Rowland Athens
Deborah Stanley	285 Buena Vista Ave, Athens 30601
Laura W. Carter	3710 Barnett Shoals Rd Athens 30605

Athens-Clarke County 2018 Comprehensive Plan
"Land Use"
Public Presentation

October 9, 2017

SIGN-IN SHEET

NAME	ADDRESS
Tyler Dewey	1075 W. Broad St
Kristen Morales	338 Satula Ave
Scottie Atkinson	345 Red Fox Run
Nancy Hangle	245 Three Oaks Dr.
Emily Nicholas	1900 Summerbrook Circle
Melissa Link	148 Hiawassee Ave
June Ball	445 N. Pope St.
Joseph D'Angelo	115 QUEENS RD
JUDY CHRISTENSON	126 BRIARCLIFF RD #6
Sharyn Dickerson	317 Blue Heron Dr.
Blake Aswad	260 Willow Run
Sara Beresford	190 Milledge Heights
Christian D. Norton	117-6 Barrington Drive
Liz DeMarco	327 Hill St. Athens 30601
DAN LORENTZ	325 Lyndon Ave.
TAYLOR WORLEY	424 N CHASE ST

Athens-Clarke County 2018 Comprehensive Plan
"Land Use"
Public Presentation

October 9, 2017

SIGN-IN SHEET

NAME	ADDRESS
FRED SMITH	425 RIVERMONT ROAD
Diane Dunston	1120 Victoria Way Watkinsville
HANK TOMER	410 Millstone Ct Athens
Broderick Flanigan	585 Vine St Suite 4 Athens GA

Athens-Clarke County 2018 Comprehensive Plan
"Community Work Program"
Public Presentation

October 16, 2017

SIGN-IN SHEET

NAME	ADDRESS
Paula Loniak	Oglethorpe County
Karen Porter	Clarke County
Tawana Mattox	Clarke County
Scottie Atkinson	
Christine ~~[illegible]~~ Burke	Clarke 5th District
[illegible]	ACC
Gary Gaisse	ACC
[illegible]	—
Venzella Stowers	
Linda Williams	
Sara Beresford	
Jim Anderson	ACC

Athens-Clarke County
Comprehensive Plan
Steering Committee Work Session

November 13, 2017

SIGN-IN SHEET

NAME	ADDRESS
Gary H. Armour	22 Sunny Hill Dr. Athens, GA 30601
Tony Eubanks	785 N. Pope Athens 30601
Sharon Bradley	205 Cedar Rock Trace Athens 30605
Maurice Lawrence	125 Maple Forge Dr. Athens 30606

Athens-Clarke County
Comprehensive Plan
Steering Committee Work Session

November 13, 2017

SIGN-IN SHEET

NAME	ADDRESS
Paula Loniak	Oglethorpe County

Athens-Clarke County
Comprehensive Plan
Steering Committee Work Session

December 11, 2017

SIGN-IN SHEET

NAME	ADDRESS
Paula Laniak	Oglethorpe Co.

Athens-Clarke County
Comprehensive Plan
Steering Committee Work Session

January 18, 2018

SIGN-IN SHEET

NAME	ADDRESS
Ryan Moore	105 South Homewood

Athens-Clarke County Comprehensive Plan Auditorium Open House

January 29 – February 2, 2018

SIGN-IN SHEET

NAME	ADDRESS
Meredith Herbst	239 Ruth St Athens, GA
Jeff Shirey	132 Ridgewood Place Athens, GA
LINDA E. DAVIS	167 Peach St, Athens, 30606
Lanie Lessard	175 Arrowhead Rd 30606
Melissa Tufts	3224 Transco Rd Comer, GA 30629
Nancy Stangle	245 Three Oaks Dr. Athens 30607
Tommie Farmer	161 Woodberry Dr. Athens 30605
Greg Davis	210 Deertree Driven, Athens, GA
Brodenick Flanagan	585 Vine St Suite Y Athens GA 30605
Elliott Caldwell	470 pineneeale rd 30606
James Ford	1821 Sir Scott Rd
Gerry Martin	205 Wards, Pl 30683
Lakeisha Gantt	225 Swanson Drive 30606
Orita Thornton	170 Fowler Dr 30601
Tawana Mattox	295 Fairway Dr, 30608

Athens-Clarke County Comprehensive Plan Auditorium Open House

January 29 – February 2, 2018

SIGN-IN SHEET

NAME	ADDRESS
Graham Grable	175 International Drive
Rick Parker	Athens Housing Authority
SANDRA PACKARD	162 Springdale St
Allison Wright	430 Hampon Court
Chris Gazley	340 Millstone Cir
Karen Porter	ORGC
Nat Kuykendall	ORGC - 108 River Bottom Cir.
Jim Anderson	186 Hidden Hills Ln
Laura Driscoll	257 Oglethorpe Terrace 30606
Melvin Lee	148 Hiawassee Ave
Marc Gobielas	3890 Burnett Shoals Rd
Sharon Dickinson	317 Blue Heron Dr Athens 30605

Athens-Clarke County Comprehensive Plan Auditorium Open House

January 29 – February 2, 2018

SIGN-IN SHEET

NAME	ADDRESS
Paula Loniak	Arnoldsville
Claire Bolton	255 Oglethorpe Ter. 30606
Amy Kissane	526 Highland Ave 30601
John Kissane	" " "
Jeb Bradbury	120 Jackson Cir 30601
Scott Talley	225 Milledge Terrace 30606
Marlene Eason	420 Milledge Cir - 30605
Rod Williams	115 St Regis Pl 30606

Athens-Clarke County Comprehensive Plan

Steering Committee Meeting (2nd Public Hearing)

February 7, 2018

SIGN-IN SHEET

NAME	ADDRESS
Barbara Benson	235 Dubose Ave. Athens, GA 30601
Eric Johnson	P.O. Box 4869 Athens, GA 30604 (ecjohn1@aol.com)
ALVIN SHEATS	P.O. BOX 5142 ATHENS GA 30604
Avery Murdie	355 Jennings Mill PKWY #1524 Athens, GA 30606
Jasmine Johnson	P.O. 49096 Athens 30604
Joe Wolf	105 Hawe St. 30606
Knewa D. Johnson	P.O. Box. 49096 Athens, GA. 30604
Kirrena Gallagher	325 Bray St. 30601
Yvonne McKethan-Roberts	PO Box 944, Athens, GA 30603 mekethan48@yahoo.com
Imani Scott-Blackwell	ias68234@uga.edu 870 N Chase St Athens GA
Knowalogie@gmail.com	
Elliott Caldwell - elliott@georgiabikes.org -	470 pinewalk rd 30606
Carson Shadwell	cshadwel@uga.edu
Alice Hilton	alice.s.hilton@gmail.com
Tamar June	tamarlynne@gmail.com
Deborah Gonzalez	dgarrlaw@att.net

Athens-Clarke County Comprehensive Plan

Steering Committee Meeting (2nd Public Hearing)

February 7, 2018

SIGN-IN SHEET

NAME	ADDRESS
Grady Martin	205 Words Place 30683
Meredith Herbst	8239 Ruth St meredithherbst25@gmail.com
Joe Lavine	133 Herman St.
Karen Shetterley	305 Idylwood Dr
Don Horsley	325 Lynda Ave.
Tawana Matthew	295 Fairway Ln, 30608
Carson Shadwell	394 Oconee St. 30601
Sharon Bradley	205 Cedar Rock Trail 30606
Richie Knight	131 E Broad St 30601
Mary Clifton	mclifton@uga.edu executive director@bikeathens.com 162 Double Bridges Xing 30683
Tyler Percy	1075 W. Broad St.
[illegible]	dorgan1@gmail.com 1600 Campbell Dr. Athens 30605
Claire Botton	255 Oglethorpe Ter., 30606
Melissa Link	148 Hancock Ave 30601
[illegible]	[illegible]
Kelli Clifton Ogunsuyi	115 Colleton Drive Athens 30606

KelliClifton@gmail.com

Ayshia Ranjitsingh - 145 Martha Dr. 30606 - ranjitsingh@uga.edu

Athens-Clarke County Comprehensive Plan

Steering Committee Meeting (2nd Public Hearing)

February 7, 2018

SIGN-IN SHEET

NAME	ADDRESS	
Carmen Kuan	130 Grady Ave, apt. 2, 30601	ashleyc.kuan@gmail.com
Ken Dicus		kendicuslaw@bellsouth.net
Avery Murdie	amurdie@gmail.com	
Eric Johnson	P.O. Box 4847	ecjohn1@colo.com
Keira Digel Drake	148 Falling Shoals Dr., 30601	kdigeldrake@gmail.com
Tawana Mattox		drtawana2009@yahoo.com
James Ford	184 Sir Scott Rd	jaiwford@gmail.com
David Ogunsanya	685 N. Pope St	david@athenslandtrust.org

Athens-Clarke County Comprehensive Plan

Steering Committee Meeting (3rd Public Hearing)

February 19, 2018

SIGN-IN SHEET

NAME	ADDRESS
Walter E Smith	310 St. Ives Way Athens
Meredith Herbst	239 Ruth St #10
Gary Martin	205 Wards Plane 30683
[illegible]	748 Hiawassee Ave 30601
Kelli Ogunsanya	115 Colleton Dr Athens GA 30601
Tim Dierson	483 Quailwood Dr.
Carmen Kvan	130 Grady Ave.
Eddie Arnold	S&D
Kyle Dutton	TPW
~~[illegible]~~	[illegible]

2018
ATHENS-CLARKE COUNTY COMPREHENSIVE PLAN

QUESTIONAIRE

1. **What "3" topics are most important to you? Why?**

○ Land Use	○ Education	○ Infrastructure
○ Safety	○ Neighborhoods	○ Transportation
○ Health	○ Housing	○ Cultural Resources
○ Environment	○ Agriculture	○ Social Services
○ Govt. Operations	○ Economic Dev.	○ Civic Engagement

(Explain)

2. **What are your hopes for the future of Athens-Clarke County?**

(Explain)

3. **What are your fears for the future of Athens-Clarke County?**

(Explain)

4. **What have you liked best about Athens-Clarke County in the last 10 years?**

(Explain)

5. **What have you liked least about Athens-Clarke County in the last 10 years?**

(Explain)

Any additional thoughts about the 2018 Comprehensive Plan?

(Explain)

OPTIONAL INFORMATION

Name:

Address:

Phone:

Email:

Age:

Do you live in Athens-Clarke County? ○ Yes ○ No

Do you work in Athens-Clarke County? ○ Yes ○ No

2018 DRAFT
ATHENS-CLARKE COUNTY
COMPREHENSIVE PLAN

QUESTIONAIRE

1. **Has the connection between Envision Athens and the 2018 Comprehensive Plan been made clear in a way that demonstrates the partnership of each effort?**

(Explain)

2. **Do you believe the document has accomplished the objective of providing a vision and guidance for the next 20 years?**

(Explain)

3. **Do you feel strongly that something has been overlooked, or is missing from the document?**

(Explain)

4. **Is there an element, section, or phrase you feel has exceeded expectations, or was glad to see included?**

(Explain)

Any additional thoughts about the 2018 Comprehensive Plan?

(Explain)

OPTIONAL INFORMATION

Name:

Address:

Phone:

Email:

Age:

Do you live in Athens-Clarke County? ○ **Yes** ○ **No**

Do you work in Athens-Clarke County? ○ **Yes** ○ **No**

Short Term Work Plan (2014-2018)

Athens-Clarke County Unified Government, 2014-2018

Description	Begin Date	Complete Date	Remaining Cost	Funding Sources	Responsible Parties	Status
Identify methods by which Athens-Clarke County can economically capitalize on the opportunities for medical research, training, and health care services.	FY14	FY18	TBD	N/A	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)
Develop and evaluate a regional economic plan in partnership with other area governments.	FY14	FY18	N/A	N/A	Athens-Clarke County Unified Government	Completed
Establish a formal data measurement process to evaluate the effectiveness of economic-development incentives.	FY14	FY18	TBD	N/A	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)
Additional support is needed for local artists and musicians. Investigate programs to support opportunities that promote self-sustainability for members of the local arts and music community.	FY14	FY18	TBD	N/A	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)
Explore incentives for fuel-efficient private vehicles.	FY14	FY18	TBD	N/A	Athens-Clarke County Unified Government	Completed
Consider amendments to strengthen the environmental areas ordinance that address vegetation and allowable structures so as to maximize floodplain function in a natural fashion.	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Completed
Collaborate with state agencies to explore the feasibility of a maintenance and monitoring ordinance for onsite wastewater management systems and to educate the public on the proper use and maintenance of septic systems.	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Completed

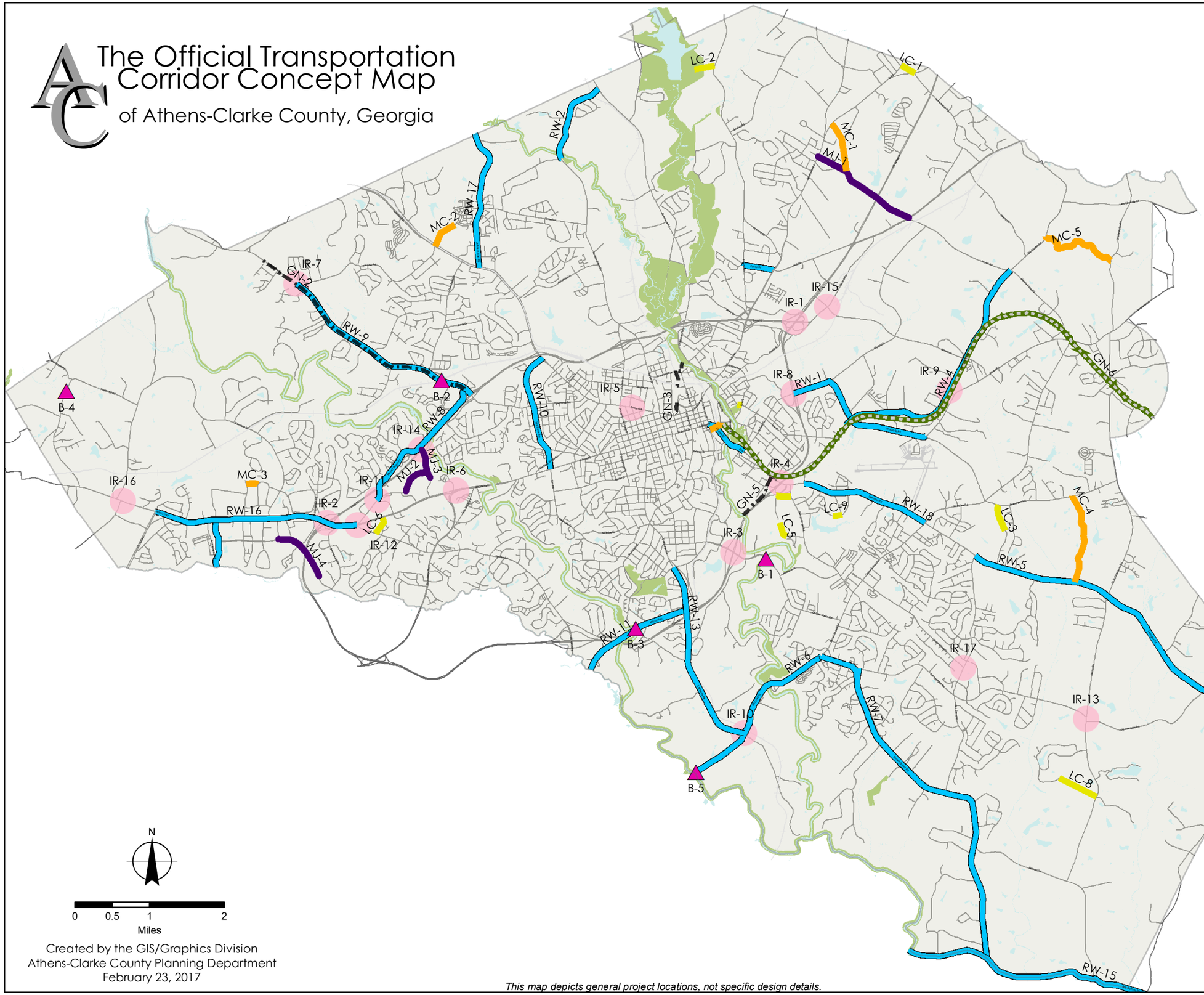
Description	Begin Date	Complete Date	Remaining Cost	Funding Sources	Responsible Parties	Status
Investigate methods to restrict the use of plastic bags at points of sale and the sale of plastic bottles.	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Completed
The Athens-Clarke County government should create a committee of urban church representatives and officials in charge of public buildings and parking to create innovative ways to share space for uses that operate on different days / hours.	FY14	FY18	~ $5,000	ACC General Funds	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)
Consider an ordinance or policy to protect historic architectural materials, urban archaeology and historic landscapes.	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)
Perform periodic renter/home ownership survey—rents, new home prices, resale values, condos vs. real property, etc.	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)
Investigate standards whereby accessory dwelling units may be integrated with owner occupied housing in Single Family (RS) zones.	FY14	FY18	~ $50,000	ACC General Funds	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)
Continue to review codes and regulations affecting new development to ascertain if they present challenges to the attainment of mixed use, neo-traditional development.	FY14	FY18	~ $50,000	ACC General Funds	Athens-Clarke County Unified Government	Completed
Explore opportunities to amend Athens-Clarke County Code to enhance the protection of natural environmental features such as topography, mature forests, rock outcrops, historic sites and streams.	FY14	FY18	~ $10,000	ACC General Funds	Athens-Clarke County Unified Government	Completed
Explore the desirability of using Form Based Codes within our development regulations.	FY14	FY18	~$25,000	ACC General Funds	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)

Description	Begin Date	Complete Date	Remaining Cost	Funding Sources	Responsible Parties	Status
Continue to develop the sidewalk network emphasizing connectivity and accessibility.	FY14	FY18	~$1,675,000	ACC General Funds / SPLOST / Georgia State Funds / Federal Funds	Athens-Clarke County (Transportation & Public Works / Engineering)	Completed
Create design guidelines for compatible infill development.	FY14	FY18	~$50,000 - $150,000	ACC General Funds	Athens-Clarke County Unified Government	Completed
Review Commercial Zoning Classifications (e.g. Commercial Neighborhood and Commercial General) and Future Development categories (e.g. Corridor Business) as they relate to one another.	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Completed
Investigate rezoning of properties that are incompatible with the Future Development Map and/or existing uses.	FY14	FY18	~$25,000	ACC General Funds	Athens-Clarke County Unified Government	Postponed (This has been postponed in conjunction with a comprehensive examination of the FDM as indicated in the proposed 2018 Community Work Program)
Explore the possibility of using Crime Prevention Through Environmental Design (CPTED) in the review of proposed development projects.	FY14	FY18	~$25,000	ACC General Funds	Athens-Clarke County Unified Government	Completed
Protect working agricultural lands through various means which might include zoning, tax policies, easements, acquisition, and promotion of small-scale local farming.	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Completed
Explore opportunities for increased participation, including but not limited to the creation of neighborhood planning units or the expansion of the Neighborhood Notification Initiative (NNI).	FY14	FY18	TBD	ACC General Funds	Athens-Clarke County Unified Government	Completed
Athens-Clarke County will continue to connect new and old sidewalk systems.	FY14	FY18	~$1,675,000	ACC General Funds / SPLOST / Georgia State Funds / Federal Funds	Athens-Clarke County (Transportation & Public Works / Engineering)	Completed
Athens-Clarke County in collaboration with the Clarke County School Board, the Northeast Georgia Regional Development Center (NEGRDC), and the Safe Routes to Schools Task Force will develop a Safe Route to Schools program at selected schools.	FY14	FY18	~$360,000	ACC General Funds / SPLOST / Georgia State Funds / Federal Funds	Athens-Clarke County Unified Government	Completed

Description	Begin Date	Complete Date	Remaining Cost	Funding Sources	Responsible Parties	Status
Map existing and proposed rights of way to determine the suitability and funding feasibility of each for inclusion in a connected system of bicycle and pedestrian pathways.	FY14	FY18	~$4,325,000	ACC General Funds / SPLOST / Georgia State Funds / Federal Funds	Athens-Clarke County Unified Government	Ongoing (This has been reworded to reflect current conditions and included in the proposed 2018 Community Work Program)

The Official Transportation Corridor Concept Map

of Athens-Clarke County, Georgia



N

0 0.5 1 2

Miles

Created by the GIS/Graphics Division
Athens-Clarke County Planning Department
February 23, 2017

This map depicts general project locations, not specific design details.

Greenway Network (GN)

1. Primary Greenway Corridor

Trail

2. Tallassee Road LConnector
3. Pulaski Street Connector South
4. Pulaski Street Connector North
5. Oak Street to College Station Road

Rail to Trail

6. Firefly Trail

Bridge (BR)

1. College Station Rd at North Oconee River
2. Tallassee Rd at Railroad
3. Macon Hwy at Middle Oconee River
4. Fowler Mill Rd Bridge
5. Whitehall Rd at Middle Oconee River

Local Connector (LC)

1. Danielsville Rd to GA106 Spur
2. Campsite Dr to Nowhere Rd
3. Beaverdam Rd to Woodgrove Dr
4. Barnett Shoals Rd to Grove St
5. Bailey St to Carriage Ln
6. Atlanta Hwy to Timothy Rd
7. Vine St to Pearl St
8. Blue Heron Dr to Morton Rd
9. Lexington Hts to Lakewood Dr

Minor Connector (MC)

1. Danielsville Rd to Unbuilt Major Collector #1
2. Vincent Dr to Jefferson Rd
3. Conway Dr to Ben Burton Cir
4. Beaverdam Rd to Lexington Rd
5. Charlie Bolton Rd to Old Elberton Rd
6. E Broad St to Mitchell St/S Thomas St

Major Collector (MJ)

1. Danielsville Rd to Hull Rd
2. The Preserve Dr to Major Collector #3
3. Heyward Allen Dr to Mitchell Bridge Rd/ SR10 Interchange
4. Jennings Mill Pkwy bet. Commerce Blvd and Jennings Mill Rd

Right of Way Expansion (RW)

1. Olympic Dr/Indian Hills Pkwy/ Winterville Rd
2. Newton Bridge Rd
3. Fowler Dr
4. Spring Valley Rd
5. Lexington Rd
6. Whitehall Rd
7. Barnett Shoals Rd
8. Mitchell Bridge Rd
9. Tallassee Rd
10. Hawthorne Ave
11. Macon Hwy
12. Oconee St/Oak St
13. S Milledge Ave
14. Jimmie Daniel Rd/New Jimmie Daniel Rd
15. Bob Godfrey Rd/Barnett Shoals Rd
16. Atlanta Hwy medians
17. Jefferson River Rd
18. Lexington Rd

Intersection Realignment (IR)

1. SR 10 Loop at US 29 Hwy N
2. SR 10 Loop at Atlanta Hwy
3. SR 10 Loop at College Station Rd
4. SR 10 Loop at Lexington Rd/Oconee St
5. N Milledge Ave at Prince Ave
6. Atlanta Hwy at Epps Bridge Pkwy
7. Tallassee Rd at Lavender Rd
8. SR 10 Loop at Olympic Dr/Peter St
9. Spring Valley Rd at Ranick Rd
10. S Milledge Ave at Whitehall Rd
11. Athens West Pkwy at Mitchell Bridge Rd
12. Mitchell Bridge Rd/Timothy Rd at Atlanta Hwy
13. Old Lexington Rd at Morton Rd
14. SR 10 Loop at Heyward Allen Pkwy
15. Old Hull Rd at Athena Dr
16. Atlanta Hwy at Cleveland Rd/Dozer Dr
17. Whit Davis Rd at Cedar Shoals Rd

NEGRC
Northeast Georgia Regional Commission

CEDS 2017-2021

Northeast Georgia Comprehensive Economic Development Strategy

Athens-Clarke, Barrow, Elbert, Greene, Jackson, Jasper, Madison, Morgan, Newton, Oconee, Oglethorpe, and Walton Counties



Acknowledgements

CEDS Committee

Tommy Lyon, Chair | Manager, Corporate Customer Relations, Athens Tech., Elbert County

Andrew Ainslie, Jr. | County Commissioner, Morgan County

Lee Allen | County Commissioner, Madison County

Jared Bailey | County Commissioner, Athens-Clarke County

Briana Burgess | Project Manager, Economic Development, Jackson County

J.R. Charles | Economic Development Director, Oconee County

David Dyer | Executive Director, Development Authority, Jasper County

Josh Hawkins | County Administrator, Oglethorpe County

Guy Herring | Economic & Community Development Director, Barrow County

Bob Hughes | President/E.D. Director, Madison-Morgan Chamber of Commerce, Morgan County

Walker Jordan | Senior VP, Bank of Monticello, Jasper County

Kay Keller | President, Oconee Chamber of Commerce, Oconee County

Dr. Ilka McConnell | VP for Economic Development Services, Athens Tech., Athens-Clarke County

Bill Palmer | Resident, Elbert County

Mike Renshaw | County Manager, Barrow County

Ralph Richardson | County Commissioner, Jackson County

Shane Short | Executive Director, Development Authority, Walton County

Amy Stone | Economic Development Director, Oglethorpe County

Gary Usry | Chair, Board of Commissioners, Greene County

Rusty Warner | Executive Director for Economic Development, Elbert County

Sam Young | Economic Development Director, Greene County

Northeast Georgia Regional Commission

James Dove | Executive Director

Burke Walker | Director of Planning & Government Services (PGS)

Eva Kennedy | Project Specialist, PGS Division (Project Lead)

Justin Crighton | Planner, PGS Division

Additional Thanks

NEGRC PGS Committee

Athens Technical College

Oconee Chamber of Commerce



Table of Contents

Acknowledgements 1

Chapter 1 4

- Introduction 4
- Vision for Northeast Georgia: 8
- Crafting the CEDS 9

Chapter 2 11

- Where We Are 11

Chapter 3 25

- SWOT Analysis 25
- Action Items 28

Chapter 4 29

- Action Plan 29
- Action Item 1 30
- Action Item 2 35
- Action Item 3 39
- Action Item 4 45
- Action Item 5 49
- Tracking Progress 53

References 54

Appendix A 55

List of Figures

Figure 1. Location Map of Northeast Georgia 4

Figure 2. Educational Attainment and Enrollment 5

Figure 3. Unemployment Rates, 2005-2016 11

Figure 4. Per Capita Incomes, 2005-2014 11

The Northeast Georgia Regional Commission (NEGRC) serves as the Economic Development District (EDD) for the 12-county Northeast Georgia Region, through the U.S. Economic Development Administration (EDA). To retain EDD designation, NEGRC regularly maintains and updates the Comprehensive Economic Development Strategy (CEDS) for Northeast Georgia, with guidance from local public and private stakeholders. This document is consistent with 13 C.F.R. § 303.7 and the CEDS standards and guidelines set forth by the U.S. EDA and the National Association of Development Organizations (NADO). It is intended to compliment the vision and initiatives articulated by the Northeast Georgia Regional Agenda.





Chapter 1

Introduction

The Northeast Georgia Region spans from the perimeter of Metro Atlanta to the rural border of South Carolina. As a result, the region contains a unique mixture of urban, small town, industrial, and pastoral spaces. Athens-Clarke County, located toward the center of Northeast Georgia, is home to the University of Georgia, Athens Technical College, and Piedmont College. Athens, along with portions of Oconee County to the south, makes up the region's central metropolitan core. Barrow, Jackson, Walton, and Newton counties have urbanized areas of their own as a result of their proximity to Atlanta and the major I-85 and I-20 interstate corridors. Elbert, Greene, Jasper, Madison, and Morgan counties contain small municipalities but remain considerably rural in character.

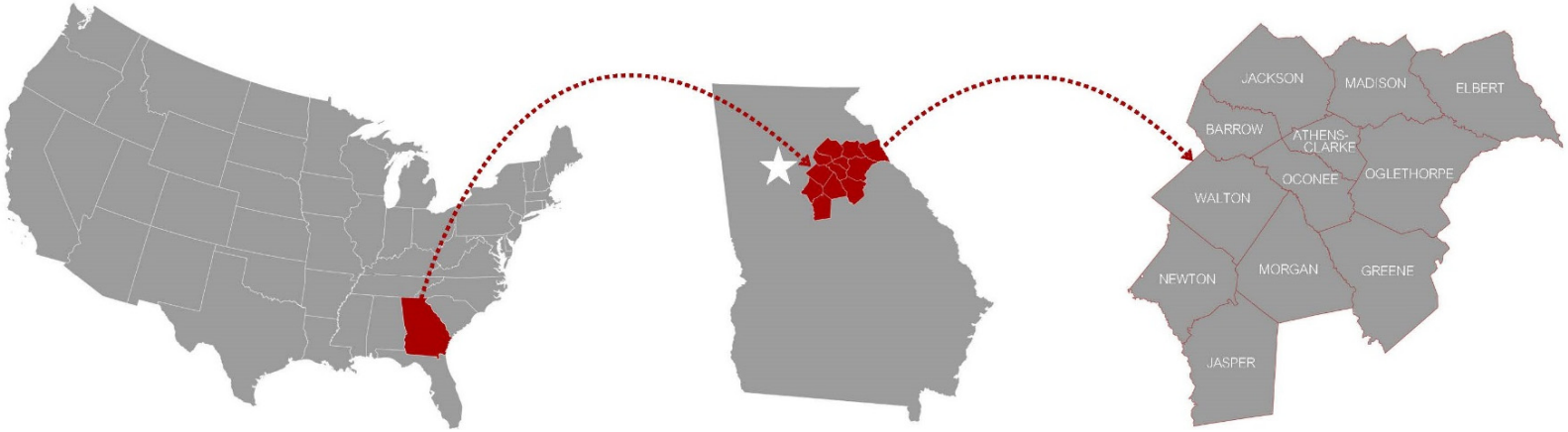


Figure 1. Location Map of Northeast Georgia

Northeast Georgia is home to just under 607,300 people, with an estimated 265,610 residents comprising the local labor force (Esri, 2016). Median household income is just under $47K (ibid). The current 4.9% regional unemployment rate echoes pre-recession numbers for Northeast Georgia but still remains 0.4% higher than the national average (GDOL, 2016 & BLS, 2016).

A competitive local labor force is essential to retain and attract quality employers. Overall, educational attainment for Northeast Georgia falls below State and National averages (U.S. Census Bureau, 2015). With nearly all of the region's top 50 highest paying occupations requiring advanced education, vocational training and college-prep should be a primary focus. Specialized workforce training programs have proven successful in partnership with local colleges and universities. The region should seek opportunities for expanded training and skill-building programs for students of all ages in cooperation with State, County, and private entities.

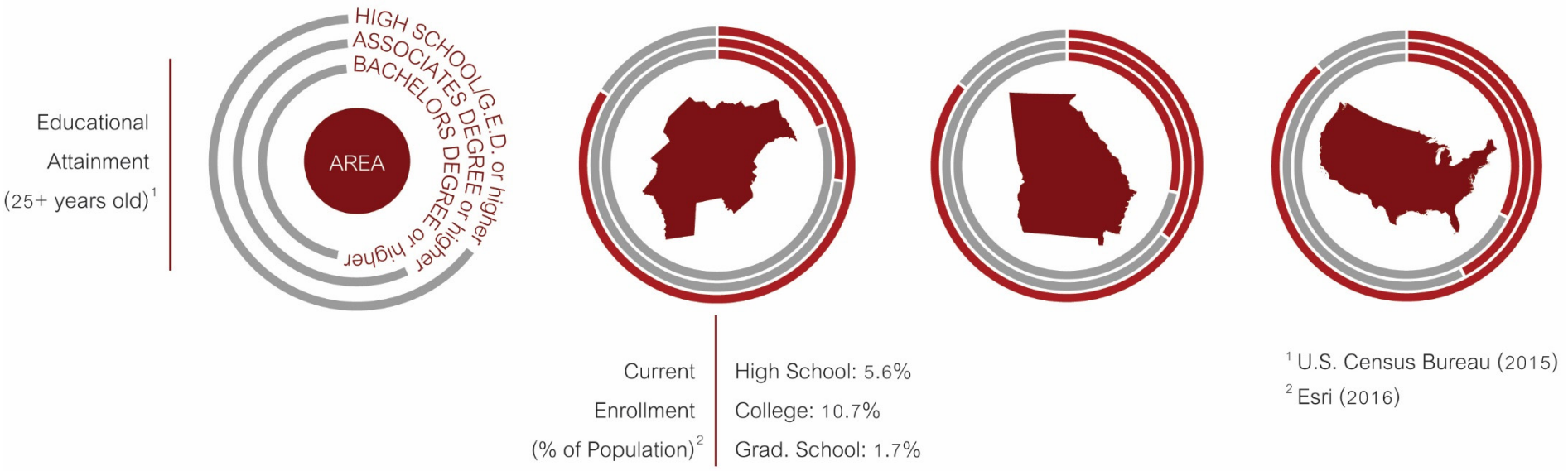
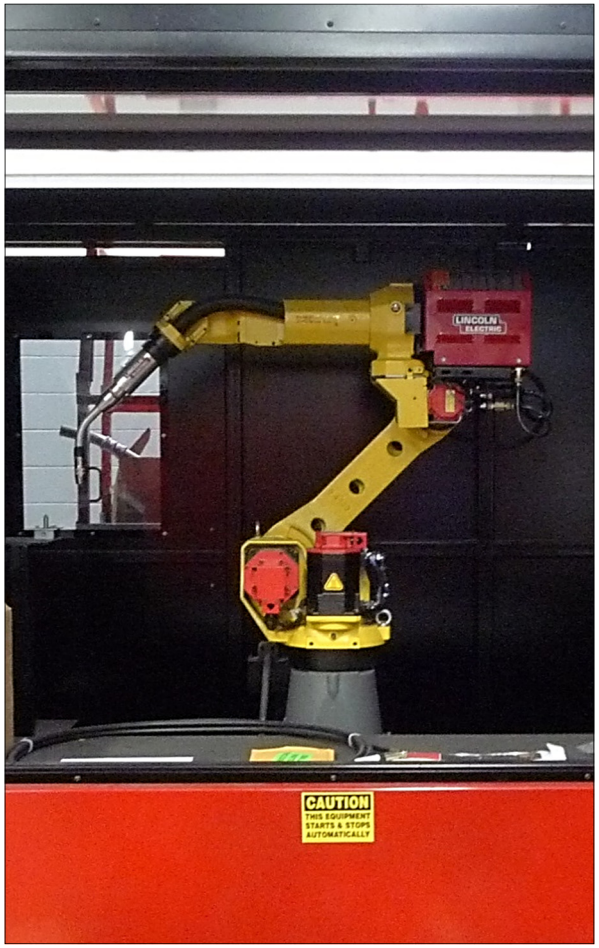


Figure 2. Educational Attainment and Enrollment







Top ten industrial sectors include: Education Services, Manufacturing, Health Care and Social Assistance, Construction, and sectors related to retail and service, such as Wholesale Trade and Transportation and Warehousing. Coordinated efforts to advance local infrastructure, particularly transportation improvements, expanded sanitary sewer, and high-speed internet access, will ensure local industries continue to thrive and proliferate.

The Northeast Georgia Region has a nuanced economy due to the unique positioning and character of the area. Industry cluster analyses identify local specializations by recognizing associated industries in the region (interconnected by services, trade, and/or products) and comparing them to national trends.

Strong local clusters between 2010 and 2014 included (U.S. EDA, 2014):



The CEDS 2017-2021 examines the region's character, top industrial sectors, and strong clusters to derive economic strategies and goals for Northeast Georgia. The CEDS should guide economic development efforts across the region. It is intended to enhance regional "economic resilience" (ability to withstand and/or recover from any economic challenges) and identify opportunities for growth and improvement.



Vision for Northeast Georgia:

A region where quality of life is built on a foundation of community and history.

Where education, innovation, and prosperity thrive thanks to a blend of regional and global connections, leveraged by world-class local infrastructure.



Crafting the CEDS

The CEDS 2017-2021 is the result of four months of public input from over 364 local public and private stakeholders. Outreach included regular CEDS Committee meetings and an online questionnaire; input guided the regional economic development strategies and tasks laid out in the Action Plan (described in Chapter 4). An inventory of economic development items from local County and Municipal Community Work Programs (a component of local comprehensive plans) provided additional guidance for strategy and goal development.

CEDS Committee

The CEDS Committee served as a steering committee to articulate the regional vision, strategies, and goals. County commissioners from each of the Northeast Georgia counties appointed two CEDS Committee members; the result was a mix of public and private sector representatives with a variety of backgrounds. The CEDS Committee held three meetings: Meeting #1, to review the current economic conditions of the region and examine Northeast Georgia's economic strengths, weaknesses, opportunities, and threats; Meeting #2, to outline the region's foci for economic development and draft strategies; and Meeting #3, to refine strategies, goals, and objectives with clear performance measures for each.

Questionnaire

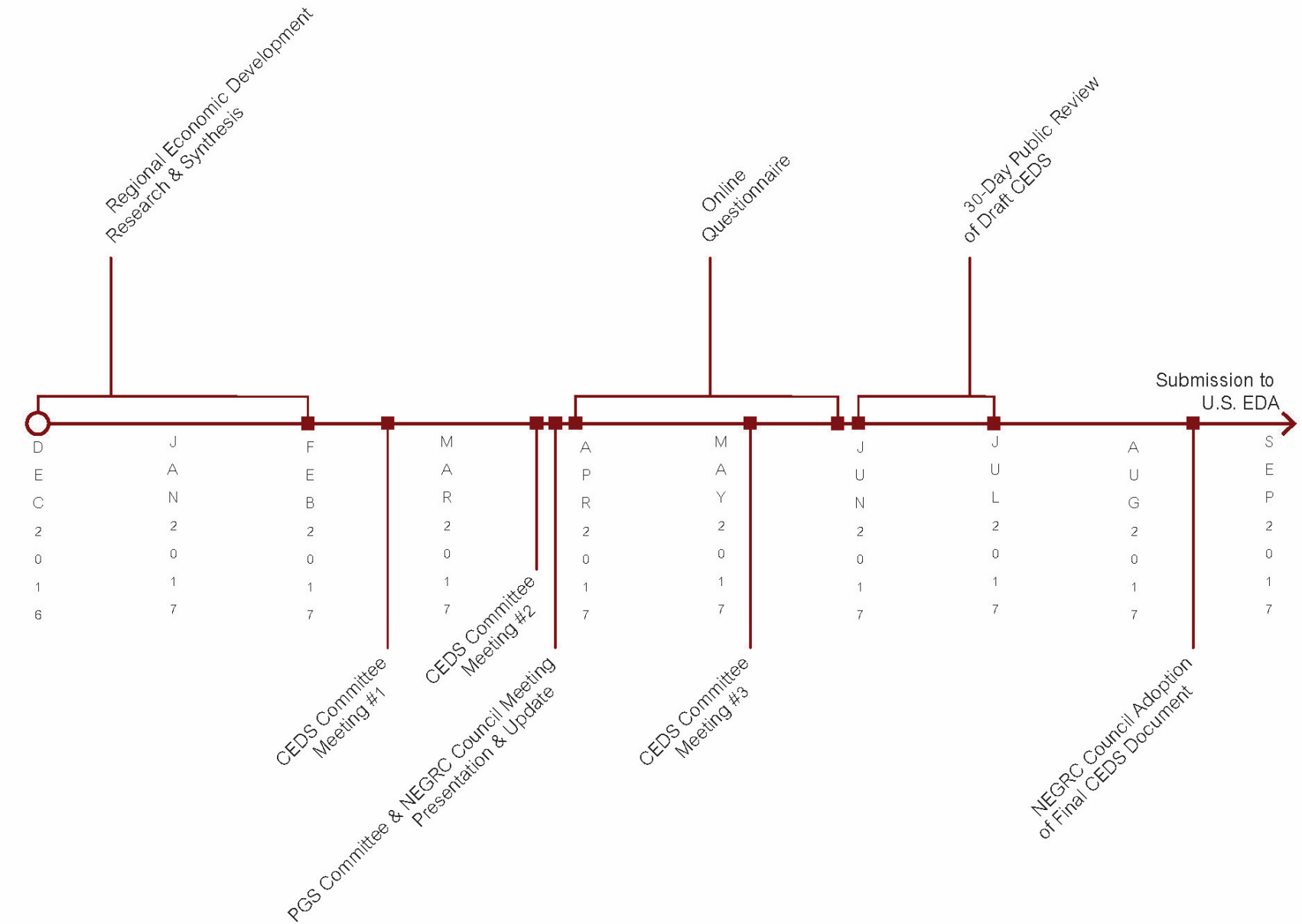
An online questionnaire was distributed to government staff, elected officials, residents, and business owners within the Northeast Region via NEGRC.org, a press release, and through county and municipal social media. Over 340 responses provided additional insight for the SWOT analysis and development of the strategy items.

Community Work Programs

The Georgia Department of Community Development (DCA) requires a Community Work Program component for every local comprehensive plan (DCA, 2014). These programs identify and prioritize community activities and initiatives and are updated every five years. Local government Community Work Program items specific to economic development were compiled and considered during development of the CEDS Action Plan.



Timeline


Regional Economic Development Research & Synthesis
Online Questionnaire
30-Day Public Review of Draft CEDS
Submission to U.S. EDA
DEC 2016
JAN 2017
FEB 2017
MAR 2017
APR 2017
MAY 2017
JUN 2017
JUL 2017
AUG 2017
SEP 2017
CEDS Committee Meeting #1
CEDS Committee Meeting #2
PGS Committee & NEGRC Council Meeting Presentation & Update
CEDS Committee Meeting #3
NEGRC Council Adoption of Final CEDS Document



Chapter 2

Where We Are

The 2012 CEDS update was completed in the wake of the recent recession (2007-2009). Since then, the region's economy has improved significantly: unemployment rates have dropped by 4.5% while per capita income has increased by 7.2% (GDOL, 2016). Local efforts to attract new industries, revive downtowns, and develop workforce training programs, as recommended by the 2012 CEDS, are proving successful.

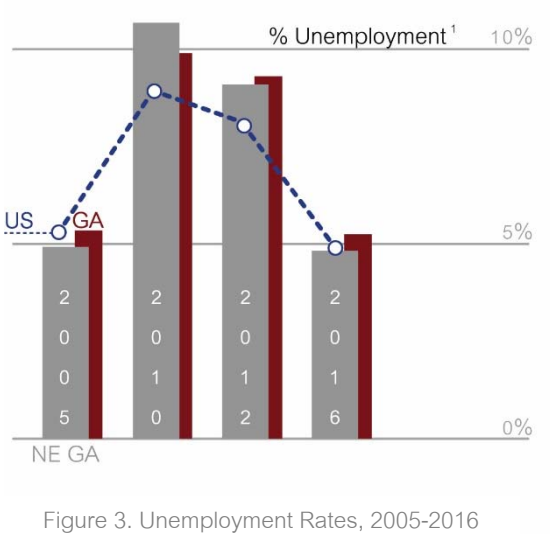


Figure 3. Unemployment Rates, 2005-2016

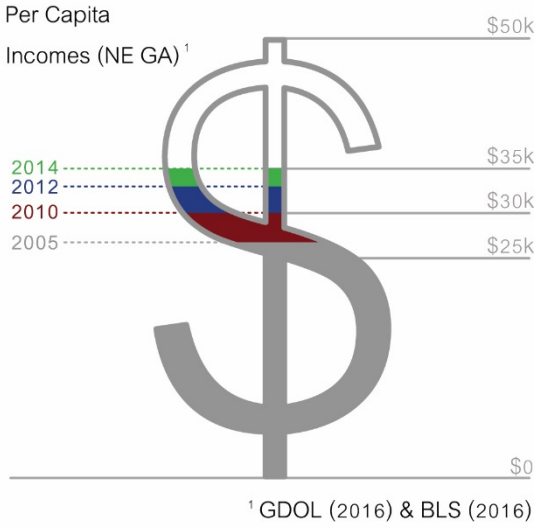


Figure 4. Per Capita Incomes, 2005-2014

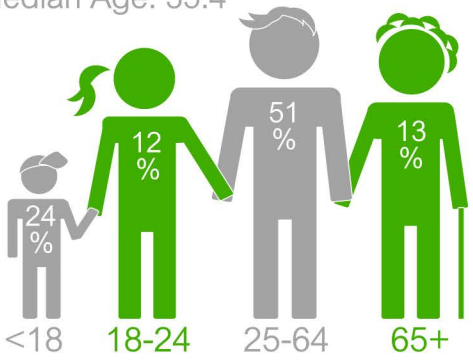
The following CEDS Snapshots provide current demographic, household, and workforce data for the region. County snapshots are intended to capture the economic and demographic nuances not apparent at a regional scale (note that the "Top Employers" listed *do not* include local government entities, including public schools).

Northeast Georgia

CEDS SNAPSHOT

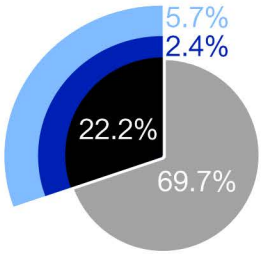
Population: 607,258 people (2016 estimate)[4]

Median Age: 35.4



703,554 people by 2025[4]

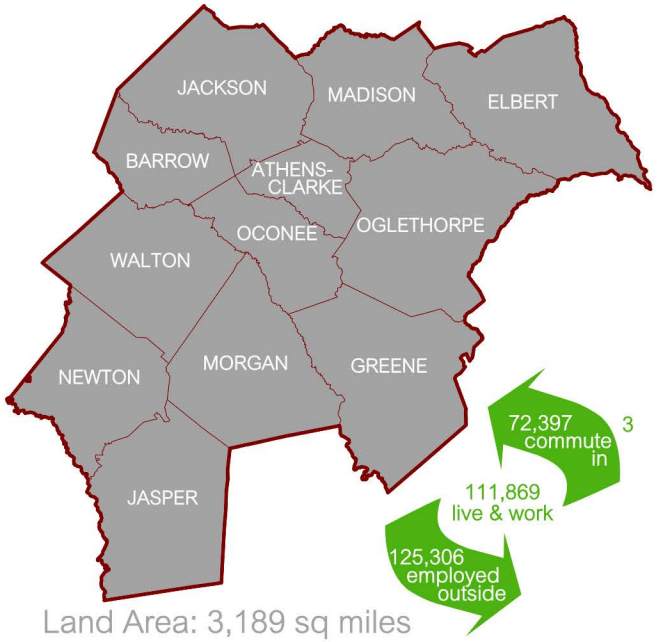
Black White Asian Other



Hispanic Population: 7.0%

Minority Population: 30.3%

[2]



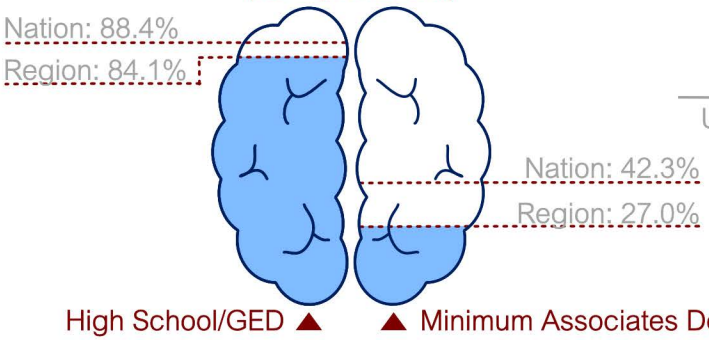
[3]

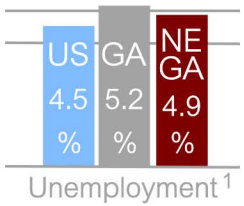
Land Area: 3,189 sq miles

Metropolitan Area(s): Athens-Clarke

Colleges/Universities: University of Georgia, Athens Tech., Emory-Oxford College, Piedmont College, University of North Georgia, Perimeter College, Lanier Tech., Georgia Piedmont Tech., and Troy University

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:

$46,866[4]

$49,620

$53,889

Poverty: 17.0%

Median Home Value:

$151,154[4]

$148,100

$178,600

[1]

Top 10 Employers:

Athens Regional Medical Center

Caterpillar, Inc.

Chico's Dist. Services, LL

Pilgrim's Pride Corporation

The Kroger Company

University of Georgia

Walmart

Waynes Farm, LLC

Wellpoint, Inc.

West Side Station

Top 10 Industrial Sectors:[1]

1. Education Services
2. Manufacturing
3. Retail Trade
4. Health Care & Social Assistance
5. Accommodation & Food Services
6. Wholesale Trade
7. Public Administration
8. Admin, Support, Waste Mgmt, Remediation
9. Construction
10. Transportation & Warehousing

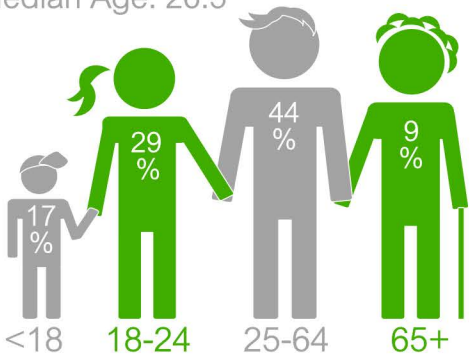
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014) 4. Esri BAO (2016)

Athens-Clarke County

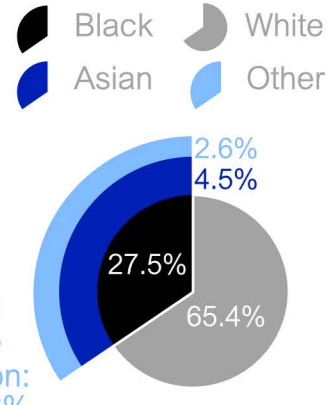
CEDS SNAPSHOT

Population: 123,912 people (2015 estimate)[2]

Median Age: 26.5

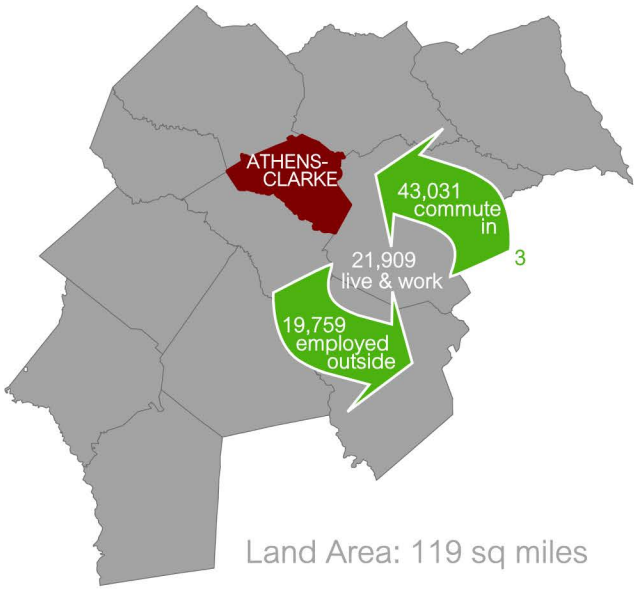


134,588 people by 2025[1]



Hispanic Population: 10.6%

Minority Population: 34.6%



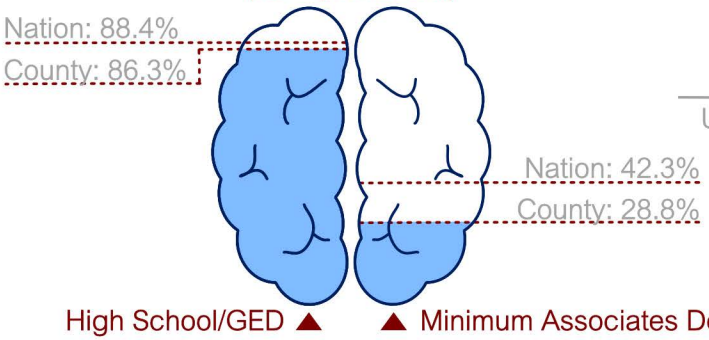
Land Area: 119 sq miles

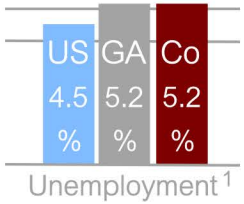
Municipalities/Cities: Athens* and Winterville

* County Seat

Colleges/Universities: University of Georgia, Athens Technical College, and Piedmont College

Educational Attainment:[2] (25+ years old)

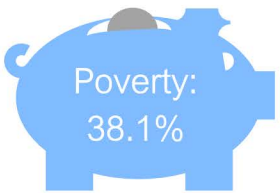




Unemployment[1]

Median Household Income:[2]





Median Home Value:



Top 10 Employers:[1]

1. Athens Regional Medical Center
2. Caterpillar, Inc.
3. Express Services Inc
4. Merial, Inc.
5. Pilgrim's Pride Corporation
6. The Kroger Company
7. University of Georgia
8. Walmart
9. Wellpoint, Inc.
10. West Side Station

Top 10 Industrial Sectors:[1]

1. Health Care & Social Assistance
2. Accommodation & Food Services
3. Retail Trade
4. Manufacturing
5. Wholesale Trade
6. Public Administration
7. Admin, Support, Waste Mgmt, Remediation
8. Finance & Insurance
9. Other Services (except Public Admin.)
10. Professional Scientific & Technical Services

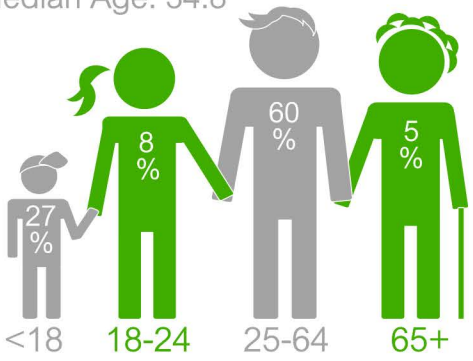
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Barrow County

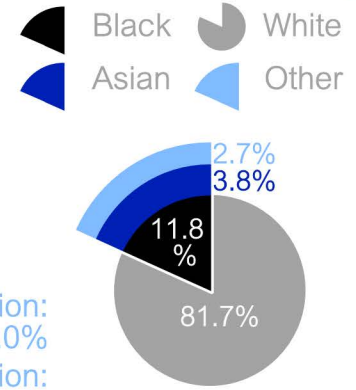
CEDS SNAPSHOT

Population: 73,370 people (2015 estimate)

Median Age: 34.8



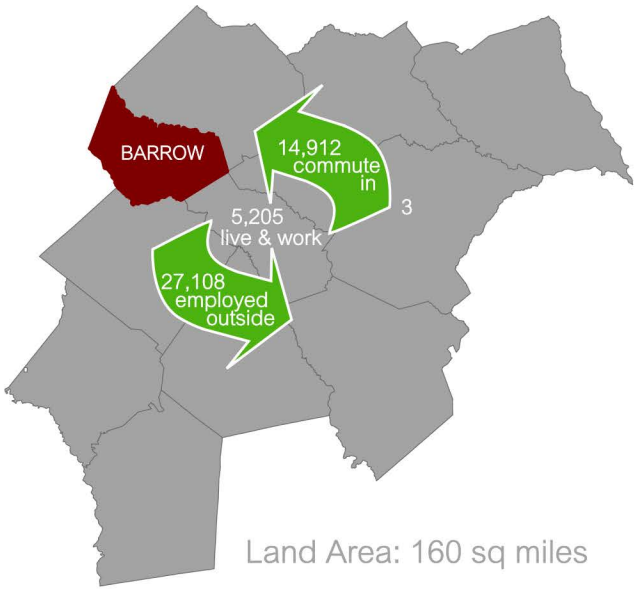
100,036 people by 2025[1]



Hispanic Population: 10.0%

Minority Population: 18.3%

[2]



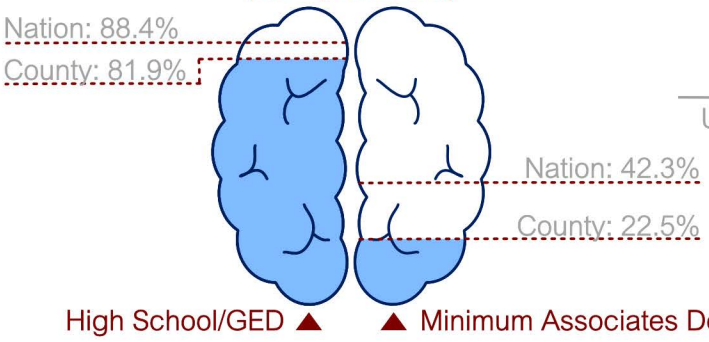
Land Area: 160 sq miles

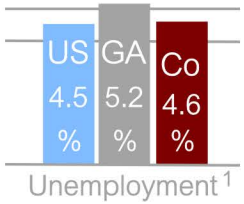
Municipalities/Cities: Auburn, Bethlehem, Braselton, Carl, Statham, and Winder*

* County Seat

Colleges/Universities: Lanier Technical College

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:

$52,012

$49,620

$53,889



Median Home Value:

$119,700

$148,100

$178,600

[1]

Top 10 Employers:

Akin Ford Corp

CEHR, LLC

Chico's Dist. Services, LLC

Harrison Poultry, Inc.

Ingles Markets, Inc.

Johns Manville Internat'l, Inc.

Northeast Sales Distributing, Inc.

Petco

Publix Super Market, Inc.

Walmart

Top 10 Industrial Sectors:[1]

1. Retail Trade
2. Wholesale Trade
3. Manufacturing
4. Accommodation & Food Services
5. Health Care & Social Assistance
6. Construction
7. Public Administration
8. Transportation & Warehousing
9. Admin., Support, Waste Mgmt., Remediation
10. Professional Scientific & Technical Svc

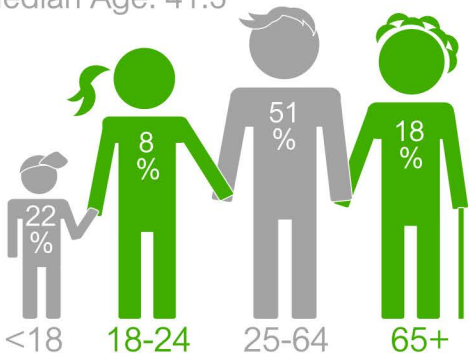
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Elbert County

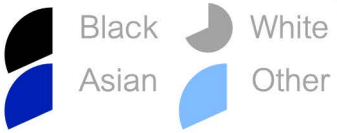
CEDS SNAPSHOT [2]

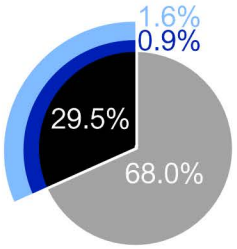
Population: 19,364 people (2015 estimate)

Median Age: 41.3



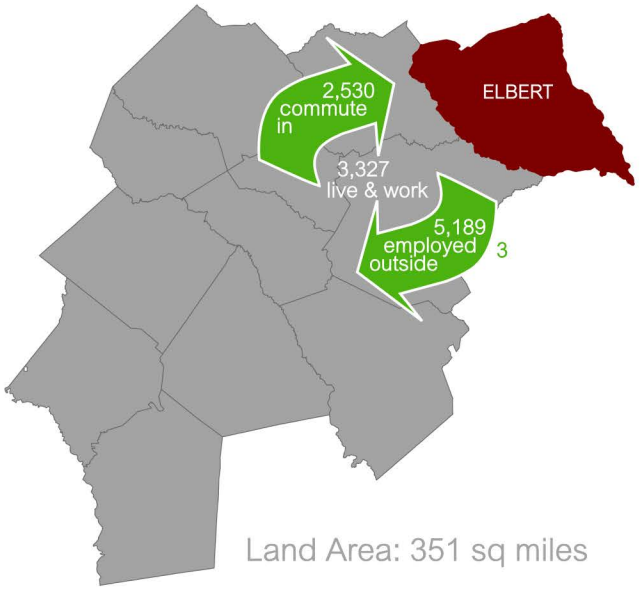
19,066 people by 2025 [1]





Hispanic Population: 5.4%

Minority Population: 32.0%



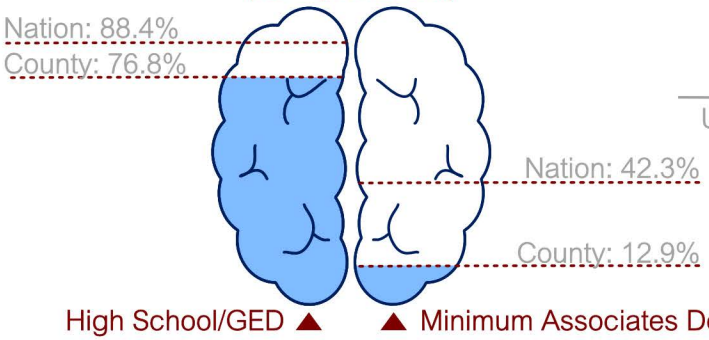
Land Area: 351 sq miles

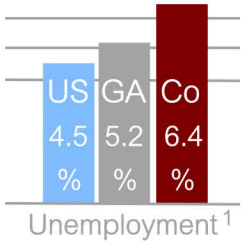
Municipalities/Cities: Bowman and Elberton*

* County Seat

Colleges/Universities: Athens Technical College

Educational Attainment:[2] (25+ years old)

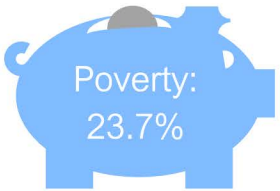




[2]

Median Household Income:





Median Home Value:



[1]

Top 10 Employers:

Eagle Granite Company

Ingles Markets, Inc.

Keystone Memorials, Inc.

Matthews Granite Company

Mollertech South, LLC

Nancy Hart Nursing Ctr

Pilgrim's Pride Corporation

Pinnacle Bank

Star Granite Co, Inc.

Walmart

Top 10 Industrial Sectors: [1]

1. Manufacturing
2. Retail Trade
3. Health Care & Social Assistance
4. Public Administration
5. Wholesale Trade
6. Accommodation & Food Services
7. Mining
8. Finance & Insurance
9. Transportation & Warehousing
10. Professional Scientific & Technical Svc

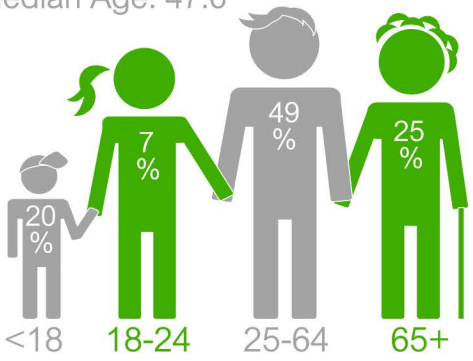
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Greene County

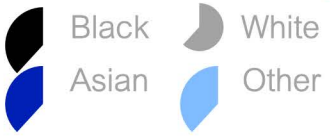
CEDS SNAPSHOT [2]

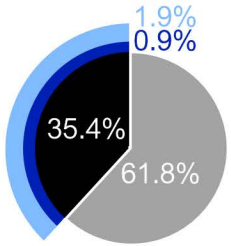
Population: 16,710 people (2015 estimate)

Median Age: 47.6



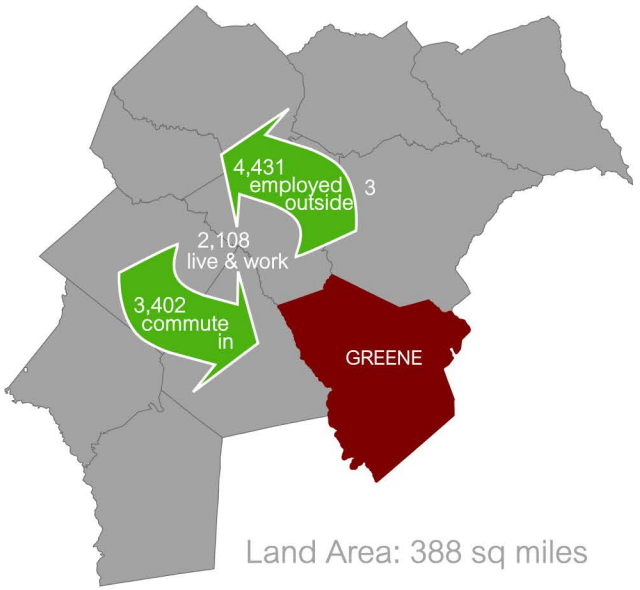
16,784 people by 2025 [1]





Hispanic Population: 6.1%

Minority Population: 38.2%



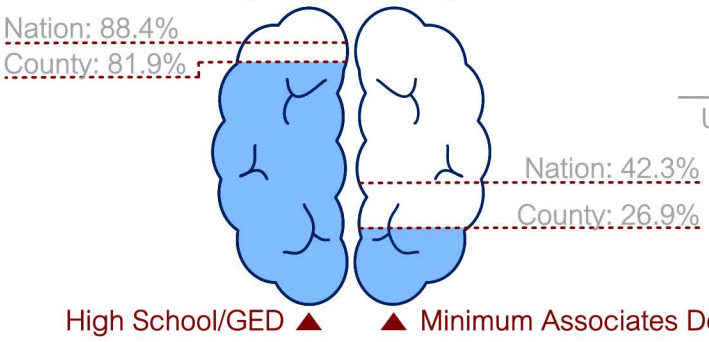
Land Area: 388 sq miles

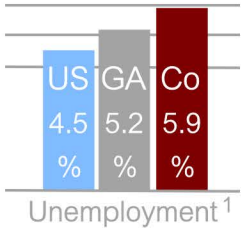
Municipalities/Cities: Greensboro*, Siloam, Union Point, White Plains, and Woodville

* County Seat

Colleges/Universities: Athens Technical College

Educational Attainment: [2]
(25+ years old)





Unemployment [1]

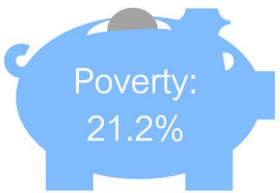
Median Household Income: [2]



$42,408

$49,620

$53,889



Median Home Value:



$169,300

$148,100

$178,600

Top 10 Employers: [1]

Daniel RP Management, LLC

Nibco, Inc.

Novelis Corporation

Publix Super Market, Inc.

Pure Beauty Farms, Inc.

Quail International, Inc.

Ritz-Carlton

St Joseph's at East Georgia

Tendercare Clinic, Inc.

The Home Depot

Top 10 Industrial Sectors: [1]

1. Accommodation & Food Services
2. Health Care & Social Assistance
3. Retail Trade
4. Manufacturing
5. Agriculture, Forestry, Fishing & Hunting
6. Public Administration
7. Admin., Support, Waste Mgmt., Remediation
8. Transportation & Warehousing
9. Finance & Insurance
10. Wholesale Trade

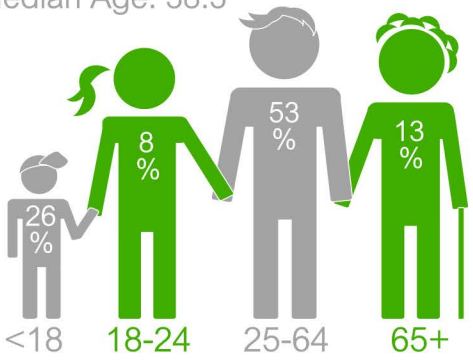
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Jackson County

CEDS SNAPSHOT [2]

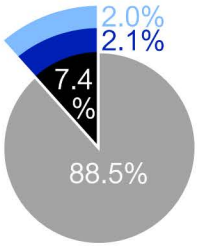
Population: 63,360 people (2015 estimate)

Median Age: 38.3



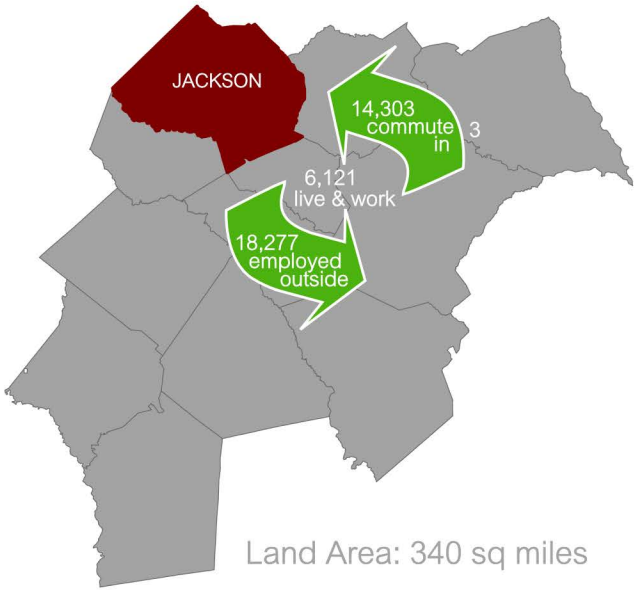
76,414 people by 2025 [1]

Black White Asian Other



Hispanic Population: 7.0%

Minority Population: 11.5%



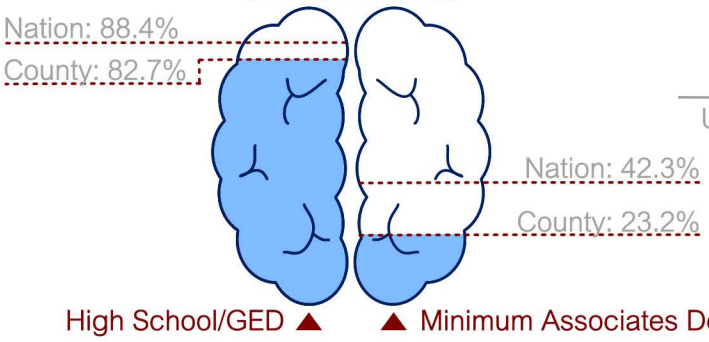
Land Area: 340 sq miles

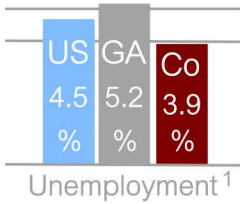
Municipalities/Cities: Arcade, Braselton, Commerce, Hoschton, Jefferson*, Nicholson, Pendergrass, and Talmo

* County Seat

Colleges/Universities: Lanier Technical College

Educational Attainment: [2]
(25+ years old)





Unemployment [1]

Median Household Income: [2]





Median Home Value:



Top 10 Employers: [1]

Baker & Taylor, LLC

Etcon Employment Solutions

HG Georgia Merchants, Inc.

Kubota Industrial Equipment Corporation

Mission Foods - Jefferson

Restoration Healthcare of Commerce

TD Automotive Compressor Georgia, LLC

The William Carter Company

Toyota Industries Compressor Parts America

Waynes Farm, LLC

Top 10 Industrial Sectors: [1]

1. Manufacturing
2. Retail Trade
3. Transportation & Warehousing
4. Wholesale Trade
5. Education Services
6. Accommodation & Food Services
7. Admin, Support, Waste Mgmt, Remediation
8. Health Care & Social Assistance
9. Public Administration
10. Real Estate Rental & Leasing

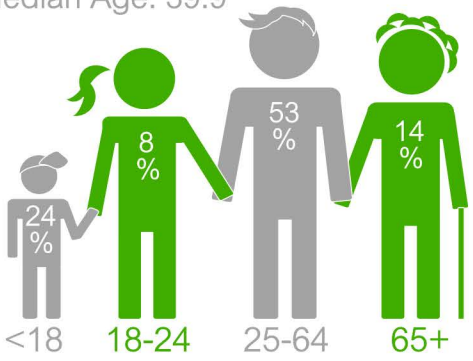
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Jasper County

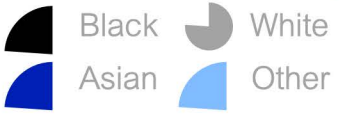
CEDS SNAPSHOT

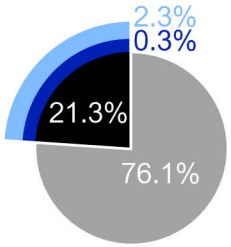
Population: 13,635 people (2015 estimate)

Median Age: 39.9



14,489 people by 2025[1]

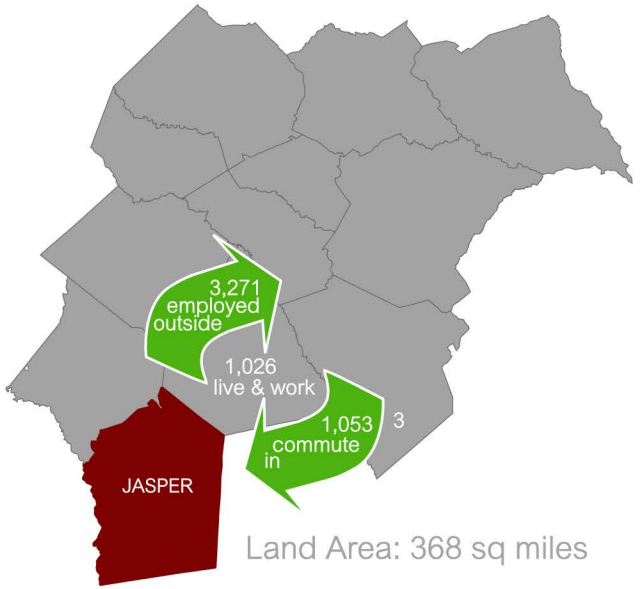




Hispanic Population: 4.0%

Minority Population: 23.9%

[2]



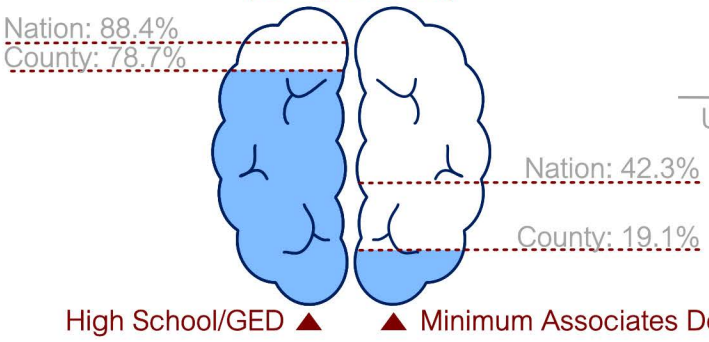
Land Area: 368 sq miles

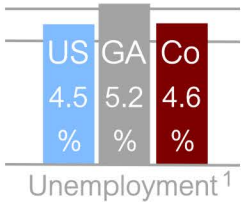
Municipalities/Cities: Monticello* and Shady Dale

* County Seat

Colleges/Universities: --

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:



$42,368

$49,620

$53,889



Median Home Value:



$111,200

$148,100

$178,600

[1]

Top 10 Employers:

Associated Staffing Services, Inc.

Dairy Queen.

Dexter Axle Company

Georgia-Pacific Wood Products, LLC

Ingles Markets, Inc.

Jasper Memorial Hospital

Pallets Acquisition, LLC

Permatherm, Inc.

Piedmont Academy, Inc.

Venture Medical Associates, LLC

Top 10 Industrial Sectors:[1]

1. Manufacturing
2. Public Administration
3. Health Care & Social Assistance
4. Retail Trade
5. Accommodation & Food Services
6. Construction
7. Finance & Insurance
8. Arts, Entertainment & Recreation
9. Wholesale Trade
10. Transportation & Warehousing

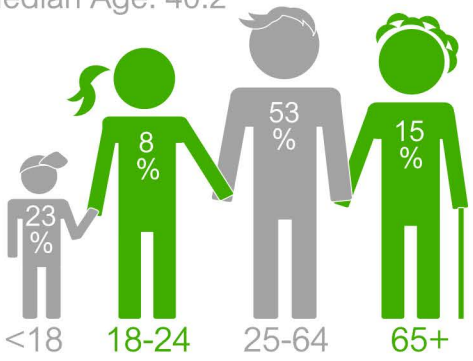
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Madison County

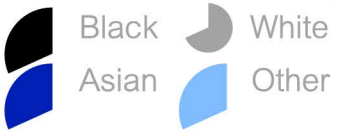
CEDS SNAPSHOT

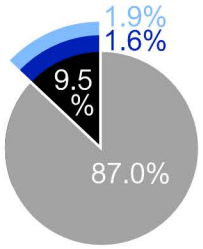
Population: 28,441 people (2015 estimate)

Median Age: 40.2



30,269 people by 2025[1]

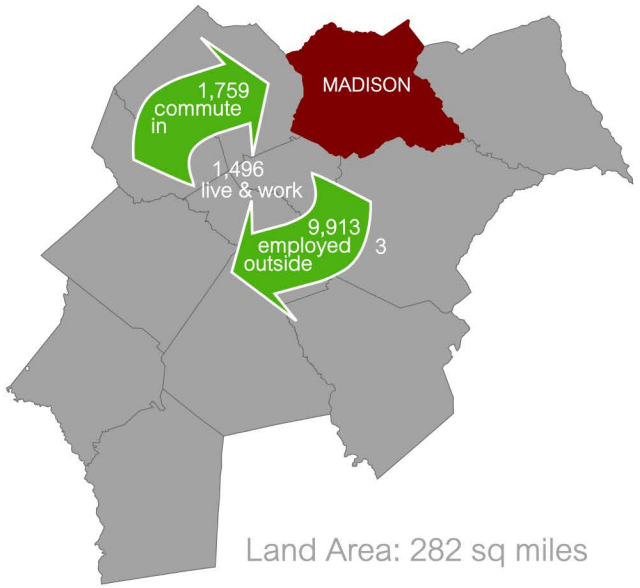




Hispanic Population: 4.9%

Minority Population: 13.0%

[2]



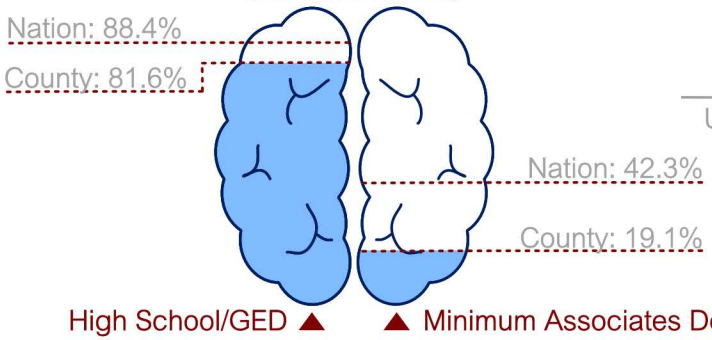
Land Area: 282 sq miles

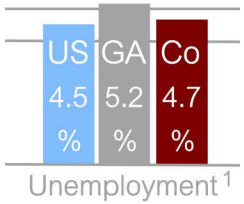
Municipalities/Cities: Carlton, Colbert, Comer, Danielsville*, Hull, and Ila

* County Seat

Colleges/Universities: --

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:

$41,912

$49,620

$53,889



Median Home Value:

$122,700

$148,100

$178,600

[1]

Top 10 Employers:

Dollar General

First Madison Bank & Trust, Inc.

Georgia Metals, Inc.

Golden Pantry Food Stores, Inc.

Hardee's

Ingles Markets, Inc.

Jackson Electric Membership Corporation

Madison County Health & Rehabilitation

Medlink Rabun

Superior Trailers Of Georgia, Inc.

Top 10 Industrial Sectors:[1]

1. Retail Trade
2. Health Care & Social Assistance
3. Construction
4. Manufacturing
5. Accommodation & Food Services
6. Finance & Insurance
7. Admin., Support, Waste Mgmt., Remediation
8. Professional Scientific & Technical Svc
9. Transportation & Warehousing
10. Wholesale Trade

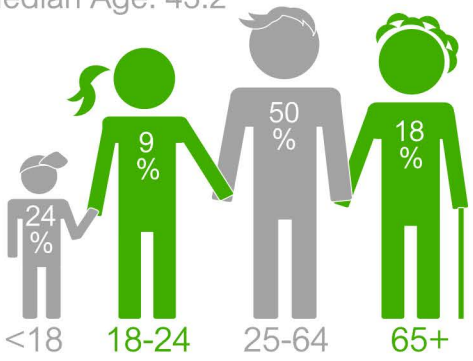
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Morgan County

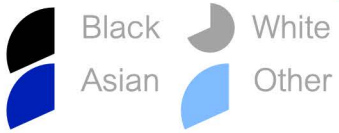
CEDS SNAPSHOT

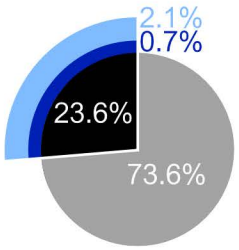
Population: 18,046 people (2015 estimate)

Median Age: 43.2



19,734 people by 2025[1]

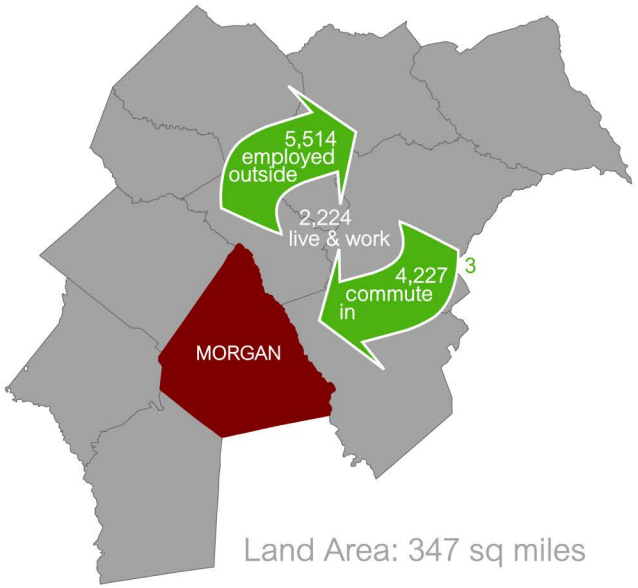




Hispanic Population: 3.0%

Minority Population: 26.4%

[2]



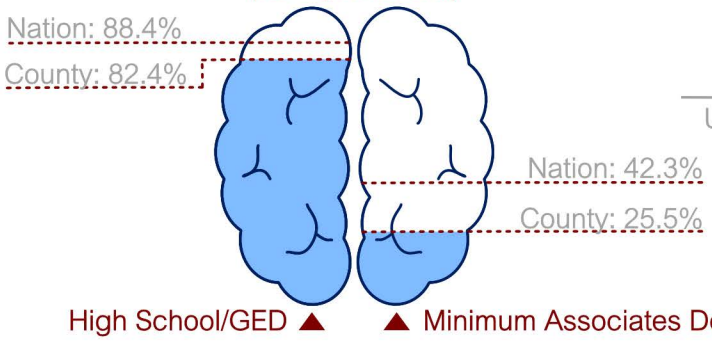
Land Area: 347 sq miles

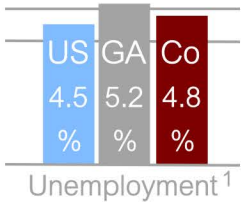
Municipalities/Cities: Bostwick, Buckhead, Madison*, and Rutledge

* County Seat

Colleges/Universities: --

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:



$51,820

$49,620

$53,889



Median Home Value:



$182,900

$148,100

$178,600

[1]

Top 10 Employers:

1. Bard Manufacturing Company, Inc.
2. Camp Twin Lakes, Inc.
3. Etcon Employment Solutions
4. Flambeau Corporation
5. Georgia-Pacific Wood Products, LLC
6. Ingles Markets, Inc.
7. Mannington Carpets
8. Pennington Seed, Inc.
9. Townsend Tree Service Company, LLC
10. Walmart

Top 10 Industrial Sectors:[1]

1. Accommodation & Food Services
2. Manufacturing
3. Retail Trade
4. Admin., Support, Waste Mgmt., Remediation
5. Health Care & Social Assistance
6. Public Administration
7. Other Services (except Public Administration)
8. Wholesale Trade
9. Construction
10. Finance & Insurance

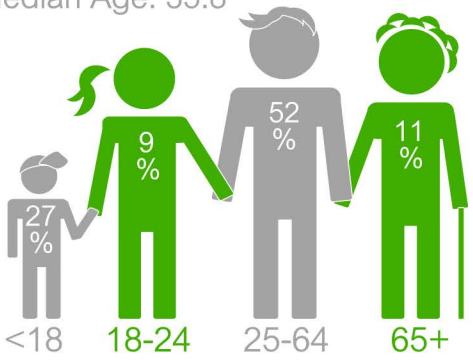
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Newton County

CEDS SNAPSHOT

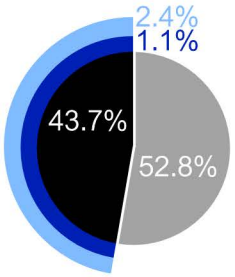
Population: 105,473 people (2015 estimate)

Median Age: 35.8



128,095 people by 2025[1]

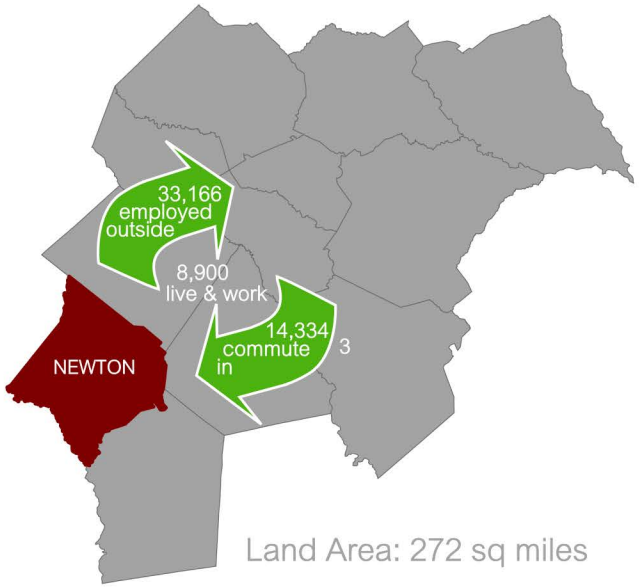




Hispanic Population: 5.3%

Minority Population: 47.2%

[2]



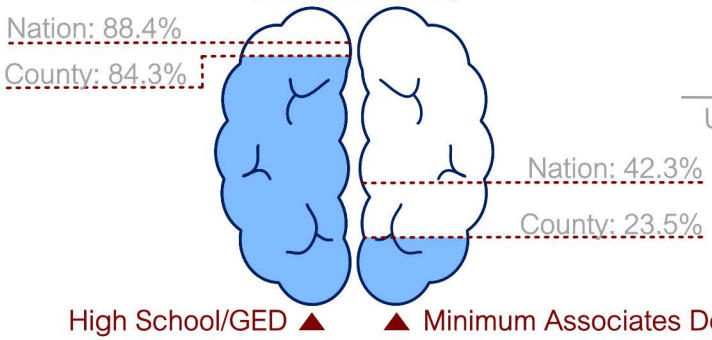
Land Area: 272 sq miles

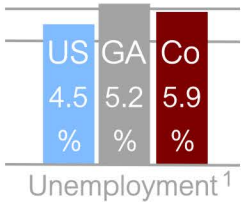
Municipalities/Cities: Covington*, Mansfield, Newborn, Porterdale, and Oxford

* County Seat

Colleges/Universities: Emory-Oxford College, Perimeter College, Georgia Piedmont Tech., and Troy University

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:

$49,179

$49,620

$53,889



Median Home Value:

$115,500

$148,100

$178,600

[1]

Top 10 Employers:

C R Bard, Inc.

Covington Moulding Co

General Mills Operations, Inc.

Newton Health System, Inc.

Nisshinbo Automotive Manufacturing, Inc.

Pactiv Corporation

SKC, Inc.

South East Employee Leasing Service

The Kroger Company

Walmart

Top 10 Industrial Sectors:[1]

1. Manufacturing
2. Retail Trade
3. Accommodation & Food Services
4. Health Care & Social Assistance
5. Admin., Support, Waste Mgmt., Remediation
6. Construction
7. Public Administration
8. Wholesale Trade
9. Professional Scientific & Technical Svc
10. Transportation & Warehousing

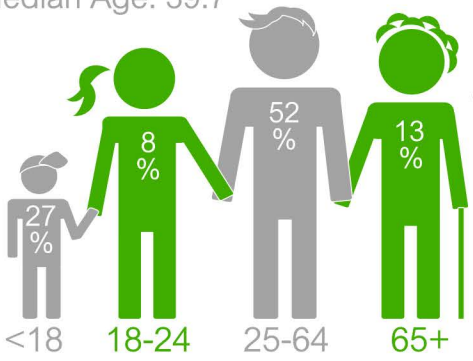
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Oconee County

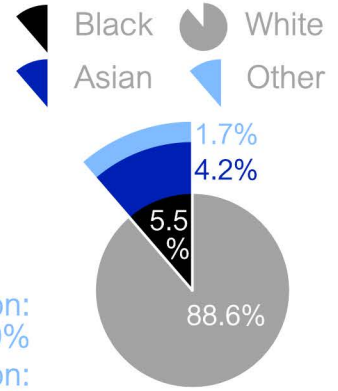
CEDS SNAPSHOT

Population: 35,965 people (2015 estimate)

Median Age: 39.7



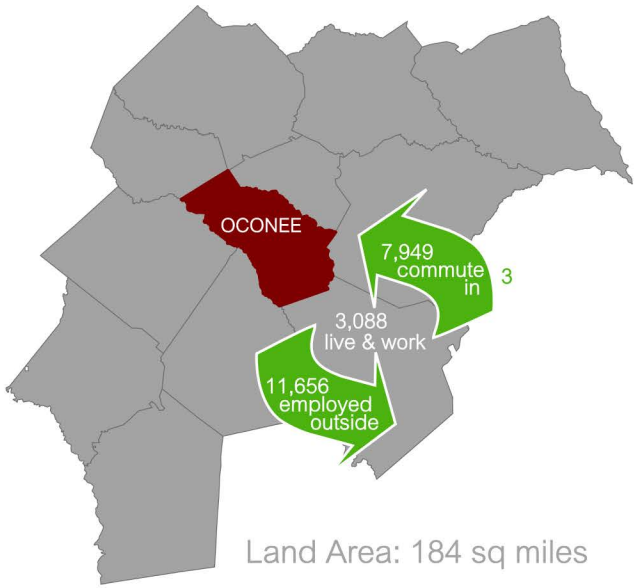
42,056 people by 2025[1]



Hispanic Population: 4.9%

Minority Population: 11.4%

[2]



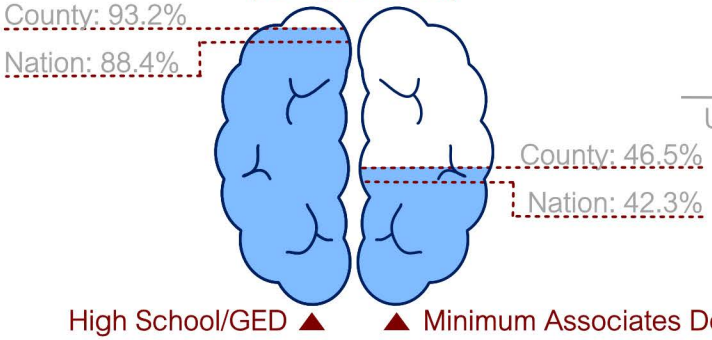
Land Area: 184 sq miles

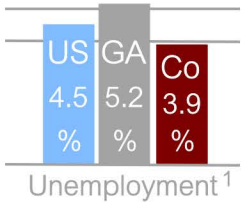
Municipalities/Cities: Bishop, Bogart, North High Shoals, and Watkinsville*

* County Seat

Colleges/Universities: University of North Georgia

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:





Median Home Value:



[4]

Top 10 Employers:

Athens Academy, Inc.

Benson's Bakery

Caterpillar

Family Life Enrichment Center

Industrial Mechanical Inc.

Lowe's Home Centers, Inc.

St. Mary's Health Care

University of North Georgia

Wal-Mart

Zaxby's Inc.

Top 10 Industrial Sectors:[1]

1. Education Services
2. Retail Trade
3. Accommodation & Food Services
4. Health Care & Social Assistance
5. Professional Scientific & Technical Svc
6. Admin., Support, Waste Mgmt., Remediation
7. Management of Companies & Enterprises
8. Manufacturing
9. Construction
10. Wholesale Trade

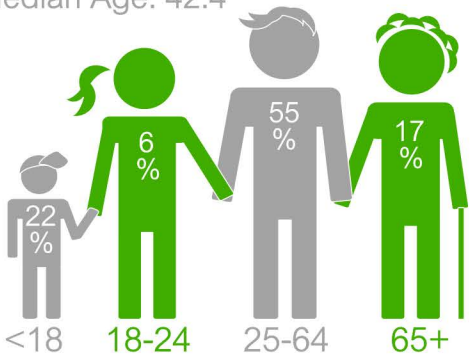
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014) 4. Oconee County Economic Development (2017)

Oglethorpe County

CEDS SNAPSHOT

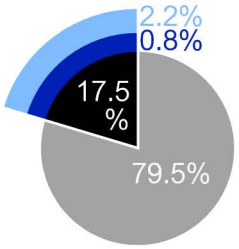
Population: 14,871 people (2015 estimate)

Median Age: 42.4



14,817 people by 2025[1]

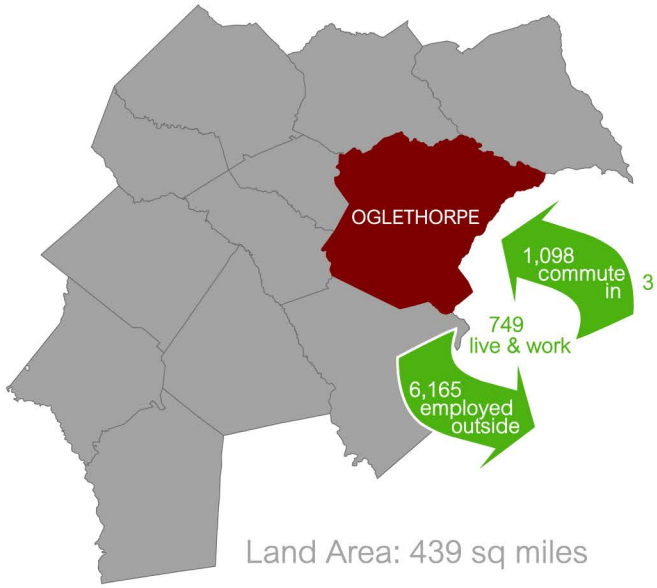




Hispanic Population: 3.9%

Minority Population: 20.5%

[2]



[3]

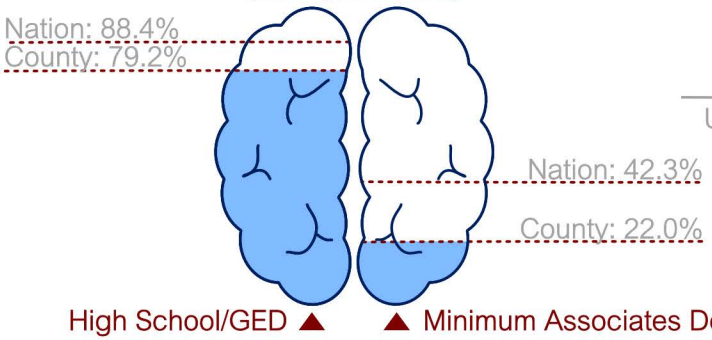
Land Area: 439 sq miles

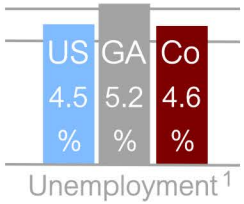
Municipalities/Cities: Arnoldsville, Crawford, Lexington*, and Maxeys

* County Seat

Colleges/Universities: --

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:

$44,226

$49,620

$53,889



Median Home Value:

$121,200

$148,100

$178,600

[1]

Top 10 Employers:

Bells Food Market, Inc.

Centurion Poultry

Greater Georgia Printers, Inc.

Hill Phoenix, Inc.

J & J Chemical Company

James Greenhouses, Inc.

Laurelwood Log Homes, LLC

Madison Health & Rehab

Pristine Golf, LLC

The Commercial Bank

Top 10 Industrial Sectors:[1]

1. Agriculture, Forestry, Fishing & Hunting
2. Construction
3. Manufacturing
4. Retail Trade
5. Health Care & Social Assistance
6. Admin., Support, Waste Mgmt., Remediation
7. Mining
8. Other Services (except Public Admin.)
9. Accommodation & Food Services
10. Transportation & Warehousing

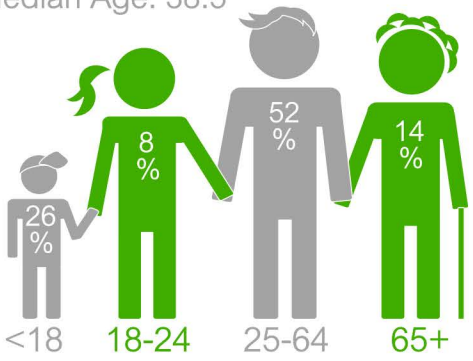
Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)

Walton County

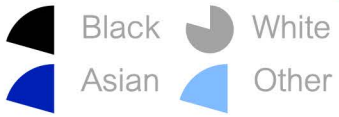
CEDS SNAPSHOT

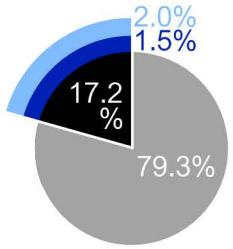
Population: 88,399 people (2015 estimate)

Median Age: 38.5



107,206 people by 2025[1]

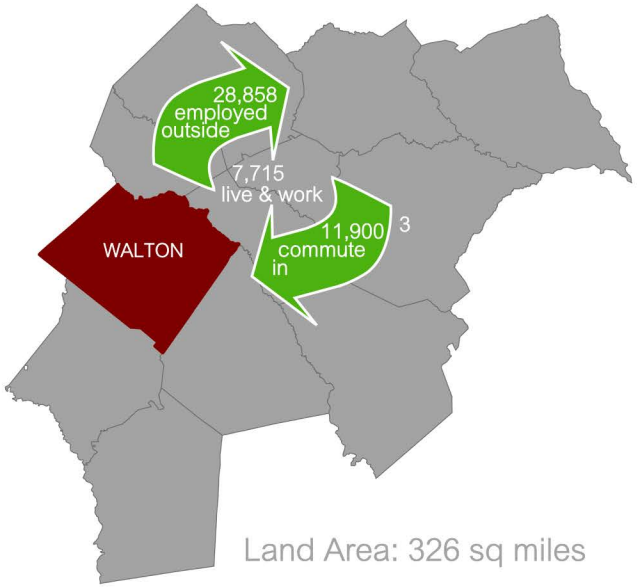




Hispanic Population: 4.1%

Minority Population: 20.7%

[2]



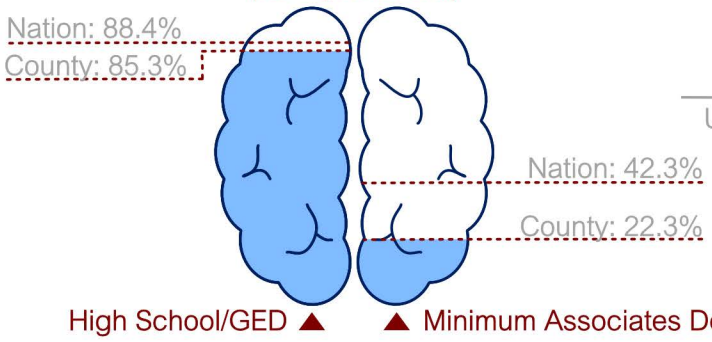
Land Area: 326 sq miles

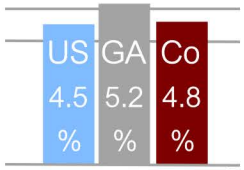
Municipalities/Cities: Good Hope, Loganville, Monroe*, Social Circle, and Walnut Grove

* County Seat

Colleges/Universities: Athens Technical College

Educational Attainment:[2] (25+ years old)





Unemployment[1]

[2]

Median Household Income:

$54,453 (US)

$49,620 (GA)

$53,889 (Co)



Median Home Value:

$152,900 (US)

$148,100 (GA)

$178,600 (Co)

[1]

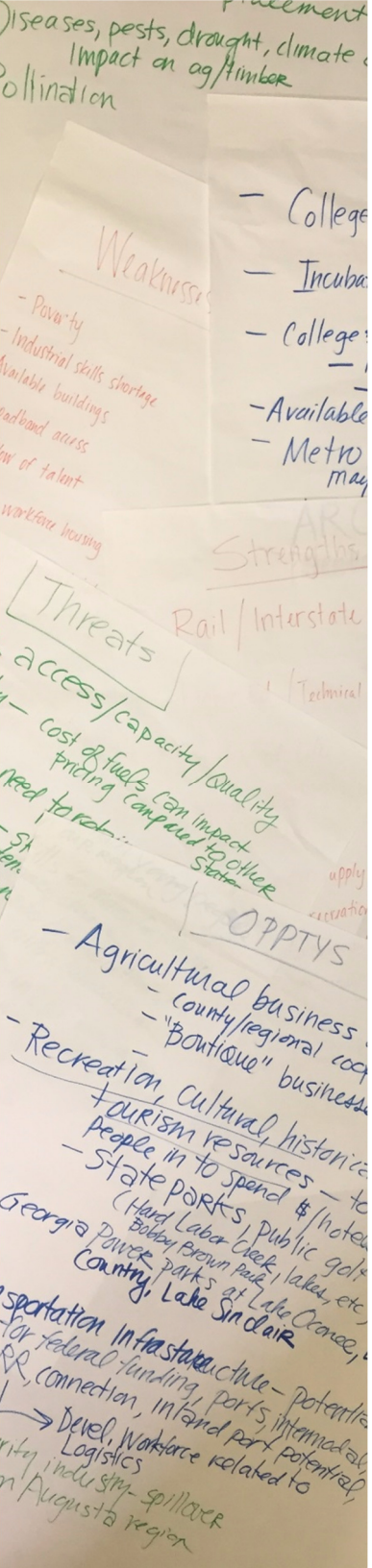
Top 10 Employers:

1. Apollo Staffing
2. Bxl Covington
3. Excel Logistics
4. Hitachi Automotive Products (USA), Inc.
5. L & P Materials Manufacturing, Inc.
6. Pike Electric, LLC
7. Standridge Color Corporation
8. Tucker Door & Trim, LLC
9. Walmart
10. Walton Regional Medical Center

Top 10 Industrial Sectors:[1]

1. Retail Trade
2. Manufacturing
3. Construction
4. Education Services
5. Accommodation & Food Services
6. Health Care & Social Assistance
7. Admin., Support, Waste Mgmt., Remediation
8. Public Administration
9. Wholesale Trade
10. Professional Scientific & Technical Svc

Sources: 1. Georgia Department of Labor (2016) 2. U.S. Census Bureau, American Community Survey, 5-year Estimate (2011-2015) 3. U.S. Census Bureau, On the Map (2014)



Chapter 3

SWOT Analysis

The CEDS Committee and NEGRC staff conducted a regional Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis following a review of county and regional demographic and economic data. In addition, 343 regional community members, elected officials, and local government staff provided insight via an online survey.

The following page lists the key themes and topics identified by the SWOT analysis; this investigation assisted the CEDS Committee in articulating the Action Plan, presented in Chapter 4. Refer to Appendix A for the complete SWOT analysis results.

Strengths:

- Intermodal transportation
- Local colleges, universities, & K-12 schools
- Quality of life
- Central location (city, mountains)
- Natural & cultural resources
- Supply of available land
- Cooperation
- Strong & growing clusters
- Local economic development staff
- Charities & non-profits
- Creativity
- Independence
- Skilled & educated citizenry
- Lack of traffic congestion
- Destinations & events
- “Small town feel”

Weaknesses:

- Lack of high-speed internet
- Gaps in cellular coverage
- Lack of industry-ready sites
- Lack of infrastructure improvements
- Disconnect between employers & qualified applicants
- Lack of professional jobs
- Outflow of talent (“brain drain”)
- Poor “soft skills” in youth
- Limited workforce housing
- High poverty rates
- Insufficient local code enforcement
- Lack of public participation
- Resistance to change
- Lack of health & safety services

Opportunities:

- Grants & tax credits
- Collaboration & partnerships
- New wireless technologies
- Local training programs
- Local entrepreneurs & start-ups
- Agricultural & boutique businesses
- Tourism
- For-sale land
- Nearby clusters & development
- Metro Atlanta’s increasing cost of living
- Commercial air & rail transportation
- County-level economic development plans
- After-school spaces & programs

Threats:

- Potential rise in energy costs
- Increased burden on infrastructure
- Inadequate tax revenue to balance demands on public utilities and infrastructure
- Gaps in workforce development
- Societal view of “blue-collar” jobs
- Falling unemployment rates
- Future of the water supply
- Environmental threats (pests, disease, changing climate)
- Lack of established public information & marketing (regional scale)
- Aging rural populations
- Rising housing costs & other living expenses
- Loss of unique local identity


TUNDRA

Action Items

The Action Items identified herein are intended to guide economic development throughout Northeast Georgia by building upon existing strengths and pursuing opportunities that will overcome weaknesses and reduce the impacts of threats to the region's economy. The CEDS Committee, with additional stakeholder input, identified the following economic development Action Items for the Northeast Georgia Region:

- Develop and Implement Public Information & Marketing for the Region
- Support and Encourage Local Entrepreneurs & Artists
- Public- Private- Non-Profit Partnerships to Address Local Weaknesses & Threats
- Foster a Skilled & Dedicated Workforce
- Establish Information Systems and Partnerships to Face Environmental Threats

Chapter 4 presents the Action Plan and identifies strategies, tasks, and performance measures for each Action Item. Strategies that build Northeast Georgia's economic resilience are highlighted.



Chapter 4

Action Plan

The Action Plan identifies strategies, tasks, key facilitators, and performance measures for each Action Item. The plan is intended to reinforce and grow Northeast Georgia's nuanced economy while identifying methods to strengthen the region's economic resilience. This plan aligns with the Georgia Department of Economic Development's (GDEcD) mission to "attract new business investment, encourage the expansion of existing industry and small businesses, align workforce education and training with in-demand jobs, locate new markets for Georgia products, attract tourists to Georgia, and promote the state as a destination for arts and location for film, music and digital entertainment projects [...]" Local elected officials, government staff, the NEGRC, business owners, and educators are essential to champion the following initiatives.

The Resilience Builder emblem highlights opportunities to strengthen economic resilience against natural disasters, changing weather patterns, economic downturns, pests or disease, and other threats facing the region's economy.

Note:

Action Items are not numbered in order of importance. Key facilitators should prioritize the following based on existing capabilities, available funding, and achievability.

Action Item 1

Develop and Implement Public Information & Marketing for the Region



The CEDS Committee identified Northeast Georgia's current lack of an efficient system for the comprehensive collection, synthesis, and distribution of local marketing, event, and tourist information as a substantial weakness. Due to much of the region's rural nature, local entities are experiencing a lack of visibility to outside entities and difficulty establishing and maintaining a web presence. The SWOT analysis identified Northeast Georgia's numerous historic, agricultural, cultural, and natural resources as strong, but underappreciated assets. It also identified the available land and industrial sites as attractive incentives for new businesses and development. The following strategies intend to increase the visibility of local communities and provide tools to those with limited resources.

Vision: Comprehensive, widespread, and easy-to-use maps and information that facilitate regional and global connections.

Key Facilitators: Joint Development Authority of Northeast Georgia (JDANEG), Main Street Managers, Chambers of Commerce, local government staff, GDEcD Tourism Division, Georgia Regional Tourism Project Managers (Classic South, Historic Heartland, and Northeast Georgia Mountains), NEGRC Planning & Government Services (PGS) Division

Strategy 1.a | Promote a Northeast Georgia web presence

Tasks:

- Create and manage a Northeast Georgia economic development website.
- Explore feasibility and potential impact of a Northeast Georgia economic development social media presence and smartphone App.
- Catalog and capitalize upon existing tourism and economic development-related promotional efforts in Georgia and the Southeast (ex. Georgia Power's Select Georgia Maps, Historic Heartland travel region, Georgia Agritourism Association, GDEcD).
- Support local community and regional development and maintenance of online materials (including the JDANEG website and ED Pros Trails Connectivity Project).

Performance Measures:

- Identify desired "hits" per month for applicable webpages
- Northeast Georgia listing counts on GDEcD site and other national or global databases
- Word of mouth (local officials & staff)
- Set goals for numbers of social media followers (if account(s) established)
- Periodic polling: "How did you hear about __?"
- Number of App downloads (if created)

Northeast Georgia's web presence will serve as a gateway to the region for developers, business owners, visitors, and prospective residents. Region-wide maps, projects and event highlights, and links to local governments should be readily available online. Residents and business owners from Northeast Georgia and surrounding areas should have easy access to updates regarding regional events, little-known local destinations, new businesses, and other Northeast Georgia economic development news.

Economic development-focused social media and a comprehensive website would serve as a regional platform for the exchange of ideas and dissemination of information: a powerful tool when confronted with threats to the regional economy including pests, disease, drought, and damaging storms.

Strategy 1.b | Aggregate a public, comprehensive, and accessible directory of opportunities and incentives for development in the region

Tasks:

- Monitor and improve regional presence on existing economic development directories (ex. Georgia Power's Select Georgia Maps).
- Create and manage an inventory of vacant land, vacant buildings/spaces, Opportunity Zones (OZs), Revitalization Area Strategy (RAS) designations, Camera-Ready Communities, and other economic incentives and opportunities.
- Create static maps and graphics; explore options for interactive maps.
- Create and manage a list of funding and other opportunities for local entrepreneurs and artists (see Action Item 2).
- Connect visitors to county and municipal websites and resources.

Performance Measures:

- Word of mouth (local officials & staff)
- Periodic polling: "How did you hear about __?"

Northeast Georgia has a supply of vacant land and development incentive programs in place. Creating and maintaining an inventory of available properties and industry-friendly programs (such as Camera-Ready Communities, Opportunity Zones, and Job Tax Credits) throughout the 12-county region will increase visibility for all areas of Northeast Georgia and connect developers and entrepreneurs with the appropriate local government staff (see Strategy 3.d for regional business-incentive objectives).

Easy-to-find information is essential to recruit desired businesses and new development; with 12 counties and over 50 municipalities, Northeast Georgia's communities should coordinate recruiting and marketing efforts to attract profitable and diverse industries to all areas of the region.

Strategy 1.c | Comprehensive and accessible regional tourism

Tasks:

- Create and manage a publicly accessible inventory of historic landmarks, festivals and events, tours, and other visitor attractions.
- Support local, regional, and statewide efforts to improve and expand existing tourism-related programs (including Georgia Main Street Communities, the Georgia Department of Economic Development's (GDEcD) "Explore Georgia," historic preservation efforts, and park and trail improvements).
- Create static maps and graphics; explore options for interactive maps.
- Make information available via regional economic development websites, social media, and county/municipal websites.

Performance Measures:

- Northeast Georgia listing counts on GDEcD site and other national or global databases
- Track webpage "hits"
- Periodic polling: "How did you hear about __?"

The 12 Northeast Georgia counties encompass over 290 square miles of local, State, and federal park and forest lands, along with portions of three major water bodies (including Lakes Oconee and Sinclair). The region is also home to over 200 sites and districts on the National Register of Historic Places. Thirteen municipalities are designated Georgia Main Street Communities; two are recognized Georgia Exceptional Main Streets (GEMS). In addition to everyday tourism opportunities, the region offers annual festivals, seasonal sporting events and recreation, and unique art and cultural experiences.

Comprehensive, easy-to-find information for the entire Northeast Georgia Region will attract first-time visitors and illuminate new options for those returning to the region.

Tourism helps fund the maintenance and protection of natural resources that support the region's quality of life through improved air quality, water access, and physical and mental health. Robust environmental systems boost resilience to drought, storms, and disasters affecting clean air and water.

Strategy 1.d | Highlight the efforts and successes of local partnerships

Tasks:

- Create and manage a publicly accessible inventory of philanthropic projects, inter-jurisdictional partnerships, and other stories of cooperative efforts in the region.
- Incorporate examples of charitable efforts into promotional materials.

Performance Measures:

- Recognition of local philanthropy by state or nationally distributed publications
- Track webpage "hits"
- Word of mouth (local officials & staff)

Successful partnerships exist throughout Northeast Georgia. From paving projects to new industrial parks to improved access to locally grown foods, local public- private- non-profit partnerships are developing out-of-the-box solutions to regional issues. Sharing success stories and unique solutions will promote the region's dedication to public service and offer local partnership models for other areas of the region and nation.

Action Item 2

Support and Encourage Local Entrepreneurs & Artists

Northeast Georgia is a region of creativity and ingenuity. From renowned music groups (such as The B-52s, R.E.M., of Montreal, Widespread Panic, and Drive-By Truckers) to commercial startups (including Zaxbys, Red Dress Boutique, Barberitos, and Terrapin Beer Co.), the region has historically fostered artistic and entrepreneurial spirit.

Today, Northeast Georgia is home to 13 local college and university campuses with over 500 undergraduate programs of study, encouraging new ideas and leadership. However, results of the SWOT analysis identified a number of threats to regional retention of entrepreneurs. Local efforts to improve communications technology, expand access to discounted or shared workspaces and tools, and organize local seminars will continue Northeast Georgia's tradition of building success from the ground up.

Vision: A region built on a history of entrepreneurship that embraces new technologies and creative innovation.

Key Facilitators: JDANEG, Chambers of Commerce, local government staff & elected officials, local educational institutions (including the Small Business Development Center at UGA and Northeast Georgia SCORE), Downtown Development Authorities (DDAs), Main Street Managers, NEGRC PGS Division



Photo Credit: Town of Braselton

Strategy 2.a | Improve understanding of existing and preparedness for future communication technologies

Tasks:

- Educate the community on existing and upcoming broadband and next-generation internet options.
- Identify potential barriers to and issues with expansion of cellular and broadband or 5G internet services and educate local government staff and elected officials.
- Pursue incentives and funding for cellular and broadband expansion.
- Support initiatives and legislation that subsidize rural internet and cellular service expansion, particularly via urban area expenditures.

Performance Measures:

- Regular reports identifying local providers' service area expansions
- Newly awarded grants or established incentives

Areas of Northeast Georgia still experience gaps in cellular coverage and limited access to high-speed internet service. Internet providers are working to extend fiber and new 5G wireless technology; however, many rural areas are experiencing a reduction in coverage as these new technologies are implemented. Local government staff and elected officials should consider potential opportunities and threats when updating regulations and permits to allow for further internet and cell tower expansion. Education is also important with regards to existing technology: while comprehensive fiber and 5G service may not reach the more rural, isolated areas of the region for some time, there are retrofitting options available.

Cellular and internet access are essential communication tools. High-speed internet connects local businesses to the global market and provides opportunity for diverse sources of revenue. Ensuring local residents and business owners are using the latest technologies facilitates distribution of important information leading up to a foreseen threat or following a disaster.

Strategy 2.b | Create new and expand existing business incubators and shared spaces and/or equipment

Tasks:

- Incorporate new technologies (ex. 3D printers, high-speed internet access, computers equipped with engineering and design software) into new public facilities such as libraries and community centers.
- Work with local high schools and technical colleges to expand existing business incubators and program new shared spaces and equipment.
- Facilitate the transfer of knowledge, particularly through expanded apprenticeship and/or internship opportunities for students, trainees, and novice entrepreneurs to work alongside experienced professionals.

Performance Measures:

- Track the number of jobs created and retained by businesses within business incubators
- Track annual business "births"
- Use tools like Innovation 2.0 to track regional business incubators in comparison to the rest of the county

New technologies, tools, and professional workspaces are often cost-prohibitive for entrepreneurs, artists, and small businesses. Shared facilities, tools, and materials offer opportunities for creativity and entrepreneurship for all ages. Membership programs, subsidized rentals, and educational partnerships minimize costs and encourage collaboration. In addition, they encourage the dynamic transfer of knowledge, building a knowledgeable workforce with hands-on experience. Existing programs and projects in the region include the UGA Innovation Gateway, Northeast Georgia SCORE, the City of Auburn's Whistlestop Shops, and UGA Small Business Development Center.

Shared costs and minimized overhead increases small business' resilience against economic downturns. Collaborative environments also encourage multi-generational and inter-disciplinary partnerships, which help inspire new business concepts and unique responses to economic shifts.

Strategy 2.c | Connect local artists and entrepreneurs with funding and promotional opportunities

Tasks:

- Create and manage a publicly accessible inventory of competitions, grants, and other sources of funding (coordinate with Action Item 1).
- Collaborate with local businesses to showcase local artists.
- Collaborate with local artists or startups to revitalize vacant storefronts.
- Develop programs that highlight local entrepreneurs, artists, and small businesses.

Performance Measures:

- Reduced vacancies of downtown storefronts
- Number of attendees to related local events
- Quantity of awarded funds to local artists and/or entrepreneurs
- Track associated webpage "hits"

Local governments, artists, and startups generally have limited monetary resources. State, Federal, non-profit, and private funding is available, but often difficult to navigate. The region should develop methods to actively connect citizens to these opportunities.

Many Northeast Georgia communities are working to revitalize their historic downtowns and create central live-work-play districts. Simultaneous promotion of local artists, entrepreneurs, and business opportunities creates a synergy between the character and economy of an area. Happenings that mix business, art, and culture (ex. pop-up art exhibits in vacant storefronts, art shows hosted at downtown businesses, or events that spotlight local entrepreneurs) help to sustain an active downtown environment and support the local economy.

Action Item 3

Public- Private- Non-Profit Partnerships to Address

Local Weaknesses & Threats

The region's small town and agricultural background has instilled a tradition of successful and unique partnerships. Counties and municipalities are improving infrastructure, expanding utilities, and creating local jobs through interjurisdictional and public-private partnerships. Businesses and non-profits in the region are teaming up to address issues such as homelessness, hunger, and the protection of natural resources.

Continued cooperation is crucial to locate new development, manage infrastructure and natural resources, and provide outstanding access to medical care and other services. The SWOT analysis identified poverty, infrastructural insufficiencies, and limited tax revenues as significant weaknesses and threats in the region. The following strategies promote a pooling of local government resources, with additional support from State, Federal, and private funds, to open doors to projects otherwise out of reach.

Vision: A model community for volunteerism and world-class infrastructure.

Key Facilitators: JDANEG, Chambers of Commerce, local government staff & elected officials, local businesses and non-profits, NEGRC PGS & Area Agency on Aging divisions



Bear Creek Regional Reservoir & Treatment Plant

Photo Credit: Online Athens

Strategy 3.a | Distinguish Northeast Georgia as a socially responsible community

Tasks:

- Connect residents and businesses with opportunities to volunteer and donate.
- Identify needs that could be filled by specific local groups (such as retirees or students) and coordinate key stakeholders.

Performance Measures:

- Track increases in local charity event participation, organization memberships, and donations
- Inventory recurring fundraisers and events
- Identify new partnerships or organizations that address local issues
- Note the number of non-profit and charity organization jobs

Social responsibility is an invaluable asset that benefits all aspects of a community. Businesses and non-profits throughout Northeast Georgia already team up to tackle local issues. This cooperation mutually benefits all parties by supporting a cause and demonstrating private companies' dedication to the community. To increase participation and avoid duplication of efforts, residents and nearby businesses should be connected with volunteer and sponsorship opportunities. Volunteerism benefits the economy by attacking local weaknesses and as an attractive community feature for new residents, businesses, and retirees.

Strategy 3.b | Address existing gaps in utilities and public services through interjurisdictional partnerships

Tasks:

- Ensure comprehensive and timely access to emergency medical services and hospitals throughout the region.
- Compare future land use maps and utility expansion plans to identify and pursue shared cost or resource opportunities.
- Explore and pursue alternative energies (including solar and wind).
- Identify and pursue opportunities to extend public transit and improve multi-modal transportation options across county lines.
- Pursue the expansion of high-speed internet access to all areas of the region.

Performance Measures:

- New utility or infrastructure projects that benefit multiple jurisdictions
- New or improved medical services
- New bus routes, bicycle lanes, sidewalks, rail lines, and road projects
- Increased sanitary sewer or water capacity

Northeast Georgia is beginning to transition from its traditional rural, low-density development patterns to a higher-density mix of uses along highway corridors and adjacent to metropolitan areas. To continue the attraction of new industry and development, reliable public services must be available. Access to medical facilities, particularly in rural areas, is essential, as are water and sanitary sewer connections. Alternative energy technologies create local supplies of energy, avoid rate fluctuations caused by rising fossil fuel prices, and should be explored and implemented where viable. Successful partnerships have already been achieved in parts of the region; local governments should continue to combine resources to facilitate projects that make sense economically and physically, not dictated by jurisdictional boundaries.

Multi-county and public- private- non-profit partnerships are powerful in building a robust economy. The diversity of funding sources provides stability in the face of economic shifts; multi-jurisdictional cost sharing can shorten project timelines and mitigate the effects of unforeseen impacts.

Strategy 3.c | Prioritize regional transportation projects and secure funding

Tasks:

- Compare applicable MPO plans and county comprehensive plans to identify regional transportation priority projects (including multi-use trails).
- Encourage involvement of local governments in their respective MPOs.
- Identify and pursue sources of funding and cost-sharing options for road, rail, and other transportation projects.
- Explore and incentivize related industries including warehousing, distribution, and logistics.

Performance Measures:

- Regular reports of resurfaced and newly paved lane mileage
- Regular reports of new rail mileage
- Awarding of DOT, GDOT, and other transportation project funding

Northeast Georgia is situated along major transportation routes between Atlanta, Augusta, and seaports in Georgia and South Carolina. Three Metropolitan Planning Organizations (MPOs) cover portions of the region (Athens-Clarke County MPO, Atlanta Regional Commission, and Gainesville-Hall MPO). Interstates I-85 and I-20 run along the northwestern and southern portions of the region; just over 330 linear miles of active freight rail lines cross through 11 of Northeast Georgia's counties. The deepening of the Port of Savannah, upcoming expansion of Hartsfield-Jackson Atlanta International Airport, and increase in the online sale of goods and services, indicate an escalating demand for transportation, distribution, logistics, and warehousing.

Infrastructure projects boost economic resilience both during and after construction, if approached correctly. Sharing project costs and labor spreads the burden as well as the benefit. Cooperative efforts can also expedite critical repairs to aging structures. Locally sourced supplies and employees maximize redistribution of public funds into the region's economy. Once complete, world-class infrastructure attracts a diversity of industries, increases outside investment, and facilitates disaster response.

Strategy 3.d | Identify and pursue opportunities to attract businesses or industries, including multi-county efforts

Tasks:

- Identify opportunities to attract new businesses or expand on nearby specialized clusters.
- Identify available sites and assess feasibility and benefits of publicly-funded site preparation (utilities, grading, infrastructure, construction, and certification).
- Implement incentives to attract new development and local job creation (ex. OZs, RAS designations).

Performance Measures:

- Number of jobs created through projects that received grant-funding
- New multi-county projects
- Inventory active incentive areas (OZs, RAS designations, and others)
- Newly certified sites (ex. Georgia Ready for Accelerated Development (GRAD) certification)

Georgia Job Tax Credits (JTC) are available for businesses engaged in manufacturing, warehousing and distribution, processing, telecommunications, broadcasting, tourism, or research and development. JTCs are broken into four tiers; the Georgia Department of Community Affairs (DCA) ranks each county's tier annually, based on unemployment rates, per capita income, and poverty rates. 2017 JTCs are as follows:[1]

Tier 1 (2+ new jobs = $3,500 credit/job)	Athens-Clarke
Tier 2 (10+ new jobs = $2,500 credit/job)	Elbert, Greene, Newton
Tier 3 (15+ new jobs = $1,250 credit/job)	Barrow, Jasper, Madison, Oglethorpe, Walton
Tier 4 (25+ new jobs = $750 credit/job)	Jackson, Morgan, Oconee

Additional State and Federal incentives are also available for the active recruitment of new businesses and industries into the region. Fourteen communities in Northeast Georgia have designated Opportunity Zones, which offer credits similar to JTCs, while the cities of Winder and Porterdale are awaiting Revitalization Area Strategies (RAS) designation from the Georgia DCA.

Multi-county efforts to attract businesses to the region and create local jobs have proven successful. This strategy identifies the need for county and municipal collaboration to directly recruit commercial and industrial development.

[1] Refer to the Georgia DCA for most recent JTC Rankings.

Strategy 3.e | Improve relationship between agricultural land uses & nearby development

Tasks:

- Provide opportunities for the public to directly benefit from local agriculture (ex. farmers markets, farm-to-table or farm-to-school programs).
- Provide publicly accessible information on the economic impacts of local industries including timber and agriculture.
- Update local land use plans and development regulations to mitigate conflicts between intense agricultural uses and residential development.

Performance Measures:

- Number of jobs created and retained by agricultural industries
- Expansion of local agritourism
- New agriculture-based partnerships (ex. Farm-to-table, farmers markets)

Agriculture is an important component to the region's economy. Overall, agricultural land uses demand less from public services, like schools and utilities, than residential and many commercial uses. In addition, poultry operations are consistently top employers in the region. Unfortunately, increases in the scale of poultry operations and industrial-scale agriculture have decreased agriculture's compatibility with neighboring land uses.

Development will continue to push up against agricultural operations throughout the region as aging farmers subdivide land amongst their heirs, new residents are drawn to rural areas' bucolic scenery, and developers recognize the quantity of available land. Land use and development regulations that balance the demands of residential development and the needs of agricultural operations should be addressed in local Comprehensive Plan updates and Zoning Ordinances. Efforts should be made to educate the public of the benefits of the region's agricultural businesses.

Action Item 4

Foster a Skilled & Dedicated Workforce



Unemployment rates have fallen significantly since the recent recession. Successful workforce training programs have been implemented through cooperative efforts between local employers, technical colleges, and the State. Local universities and colleges offer opportunities for higher education while High School Academies offer skill-building programs to younger students. The SWOT Analysis identified concern for younger generations' underdeveloped interpersonal ("soft") skills and a shortage of workers trained to service and maintain the machinery used for manufacturing and agriculture. The CEDS Committee found residents' low educational attainment for two and four-year degrees and the rising median ages of counties along the eastern portion of the region suggestive of a regional "brain drain" (loss of locally educated youth). The following strategies are intended to retain, train, and attract educated and skilled workers.

Vision: A diligent, self-disciplined culture supported by a collaboration of education institutions, local employers, and industry leaders to meet existing and future business demands.

Key Facilitators: JDANEG, local educational institutions, Chambers of Commerce, local government staff, GDOL, NEGRC PGS & Workforce Development divisions

Strategy 4.a | Support and expand advanced (high school and higher) skill-building programs

Tasks:

- Advocate the expansion of existing High School Career Academies.
- Continue to open High School Career Academies throughout the region.
- Provide input in curriculum development based on statistical data and projections (identify and target high-paying market sectors).
- Expand programs that build soft skills alongside certification or training.
- Expand apprenticeship and internship programs in cooperation with local technical colleges, businesses, and industries.

Performance Measures:

- Opening of new academies
- Internship placement in local jobs
- Student academy enrollment numbers
- Post-graduate placement in local jobs

Hands-on training, certification, and soft-skill building programs are essential to combating poverty and unemployment and attracting and industries and employers to the region. Residents and students of all ages should have access career building opportunities. Programs that combine certifications or apprenticeships with soft-skill building (such as Morgan Works Certification Program and GDOL's GeorgiaBEST) should be emphasized.

High School Career Academies are the result of collaborative efforts between local departments of education, technical colleges, and business communities. They offer specialized training programs in engineering, biomedicine, technology, robotics, and other valuable areas of expertise. Seven of Northeast Georgia's 12 counties will have Career Academies by 2018. Efforts should be made to expand student access to these academies throughout the region.

Strategy 4.b | Encourage programs that target preschool, elementary, and middle school students

Tasks:

- Research and share case studies for successful programs (particularly in rural areas).
- Support and build programs that incorporate parental education.
- Advocate for STEAM (Science, Engineering, Technology, Art, and Math) programs in local schools.
- Identify barriers and opportunities to incorporate STEAM curricula into K-12 schools.
- Consider opportunities for multigenerational interaction when programming new public facilities.
- Introduce “blue-collar” jobs as lucrative and skilled career options.

Performance Measures:

- Local student achievements in the STEAM fields (ex. competitions, awards)
- Number of new STEM or STEAM programs
- Number of new programs and/or events that encourage cross-generational interactions

Students of all ages should have the opportunity to build valuable career skills. Imparting the hands-on and interpersonal skills that make Northeast Georgia an exceptional place for social service, technology, the arts, manufacturing, and agriculture to younger generations perpetuates the region’s skilled and dedicated citizenry.

Strategy 4.c | Connect employers with skilled and dedicated employees

Tasks:

- Support the efforts of the Northeast Georgia Workforce Investment Board (NEGRC Workforce Development Division) to work with education providers in promoting the region's educational attainment and linking career paths to existing and forthcoming employment opportunities.
- Connect area employers with local university and college career centers and job boards.
- Identify the inherent skills of local residents (particularly marginalized groups) and create training and job opportunities that align with those skills.
- Identify and eliminate barriers that prevent or discourage commuters from both living and working in Northeast Georgia.
- Encourage a mixture of housing to ensure a variety of options are available to all income brackets.

Performance Measures:

- Increase in residents that live and work in the region
- Decrease in unfilled positions at local businesses
- Incorporation of affordable housing options into new developments
- Track and compare home values to local incomes

Successful workforce training programs require regular communication between local educators and employers to ensure graduates are prepared to meet the demands of new technologies and local sectors. These connections are also important to connect program graduates with employers who are looking to hire.

The SWOT Analysis identified the falling unemployment rates as a threat to local businesses since skilled job applicants are becoming increasingly scarce. There is also concern that workers will be drawn out of the region toward the greater number of job opportunities in Metro Atlanta. Current commuter patters show more than half of Northeast Georgia's working residents commuting outside of the region for work while 40% of local employees reside outside of the region and commute in. Initiatives should be taken to match residents' skills with local business demands, identify why such a high percentage of employees in the region live outside the area, and encourage a supply of workforce housing options to compete with nearby metropolitan areas.

Action Item 5

Establish Information Systems and Partnerships to

Face Environmental Threats



Poultry, timber, mining, and other natural resource-reliant industries make up a significant portion of Northeast Georgia's economy. As a result, changing weather patterns, drought, pests, and disease are real threats to regional prosperity. The SWOT Analysis identified locally based State and Federal regulatory and research facilities as an important strength. There are opportunities to improve education and information systems to ensure local stakeholders are aware of current threats, best practices, and ongoing efforts to study and combat pathogens and drought.

Extended drought and the projected increase in storm severity are also safety concerns, particularly due to the rural nature of much of the region. Shelter, emergency medical services, rounding up livestock, and other emergency needs are traditionally met through cooperative community efforts. Procedures for threat responses (including established information networks and support systems) should be formalized to facilitate communication and resourcefulness in the face of a local disaster.

Vision: Prepared and resilient timber and agricultural industries.

Key Facilitators: NEGRC PGS Division, UGA, EPA, USDA, Regional Water Planning Councils, local police & fire departments

Strategy 5.a | Improve education of and communication between local agriculture and timber industry stakeholders

Tasks:

- Open communications with local UGA, EPA, and USDA offices and labs to identify preventative measures, proper precautions, and current actions being taken to prevent and address threats.
- Work with local agriculture and timber industry stakeholders to implement preventative measures and take recommended precautions.
- Develop active information network(s) between UGA, EPA, USDA, and local agriculture and timber stakeholders to advance education, ensure continued use of BMPs, and improve resilience against potential future threats.

Performance Measures:

- Implementation of new BMPs
- Establishment of local professional networks
- Continued absence of local infections

Spread of pests and disease has increased due to the connectedness of the global community and new shifts in weather patterns. The first case of Avian Influenza in Georgia was detected last March (2017) and extensive wildfires have burnt sections of North Georgia and the Okefenokee National Wildlife Refuge in recent months; these serve as reminders of the severity of threats that may face the Northeast Region's agriculture and timber industries.

The University of Georgia (UGA), U.S. Environmental Protection Agency (EPA), U.S. Department of Agriculture (USDA), and other Federal and State agencies located within Northeast Georgia are actively involved in researching preventative measures and solutions to pests and diseases that threaten local agriculture. Local stakeholders should be educated about Best Management Practices (BMPs), proper detection and responses to pests and disease, and current prevention and research efforts at the State and Federal level. Regular communication between local entities will decrease contagion response times and boost creative problem solving.

Strategy 5.b | Monitor and encourage progress on key issues identified by the Middle Ocmulgee, Savannah-Upper Ogeechee, and Upper Oconee Regional Water Planning Councils

Tasks:

- Maintain current information on activities and initiatives within the Northeast Georgia Region.
- Familiarize local governments with Water Planning Council plans, initiatives, and local staff.

Performance Measures:

- Track webpage "hits" for water resource webpage(s)
- Increased investment in water conservation efforts

Responsible water resource management is important to all aspects of life in Northeast Georgia. Tourism to local lakes and rivers depends on water quantity and quality. New residential, commercial, and industrial development requires access to a reliable water supply. Agricultural production also depends on available local water. Continued monitoring of the directives of all three Water Planning Councils is essential to coordinate the efforts of the region as a whole.

In September, 2016, the Georgia Environmental Protection Division (EPD) declared a drought for all 12 Northeast Georgia counties. The region continues to be under a Level 1 Drought Response. Responsible water management is key to maintaining water access and quality during periods of drought and to reducing drought conditions as quickly as possible. Consistent efforts across the region work to minimize lasting impacts on tourism, farming, commercial businesses, and residents.

Strategy 5.c | Support local disaster plan updates and emergency communication networks

Tasks:

- Ensure local Pre-Disaster Mitigation (PDM) Plans are up-to-date.
- Assist communities in creating community facilities that provide support during natural disasters or in emergency response efforts (ex. pursue GEMA/FEMA PDM grants).

Performance Measures:

- Up-to-date PDMs for all counties
- Inventory of new facilities that offer emergency support services
- Awarded PDM grants and/or other project funding

Natural disasters can have lasting effects on local economies. Effective communication systems and response procedures help to mitigate the effects of flash floods, severe thunderstorms, extended drought, and other environmental threats that face the Northeast Region.

Tracking Progress

The NEGRC is governed by a Council of county, municipal, private sector, and state representatives. The Planning & Government Services (PGS) Committee of the NEGRC Council is one of four standing committees, established to consider potential PGS Division projects for inclusion in the NEGRC annual work program, make determinations about Developments of Regional Impact (DRIs), and perform a variety of other functions. On a (typically) monthly basis, the PGS Committee meets to discuss business activity, infrastructure projects, and other planning and government service-related matters within the region. Monthly meetings also provide an opportunity to report matters of importance or interest to the full Council.



The PGS Committee will serve as the monitoring entity for the Northeast Georgia CEDS. In this capacity, PGS Committee members will review the CEDS at least annually to identify progress made in implementing the five Action Items described in the Action Plan. Findings will then be presented to the full Council. Key Facilitators for each Action Item will provide the NEGRC PGS Division performance measure results to be compiled and provided to the PGS Committee prior to each CEDS progress review.

References

- BLS (Bureau of Labor Statistics). (2016). Labor force statistics from current population survey. Retrieved from https://data.bls.gov/timeseries/LNS14000000
- DCA (Georgia Department of Community Affairs). (2014). 110-12-1 Minimum Standards and Procedures for Local Comprehensive Planning. In DCA *Rules of Georgia Department of Community Affairs*. Retrieved from http://www.dca.ga.gov/development/PlanningQualityGrowth/DOCUMENTS/Laws.Rules.Guidelines.Etc/APA/DCARules.LPRs%202014.pdf
- Esri BAO (Business Analyst). (2016). Community Profile. Census 2010 Summary File 1. Esri forecasts for 2016 and 2021.
- GDOL (Georgia Department of Labor). (2016). Northeast Georgia Regional Commission Area Labor Profile. Retrieved from https://explorer.gdol.ga.gov/vosnet/Default.aspx
- U.S. Census Bureau. (2015). American Community Survey tables: 2011 - 2015 (5-year estimates). Retrieved from https://factfinder.census.gov/faces/nav/jsf/pages/download_center.xhtml
- U.S. Census Bureau, Center for Economic Studies. (2014). Census on the map inflow/outflow. Retrieved from https://onthemap.ces.census.gov/
- U.S. EDA (Economic Development Administration). (2014). Cluster Mapping. Retrieved from http://www.clustermapping.us/

Appendix A

Complete SWOT Analysis

The CEDS Committee drafted an initial SWOT analysis during Meeting #1. Online questionnaire responses and CEDS Committee Meeting #2 discussions identified additional items.

The following results served as a guide for developing the CEDS Action Items and Implementation Plan:

Strengths:

- Access to transportation hubs and thoroughfares (rail, ports, air, interstates)
- Local colleges, universities, and K-12 schools
- Recognized local educational programs
- Quality of life (“culturally dense” area)
- Location (proximity to Atlanta, mountains, and lakes)
- Natural, cultural, historical, and recreational resources
- Well-managed regional water supply
- Tourism
- Supply of available land
- Cooperation between local communities
- Improved relationship between the region and State entities
- Professional economic development staff (on-the-ground to attract and promote businesses or areas)
- Camera-ready communities
- The people
- Charities, non-profits, and church groups
- Low poverty (in certain areas)
- Growth
- Higher income housing
- Creativity
- Independence
- Diversity
- Skilled and educated citizenry
- Lack of traffic congestion
- Affordable cost of living
- Destinations and events
- Local government and leadership
- “Small town feel”
- Safety

Weaknesses:

- Lack of comprehensive high-speed internet access and cellular service
- Lack of road, bridge, and public utility improvements
- Lack of industry-ready sites (lack of utilities, sufficient road access, and other site preparation)
- Shortage of hands-on industrial and mechanical skills
- Disconnect between employers and qualified applicants
- Outflow of talent ("brain drain")
- Poor "soft skills" in younger generations
- Education systems' failure to acknowledge skilled trade jobs as lucrative or reputable (particularly K-12)
- Limited supply of workforce housing
- Lack of vacant building space (majority of available land is undeveloped)
- Lack of available professional jobs
- Mixed messages from the State regarding economic development priorities (particularly for rural areas)
- High poverty rates
- Lack of diversity of a minority middle-class
- Over-regulation
- Outdated regulations
- Limited public capital
- Low school quality (in parts of the region)
- Lack of confidence in local leadership
- Insufficient health and safety services

Opportunities:

- Grant and tax incentive programs (Opportunity Zones, U.S. Economic Development Authority, Georgia Department of Community Affairs, Appalachian Regional Commission, and Georgia Department of Transportation, among others)
- Multi-county and municipal collaboration (ex. joint industrial parks, expanded broadband and cellular service, public utility improvements, management of natural resources)
- Transportation and infrastructure improvements (new facilities coming on-line, nearby intermodal connections, and indication of potential increase in Federal funding)
- Local colleges, universities, and high school Career Academies and other specialist programs for K-12 students (opportunity to expand programs and extend skill development and training opportunities to all ages)
- Local entrepreneurs, artists, and small businesses (expand existing business incubators, makerspaces, and other programs that offer shared materials, tools, spaces, and services)
- Agricultural and boutique businesses (farm-to-table, farm-to-school, farmers markets, event venues, teaching farms, and other tourism)
- Restricted development in the nearby Atlanta Metro area
- Potential to build off of growing nearby businesses and development (ex. Baxter, Caterpillar, transportation infrastructure and logistics, cybersecurity industry)
- Metro Atlanta's increasing cost of living (region has more affordable housing options)
- Commercial air and rail transit
- County-scale economic development plans
- After-school programs and spaces for children and young-adults

Threats:

- Potential for increase in electricity costs due to future increase in fuel costs
- Burden on existing roads (trucking, commuting, growth in areas surrounding Metro Atlanta)
- Lack of high-speed internet access and inconsistent cellular coverage
- Gaps in workforce development
- Societal perception that “blue-collar” jobs are low-paying and undesirable
- Falling unemployment rates (if too low, could lead to lack of qualified candidates to fill local jobs and relocation of skilled workers to Metro Atlanta to find work)
- Water supply (continued access, quality, and quantity)
- Environmental threats to agricultural and timber industries (disease, pests, drought, changing weather patterns, reduced pollinator populations)
- Lack of promotion and marketing of local tourism opportunities (by the State, region, and locally)
- Zoning updates needed (to encourage lasting growth and development that retains regional character)
- Aging populations (particularly in rural communities)
- Expansion of “bedroom communities” (adding to tax burden and placing excessive burden on schools)
- Rising housing costs and living expenses
- School quality
- Low-income/rental homes
- Lack of diversity
- Insufficient local code enforcement
- Loss of greenspace, natural resources, and agricultural land
- Crime and drugs
- Low wages, unemployment, and poverty
- Resistance to change and clashing mindsets
- Overcrowding and population shifts
- Pressure from developers to construct high-intensity, low-quality developments
- Traffic congestion and increasing trucking traffic

NEGRC

Northeast Georgia Regional Commission

305 Research Drive

Athens, GA 30605

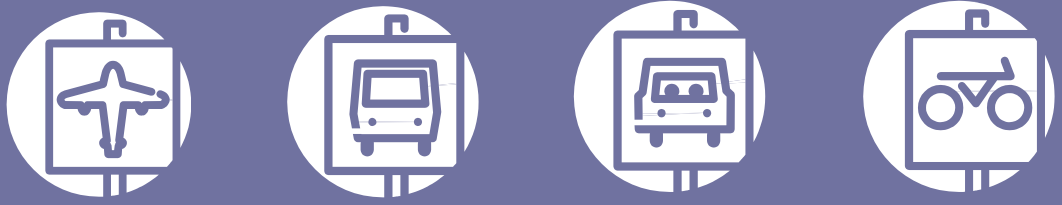
negrc.org



2040

MACORTS

Long Range Transportation Plan



Prepared by :

Athens-Clarke County Planning Department

In Cooperation with:

Madison County Department of Planning & Zoning

Oconee County Planning Department

Georgia Department of Transportation

Federal Highway Administration

Federal Transit Administration

Approved October 8, 2014

MACORTS
MADISON ATHENS-CLARKE OCONEE
REGIONAL TRANSPORTATION STUDY

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY (MACORTS)

YEAR 2040 LONG RANGE TRANSPORTATION PLAN UPDATE

FINAL

October 8, 2014

Prepared by:

The Athens-Clarke County Planning Department

In Cooperation With:

Federal Highway Administration, Georgia Department of Transportation, Madison County Government, Unified Government of Athens-Clarke County, and Oconee County Government

The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily those of the Department of Transportation, the State of Georgia, the Federal Highway Administration, or the Federal Transit Administration.

No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

RESOLUTION BY THE MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY (MACORTS) POLICY COMMITTEE

WHEREAS, federal regulations require that Transportation Plans for urbanized areas must maintain a twenty-five year planning horizon and,

WHEREAS, the Technical Coordinating Committee of MACORTS in coordination with the Federal Highway Administration, Federal Transit Administration, and the Georgia Department of Transportation has reviewed the plan update,

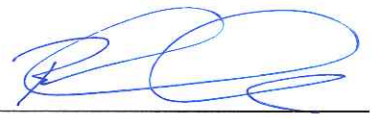
WHEREAS, the Technical Coordinating Committee at its October 1, 2014 meeting recommended the approval of the MACORTS 2040 Long Range Transportation Plan:

NOW, THEREFORE, BE IT RESOLVED that the MACORTS Policy Committee concurs with the recommendation of the Technical Coordinating Committee of MACORTS that the horizon of the MACORTS Transportation Plan be extended to the year 2040 and the MACORTS 2040 Long Range Transportation Plan be approved.

CERTIFICATION

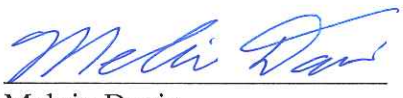
I hereby certify that the above is a true and correct copy of a Resolution adopted by the Madison Athens-Clarke Oconee Regional Transportation Study Policy Committee, at their meeting held on October 8, 2014.

Recommended by:



Brad Griffin
TCC Chairman / MPO Director

October 8, 2014



Melvin Davis
MACORTS Policy Committee Chairperson

October 8, 2014

Table of Contents

Section		Page
I.	Introduction	1
II.	Addressing the Required MAP-21 Planning Factors	2
III.	Goals and Implementation Strategies	5
	1. The Planning Process	5
	2. Land Use and the Design of Projects	6
	3. Transportation Network Safety	6
	4. Transit Service	7
	5. Transportation Mobility	8
	6. Acceptable Levels of Service	8
	7. Environmental Protection	9
	8. Bicycle/Pedestrian Transportation Enhancements	9
	9. Functional Classification System	10
IV.	Socio Economic Conditions and Trends	11
	1. Population	14
	2. Households	16
	3. Employment	17
V.	Highways, Roads, and Bridges	22
	1. Miles of Roadway	22
	2. Commuting Patterns	23
	3. FHWA Functional Classification System	27
	4. Transportation Corridors Experiencing V/C Ratios Exceeding 1.0	33
	A. SR 10 Lp NB exit ramps at Epps Bridge Parkway	35
	B. Tallassee Road	35
	C. Chase Street	36
	5. Trans. Corridors with Projected V/C Ratios in Excess of 1.0	37
	6. Recommended Year 2040 Transportation Plan Projects	40
	7. Projects Not Included in 2040 Transportation Plan	44
VI.	Public Transportation	86
	1. Introduction	86
	2. Background	86
	3. Existing and Proposed Transit Services	86
	4. Transit Ridership	89
	5. Facilities Improvement	90
	6. Commuter Rail Opportunities	91
	7. Conclusion	91
	8. University of Georgia Campus Transit System	98
VII.	Alternative Transportation	107
	1. History of Transportation Enhancement / Alternatives Funding	107
	2. Pedestrian Facilities	107
	3. Pedestrian System Development Standards	108
	4. Pedestrian Sidewalk Design	108
	5. Potential Sidewalk Projects	109

6. Bicycle Facilities 109
A. Introduction 109
B. Existing Bicycle Plans in MACORTS 111
C. Bicycle Facilities in Other Plans 111
D. Design Standards Relating to Bicycle Transportation 117
E. Identification of Destinations for Bicyclists 118
F. Identification of Users of Bicycles 119
G. Projects Underway 119
H. Existing Easements 119
I. Intermodal Opportunities 120
J. Implementation and Funding Strategy 121
7. Multimodal Facilities 121
A. Rails-to-Trails 121
VIII. Freight / Goods Movement 123
IX. Title VI and Environmental Justice 124
X. Environmental Mitigation 136
XI. Transportation Operations & Management 141
XII. Safety 144
XIII. Security 145
XIV. Transportation Financial Plan 146
XV. Unfunded Projects 151

Appendix A – Public Involvement Procedures 1
Public Comment Summary: August 25 – September 23, 2014 2

List of Tables

1	Population Trends, 1990-2010	15
2	Population Projections, 2010-2040	15
3	Household Trends, 1980-2010	16
4	Largest Employers in MACORTS Area	17
5	Employment by Sector, 1980-2040	20
6	Route Mileage for Highway/Street Transportation Network, 2010	22
7	Commuting to Work Travel Patterns, 2010	23
8	Principal Arterial Routes	28
9	Urban Minor Arterial Routes	29
10	Urban Collector Streets	30
11	Traffic Counts At SR 10 Lp NB Exit Ramps at Epps Bridge Parkway	35
12	Traffic Counts Along Tallassee Road	35
13	Traffic Counts Along Chase Street	36
14	Roads with Segments with Projected V/C Ratios Greater than 1.0	39
15	Highway / Roads Recommended to be Added to MACORTS Plan	40
16	Road Projects Recommended to Remain in the Plan	41
17	Road Projects Recommended to be Removed from the Plan	45
18	Road Projects Recommended to the Unfunded Section of the Plan	46
19	Index to Road and Bridge Projects (by project name)	47
20	Index to Road and Bridge Projects (by project number)	48
21	Athens Transit System – 25 Year Bus Replacement / Expansion Schedule	92
22	Athens Transit System – 25 Year Demand Response Paratransit Van Replacement / Expansion Schedule	93
23	Athens Transit System – Estimated Revenues, 2015-2040	94
24	Athens Transit System – Projected Operating Expenses vs. System Revenue	95
25	Athens Transit System – Estimated Capital Costs, 2015-2040	96
26	Athens Transit System – Financial Plan, 2015-2040	97
27	UGA Campus Transit System – 25 Year Bus Replacement / Expansion Schedule	101
28	UGA Campus Transit System – 25 Year Demand Response Paratransit Van Replacement / Expansion Schedule	102
29	UGA Campus Transit Sys. – Estimated Revenue, 2015 – 2040	103
30	UGA Campus Transit Sys. – Projected Operating Expenses vs. System Revenue	104
31	UGA Campus Transit System – Estimated Capital Costs, 2015 – 2040	105
32	UGA Campus Transit System – Financial Plan, 2015 – 2040	106
33	Persons Riding a Bicycle to Work	110
34	EJ / Title VI Populations Within MACORTS	125
35	EJ / Title VI Analysis Summary – Race	134
36	EJ / Title VI Analysis Summary – Non-Race	135
37	Environmental Mitigation Summary	140
38	MACORTS Projected Federal & State Revenue	147
39	MACORTS Projects in 2040 Long Range Transportation Plan	149
40	Index to Unfunded Road & Bridge Projects (by project name)	152
41	Index to Unfunded Road & Bridge Projects (by project number)	153
42	Unfunded Bicycle Projects	178
43	Unfunded Pedestrian Projects	179

List of Figures

1	MACORTS Boundary Map	13
2	Travel Time to Work, 2007 - 2011	25
3	Time Leaving Home to Go to Work, 2007 - 2011	26
4	Roadways with Existing V/C Ratios of Over 1.0	34
5	Roadways with Projected V/C Ratios of Over 1.0	38
6	Composite Map of Roadway Projects in MACORTS LRTP	49
7	Athens Transit System Bus Routes	88
8	University of Georgia Transit Routes	100
9	Greenway Network Plan	113
10	Composite Map from Athens-Clarke County Bicycle Master Plan	114
11	MACORTS Area Bike Map – Athens-Clarke County Portion	115
12	MACORTS Area Bike Map – Madison County Portion	116
13	African American Population per Block Group	126
14	Asian Population per Block Group	127
15	Hispanic Population per Block Group	128
16	Native American, Pacific Islander, or 'Other' Population per Block Group	129
17	Disabled Population per Census Tract	130
18	Elderly (65+) Population per Block Group	131
19	Population Below Poverty Level per Census Tract	132
20	Zero Car Population per Census Tract	133
21	Environmental Mitigation – Natural Resources	137
22	Environmental Mitigation – Historic Resources	138
23	Environmental Mitigation – Archaeological Resources	139

INTRODUCTION

SECTION I

INTRODUCTION

The 2040 Transportation Plan update for the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS) is a federally mandated requirement that must be completed in order to be eligible for federal transportation funding. The federal government requires that the MACORTS transportation planning process maintain at least a 25-year planning horizon for highway, transit, and other transportation modes. Although flexibility is given in developing this plan, many of the considerations of the plan are federally mandated by Moving Ahead for Progress in the 21st Century (MAP-21).

The MACORTS transportation system serves the needs of an estimated 154,000 in Athens-Clarke, Oconee, Madison, Jackson, and Oglethorpe Counties. Over the next 25 years, it is projected that the population for this area will grow 61% to 248,000. Without improvements to the regional transportation system, increases will occur in congestion and travel times.

Planning elements required to be addressed:

1. Support the economic vitality of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility options available to people and freight;
5. Promote and enhance the environment, promote energy conservation and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The process to develop the 2040 MACORTS Transportation Plan included public involvement as outlined in the MACORTS Participation Plan. Public informational meetings were held in August and September of 2014 to solicit public input regarding the Draft Plan. This public input was considered by the Technical Coordinating Committee and Policy Committee before the 2040 MACORTS Long Range Transportation Plan was finalized (see Appendix A for comment summaries).

ADDRESSING THE REQUIRED MAP-21 PLANNING FACTORS

SECTION II

THE ADDRESSING OF THE 8 PLANNING FACTORS IN THE MACORTS TRANSPORTATION PLAN UPDATE

Planning Factor #1: Support the economic vitality of the United States, the States and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;

Appropriate private sector involvement in the formulation of the Plan includes representation on the Technical Coordinating Committee (TCC) of freight and rail representatives. Input and the analyses of goods and services movement problem areas are reviewed here and recommendations made which were included in the Transportation Plan.

The MACORTS Transportation Plan takes into consideration the likely effect and the consistency of transportation policy decisions on land use and development within the MACORTS area. The recommended future land use from local land use plans is included as input to transportation modeling efforts. It is the goal of MACORTS to ensure that transportation projects recommended in this plan do not conflict with local land use or comprehensive plans.

Analyses of economic, demographic, environmental protection, and land use activities have been made. Furthermore, projections of potential transportation demand have been developed.

Planning Factor #2: Increase the safety of the transportation system for motorized and non-motorized users;

Suggested projects to be added to the MACORTS Long Range Transportation Plan are evaluated to insure the safety of users of all modes of transportation. Also, capital investments that would result in increased safety in transit systems are included in the Transportation Plan. They have also been considered in the development of transportation policies.

Planning Factor #3: Increase the security of the transportation system for motorized and non-motorized users;

Suggested projects to be added to the MACORTS Long Range Transportation Plan are evaluated to insure the security of users of all modes of transportation. Also, capital investments

that would result in increased security in transit systems are included in the Transportation Plan. They have also been considered in the development of transportation policies.

Planning Factor #4: Increase the accessibility and mobility options available to people and freight;

The MACORTS Transportation Plan specifically includes transportation enhancement activities such as bike and pedestrian facilities to expand and enhance transportation options. Furthermore, possible funding for these projects is included in the financial plan.

In the preparation of the Transportation Plan, the enhancement of the efficient movement of freight was considered. The MACORTS planning process considers the efficient movement of freight in planning products. Representatives of freight movement industries are members of the Technical Coordinating Committee.

The Transportation Plan recommends projects that expand, enhance, and increase the use of transit in the MACORTS area. The increased use of transit services is a major component of the Plan's strategy to reduce congestion in the MACORTS area. The MACORTS Transportation Plan takes into consideration multimodal facilities as represented by the Multimodal Center in downtown Athens. This center incorporates various modes of travel such as public transportation, bicycle, pedestrian, and the potential for inclusion of commuter rail.

Planning Factor #5: Promote and enhance the environment, promote energy conservation and improve the quality of life;

The MACORTS Transportation Plan is consistent with conservation goals by attempting to better facilitate traffic flow through and within the MACORTS area by minimizing congestion. Furthermore, the Plan emphasizes improvements to the Athens Transit System and the multimodal transportation system to reduce the region's reliance on automobile travel. In the development of the Transportation Plan and the overall planning process, the overall social, economic, energy, and environmental effects of transportation decisions were considered. Furthermore, consultation with various agencies was coordinated by the Technical Coordinating Committee. Public informational meetings were held to solicit public input.

Planning Factor #6: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

The MACORTS Transportation Plan strives to relieve existing congestion by examining where congestion currently occurs and developing projects to minimize this congestion. Projections of future congestion are also made in the Transportation Plan, and projects have been developed to relieve this future congestion.

The MACORTS Policy Committee coordinates transportation planning within the MACORTS area. In the planning process the connectivity of roads to those outside the metropolitan planning area is taken into consideration. As resources become available, the pedestrian and cycling networks will become more completely integrated and connected. The Georgia Department of Transportation coordinates planning at the statewide level, and coordinates the planning of connectivity of roads between metropolitan areas and the outlying road network.

Planning Factor #7: Promote efficient system management and operation;

The MACORTS Transportation Plan and planning process takes into consideration operating and maintenance costs. Resources are allocated to the maintenance of roadways and other transportation facilities in the Transportation Plan.

The MACORTS transportation system is monitored by each involved county as well as the Georgia Department of Transportation. Efficiency and operational problems as identified jointly and solutions are formulated and included in the Transportation Plan.

Planning Factor #8: Emphasize the preservation of the existing transportation system.

The MACORTS Transportation Plan strives to preserve existing transportation facilities by specifically planning to set aside funds for maintenance of roadways over the 20 year period of the plan. Furthermore, the Transportation Plan attempts to meet transportation needs by using existing transportation facilities more efficiently by allocating funds for such measures as replacing obsolescent traffic signals with modern systems to facilitate traffic flow. The preservation of transportation facilities was considered throughout the development of the Transportation Plan.

MACORTS GOALS AND IMPLEMENTATION STRATEGIES

SECTION III

GOALS AND IMPLEMENTATION STRATEGIES FOR MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY

MACORTS VISION STATEMENT:

PROVIDE FOR AND MAINTAIN AN MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES THE NEEDS OF ALL CITIZENS AND PROVIDES EFFICIENT, SAFE, AND CONVENIENT MOBILITY, ENCOURAGES DESIRABLE LAND USE AND DEVELOPMENT, PROMOTES ECONOMIC DEVELOPMENT, AND MINIMIZES ADVERSE SOCIAL AND ENVIRONMENTAL IMPACTS.

1. THE PLANNING PROCESS

Goal: It is the goal of the Madison Athens-Clarke Oconee Regional Transportation Study to provide a planning process that is both open to public input in the preparation of plans and programs and is consistent with the 8 planning factors required under MAP-21.

Implementation strategies:

1. Public review for plans and programs will be consistent with the adopted MACORTS Participation Plan.

2. The overall social, economic, energy, and environmental effects of transportation decisions on the community will be some of the criteria used to develop plans and programs.

3. Transportation planning will be consistent with applicable Federal, State, and local energy conservation programs, goals, and objectives.

4. The planning process will include enhancements to facilitate the efficient movement of freight.

5. The planning process will ensure access to airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation parks, monuments and historic sites, and military installations in the development of plans and programs.

6. The MPO will work with the Georgia Department of Transportation and the Federal Highway Administration to ensure the connectivity of roads within the metropolitan planning area and roads outside the area.

2. LAND USE AND THE DESIGN OF PROJECTS

Goal: It is the goal of the Madison Athens-Clarke Oconee Regional Transportation Study to complement and enhance the land use recommendations as set forth in the Comprehensive Plan(s) for Athens-Clarke County, Oconee County, Madison County, Oglethorpe County, and Jackson County and to preserve existing transportation facilities. Note: Oglethorpe and Jackson County are currently non-participating members of MACORTS.

Implementing strategies:

1. The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans will be factors in the planning and design of transportation projects.

2. The preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently will be examined in the planning and design of transportation facilities.

3. In transportation corridors including those commuter rail and freight rail corridors where roadway improvements are planned, an examination of the impact of the proposed roadway improvements on the land use along the roadway and on adjacent neighborhoods shall be conducted.

4. Develop and maintain a balance between thoroughfare capacity and land use development.

3. TRANSPORTATION NETWORK SAFETY AND SECURITY

Goal: It is the goal of the Madison Athens-Clarke Oconee Regional Transportation Study to strive for a transportation system that is safe and secure for all modes of transportation.

Implementing strategies:

1. Identify roadway sections, bridges, and intersections with traffic safety and/or security problems and develop a list of projects necessary to eliminate deficiencies.

2. Eliminate automobile/railroad at-grade crossings where feasible. Upgrade at-grade rail crossings, where grade separation is not possible, with active warning devices.

3. Ensure that adequate access for emergency service vehicles is provided throughout the transportation network.

4. Program and carry out safety improvements through the Transportation Improvement Program (TIP) and the MACORTS Transportation Plan.

5. Provide state-of-the-art traffic signal systems to improve the flow of automobile traffic and improve the safety of pedestrians.

6. Review accident information to identify safety problems and take corrective measures (reconstruction, redesign, etc.) where necessary.

7. Schedule transportation expenditures to ensure that the various elements of the transportation system are maintained in a safe and secure condition.

8. Design transportation corridors that improve flow to major businesses with the primary emphasis on public safety.

4. TRANSIT SERVICE

Goal: It is the goal of the Madison Athens-Clarke Oconee Regional Transportation Study to support increased and accessible transit service for the metropolitan area.

Implementing Strategies:

1. Work with the Athens Transit System to identify existing and projected demand and to secure capital investments that meet these needs, including the means to expand, enhance, and increase the use of transit services.

2. Work with the Athens Transit System to coordinate route development to incorporate possible connection to commuter rail.

3. Work with the Athens Transit System to identify capital investments that would result in increasing safety and security of the transit system.

4. Work with the local plan review agencies to encourage land use patterns that support transit along major routes and transit lines.

5. Recommend that future road and sidewalk improvements include design provisions for transit usage.

6. Provide for pedestrian/bicycle access to existing and proposed transit routes through the land development process and road reconstruction.

7. Review the potential to expand park and ride lots in the community.

8. Improve accessibility to the transit system including improvements in paratransit service.

5. TRANSPORTATION MOBILITY

Goal: It is the goal of the Madison Athens-Clarke Oconee Regional Transportation Study to provide a regional transportation system that maximizes the mobility of area residents.

Implementing Strategies:

1. Establish a transportation system that accommodates a variety of methods of travel and minimizes reliance on any single travel mode.

2. Encourage transportation services that accommodate the needs of the transportation disadvantaged.

3. Support adherence to ADA pedestrian standards.

6. ACCEPTABLE LEVELS OF SERVICE

Goal: It is the goal of Madison Athens-Clarke Oconee Regional Transportation Study to ensure that the transportation system operates at an acceptable level of service to accommodate the travel needs of residents and businesses.

Implementing Strategies:

1. Traffic congestion on major streets (arterials and collectors) should be reduced to provide for an acceptable level-of-service (LOS) of "C" for roadway segments and "D" for intersections. MACORTS planning staff will monitor roadways and intersections that currently meet these criteria.

2. Identify roadway segments and intersections operating or projected to operate at less than the regional level of service standard and use this information as input into the planning process to prioritize projects in order to eliminate transportation network deficiencies.

3. Program and carry out roadway improvements through the Transportation Improvement Program, the MACORTS Transportation Plan, and the development review process.

7. ENVIRONMENTAL PROTECTION

Goal: It is the goal of Madison Athens-Clarke Oconee Regional Transportation Study to limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management.

Implementing Strategies:

1. Reduce traffic congestion to promote improved air quality.

2. Minimize wetland and flood prone area crossings. Losses of natural areas should be mitigated as much as possible by purchasing and maintaining greenways and other green spaces.

3. Pursue funding for alternative forms of travel to reduce reliance on automobile travel.

4. Destruction of natural areas due to road location and/or size should be minimized as much as possible. Where preservation is not possible, appropriate landscaping should be provided for all roadway projects within the limits of safety to mitigate air pollution, noise, heat island effects, and the unsightliness of streets and roads. Wherever possible, such landscaping should include native varieties of canopy producing trees. Future maintenance of residual and planted landscaping should be facilitated as to minimize cost and loss of vegetation.

5. As mandated by MAP-21, MACORTS has identified known environmental, historical, and archaeological resources that may be affected by proposed projects in the LRTP (see Section X). Further consideration for potentially affected resources will need to be given during the NEPA process for those projects as they move forward in the process.

8. BICYCLE / PEDESTRIAN TRANSPORTATION ENHANCEMENT ACTIVITIES

Goal: It is the goal of the Madison Athens-Clarke Oconee Regional Transportation Study to provide opportunities for the safe and efficient use of pedestrian and bicycle facilities as an alternative to motorized travel and encourage appropriate transportation enhancement activities.

Implementing Strategies:

1. Provide interconnected, direct, and regional bicycle and pedestrian circulation that serves a transportation-related function. This includes bike paths and walking trails throughout downtown that connect to the Central Business District, the University of Georgia, residential neighborhoods, Athens Transit System routes, the Athens Multimodal Center, and the future Commuter Rail line.

2. Use the Athens Bicycle Master Plan to guide bicycle improvements in Athens-Clarke County.

3. Encourage incorporation of bicycle and pedestrian facilities in new developments and subdivisions where practical.

4. Provide for safe bicycle and pedestrian access between activity centers and high-density residential areas.

5. Encourage the planning and programming of transportation enhancement activities.

6. Coordinate the design and implementation of sidewalks, bike lanes, and other alternative transportation facilities with appropriate agencies and user groups to ensure maximum effectiveness and ease of maintenance.

9. FUNCTIONAL CLASSIFICATION SYSTEM

Goal: It is the goal of Madison Athens-Clarke Oconee Regional Transportation Study to ensure the roadway system is designed and operates efficiently through the use of a roadway functional classification system.

1. Encourage local plan review bodies to limit access to arterial and collector routes through the local development plan review process.

2. Encourage local plan review bodies to preserve the through capacity of limited access and other arterial streets by limiting driveway entrances to new developments and, where feasible, through the development of frontage roads.

SOCIOECONOMIC CONDITIONS AND TRENDS

SECTION IV
SOCIO-ECONOMIC CONDITIONS AND TRENDS

Although the focus of the federally-mandated MPO transportation planning process is primarily at the urbanized area level, the entire Athens-Clarke County, Oconee County, Madison County, Oglethorpe County, and Jackson County areas will be examined to review socio-economic trends from 1985-2010. The most complete data is available at the county level. The MACORTS study area includes all of Athens-Clarke County, much of the northern part of Oconee County, the southern 1/5 of Madison County, and small nodes in southeastern Jackson County and northwestern Oglethorpe County (see figure 1). This boundary includes the existing urbanized area and the area projected to become urbanized over the next 20 years.

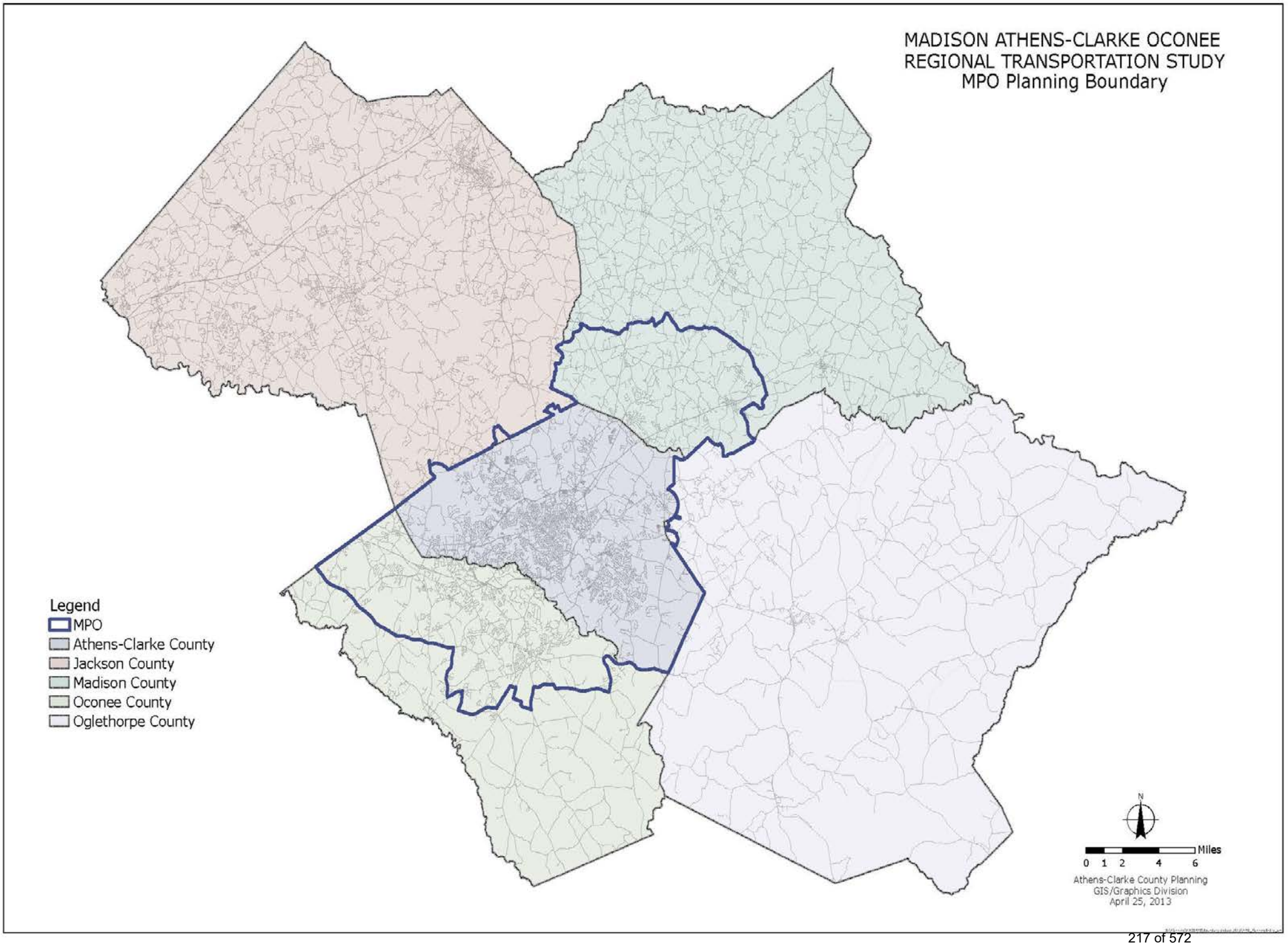
In order for an area to be classified as urbanized, several criteria must be met. These criteria are established by the federal government and require that minimum population density thresholds must be met (1000 persons per square mile), not including commercial and industrial areas. For the 2010 Census, impervious surface area was also considered as a factor.

The Athens Urbanized Area includes most of Athens-Clarke County, a portion of Oconee County, two small nodes within Madison County, one small node in Jackson County, and one small node in Oglethorpe County. The urbanized area in Athens-Clarke County in 2010 extended from the central city to the Jackson County line and the Oglethorpe County line. The urbanized area in Oconee County in 2010 included the area west of Simonton Bridge Road and north of Experiment Station Road / Mars Hill Road along with the area around downtown Watkinsville. The urbanized area in Madison County was concentrated between SR 8 / US 29 and SR 72 in the vicinity of Hull and a small area adjacent to SR 106 near the Athens-Clarke County line. The urbanized area in Jackson County was contained within the area bounded by Oak Grove Road. The urbanized area in Oglethorpe County was concentrated in the southern third of the city of Winterville with a small area protruding to the south of the city limits.

The study area boundary of MACORTS was adjusted based on the results of the 2010 Census. As illustrated in figure 1, the MACORTS study area includes all of Athens-Clarke County. The general description of the boundary in Oconee County is the area north of the boundary starting at Hog Mountain Road at the Barrow County line and continuing to Elder Road, south to New High Shoals Road, east to Big Robinson Creek and east on High Shoals Road to US 441. The boundary continues on US 441 to Thomas Farm Road, couth on Old Bishop Road then east on Hardigree Bell Road, north on Colham Ferry Road, east on Greene

Ferry Road, and south on SR 15 to Flat Rock Road. The boundary follows Flat Rock Road to McRees Mill Road to Barnett Shoals Road and finally to the Athens-Clarke County line. The general description of the boundary in Oglethorpe County is the area west of the boundary starting at Dawson Road and continues north to Lakeview Drive to the city limits of Winterville. The general description of the boundary in Madison County is the area south of the boundary starting at Nowhere Branch and continuing east to Leon Ellis Road to Ben Crawford Road, east to Griffeth Road crossing on Prospect Road to Hammond Williams Road to Moons Grove Church Road. It then follows Cleghorne Road, crosses US29 to Colbert Grove Church Road, continues on McCarty-Dodd Road to H.V. Chandler Road then to Smithsonia-Colbert Road to the Athens-Clarke County line. The general description of the boundary in Jackson County is the area south of the boundary starting at Oak Grove Road going north to Jefferson River Road and south to the Athens-Clarke County line. It should be noted that both Oglethorpe and Jackson County decided that they will not be active participants in the MACORTS transportation planning process. Jackson County had large portions of their urbanized area incorporated into the Atlanta Regional Commission and Gainesville-Hall Metropolitan Planning Organizations. Therefore, Oglethorpe and Jackson County demographics were not compiled for the MACORTS LRTP.

In the following sections examining the socio-economic characteristics of the area, all counties will be reviewed in their entireties. It is felt that if only the urbanized population characteristics for the MACORTS region were examined, inaccurate conclusions could result.


MADISON ATHENS-CLARKE OCONEE
REGIONAL TRANSPORTATION STUDY
MPO Planning Boundary
Legend
MPO
Athens-Clarke County
Jackson County
Madison County
Oconee County
Oglethorpe County
N
Miles
0 1 2 4 6
Athens-Clarke County Planning
GIS/Graphics Division
April 25, 2013

1. Population

A community's population characteristics impact the demand for transportation services. A population base that is projected to grow will bring about an increased demand for transportation services. As illustrated in tables 1 and 2, the MACORTS region has experienced significant population growth in the past and is expected to continue this growth in the future. As mentioned in the previous section, Jackson County demographics will not be discussed here.

As reflected in Table 1, population growth during the past 30 years has followed the same pace as the economy, with the growth slowing considerably in the period from 2000 to 2010. The largest percentage increases have been in Oconee County. In 1980, the population total for Athens-Clarke, Oconee, and Madison Counties was 104,672. Between 1980 and 1990 the regional population increased 21% to 126,262. During the period from 1990 – 2000, the regional population increased 22% to 153,444. During the period from 2000 – 2010, the region grew by 16% to 192,541, with some of this increase being the addition of Oglethorpe County to the MACORTS region. The state average was 18% for the same period.

During the period from 1980 – 2010 population increased for Athens-Clarke County from 74,498 to 116,714, an increase of 56.6%. The 2010 population for Athens-Clarke County increased by 15% from 2000. Oconee County experienced rapid growth during the period from 1980 – 2000 with population increasing from 12,427 to 26,225, an increase of 111%. Between 2000 – 2010, however, Oconee County growth slowed to 25% or to 32,808. Madison County increased in population from 17,747 to 25,730, 45%, from 1980 to 2000. Between 2000 and 2010, Madison County's population increased by only 9% to 28,120. From 1980 – 2010, population increased for Oglethorpe County from 8,929 to 14,899 (69%). The 2010 population for Oglethorpe County increased by only 18% from the 2000 population.

While the largest population (by percentage) increases occurred in Oconee County over the 30-year period from 1980 – 2010, the largest numerical population growth occurred in Athens-Clarke County. Of the 72,970 increase in population for the three-county region from 1980 – 2010, approximately 58% of the increase in persons occurred in Athens-Clarke County. However, Oconee County continues to grow at rates faster than the state average. In the 1980's, Oconee County grew in population by 42% compared to the state figure of 20%. During the 1990's, Oconee County continued to grow rapidly with an increase in population of 49% compared to the state figure of 24%. Between 2000 and 2010, Oconee County increased in population by 25% compared to the state figure of 18%.

TABLE 1

Population Trends 1990 – 2010

County	Population				% Change		
	1980	1990	2000	2010	1980 - 1990	1990 - 2000	2000 - 2010
Clarke	74,498	87,594	101,489	116,714	18%	16%	15%
Oconee	12,427	17,618	26,225	32,808	42%	49%	25%
Madison	17,747	21,050	25,730	28,120	19%	22%	9%
Oglethorpe	8,929	9,763	12,635	14,899	9%	29%	18%
Region Total	113,601	136,025	166,079	192,541	20%	22%	16%
State of Georgia	5,463,105	6,578,216	8,186,453	9,687,653	20%	24%	18%

Source: U.S. Census, 1980, 1990, 2000, 2010

Based on the projections of growth identified in each jurisdiction's comprehensive plan, strong population growth is expected. Athens-Clarke County is expected to grow approximately 1.12% per year while Oconee County is expected to grow 2.86% per year over the next 20 years. Madison County is expected to grow approximately 2.28% per year over the next 20 years. Oglethorpe County is expected to grow approximately 1.78% per year over the next 20 years. As illustrated by table 2, the population for the Madison-Athens-Clarke-Oconee-Oglethorpe region is expected to grow to 265,655 by the year 2035.

TABLE 2

Population Projections 2010 – 2035

County	Projected Population						
	2010	2015	2020	2025	2030	2035	2040
Athens-Clarke	116,714	123,590	130,465	138,151	145,836	154,427	163,018
Oconee	32,808	38,152	43,496	50,581	57,665	67,058	76,450
Madison	28,120	31,676	35,231	39,686	44,140	49,721	55,301
Oglethorpe	14,899	16,337	17,774	19,489	21,203	23,249	25,295
TOTAL	192,541	209,755	226,966	247,907	268,844	294,455	320,064

Source: Extrapolated from:
Athens-Clarke County and the City of Winterville Community Assessment, July 2006; A Joint City/County Comprehensive Plan for Oconee County and the Cities of Bishop, Bogart, North High Shoals and Watkinsville – Community Assessment, Volume 2, July 2007; A Joint City/County Comprehensive Plan for Madison County and the Cities of Carlton, Colbert, Comer, Danielsville, Hull, and Ila, August 2001; A Joint City/County Comprehensive Plan for Oglethorpe County and the Cities of Arnoldsville, Crawford, Lexington, and Maxeys, December 2005.

2. Households

A household is defined by the Census Bureau as including all persons who occupy a housing unit (a house, apartment, mobile home, group of rooms, or a single room that is occupied as separate living quarters). The number of households in a community impacts travel in many ways. The number of households in an area indicates the demand for many services which impact travel. As the defining unit for most population groups, household growth is closely connected to travel growth. Household growth in the region has been significant over the last two decades, with household growth in Oconee County surpassing the statewide figure.

The Madison-Athens-Clarke-Oconee-Oglethorpe region experienced a significant increase in the number of households from 1980 – 2010. Although all four counties experienced growth in the number of households, the most significant increase occurred in Oconee County. As reflected in Table 3, the number of households in Oconee County increased 40 % from 9,051 to 12,628 during the period from 2000 to 2010. This increase was significantly higher than the Athens-Clarke County increase of 17%, the Madison County increase of 12%, the Oglethorpe County increase of 21%, and the statewide increase of 15% for the same period.

The number of households for Athens-Clarke County increased in the period from 1980 – 2010 from 26,881 to 46,328, an increase of 72%. The number of households for Oconee County increased from 4,237 to 12,628, an increase of 198%. The number of households for Madison County increased from 6,140 to 10,983, an increase of 79%. The number of households for Oglethorpe County increased from 2,947 to 6,484, an increase of 120%. The statewide increase in the number of households from 1980 – 2010 was 85%. Growth in the number of households is expected to continue in the future, with the largest percentage increases continuing to occur in Oconee County.

TABLE 3
Household Trends 1980 – 2010

County	Households				% Change		
	1980	1990	2000	2010	1980-1990	1990-2000	2000-2010
Clarke	26,881	33,471	39,706	46,328	25%	19%	17%
Oconee	4,237	6,651	9,051	12,628	55%	38%	40%
Madison	6,140	7,777	9,800	10,983	27%	26%	12%
Oglethorpe	2,947	3,936	5,368	6,484	34%	36%	21%
Total	40,205	51,835	63,925	76,423	29%	23%	20%
State of Georgia	1,872,564	2,366,625	3,006,369	3,468,704	26%	27%	15%

Source: U.S. Census, 1980, 1990, 2000, 2010

3. Employment

Although population growth has a large effect on travel, employment has a major influence on the location and character of many trips on the transportation network. The Madison-Athens-Clarke-Oconee-Oglethorpe region has a diversified economic base that has grown steadily over the last several decades. This economic base is diversified among manufacturing, services, and retail trade. The government sector composes a critical segment of the local economy due to Athens-Clarke County being the home to over 34,000 university students.

Table 4 lists the largest 15 employers in the Madison-Athens-Clarke-Oconee-Oglethorpe area. The University of Georgia has approximately 9,625 employees, by far the largest employer in the MACORTS area. Other large employers include the Athens Regional Medical Center (3,100), Athens-Clarke County Board of Education (2,203), St. Mary's Healthcare System (2,157), and Pilgrim's Pride (1,721). It should be noted that the 6 largest employers in the Madison-Athens-Clarke-Oconee-Oglethorpe region are based in Athens-Clarke County.

TABLE 4
Largest Employers in MACORTS Area

RANK	ORGANIZATION	# OF EMPLOYEES
1	University of Georgia	9,625
2	Athens Regional Medical Center	3,100
3	Athens-Clarke County Board of Education	2,203
4	St. Mary's Healthcare System	2,157
5	Pilgrim's Pride	1,721
6	Athens-Clarke County Govt.	1,542
7	Oconee County School System	1,000
8	Walmart	854
9	Madison County School System	768
10	Athens Technical College	664
11	Advantage Behavioral Health	550
12	Carrier Corporation	543
13	Baldor Electric Co.	500
14	McLane Trucking	460
15	DialAmerica Marketing	401

Source: Georgia Department of Labor, Area Labor Profiles for Athens-Clarke County, Madison County, and Oconee County; 2006, University of Georgia published number of employees (2010); direct contact with companies.

Table 5 illustrates both the historical and projected employment for the Madison-Athens-Clarke-Oconee-Oglethorpe area. The largest employment section in 1980 for the area was in Services at 22.6%, followed by State and Local Government at 20.5%, and Manufacturing at 19.9%. By 2010, the concentration of employment in the various employment sectors had changed slightly with the Services sector being the largest at 37.8% followed by State and Local Government at 21.5% and Retail Trade at 9.65%. Manufacturing in the region has declined from 1980 to 2010. That trend is expected to continue.

From 1980 to 2010, the number of employed persons in Madison County has increased from 3,930 to 8,470, an increase of 115.5%. The largest percentage increases in the number of employed persons for Madison County by sector were found in Construction with an increase from 400 to 1,250 (212.5%), Retail with an increase from 250 to 780 (212%), and Finance, Insurance, and Real Estate with an increase from 170 to 520 (205%). In 2010, the largest percentage of employed persons in Madison County was in the Services sector at 37.9% followed by State and Local Government (21.5%), Retail (9.7%), and Manufacturing (7.7%).

From 1980 to 2010, the number of employed persons in Athens-Clarke County has increased from 57,440 to 118,090, an increase of 105.6%. The largest percentage increases in the number of employed persons for Athens-Clarke County by sector were found in Services with an increase from 12,830 to 44,700 (248.4%), Wholesale with an increase from 1,480 to 3,550 (139.9%), and Finance, Insurance, and Real Estate with an increase from 3,280 to 7,270 (121.7%). In 2010, the largest percentage of employed persons in Athens-Clarke County was in the Services sector at 37.9%, followed by State and Local Government (23.0%), Retail Trade (9.6%), and Construction (4.3%).

From 1980 to 2010, the number of employed persons in Oconee County has increased from 2,830 to 13,710, an increase of 384.5%. The largest percentage increases in the number of employed persons for Oconee County by sector were found in Services with an increase from 680 to 6,170 (807.4%), Retail with an increase from 170 to 1,280 (652.9%), Wholesale with an increase from 80 to 560 (600%), and State and Local Government with an increase from 330 to 1,680 (409.1%). In 2010, the largest percentage of employed persons in Oconee County was in the Services sector at 45% followed by State and Local Government (12.3%), Retail (9.3%), and Construction (7.1%).

From 1980 to 2010, the number of employed persons in Oglethorpe County has increased from 2,010 to 3,550, an increase of 76.6%. The largest percentage increases in the number of

employed persons for Oglethorpe County by sector were found in Utilities with an increase from 1 to 20 (1900%), Transportation and Warehousing with an increase from 4 to 70 (1,650%), Finance, Insurance, and Real Estate with an increase from 60 to 210 (250%), and Service with an increase from 320 to 1,080 (237.5%). In 2010, the largest percentage of employed persons in Oglethorpe County was in the Services sector at 30.4% followed by State and Local Government (18.0%), Farming (16.3%), and Construction and Retail (each at 7.6%).

It is projected that by the year 2040 the composition of the region's employment sectors will continue to evolve toward a service-based economy. Based on an extrapolation of projected employment made by Woods & Poole, Economics, Inc., it is expected that the largest employment sector in 2040 will be Services at 43.2% followed by State and Local Government (22.4%), and Finance, Insurance, and Real Estate (8.4%). It is projected that most employed persons in Madison County will work in the Services sector (36.6%) followed by Construction at 15.6%, and State and Local Government at 13.2%. In Athens-Clarke County, it is projected that most employed persons will work in the Services sector (42.9%) followed by State and Local Government at 24.9% and Finance, Insurance, and Real Estate at 8.3%. In Oconee County, it is projected that most employed persons will work in the Services sector (48.1%) followed by State and Local Government at 14.2% and Retail at 9.2%. In Oglethorpe County, it is projected that most employed persons will work in the Services sector (42.6%) followed by Farming at 12.0% and Retail at 7.2%.

TABLE 5

Employment by Sector 1980 – 2040

For the Madison-Athens-Clarke-Oconee-Oglethorpe Area

SECTOR	1980	1990	2000	2010	2020	2030	2040
FARMING							
Madison County	800	780	850	840	870	900	920
Athens-Clarke Co.	2,240	2,140	1,970	1,930	1,970	2,000	2,030
Oconee Co.	510	570	460	460	470	490	500
Oglethorpe Co.	670	530	510	580	580	600	620
Total	4,220	4,020	3,790	3,810	3,890	3,990	4,070
UTILITIES							
Madison County	40	50	40	60	60	60	60
Athens-Clarke Co.	270	280	260	430	460	470	470
Oconee Co.	20	30	40	30	30	40	40
Oglethorpe Co.	0	10	10	20	20	20	20
Total	330	370	350	540	570	590	590
MINING							
Madison County	10	10	10	10	10	10	10
Athens-Clarke Co.	220	200	220	200	200	210	210
Oconee Co.	0	10	10	0	0	0	0
Oglethorpe Co.	120	110	120	130	130	120	110
Total	350	330	360	340	340	340	330
CONSTRUCTION							
Madison County	400	680	1,300	1,250	1,470	1,730	2,040
Athens-Clarke Co.	2,560	4,240	5,470	5,130	5,820	6,590	7,450
Oconee Co.	240	650	910	980	1,150	1,350	1,590
Oglethorpe Co.	120	340	280	270	280	310	350
Total	3,320	5,910	7,960	7,630	8,720	9,980	11,430
MANUFACTURING							
Madison County	770	300	530	580	650	710	770
Athens-Clarke Co.	11,970	11,530	11,370	9,780	9,520	9,200	8,820
Oconee Co.	250	460	780	670	730	780	830
Oglethorpe Co.	170	120	130	110	120	120	110
Total	13,160	12,410	12,810	11,140	11,020	10,810	10,530
TRANSPORT., WAREHSING							
Madison County	120	160	190	30	270	310	340
Athens-Clarke Co.	830	1,100	1,670	1,820	1,970	2,100	2,210
Oconee Co.	80	120	250	110	130	160	190
Oglethorpe Co.	0	60	180	70	70	80	100
Total	1,030	1,440	2,290	2,030	2,440	2,650	2,840
WHOLESALE TRADE							
Madison County	40	70	100	90	100	110	120
Athens-Clarke Co.	1,480	2,650	2,650	3,550	3,980	4,450	4,930
Oconee Co.	80	140	360	560	760	1,010	1,320
Oglethorpe Co.	30	20	30	50	50	50	50
Total	1,630	2,880	3,140	4,250	4,890	5,620	6,420

RETAIL TRADE	250	370	640	780	820	850	870
Madison County	5,400	8,730	11,350	11,550	11,430	11,330	11,300
Athens-Clarke Co.	170	360	1,090	1,280	1,650	2,100	2,660
Oconee Co.	120	150	220	270	280	330	370
Oglethorpe Co.	5,940	9,610	13,300	13,880	14,180	14,610	15,200
Total							
FINANCE, INSUR., AND REAL ESTATE							
Madison County	170	160	320	520	660	860	1,110
Athens-Clarke Co.	3,280	3,300	5,100	7,270	9,280	11,780	14,910
Oconee Co.	320	300	780	1,270	1,620	2,040	2,560
Oglethorpe Co.	60	40	50	210	230	260	290
Total	3,830	3,800	6,250	9,270	11,790	14,940	18,870
SERVICES							
Madison County	1,130	1,240	1,930	2,470	3,100	3,880	4,800
Athens-Clarke Co.	12,830	21,410	32,200	44,700	54,030	64,700	76,780
Oconee Co.	680	1,870	3,310	6,170	8,060	10,510	13,650
Oglethorpe Co.	320	650	790	1,080	1,410	1,770	2,200
Total	14,960	25,170	38,230	54,420	66,600	80,860	97,430
FEDERAL GOVT. – CIVILIAN							
Madison County	40	50	50	60	60	60	60
Athens-Clarke Co.	2,210	2,100	1,810	1,730	1,780	1,830	1,880
Oconee Co.	70	70	170	210	260	310	370
Oglethorpe Co.	20	20	20	20	20	20	20
Total	2,340	2,240	2,050	2,020	2,120	2,220	2,330
FEDERAL GOVT. – MILITARY							
Madison County	70	90	90	90	90	90	90
Athens-Clarke Co.	850	1,010	920	870	880	880	890
Oconee Co.	50	80	90	100	100	100	100
Oglethorpe Co.	40	40	40	50	50	50	50
Total	1,010	1,220	1,140	1,110	1,120	1,120	1,130
STATE AND LOCAL GOVT.							
Madison County	520	70	1,010	1,340	1,480	1,610	1,730
Athens-Clarke Co.	12,440	15,410	19,030	27,200	32,420	38,240	44,640
Oconee Co.	330	560	1,100	1,680	2,280	3,050	4,030
Oglethorpe Co.	300	340	470	640	680	730	80
Total	13,590	16,380	21,610	30,860	36,860	43,630	50,480
TOTAL EMPLOYMENT							
Madison County	3,930	4,820	7,270	8,470	9,810	11,360	13,110
Athens-Clarke Co.	57,440	75,450	95,950	118,090	135,830	156,050	178,930
Oconee Co.	2,830	5,340	9,500	13,710	17,510	22,320	28,370
Oglethorpe Co.	2,010	2,540	3,060	3,550	4,010	4,560	5,160
Total	66,210	88,150	115,780	143,820	167,160	194,290	225,570

Source: Woods & Poole Economics, Inc., County Data Pamphlets for Clarke County, Madison County, Oconee County, and Oglethorpe County - rounded

HIGHWAYS / ROADS / BRIDGES

SECTION V
HIGHWAYS, ROADS, AND BRIDGES

1. Miles of Roadway

Users of the highway system in the MACORTS area drive on an extensive road network including a substantial number of limited access roadways. Athens is one of the few cities its size in the nation which is encircled by a limited access perimeter. This perimeter road will continue to reduce congestion in the center of the urbanized area.

In 2010, there were 2,334.9 miles of highways and roads in the MACORTS counties (see Table 7), with approximately 29.8% of this mileage being in Madison County, 25.2% in Athens-Clarke County (ACC), 21.1% in Oconee County, and 23.9% in Oglethorpe County. Approximately 13.1% of this total mileage, or 305.7 miles, are on the state highway system with the rest being local roads. In Madison County, 15.6% of the highway/street mileage is on state routes with 84.4% being on local routes. In ACC, 8.6% of the highway/street mileage is on state routes with 91.4% being on local routes. In Oconee County, 14.1% of the highway/street mileage is on state routes with 85.9% being on local routes. In Oglethorpe County, 13.8% of the highway/street mileage is on state routes with 86.2% being on local routes.

The amount of road mileage in the Madison-Athens-Clarke-Oconee-Oglethorpe area that is unpaved is much less than the statewide average. Only 17.7% of the road mileage in these counties is unpaved, compared to the 24.1% of the total mileage of roads statewide. In 2010, 139.12 miles of streets were unpaved in Madison County, or 20% of the total county mileage. For ACC, 9.42 miles of streets are unpaved, or 1.6% of the total county mileage. For Oconee County, 42.88 miles of streets are unpaved, or 8.7% of the total county mileage. For Oglethorpe County, 222 miles of streets are unpaved, or 39.8% of the total county mileage.

TABLE 6
Route Mileage for Highway / Street Transportation Network – 2010
Madison County, Athens-Clarke County, and Oconee County

COUNTY	Total Road Mileage	Road Mileage On State Routes	Road Mileage On Local Routes	Miles of Unpaved Streets	% of Road Mileage That Is Unpaved
Madison	695.6	108.3	587.3	139.12	20%
Athens-Clarke	588.5	50.7	537.8	9.42	1.6%
Oconee	492.9	69.6	423.3	42.88	8.7%
Oglethorpe	557.9	77.1	480.8	222	39.8%
TOTALS	2,334.9	305.7	2,029.2	413.42	17.7%

Source: The Georgia County Guide, UGA, 2012.

2. Commuting Patterns

According to the 2010 Census, in the Madison-Athens-Clarke-Oconee-Oglethorpe County region employed residents spent almost 200 hours per year per person commuting back and forth from work. The times of day that the greatest congestion occurs are the morning and evening rush hours. These peak hours occur when the work commute coincides with other types of business and personal travel.

Based on the results of the 2010 Census, approximately 84,720 residents of Madison County, Athens-Clarke County, Oconee County, and Oglethorpe County were employed in 2010 (see Table 8). It was estimated that 80% of Madison County workers, 73.5% of Athens-Clarke County workers, 84.5% of Oconee County workers, and 76.8% of Oglethorpe County workers drove to work alone. Carpooling was used approximately 12.7% in both Madison County, 11.4% in Athens-Clarke County, 7.2% in Oconee County, and 17.1% in Oglethorpe County. Public transportation was used by 0% of Madison County and Oglethorpe County residents to get to work while 3.6% of Athens-Clarke County residents and 0.2% of Oconee County residents used public transportation to get to work. A significant number of Athens-Clarke County residents walked to work in 2010 – 4.8% of residents in comparison with the statewide 1.6%.

TABLE 7
Commuting to Work Travel Patterns – 2010

Category	Madison County	Athens-Clarke County	Oconee County	Oglethorpe County	State of Georgia
Number of Workers Age 16 and Over	11,986	51,805	15,014	5,915	4,241,387
Percent Who Drove Alone	9,586	38,101	12,682	4,540	78.7%
Percent Who Were in Carpools	1,519	5,892	1,088	1,014	11.2%
Percent Who Used Public Transportation	0	1,844	30	0	2.3%
Percent Who Walked to Work	231	2,512	164	46	1.6%
Percent Who Used Taxi, Motorcycle, Bicycles or Other Means to Get to Work	105	1,298	96	22	1.8%
Percent Who Worked in County of Residence	3,851	41,619	5,486	1,401	N/A
Mean Travel Time to Work (Minutes)	24.4	18.3	21.4	27.3	27.0

Source: U.S. Census, American Community Survey 5-year Estimates, 2006 – 2010, DP03; U.S. Census, Residence County to Workplace County Flows for U.S. & Puerto Rico Sorted by Residence Geography 2006 - 2010

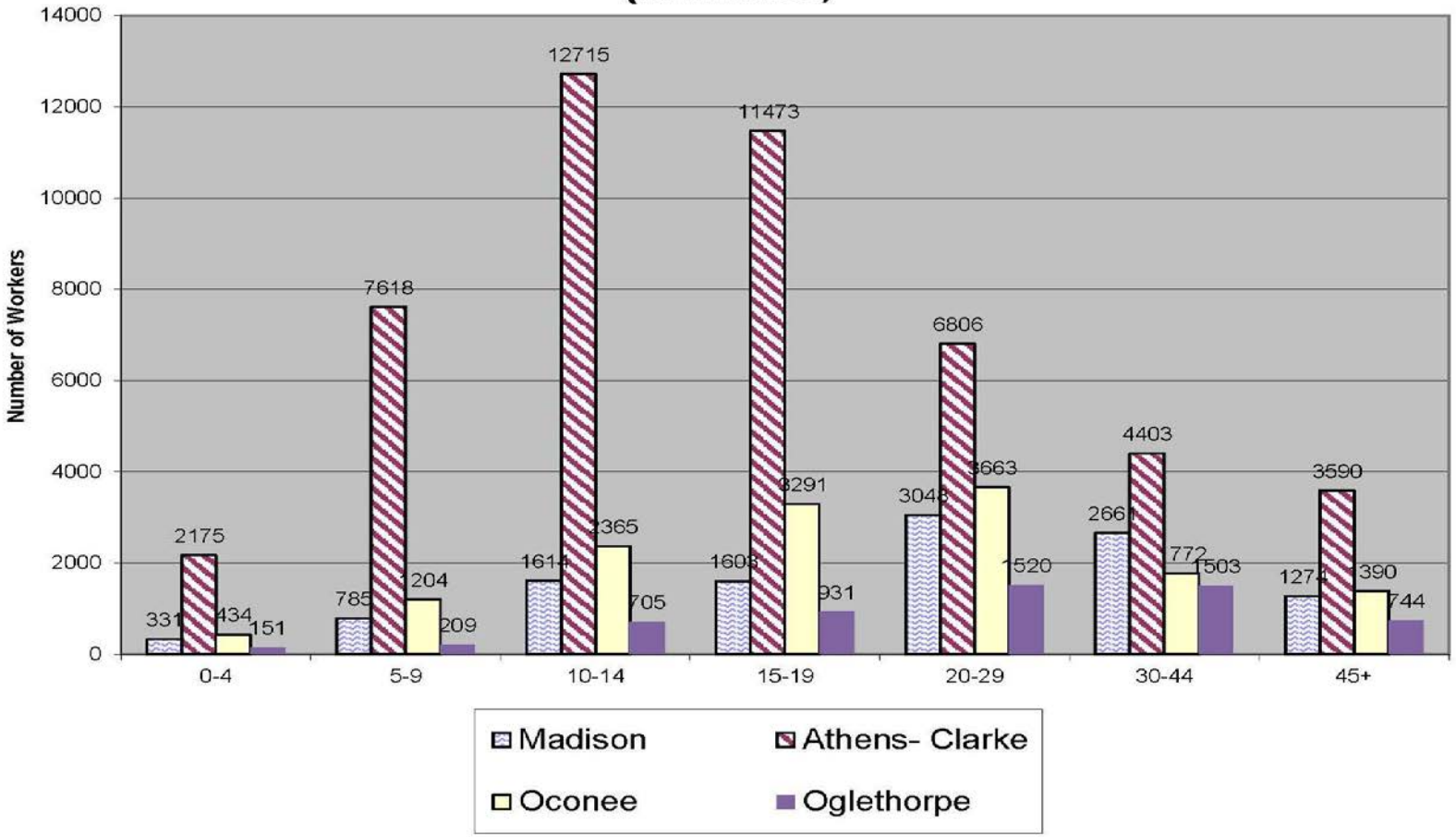
The fact that Athens-Clarke County is a regional employment center is reflected by the percentage of individuals who are employed in their respective county of residence. In 2010, 80.3% of Athens-Clarke County residents who were employed had jobs located in Athens-Clarke County. Madison County, Oconee County, and Oglethorpe County have a lower percentage of persons who live and work in the same county. In 2010, only 32.0% of employed Madison County residents, 36.5% of employed Oconee County residents, and 23.7% of employed Oglethorpe County residents both lived and worked in the same county.

This concentration of employment in Athens-Clarke County impacts the length of work trips (see Figures 2 and 3). As reflected in Figure 2, the majority of trips to work take from 20 to 29 minutes in Madison County, 10 to 14 minutes in Athens-Clarke County, 20 to 29 minutes for Oconee County residents, and 20 to 29 minutes in Oglethorpe County. Also, the vast majority of employed persons work in the metropolitan area. This is reflected in the fact that in 2010 only 6,998 workers (8.75%) drove 45 minutes or longer to get to work.

The morning rush hour (between 7:00 am and 7:59 am) is one of the periods in which congestion is most pronounced for the transportation network. According to the 2010 Census, approximately 27,484 Athens-Clarke, Madison, Oconee, and Oglethorpe County workers (34 %) left to go to work between 7:00 am and 7:59 am each morning. Although most of the workers leave to go to work in the morning, a significant number of employed workers go to work in off-peak periods. This suggests that more than traditional peak traffic data may need to be examined to get a clearer picture of traffic flow in the MACORTS area. In 2010, 15% of employed persons left to go to work between the hours of 12:00 pm and 11:59 pm. This is at least partially due to the shift workers who are employed at manufacturing facilities in the metropolitan area.

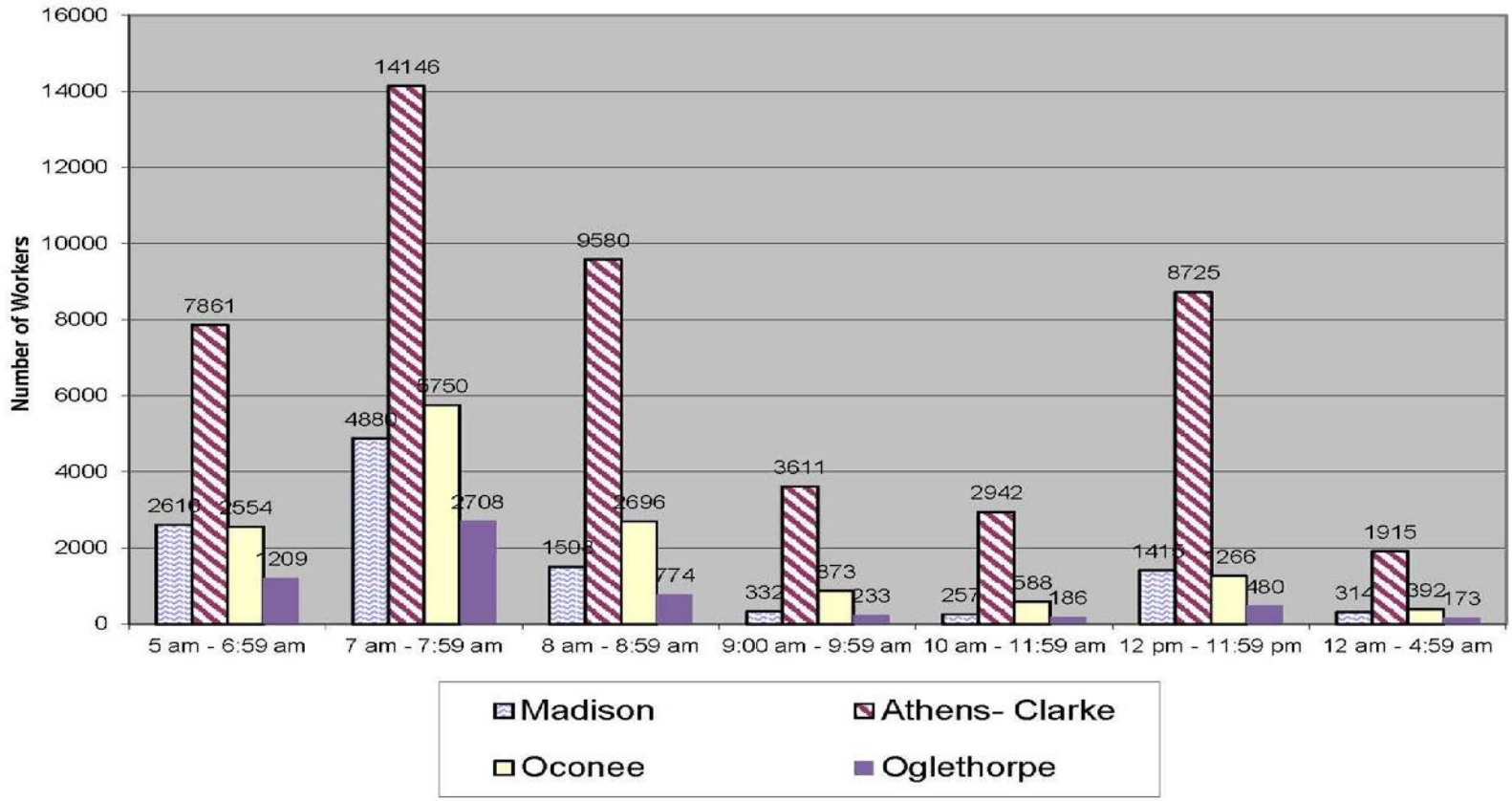
Development within all 3 counties will complicate travel over the coming years. Madison County will be concentrating high density (1 unit per acre without county water service and 1 unit per ¾ acre with county water service) residential development in most of the area within the MPO. There are also planned commercial development corridors along the portions of SR 29 and SR 72 within the MACORTS area. Without expansion of water and sewer lines higher density residential or commercial development would not be probable. Recent expansion of the water and sewer system in the northern portion of Oconee County has provided the infrastructure necessary for large-scale commercial, industrial, and residential development. As the northern portion of Oconee County continues to develop industrially and commercially,

Figure 2 - Travel Time to Work
(In Minutes)



Source: U.S. Bureau of the Census, American Community Survey, 5-Year Estimates, 2007 - 2011, B08012.

Figure 3 - Time Leaving Home to Go to Work



Source: U.S. Bureau of the Census, American Community Survey 5-Year Estimates, 2007-2011, B08011.

travel patterns in the region will change significantly. Over time, this will result in more workers from all 4 counties commuting to jobs across the county lines. Planning for this development in the future will require close monitoring of infrastructure improvements and future commercial developments in Madison and Oconee County.

3. FHWA Functional Classification System

The Federal Highway Administration requires that the state DOT in cooperation with the MPO establish a highway classification system. It should be noted that this classification is different from the classification used for zoning purposes.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide (FHWA, 1989). This classification is based on the purpose the road provides relative to land access vs. mobility. Listed below are the classification categories for highways/roads in the MACORTS area.

A. Urban Principal Arterial Streets

These routes service major movements within the urbanized area by serving the major centers of activity of a metropolitan area. Streets classified as principal arterials may be considered for inclusion on the National Highway System (NHS). The principal arterial system carries most of the trips entering and leaving the urban area and the majority of through movements wanting to bypass the central city.

The principal arterial system carries significant intra-area travel, such as between the Central Business District and outlying residential areas. Another major purpose of the principal arterial system includes connecting major suburban centers. The spacing of principal arterials may vary from less than one mile in the central business district to five miles or more in the urban fringe.

It should be a priority of local governments to protect the capacity of the urban principal arterial street system. Due to the fact that these routes are projected to carry a large amount of the regional traffic, local governments should limit access to these routes as much as is possible to protect their traffic-carrying capacity. It is also important that local governments protect the right-of-way for future arterial routes. However, possible steps available to local governments, other than purchasing right-of-way, are somewhat limited. It is recommended that local governments review development projects to determine if future principal arterial corridor routes

may be threatened by future development. Listed in Table 9 are the principal arterial routes for the MACORTS area.

TABLE 8
Principal Arterial Routes
MACORTS Area

1.	Athens Perimeter (US 78, 441, 128, SR 8, 10, 15)
2.	Atlanta Highway (US 78 Business, SR 10) - from Jimmie Daniel Road to US 78
3.	Broad Street (US 78 Business, SR 10) - from Middle Oconee River to Thomas Street
4.	Commerce Road (US 441, SR 15)
5.	Epps Bridge Parkway
6.	Hull Road (SR 72)
7.	Jefferson Road (US 129, SR 15)
8.	Lexington Road (US 78, SR 10)
9.	Macon Highway
10.	Milledge Avenue (SR 15 Alt.) - Prince Avenue to Macon Hwy.
11.	Monroe Highway (US 78 Business, SR 10)
12.	North Avenue – Thomas Street to Athens Perimeter
13.	Oak Street – Oconee Street to Athens Perimeter
14.	Oconee Street – Thomas St. to Oak St. and Oak St. to Lexington Rd.
15.	Prince Avenue (SR 15 Alt.) – Milledge Avenue to Athens Perimeter
16.	Thomas Street – North Avenue to Broad Street
17.	US 29, SR 8 – Athens Perimeter to Madison Co. line
18.	US 29, SR 316, SR 8 in Oconee County
19.	US 441, US 29, US 129, SR 24 in Oconee County

B. Urban Minor Arterial Streets

The urban minor arterial street system includes all arterials not classified as principal and contains facilities that place more emphasis on land access and offer a lower level of traffic mobility. These facilities provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. Examples of minor arterials in the MACORTS area include Hog Mountain Road and Jimmie Daniel Road.

The spacing of minor arterial streets may vary from 1/8 to 1/2 mile in the central business district to 2-3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

Listed in Table 10 are the streets in the MACORTS area classified as minor arterial streets.

TABLE 9
Urban Minor Arterial Routes
MACORTS Study Area

1.	Alps Road
2.	Arnoldsville Road – Main Street to Hargrove Lake Road
3.	Atlanta Highway – US 78 Business to Dials Mill Rd.
4.	Barnett Shoals Road – SR 15 to McRees Gin Rd (Oconee)
5.	Barnett Shoals Road – Gaines School Road to Oconee Countyline
6.	Baxter Street – Alps Road to Lumpkin Street
7.	Belmont Road
8.	Bob Wages Road – Fowler Drive to Jackson County line
9.	Charlie Bolton Road
10.	Chase Street – Newton Bridge Road to Broad St.
11.	Cherokee Road
12.	Cleveland Road
13.	Colham Ferry Road – south to Green Ferry Road
14.	Danielsville Road
15.	Dougherty Street – Pulaski St. to Thomas St.
16.	Dr. Martin Luther King, Jr. Parkway
17.	Experiment Station Road
18.	Fowler Mill Rd.
19.	Glenn Carrie Road
20.	Greensboro Highway (SR 15)
21.	Harden Hill Road
22.	Harve Mathis Road
23.	Hawthorne Avenue
24.	Hodges Mill Road – Mars Hill Road to Brookhaven Place
25.	Hog Mountain Rd., SR 53 – US 441 to Mars Hill Road
26.	Hull Road – Danielsville Rd to SR 72
27.	Ila Road (SR 106)
28.	Jennings Mill Road
29.	Jimmy Daniell Road (Oconee), Jimmie Daniel Road (ACC)
30.	Lumpkin Street – Dougherty Street to Macon Hwy
31.	Main Street (Winterville)
32.	Mars Hill Road / Experiment Station Road / SR 53
33.	Moores Grove Road
34.	Morton Road
35.	New High Shoals Road – US 441 to Macon Hwy

36.	New Jimmie Daniel Road
37.	Newton Bridge Road
38.	Oconee Connector
39.	Oglethorpe Avenue – Athens Perimeter to Prince Avenue
40.	Old Hull Road – SR 72 to North Avenue
41.	Old Lexington Road
42.	Pittard Road
43.	Prince Avenue - Pulaski Street to Milledge Avenue
44.	Robert Hardeman Road
45.	S. Milledge Avenue – Macon Highway to Whitehall Road
46.	Simonton Bridge Road
47.	Smithsonia Road
48.	Tallassee Road
49.	Timothy Road
50.	US 441 Business / US 129 Business
51.	US 29 / SR 8 (Madison County)
52.	Voyles Road
53.	Whit Davis Road
54.	Whitehall Road

C. Urban Collector Streets

The urban collector street system differs from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterial streets. The function of a collector street differs from an arterial street in that greater access is allowed to adjacent properties.

The streets located in Table 11 are classified as collectors for the MACORTS area.

TABLE 10
Urban Collector Street System
MACORTS Area

1.	Athena Drive
2.	Athens Road
3.	Baldwin Street
4.	Barber Creek Road
5.	Barber Street
6.	Barnett Shoals Road – Lexington Road to Gaines School Road
7.	Barnett Shoals Road – McRees Gin Rd to Bob Godfrey Road (Oconee)
8.	Beaverdam Road
9.	Bob Godfrey Road
10.	Boley Drive
11.	Boulevard – Pound Street to Barber Street
12.	Brookwood Drive
12.	E. Broad Street – Thomas Street to North Peter Street
13.	Carlton Street

14.	Cedar Shoals Road
15.	Chandler Ray Road
16.	Cleveland Avenue
17.	Clotfelter Road
18.	Colbert – Danielsville Road
19.	Colham Ferry Road – Green Ferry Road south
20.	College Avenue – Dr. MLK Parkway to Dougherty Street
21.	College Station Road – Agriculture Drive to E. Campus Road
22.	Crestwood Drive
23.	Daniels Bridge Road
24.	Diamond Hill – Colbert Road
25.	Diamond Hill – Neese Road
26.	Dr Martin Luther King Jr – North Avenue to Peter Street
27.	East Campus Road
28.	Flat Rock Road - SR 15 to McRee Mill Road
29.	Fortson Store Road
30.	Fowler Drive
31.	Fowler Mill Road
32.	Freeman Drive
33.	Government Station Road
34.	Greencrest Drive
35.	Hancock Avenue
36.	High Shoals Road
37.	Hodges Mill Road – Brookhaven Place to Hog Mountain Road
38.	Hog Mountain Road – Mars Hill Road to Barrow County line
39.	Homewood Drive
40.	Huntington Road
41.	Janice Drive
42.	Jefferson River Road
43.	Jennings Mill Parkway
44.	Kathwood Drive
45.	King Avenue
46.	Lavender Road
47.	Lem Edwards Road
48.	Malcolm Bridge Road
49.	Milledge Circle
50.	Mitchell Bridge Road
51.	Moons Grove Church Road
52.	Nellie B Avenue
53.	New High Shoals Road – US 441 to High Shoals Road
54.	Nowhere Road (ACC & Madison Cos.)
55.	Old Elberton Road
56.	Olympic Drive
57.	Peter Street
58.	Pittard Road
59.	Ponderosa Drive

60.	Pound Street – Boulevard to Prince Avenue
61.	Pulaski Street – Dougherty Street to Broad Street
62.	Research Drive
63.	Rocksprings Street
64.	Sanford Road
65.	Smithsonia – Colbert Road
66.	Smokey Road
67.	Southview Drive
68.	Spratlin Mill Road
69.	Springdale Road
70.	Spring Valley Road
71.	SR 172
72.	Thomas Street – Broad Street to Baldwin Street
73.	Union Church Road
74.	Valleywood Drive
75.	Vincent Drive
76.	Vine Street – 1st Street to Nellie B. Avenue
77.	Virgil Langford Road
78.	Westlake Drive – Alps Road to Lumpkin Street
79.	Whitehead Road
80.	Wilkerson Street
81.	Williams Street
82.	Willow Street
83.	Winterville Road

4. Transportation Corridors Experiencing Volume to Capacity Ratios in Excess of 1.0

One of the primary tools in identifying transportation corridors that may be in need of capacity enhancements is comparing the volume of a roadway to its capacity. Capacity is thereby related to the concept of level of service.

For transportation planning in the MACORTS area, a volume-to-capacity ratio of 0.5 to 0.7 indicates that a road segment is operating at a level of service "C". When the volume-to-capacity ratio exceeds 1.0, this indicates that the roadway may be in need of improvements to increase its capacity. Figure 4 illustrates segments of roadways that currently have volume to capacity ratios of 1 and above.

The level of service designations from A – F are defined below:

Level of Service A: Free flow with individual users virtually unaffected by the presence of others in the traffic stream.

Level of Service B: Stable flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.

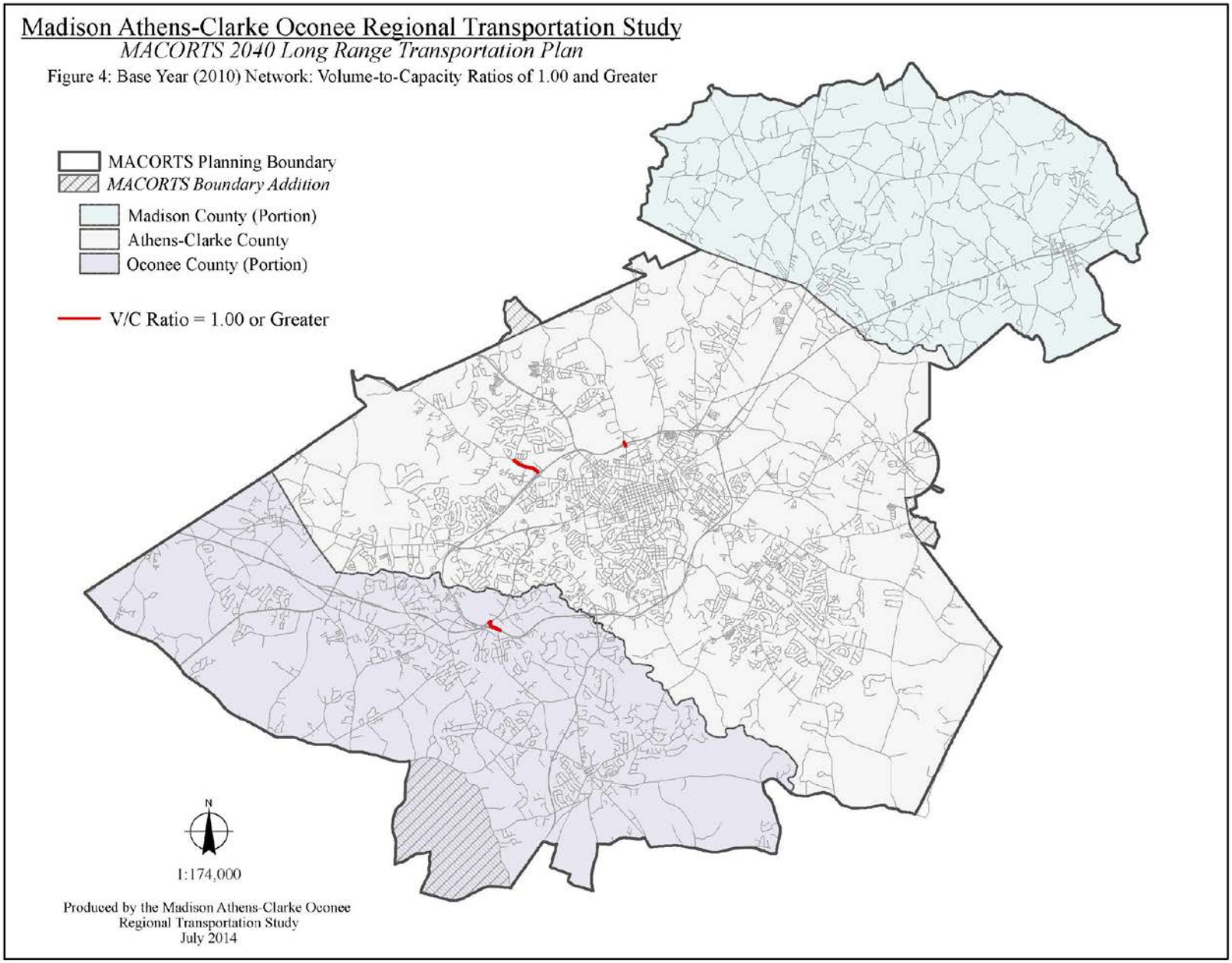
Level of Service C: Restricted flow which remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.

Level of Service D: High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though traffic flow remains stable.

Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.

Level of Service F: Forced flow in which the amount of traffic approaching a point exceeds the amount that can be served, and queues form, characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

Source: Transportation Planning Handbook (2nd Edition), Institute of Transportation Engineers, 1999.


Madison Athens-Clarke Oconee Regional Transportation Study
MACORTS 2040 Long Range Transportation Plan
Figure 4: Base Year (2010) Network: Volume-to-Capacity Ratios of 1.00 and Greater
MACORTS Planning Boundary
MACORTS Boundary Addition
Madison County (Portion)
Athens-Clarke County
Oconee County (Portion)
V/C Ratio = 1.00 or Greater
N
1:174,000
Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
July 2014

Listed on the following pages are corridors that were experiencing the highest volume to capacity ratios over 1.0 in the base year of the model. (results from Network 1 – Year 2010 Base Year).

A. SR 10 Loop northbound exit ramp onto Epps Bridge Parkway

The SR 10 Loop northbound exit ramp onto Epps Bridge Parkway is the gateway to the commercial development along Epps Bridge Parkway in Oconee County. The ramp experiences considerable congestion, especially in the morning and afternoon peak hours.

TABLE 11
Traffic Counts On SR 10 Loop NB Exit Ramp at Epps Bridge Parkway

Station Number	2008	2009	2010	2011	2012	3-year Average
R019	Not Available	Not Available	10,930	10,770	10,770	10,823

Source: Georgia Dept. of Transportation Traffic Counts, STARS 2012 Data

B. Tallassee Road

Tallassee Road, classified as a minor arterial, carries both regional and local traffic in the northern portion of Athens-Clarke County adjacent to Jackson County. Positioned between US 129 and Atlanta Highway and paralleling US 129, it provides an alternative route into Jackson County. It experiences congestion between the SR 10 Loop and Whitehead Road. Traffic Count data is presented below (Table 13).

A project to widen Tallassee Road to a 4-lane roadway from the SR 10 Loop to Lavender Road is proposed in this Plan. The project would include bicycle and pedestrian facilities. This project should alleviate considerable congestion near the SR 10 Loop.

TABLE 12
Traffic Counts Along Tallassee Road

Station Number	2008	2009	2010	2011	2012	5-year Average
167 Between SR 10 Loop & Whitehead Rd.	15,230	15,260	14,640	14,290	14,040	14,692

Source: Georgia Dept. of Transportation Traffic Counts, STARS 2012 Data

C. Chase Street

Chase Street, classified as a minor arterial, serves the northern area of downtown Athens. This area includes substantial industrial and dense residential uses. The section of Chase Street between the ramps of SR 10 Loop experiences congestion during peak hour and during shift change time periods. This section of roadway could be improved along with the interchange of SR 10 Loop in the future. It was not deemed to be the best use of funding in the MACORTS area at this time.

TABLE 13
Traffic Counts Along Chase Street

Station Number	2009	2010	2011	2012	2013	2-year Average
At SR 10 Loop Ramps (GDOT and local counts)	Not Available	Not Available	Not Available	10,760	15,118	12,939

Source: Georgia Dept. of Transportation Traffic Counts, STARS 2012; Athens-Clarke County Traffic Engineering Traffic Counts, 2013.

5. Transportation Corridors/Routes with Projected Volume to Capacity Ratios in Excess of 1.0 (Model Network 4)

Figure 5 illustrates the roadways that are projected to have volume-to-capacity ratios in excess of 1.0 by the year 2040. Listed in table 15 are the segments with volume to capacity ratios in excess of 1.0. Segments with projected volume to capacity ratios greater than 1.0 will likely experience capacity problems and should be given consideration to increase capacity. This congestion is based on there being no additional road improvements built other than those that are currently in the GDOT Statewide Transportation Improvement Program (STIP). These improvements include SR 53/Mars Hill Road widening, Athens Perimeter at Olympic Drive/Peter Street interchange, Jennings Mill Parkway Extension, Daniels Bridge Road Extension, and US 441 Widening projects.

Many roads being projected to experience capacity problems are currently having capacity problems. The roadways with the most significant projected capacity problems are SR 10 Loop at Epps Bridge Parkway, Chase Street at SR 10 Loop, and Tallassee Road at SR 10 Loop. Traffic congestion along these routes is expected to be especially acute.

Based on this information regarding highway road segments that are expected to be over capacity, along with information on existing congestion, a plan of projects to relieve this congestion can be formulated. The needs illustrated by the output of the travel demand model are balanced with local knowledge regarding present congestion and local priorities and the fiscal reality of anticipated funding to formulate a list of projects. This list of projects is included in the following section. Due to the continued growth in population and employment projected for the metropolitan area, traffic is projected to increase accordingly. Based on the future growth indicated in each community's land use and comprehensive development plans, the major arterial routes in the MACORTS study area will continue to experience capacity problems. Also, several routes in rapidly growing Oconee County are projected to have volume to capacity ratios in excess of 1.0.

Madison Athens-Clarke Oconee Regional Transportation Study

MACORTS 2040 Long Range Transportation Plan

Figure 5: Base Year (2040) Network: Volume-to-Capacity Ratios of 1.00 and Greater

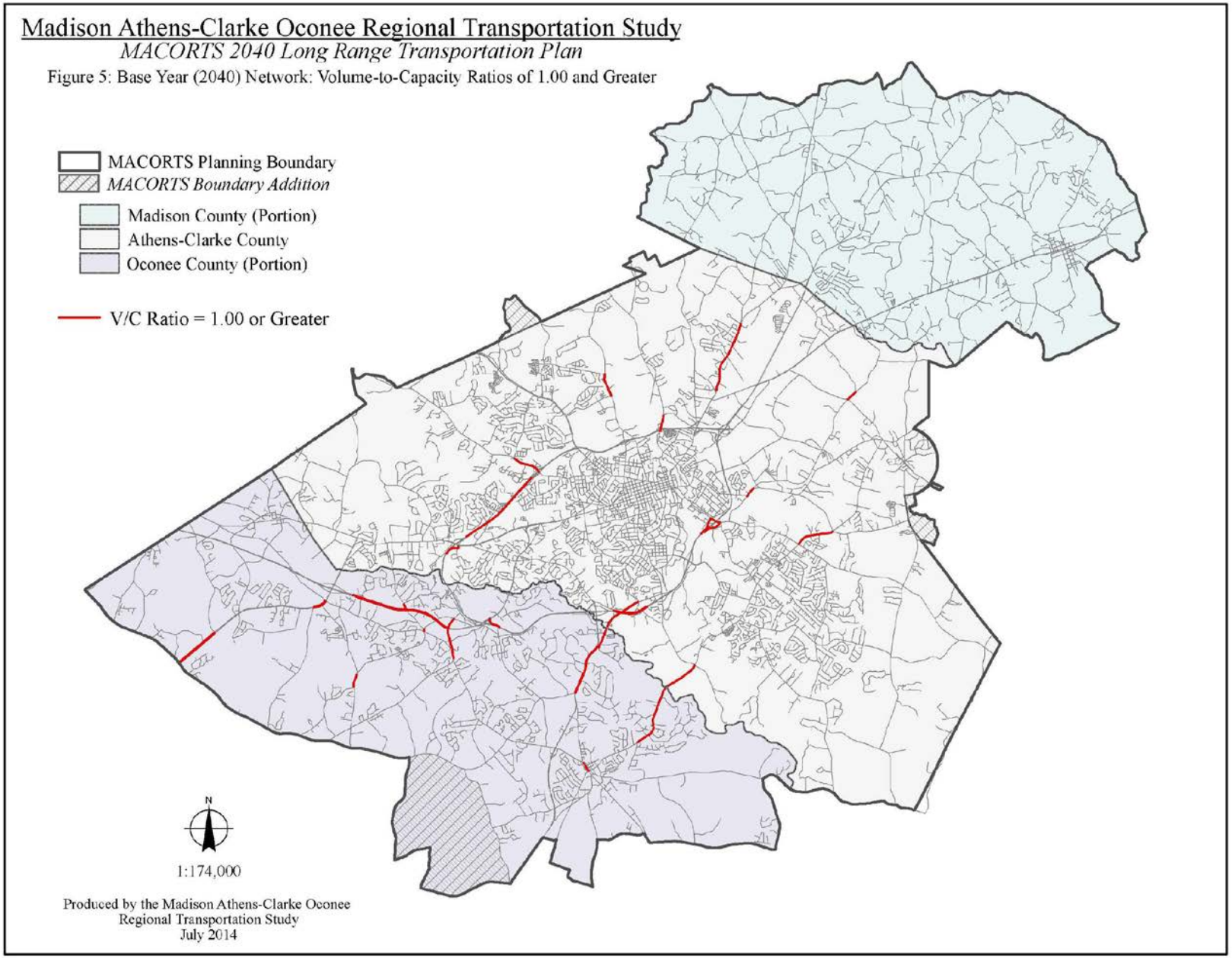


TABLE 14
Roads that have segments with projected 2040 volume to capacity ratios greater than 1.0 according to the MACORTS area Travel Demand Model (4th Network)

▪ Cherokee Road	Between Lexington Rd & Beaverdam Rd
▪ Danielsville Road	Between Nowhere Rd & Helican Springs Rd
▪ Lexington Road	Between Ramps of SR 10 Loop
▪ Main Street (Watkinsville)	Between US 441 & Barnett Shoals Rd.
▪ Malcolm Bridge Rd.	at Rocky Branch Road
▪ Newton Bridge Road	Between Vincent Drive & Kathwood Drive
▪ North Avenue	Between Ramps of SR 10 Loop
▪ Oconee Connector / Mars Hill Road	Between Virgil Langford Rd & Hodges Mill Rd
▪ Old Elberton Road	Between Voyles Road & Pittard Road
▪ Riverbend Road	at S. Milledge Avenue
▪ Spring Valley Road	Between Nellie B Ave. & Winterville Rd
▪ SR 10 Loop	Ramps at Atlanta Highway Between Atlanta Highway & Tallassee Road Between Chase Street & US 441N Ramps at Lexington Road Between College Station Rd & S. Milledge Between S. Milledge Ave. & US 441S NB Ramp to Epps Bridge Parkway
▪ SR 316	Between US 78 & SR 10 Loop
▪ Tallassee Road	Between SR 10 Loop & Whitehead Road
▪ US 441 N	Between SR 10 Loop & Boley Drive
▪ US 441 S	Between Lumpkin St. & Hog Mountain Rd
▪ US 78	Between Mars Hill Rd & Clotfelter Rd Between Dials Mill Rd & Hog Mountain Rd
▪ Whitehall Rd /Simonton Bridge Rd	Between S. Milledge Avenue & Norton Rd.

6. Recommended Year 2040 Transportation Plan Transportation Projects

Listed on the following pages are the non-public transportation projects recommended for inclusion into the Year 2040 MACORTS Transportation Plan. The project selection was based on public input, the work of the TCC Subcommittee, and data from the MACORTS travel demand model along with a consideration of the planning factors required by MAP-21. The timeframes attributed to each project was established by the TCC subcommittee representatives for all 3 participating counties as a guide to the priority of each project at the local level. The recommendations of the TCC subcommittee were taken to the full Technical Coordinating Committee and subsequently approved by the MACORTS Policy Committee. These projects are designed to improve the overall operating capacity of the roadway network. Full project details are contained in the project information sheets beginning on page 59.

Table 15
PROJECTS TO BE ADDED TO THE MACORTS TRANSPORTATION PLAN
Number does not indicate priority
All cost estimates represent the median cost in the assigned cost band.

PROJECT NUMBER	DESCRIPTION
R-10	Mitchell Bridge Rd / Timothy Rd Intersection Realignment (Clarke) Median Cost: $3,000,000 Cost Band: FY 2020 - 2024 Realign Mitchell Bridge Road, Timothy Road, and Atlanta Highway to create a 90 degree signalized intersection
R-11	Greenway Extension to College Station Road (Clarke) Median Cost: 1,670,214 Cost Band: FY 2015 - 2019 Extend Oconee Rivers Greenway from Oconee Street to College Station Rd
R-12	Rail to Trail (Clarke) Median Cost: $1,007,888 Cost Band: FY 2015 - 2019 Convert abandoned rail line to multi-use trail between Multimodal Center and Dudley Park
R-13	Milledge Avenue Safety Improvements (Clarke) Median Cost: $2,300,000 Cost Band: FY 2030 - 2040 Widen to 2 standard travel lanes with turn lanes as needed
R-14	SR 10 Loop at College Station Road Intersection Improvements (Clarke) Median Cost: $1,055,000 Cost Band: FY 2030 - 2040 Add dual turns from College Station Road to SR 10 Loop

R-15 Fowler Drive Widening (Clarke)
Median Cost: $1,184,000 Cost Band: FY 2030 - 2040
Widen to 2 standard travel lanes with pedestrian improvements

R-16 Tallassee Road at Lavender Road Realignment (Clarke)
Median Cost: 1,175,000 Cost Band: FY 2030 - 2040
Realign intersection to 90 degrees with turn lanes

R-20 Spratlin Mill Road Widening (Madison)
Median Cost: $5,633,000 Cost Band: FY 2025 - 2029
Widen to 3 lanes with intersection improvements as needed

R-21 Glenn Carrie Road Widening (Madison)
Median Cost: $14,539,000 Cost Band: FY 2020 - 2024
Widen from 2 to 4 lanes with bicycle lanes and sidewalks

R-22 Garnett Ward / Piedmont Rd at US 29 Intersection Improvements (Madison)
Median Cost: $793,000 Cost Band: FY 2020 - 2024
Add turn lanes and safety improvements to the intersection

R-33 US 441 / SR 24 South Widening (Oconee)
Median Cost: $11,840,000 Cost Band: FY 2020 - 2024
Widen from Watkinsville Bypass south to MACORTS boundary and south to just north of the Apalachee River

Bike-1 Lexington Road Bike Lanes
Median Cost: $1,600,000 Cost Band: FY 2020 - 2024
Widen for 4 ft. bike lanes from Winterville Road to Gaines School Road

B-1 Macon Highway / US 441 Bridge over Middle Oconee River (Clarke)
Median Cost: $7,217,000 Cost Band: FY 2025 - 2029
Reconstruct bridge to 2 standard lanes with bicycle / pedestrian facilities

Table 16
PROJECTS TO REMAIN IN THE PLAN
Number does not indicate priority
All cost estimates represent the median cost in the assigned cost band.

PROJECT NUMBER	DESCRIPTION
R-1	Olympic/Indian Hills Dr./Winterville Rd. Widening (Clarke) Median Cost: $28,446,000 Cost Band: FY 2020 - 2024 Widen segments of Olympic Dr., Indian Hills Rd., and Winterville Rd. from two to four lanes from the Athens Perimeter to Beaverdam Road. Project concept includes the construction of a divided 4-lane roadway, with turn lanes at selected locations, with bicycle facilities.

R-2 US 29 / Danielsville Rd. Connector (Clarke)
Median Cost: $8,521,000 Cost Band: FY 2030 - 2040
Construct a 2-lane roadway with turn lanes at key intersections to provide east-west circulation between US 29 and Danielsville Road.

R-3 Tallassee Road Widening (Clarke)
Median Cost: 23,600,000 Cost Band: FY 2020 - 2024
Widen Tallassee Rd. from SR 10 Loop to Lavender Road to a 4-lane divided parkway with turn lanes at key intersections along the corridor. Included in the project are pedestrian and bicycle facilities.

R-4 Hawthorne Avenue Widening, Phase I (Clarke)
Median Cost: $31,664,000 Cost Band: FY 2030 - 2040
Widen to a 5-lane (4 travel with center turn lane) roadway from Broad Street to Oglethorpe Avenue. Pedestrian and bicycle facilities will be included in this project.

R-5 Jennings Mill Parkway (Clarke)
Median Cost: $4,800,000 Cost Band: FY 2030 - 2040
Construct a new 4-lane divided highway between Commerce Boulevard and SR 10 Loop. Included in the project are sidewalks, bike lanes.

R-6 Epps Bridge Parkway Left Turn Lane (Clarke)
Median Cost: $1,000,000 Cost Band: FY 2020 - 2024
Add northbound left turn lane from Epps Bridge Parkway to Atlanta Highway.

R-7 SR 10 Loop at Lexington Highway Intersection Improvements (Clarke)
Median Cost: $36,419,000 Cost Band: FY 2030 - 2040
Widen Lexington Road to 2 lanes in each direction with auxiliary lanes near the interchange. Reconstruct ramps for northbound traffic on SR 10 Loop to access Lexington Highway and improve turning lanes at existing ramp locations. Project includes a shared multimodal path to connect Barnett Shoals Road to the proposed rail-to-trail corridor.

R-8 SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke)
Median Cost: $22,988,000 Cost Band: FY 2015 - 2019
Reconstruct the existing interchange to all for a new entrance ramp from westbound Atlanta Highway to southbound SR 10 Loop and relocate Jennings Mill Rd. east of its current intersection. Pedestrian facilities are included in this project.

R-9 SR 10 Loop / Atlanta Highway Connector (Clarke)
Median Cost: $15,000,000 Cost Band: FY 2020 - 2024
Add a partial interchange to SR 10 Loop between the Tallassee Rd / Oglethorpe Avenue and US 78 / Atlanta Highway exits. This interchange will provide a connection to the Atlanta Highway via the Heyward Allen Parkway.

R-17 Old Danielsville Road / US 29 (Madison)
edian Cost: $737,000 Cost Band: FY 2020 - 2024
Intersection improvement that would signalize this intersection or eliminate the median crossing left turns.

R-18 US 29 Widening – Phase 1 (Madison)
Median Cost: $53,086,000 Cost Band: FY 2020 - 2024
Widen US 29 to 4 lanes from SR 106 to CR 228/Diamond Hill-Colbert Rd.

R-19 US 29 Widening – Phase 2 (Madison)
Median Cost: $70,764,000 Cost Band: FY 2020 - 2024
Widen US 29 to 3 or 4 lanes from CR 228/Diamond Hill-Colbert Rd. to CR 88/Irwin Kirk Rd. (north of Danielsville and outside of MACORTS area)

R-23 Daniells Bridge Rd. Extension (Oconee)
Median Cost: $8,537,000 Cost Band: FY 2030 - 2040
Construct 2 or 4-lane extension of Daniells Bridge Rd. across the Athens Perimeter to Epps Bridge Parkway to connect with the proposed Jennings Mill Parkway. Grade-separation is included with SR 316 corridor improvements.

R-24 Daniells Bridge Rd. Widening (Oconee)
Median Cost: $14,795,000 Cost Band: FY 2025 - 2029
Widen/reconstruct Daniels Bridge Rd. with additional turn lanes as needed from Chestnut Hill Road to Hog Mountain Rd.

R-25 Hog Mountain Rd. Widening (Oconee)
Median Cost: $38,914,000 Cost Band: FY 2025 - 2029
Widen to 4-lane cross section from Mars Hill Rd. to US 441 with additional turn lanes as needed.

R-26 Malcolm Bridge Rd. / Mars Hill Rd. Intersection (Oconee)
Median Cost: $859,000 Cost Band: FY 2025 - 2029
Add lanes at intersection to increase capacity. Signalization of the intersection will be included.

R-27 Jimmie Daniel / Jimmy Daniell Rd. Widening (Clarke/Oconee)
Median Cost: $10,000,000 Cost Band: FY 2025 - 2029
Widen / reconstruct Jimmy Daniell Rd. to 4 lanes with additional turn lanes as needed from SR 316 to Atlanta Highway. Sidewalks should be included in this project.

R-28 Mars Hill Road / Experiment Station Road Widening – Phase 1 (Oconee)
Median Cost: $27,365,000 Cost Band: FY 2015 - 2019
Widen to 4 lanes and construct turn lanes as needed from SR 316 to Hog Mountain Road. Sidewalks and bicycle lanes are planned for this corridor, where feasible.

R-29 Mars Hill Road / Experiment Station Road Widening – Phase 2 (Oconee)
Median Cost: $13,003,000 Cost Band: FY 2015 - 2019
Widen to 4 lanes and construct turn lanes as needed from Hog Mountain Road to US 441. Sidewalks and bicycle lanes are planned for this corridor, where feasible.

R-30 Mars Hill Road / Experiment Station Road Widening – Phase 3 (Oconee)
Median Cost: $11,309,000 Cost Band: FY 2020 - 2024
Widen to 4 lanes and construct turn lanes as needed from US 441 / Watkinsville Bypass to US 441 Business. Sidewalks and bicycle lanes are planned for this corridor, where feasible.

R-31 Simonton Bridge Road Widening (Oconee)
Median Cost: $13,933,000 Cost Band: FY 2020 - 2024
Widen/reconstruct to 2 standard travel lanes from 3rd Street to Athens-Clarke County line with additional turn lanes as needed. Project will include 4-ft. bicycle lanes.

R-32 Union Church Rd. Improvement project (Oconee)
Median Cost: $15,093,000 Cost Band: FY 2020 - 2024
Widen to 2 standard travel lanes from Hog Mountain Rd (SR 53) to New High Shoals Rd. (SR 186) with a roundabout at the New High Shoals Rd. intersection

B-2 Reconstruction of Tallassee Rd. Bridge (Clarke)
Median Cost: $5,598,000 Cost Band: FY 2025 - 2029
Reconstruct the bridge to 2 standard travel lanes and shoulders plus bicycle and pedestrian facilities.

7. Projects Not Included in 2040 Transportation Plan

Listed on Tables 17 and 18 are the non-public transportation projects that were removed from the 2040 Transportation Plan entirely or moved to the Unfunded section, outside the 2040 Transportation Plan. Table 17 includes the projects removed and the rationale for doing so. The projects included in Table 18 were moved to the Unfunded section of the 2040 Transportation Plan. These projects are not eligible to receive federal transportation funding. The decision to move these projects to the Unfunded section was based on fiscal constraint and local and regional priorities. Factors used to inform these decisions included public input, the work of the TCC Subcommittee, and data from the MACORTS travel demand model along with a consideration of the planning factors required by MAP-21. The recommendations of the TCC subcommittee were taken to the full Technical Coordinating Committee and subsequently approved by the MACORTS Policy Committee.

Table 17
PROJECTS TO BE REMOVED FROM THE 2040 PLAN
All cost estimates represent the median cost in the assigned cost band.

1. Old Hull Road Widening (Clarke)
   Widen to 3 lanes from SR 10 Loop to SR 72 – COMPLETED

2. SR 15 / US 441 Connector (Oconee)
   Construct 2 lane road between SR 14 and US 441
   LOCAL ALTERNATIVE FOUND

3. SR 15 at US 441 Intersection Improvements (Oconee)
   Construct a merge lane on US 441 northbound from the SR 15 intersection COMPLETED LOCALLY

4. Virgil Langford Rd / Jimmie Daniell Rd / Rocky Branch Rd / Mars Hill Rd Intersection Improvements (Oconee)
   Bring these roads together to form one intersection – DOING LOCALLY

5. Atlanta Highway Median (Clarke)
   Add median to Atlanta Highway from SR 10 Loop to Jimmie Daniel Road
   NOT LOCAL PRIORITY

6. Milledge Avenue / Prince Avenue Intersection Improvement (Clarke)
   Add right turn lane from Milledge Avenue to Prince Avenue and left turn from Prince Avenue to Milledge Avenue. – NOT LOCAL PRIORITY

7. New Jimmie Daniel Rd Improvements (Clarke)
   Widen New Jimmie Daniel Rd to 4 lanes with turn lanes and sidewalks from Atlanta Highway to the Oconee County line –NOT LOCAL PRIORITY

8. Old Lexington Road / Morton Rd Realignment (Clarke)
   Realign off-setting side streets at this intersection to a typical 90-degree intersection with turn lanes and a traffic signal as warranted. – COMPLETED LOCALLY

9. College Station Road Bridges (Clarke)
   Reconstruct bridge over North Oconee River with bike / ped facilities UNDER CONSTRUCTION

10. Mitchell Bridge Rd. Widening (Clarke)
    Widen Mitchell Bridge Rd. from Atlanta Highway to Tallassee Road to include turn lanes at key intersections and a two-way center left-turn lane in the commercial area of the corridor. Sidewalks and bicycle facilities are planned for the corridor.

Table 18
PROJECTS MOVED TO THE UNFUNDED SECTION OF THE PLAN
Number does not indicate priority
All cost estimates represent 2040 cost.
Total Cost of Projects: $69,533,000

PROJECT NUMBER	DESCRIPTION
MC-1	Helican Springs Road Widening (Madison) Median Cost: $10,341,000 Widen Helican Springs Road / Danielsville Road from SR 106 to Athens-Clarke County line to alleviate congestion on US 29.
MC-2	Lloyd Nelms Road / Martin Griffeth Widening (Madison) Median Cost: $24,074,000 Widen to 2 standard travel lanes from SR 106 to the Jackson County line.
MC-3	Piedmont Road Widening (Madison) Median Cost: $13,355,500 Widen to 2 standard travel lanes and improve intersection for length of the road
MC-4	Diamond Hill – Colbert Road Widening (Madison) Median Cost: $21,762,500 Widen length of roadway to 2 standard travel lanes and improve intersections

Table 19
INDEX TO ROAD (R) AND BRIDGE (B) PROJECTS (by project name)
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
YEAR 2040 TRANSPORTATION PLAN UPDATE

Project Number	Project Name
R-23	Daniels Bridge Extension (Oconee)
R-24	Daniels Bridge Road Widening (Oconee)
R-6	Epps Bridge Parkway Left Turn Lane (Clarke)
R-15	Fowler Drive Widening (Clarke)
R-21	Glenn Carrie Road Widening (Madison)
R-11	Greenway Extension to College Station Road (Clarke)
R-4	Hawthorne Avenue Widening – Phase I (Clarke)
R-25	Hog Mountain Road Widening (Oconee)
R-5	Jennings Mill Parkway (Clarke)
R-27	Jimmie Daniel / Jimmy Daniell Road Widening (ACC/Oconee)
Bike-1	Lexington Road Bike Lanes (Clarke)
R-26	Malcolm Bridge Road / Mars Hill Road Intersection (Oconee)
R-28	Mars Hill Road / Experiment Station Road Widening – Phase 1 (Oconee)
R-29	Mars Hill Road / Experiment Station Road Widening – Phase 2 (Oconee)
R-30	Mars Hill Road / Experiment Station Road Widening – Phase 3 (Oconee)
R-13	Milledge Avenue Safety Improvements (Clarke)
R-10	Mitchell Bridge Road / Timothy Road Realignment (Clarke)
R-1	Olympic Drive / Indian Hills Road Widening (SR 10 and SR 72) (Clarke)
R-12	Rail to Trail (Clarke)
R-31	Simonton Bridge Road Widening (Oconee)
R-20	Spratlin Mill Road Widening (Madison)
R-9	SR 10 Loop / Atlanta Highway Connector (Clarke)
R-8	SR 10 Loop at Atlanta Highway Interchange (Clarke)
R-14	SR 10 Loop at College Station Road Intersection Improvements (Clarke)
R-7	SR 10 Loop at Lexington Road Interchange (Clarke)
R-16	Tallassee Road at Lavender Road Intersection Realignment (Clarke)
R-3	Tallassee Road Widening (Clarke)
R-32	Union Church Rd. Improvement Project (Oconee)
R-2	US 29 – Danielsville Road Connector (Clarke)
R-22	US 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements (Madison)
R-17	US 29 / Old Danielsville Road Intersection Improvements (Madison)
R-18	US 29 Widening – Phase 1 (Madison)
R-19	US 29 Widening – Phase 2 (Madison)
R-33	US 441/SR 24 Widening (Oconee)

BRIDGE (B) PROJECTS

Project Number	Project Name
B-1	Macon Highway Bridge over Middle Oconee River (Clarke)
B-2	Tallassee Road Bridge (Clarke)

Table 20
INDEX TO ROAD (R) AND BRIDGE (B) PROJECTS (by project number)
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
YEAR 2040 TRANSPORTATION PLAN UPDATE

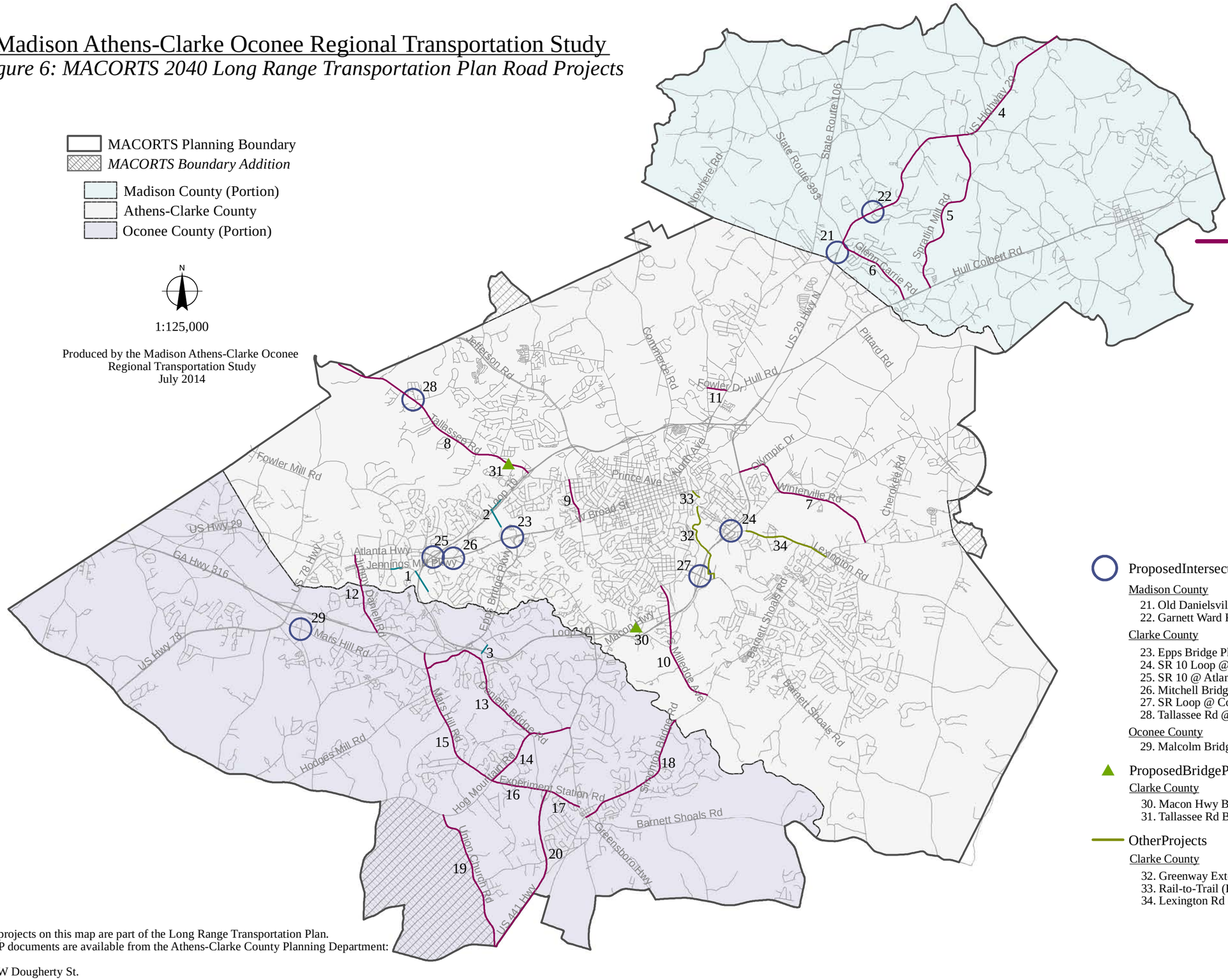
Project Number	Project Name
R-1	Olympic Drive / Indian Hills Road Widening (SR 10 and SR 72) (Clarke)
R-2	US 29 – Danielsville Road Connector (Clarke)
R-3	Tallassee Road Widening (Clarke)
R-4	Hawthorne Avenue Widening – Phase I (Clarke)
R-5	Jennings Mill Parkway (Clarke)
R-6	Epps Bridge Parkway Left Turn Lane (Clarke)
R-7	SR 10 Loop at Lexington Road Interchange (Clarke)
R-8	SR 10 Loop at Atlanta Highway Interchange (Clarke)
R-9	SR 10 Loop / Atlanta Highway Connector (Clarke)
R-10	Mitchell Bridge Road / Timothy Road Realignment (Clarke)
R-11	Greenway Extension to College Station Road (Clarke)
R-12	Rail to Trail (Clarke)
R-13	Milledge Avenue Safety Improvements (Clarke)
R-14	SR 10 Loop at College Station Road Intersection Improvements (Clarke)
R-15	Fowler Drive Widening (Clarke)
R-16	Tallassee Road at Lavender Road Intersection Realignment (Clarke)
R-17	US 29 / Old Danielsville Road Intersection Improvements (Madison)
R-18	US 29 Widening – Phase 1 (Madison)
R-19	US 29 Widening – Phase 2 (Madison)
R-20	Spratlin Mill Road Widening (Madison)
R-21	Glenn Carrie Road Widening (Madison)
R-22	US 29 at Garnett Ward Rd / Piedmont Rd Intersection Improvements (Madison)
R-23	Daniels Bridge Extension (Oconee)
R-24	Daniels Bridge Road Widening (Oconee)
R-25	Hog Mountain Road Widening (Oconee)
R-26	Malcolm Bridge Road / Mars Hill Road Intersection (Oconee)
R-27	Jimmie Daniel / Jimmy Daniell Road Widening (ACC/Oconee)
R-28	Mars Hill Road / Experiment Station Road Widening – Phase 1 (Oconee)
R-29	Mars Hill Road / Experiment Station Road Widening – Phase 2 (Oconee)
R-30	Mars Hill Road / Experiment Station Road Widening – Phase 3 (Oconee)
R-31	Simonton Bridge Road Widening (Oconee)
R-32	Union Church Rd. Improvement Project (Oconee)
R-33	US 441/SR 24 Widening (Oconee)
Bike-1	Lexington Road Bike Lanes (Clarke)

BRIDGE (B) PROJECTS

Project Number	Project Name
B-1	Macon Highway Bridge over Middle Oconee River (Clarke)
B-2	Tallassee Road Bridge (Clarke)

Madison Athens-Clarke Oconee Regional Transportation Study

Figure 6: MACORTS 2040 Long Range Transportation Plan Road Projects



ProposedNewConstructionProjects

Clarke County

1. Jennings Mill Pkwy (R-5)
2. SR 10 Loop / Atlanta Hwy Connector (R-9)
3. Daniels Bridge Rd Extension (R-23)

ProposedWideningProjects

Madison County

4. US Hwy 29 - Phase 1, 2 (R-18, 19)
5. Spratlin Mill Rd (R-20)
6. Glenn Carrie Rd (R-21)

Clarke County

7. Olympic Dr / Indian Hills Rd (R-1)
8. Tallassee Rd (R-3)
9. Hawthorne Ave - Phase 1 (R-4)
10. S Milledge Ave Safety Improvements (R-13)
11. Fowler Dr (R-15)

Clarke/Oconee County

12. Jimmie Daniel / Jimmy Daniell Rd (R-27)

Oconee County

13. Daniells Bridge Rd (R-24)
14. Hog Mountain Rd (R-25)
15. Mars Hill Rd / Experiment Station Rd - Phase 1 (R-28)
16. Mars Hill Rd / Experiment Station Rd - Phase 2 (R-29)
17. Mars Hill Rd / Experiment Station Rd - Phase 3 (R-30)
18. Simonton Bridge Rd (R-31)
19. Union Church Rd Improvements (R-32)
20. US 441 / SR 24 South (R-33)

ProposedIntersection_InterchangeProjects

Madison County

21. Old Danielsville / US 29 Intersection Improvements (R-17)
22. Garnett Ward Rd / Piedmont Rd @ US 29 Intersection Improvements (R-22)

Clarke County

23. Epps Bridge Pkwy Left Turn Lane (R-6)
24. SR 10 Loop @Lexington Rd Interchange (R-7)
25. SR 10 @ Atlanta Hwy Interchange (R-8)
26. Mitchell Bridge Rd / Timothy Rd Realignment (R-10)
27. SR Loop @ College Station Rd Intersection Improvements (R-14)
28. Tallassee Rd @ Lavender Rd Realignment (R-16)

Oconee County

29. Malcolm Bridge Rd / Mars Hill Rd Intersection (R-26)

ProposedBridgeProjects

Clarke County

30. Macon Hwy Bridge over Middle Oconee River (B-1)
31. Tallassee Rd Bridge (B-2)

OtherProjects

Clarke County

32. Greenway Extension to College Station Rd (R-11)
33. Rail-to-Trail (R-12)
34. Lexington Rd Bike Lanes (Bike-1)

The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

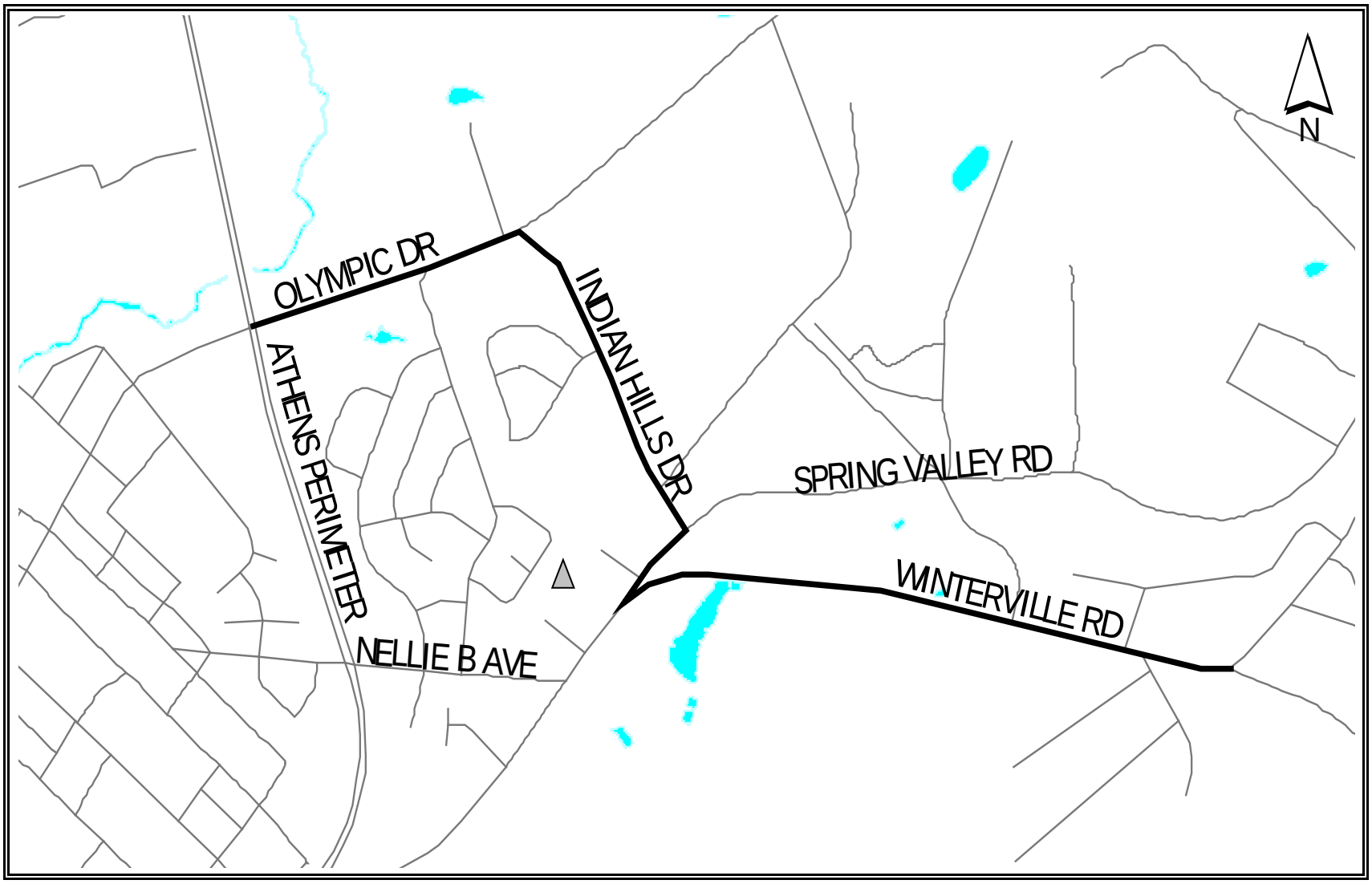
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME:	Olympic Dr./Indian Hills Rd/Winterville Rd Widening	***PROJECT #:***	R-1
PROJECT DESCRIPTION:	Widen segments of Olympic Dr, Indian Hills Rd and Winterville Rd from 2 to 4 lanes from the Athens Perimeter to Beaverdam Rd. Project concept includes the construction of a divided 4 lane roadway, with turn lanes at selected locations, with bicycle facilities.	*Estimated Cost:*	$28,446,000
		County:	Clarke
		P.I. #:	N/A
		GDOT Prj.#:	N/A

Length (miles):	2.5	*# of existing lanes:*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* N/A			*2040 (projected):*	7,200

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$1,700,000		
Right-of-Way ($)		$1,455,000		
Construction Costs ($)		$25,291,000		
PROJECT COST		$28,446,000		
Federal Cost ($)		$22,756,800		
State Cost ($)		$2,844,600		
Local Cost ($)		$2,844,600		

PROJECT LOCATION

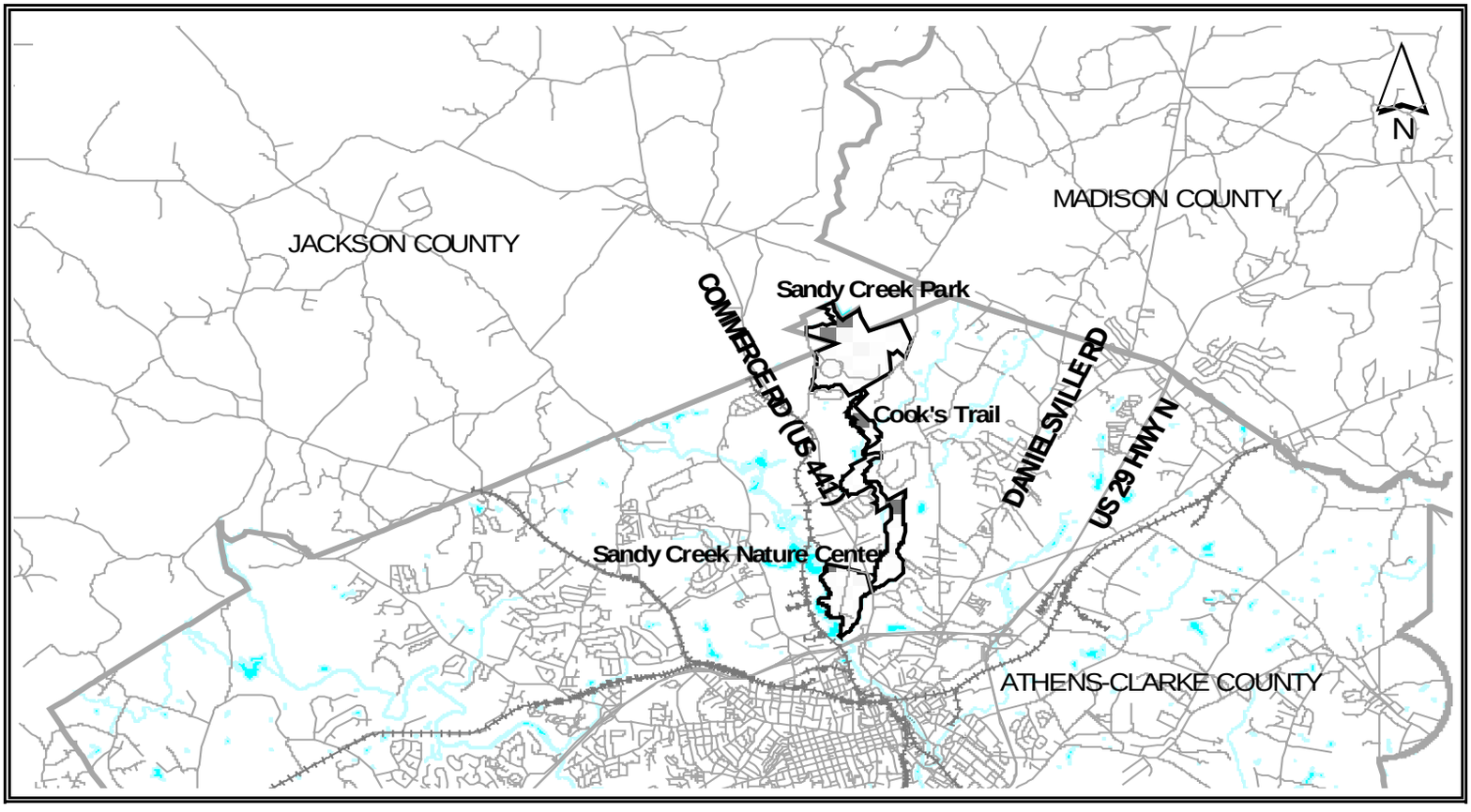


PROJECT NAME: US 29-Danielsville Road Connector		***PROJECT #:***	R-2
PROJECT DESCRIPTION: Construct a 2-lane roadway with turn lanes at key intersections to provide east-west circulation.		*Estimated Cost:*	$8,521,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles): 0.95	*# of existing lan* 0	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* N/A	*2040 (projected):*	N/A

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2024-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$105,500
Right-of-Way ($)				$548,000
Construction Costs ($)				$7,867,500
PROJECT COST				$8,521,000
Federal Cost ($)				$6,816,800
State Cost ($)				$852,100
Local Cost ($)				$852,100

PROJECT LOCATION



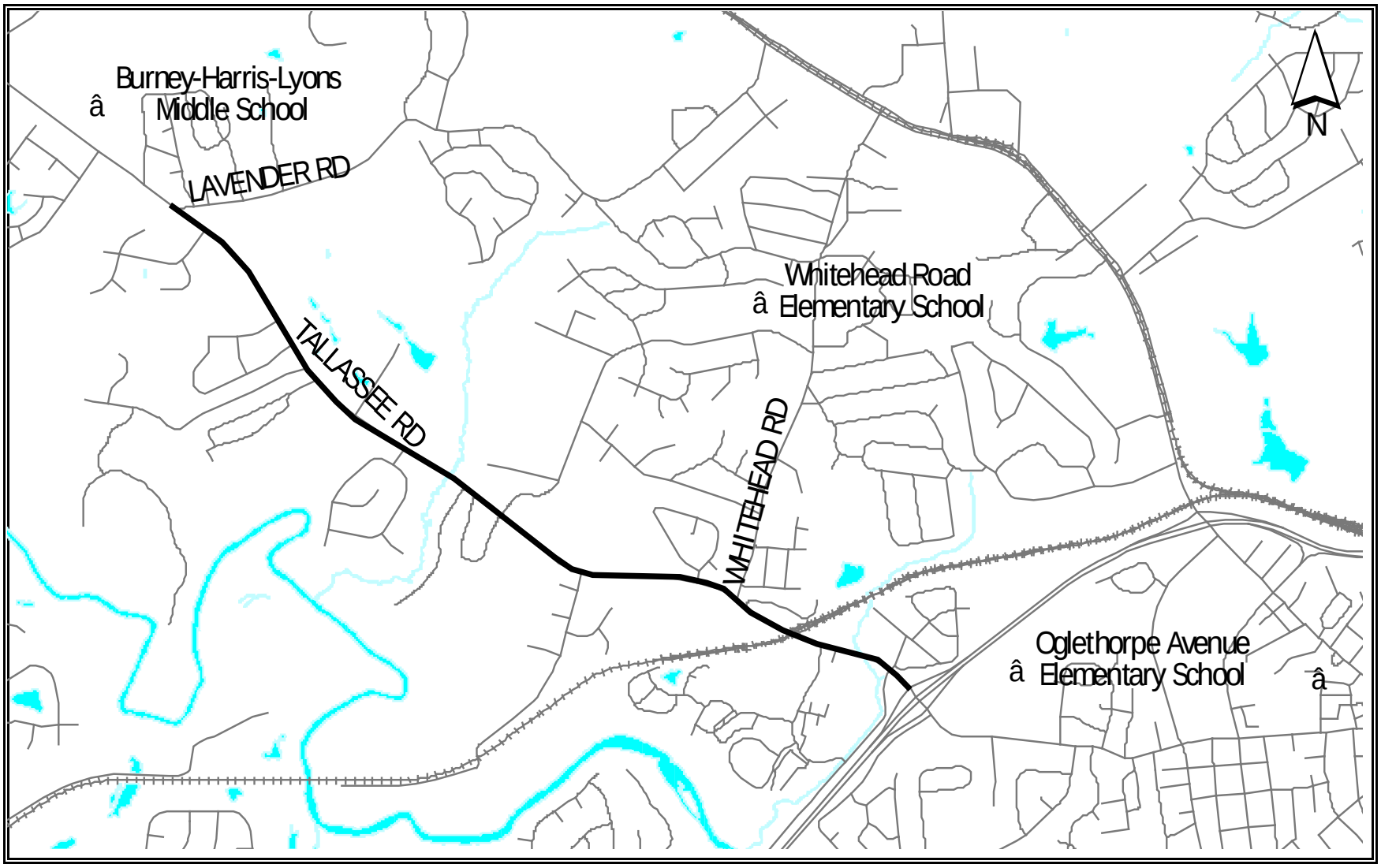
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Tallassee Rd Widening		***PROJECT #:***	R-3
PROJECT DESCRIPTION: Widen Tallassee Rd from SR 10 Loop to Lavendar Road to a 4-lane divided pkwy with turn lanes at key intersections along the corridor. Included in the project are bicycle and pedestrian facilities.		*Estimated Cost:*	$23,600,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	2.8	*# of existing lane*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	9,253	*2040 (projected):*	13,000	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$1,180,000		
Right-of-Way ($)		$1,180,000		
Construction Costs ($)		$21,240,000		
PROJECT COST		$23,600,000		
Federal Cost ($)		$18,880,000		
State Cost ($)		$2,360,000		
Local Cost ($)		$2,360,000		

PROJECT LOCATION



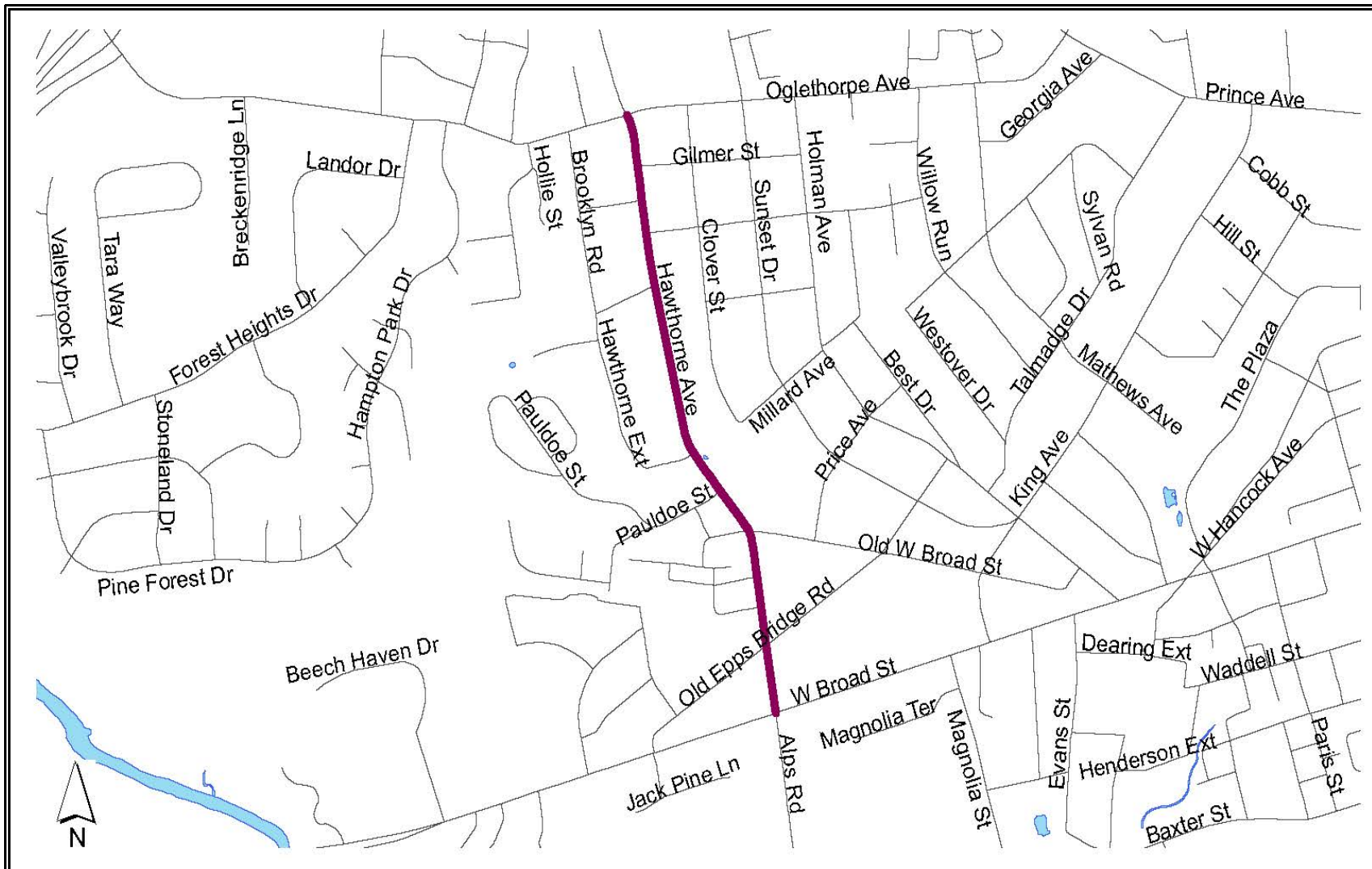
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Hawthorne Ave Widening - Phase I		***PROJECT #:***	R-4
PROJECT DESCRIPTION: Widen to a 5-lane roadway from Broad Street to Oglethorpe Avenue. Pedestrian and bicycle facilities are included in this project.		*Estimated Cost:*	$31,664,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	1.6	*# of existing lane*	2	*# of lanes planned:*	5
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* 16,125			*2040 (projected):*	14,200

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$1,583,200
Right-of-Way ($)				$7,916,000
Construction Costs ($)				$22,164,800
PROJECT COST				$31,664,000
Federal Cost ($)				$25,331,200
State Cost ($)				$3,166,400
Local Cost ($)				$3,166,400

PROJECT LOCATION



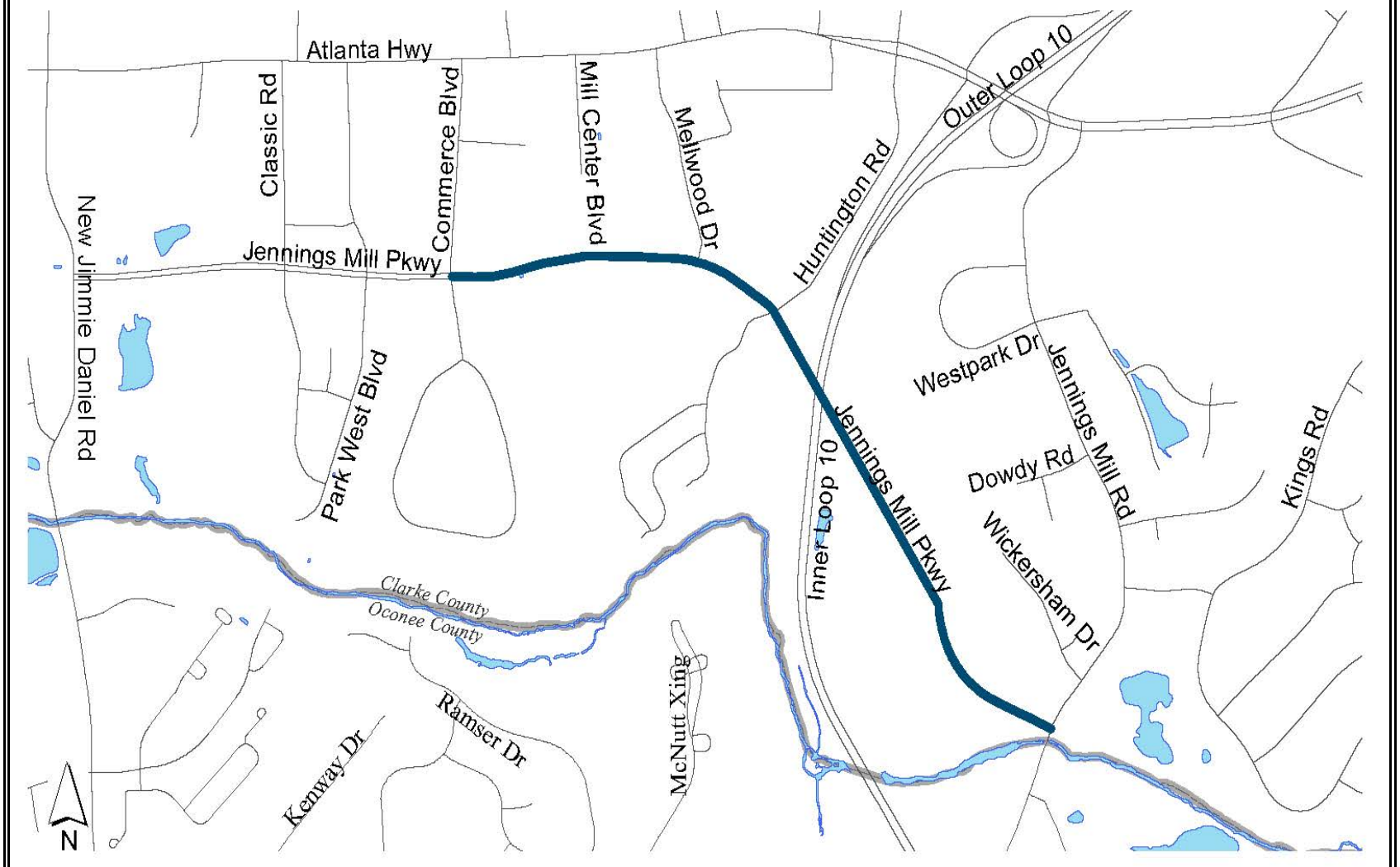
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Jennings Mill Parkway		***PROJECT #:***	R-5
PROJECT DESCRIPTION: Construct a new 2 to 4-lane divided highway between Commerce Blvd. and SR 10 Lp with turn lanes at major intersections. Included in the project are sidewalks, bike lanes, and a grade-separated crossing of the SR 10 Loop.		*Estimated Cost:*	$4,800,000
		County:	Clarke
		P.I. #:	N/A
		GDOT Prj.#:	N/A

Length (miles):	1.8	*# of existing lan*	0	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	2013 N/A			*2040 (projected):*	2,010

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$96,000
Right-of-Way ($)				$1,200,000
Construction Costs ($)				$3,504,000
PROJECT COST				$4,800,000
Federal Cost ($)				$3,840,000
State Cost ($)				$480,000
Local Cost ($)				$480,000

PROJECT LOCATION



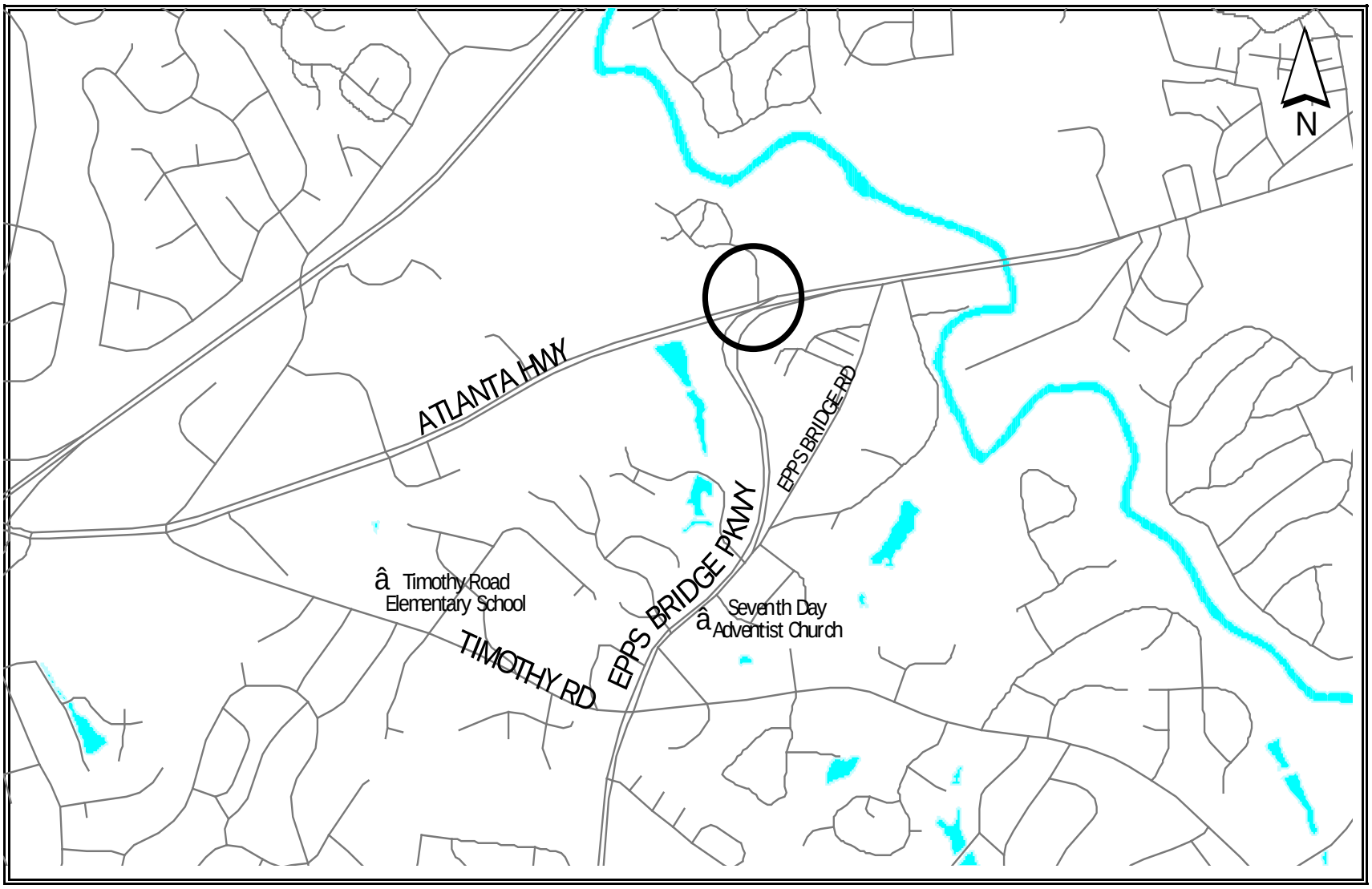
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Epps Bridge Parkway Left Turn Lane		***PROJECT #:***	R-6
PROJECT DESCRIPTION: Add northbound left turn lane from Epps Bridge Pkwy to Atlanta Highway.		*Estimated Cost:*	$1,000,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	*# of existing lanes:* 3	*# of lanes planned:* 4
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 18,950		*2040 (projected):* 22,000

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2030 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$30,000		
Right-of-Way ($)		$50,000		
Construction Costs ($)		$920,000		
PROJECT COST		$1,000,000		
Federal Cost ($)		$800,000		
State Cost ($)		$100,000		
Local Cost ($)		$100,000		

PROJECT LOCATION

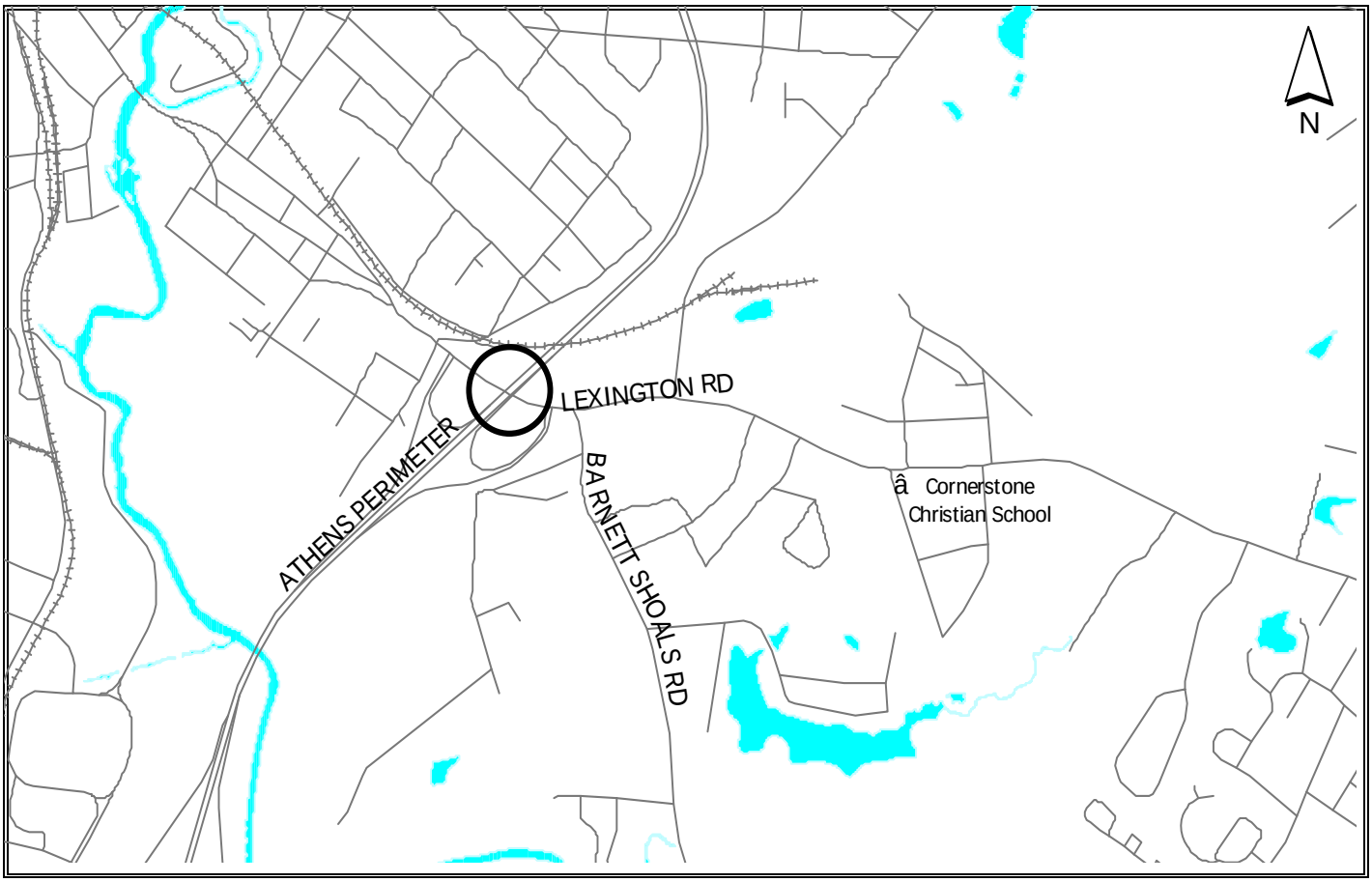


PROJECT NAME: SR 10 Loop at Lexington Rd.		***PROJECT #:***	R-7
PROJECT DESCRIPTION: Widen Lexington Rd to 2 lanes in each direction with 2 auxiliary lanes in the vicinity of the interchange. The northbound ramps will be reconstructed. Project design will provide for connection with the rail-trail corridor.		*Estimated Cost:*	$36,419,000
		County:	Clarke
		P.I. #:	122600
		GDOT Prj.#:	STP-014-1(70)

Length (miles): 0.6	*# of existing lanes* 4	*# of lanes planned:* 6
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 33,480		*2040 (projected):* 33,500

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$658,500
Right-of-Way ($)				$12,733,000
Construction Costs ($)				$23,027,500
PROJECT COST				$36,419,000
Federal Cost ($)				$29,135,200
State Cost ($)				$3,641,900
Local Cost ($)				$3,641,900

PROJECT LOCATION



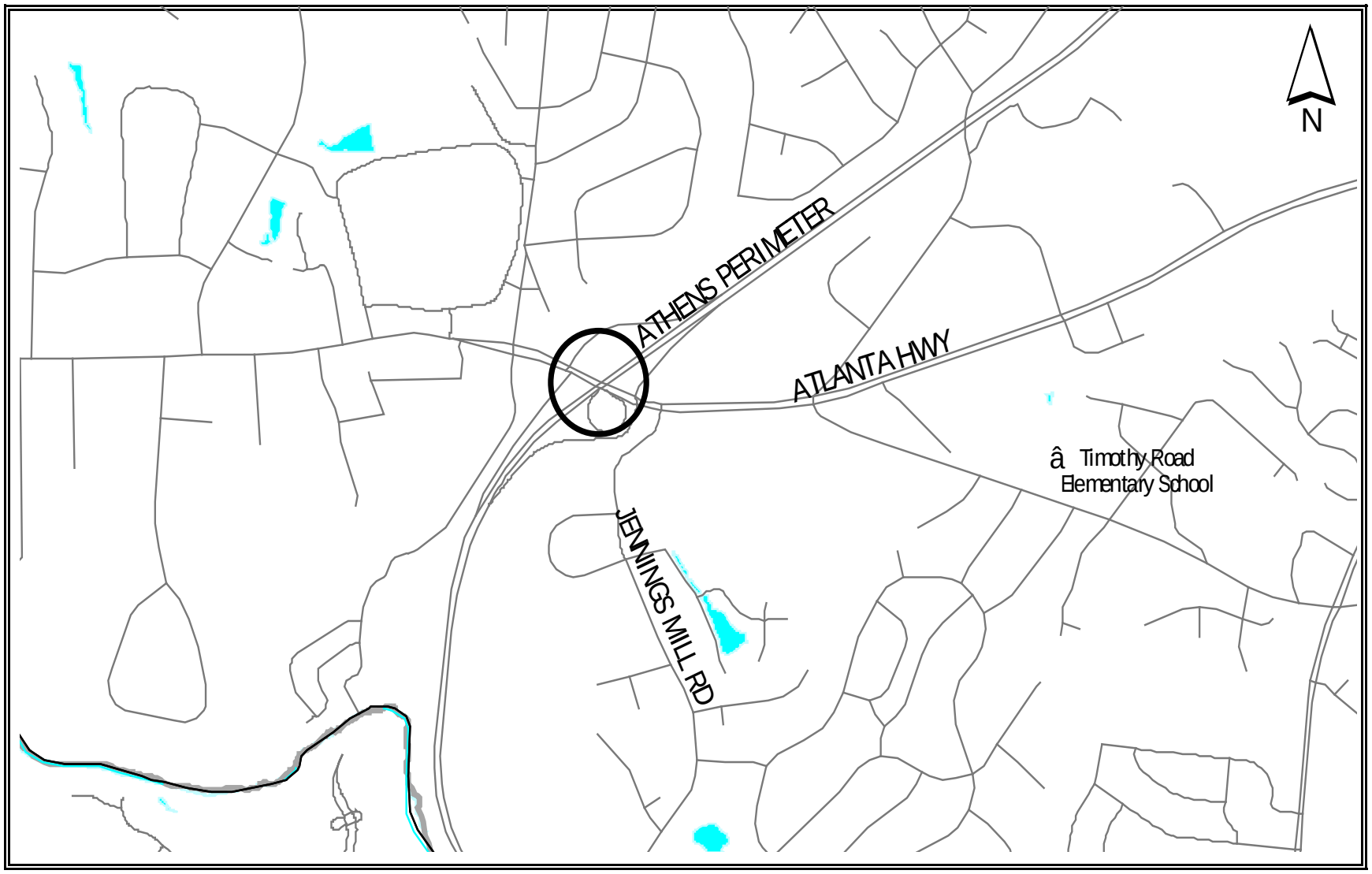
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: SR 10 Loop at Atlanta Hwy Interchange Improvement		***PROJECT #:***	R-8
PROJECT DESCRIPTION: Reconstruct the existing interchange to all for a new entrance ramp from westbound Atlanta Hwy to southbound SR 10 Loop and relocate Jennings Mill Rd east of its current intersection. Pedestrian facilities are included in this project.		*Estimated Cost:*	$22,988,000
		County:	Clarke
		P.I. #:	122890
		GDOT Prj.#:	NH-003-3(53)

Length (miles):	*# of existing lanes:*	N/A	*# of lanes planned:*	N/A	
DOT District #: 1	*Congressional Dist. #:*	9, 10	*RC:*	Northeast Georgia	
Average Daily Traffic Volume	*2013*	32,310	*2040 (projected):*	38,880	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				
Right-of-Way ($)	$6,568,000			
Construction Costs ($)	$16,420,000			
PROJECT COST	$22,988,000			
Federal Cost ($)	$18,390,400			
State Cost ($)	$2,298,800			
Local Cost ($)	$2,298,800			

PROJECT LOCATION

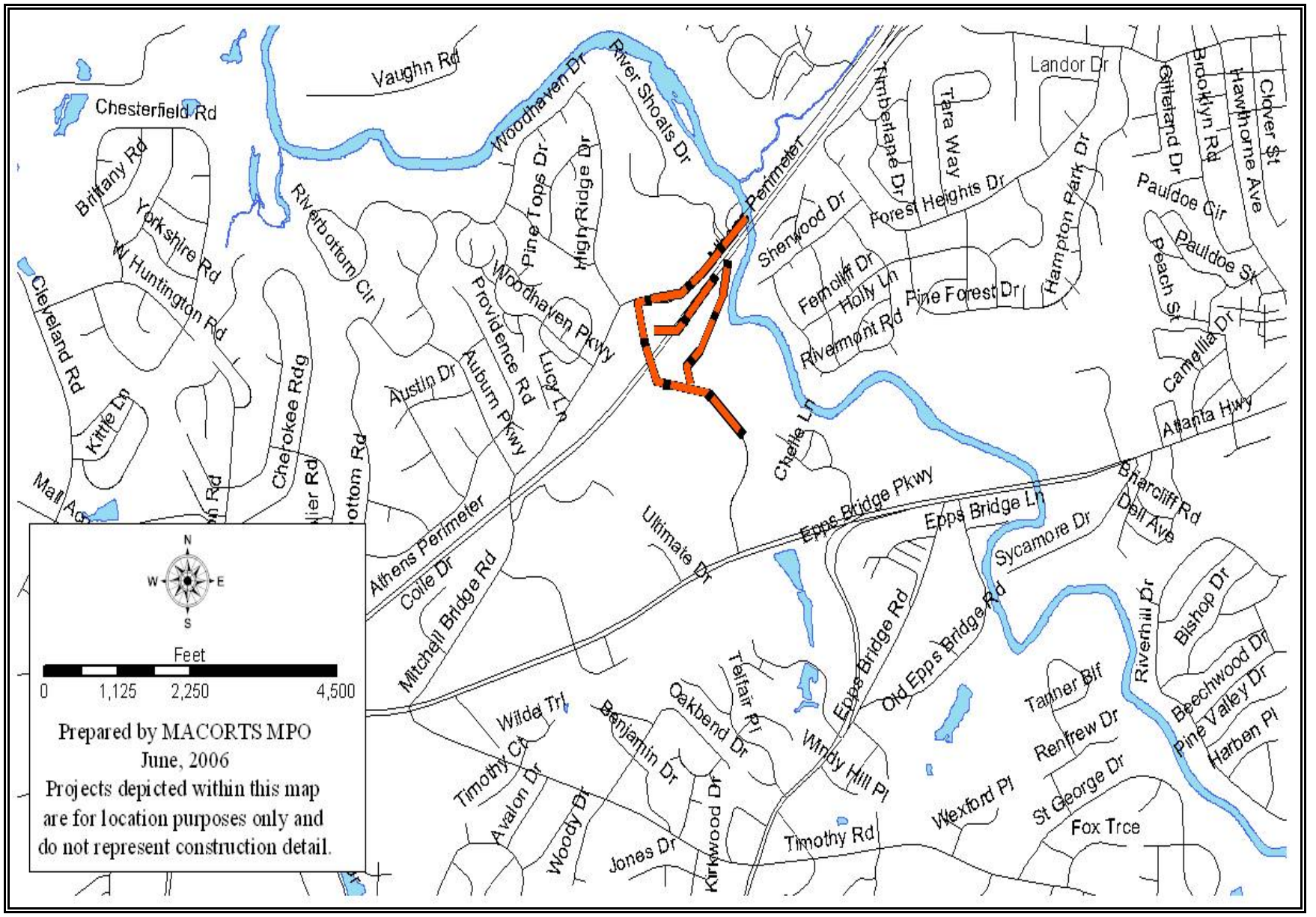


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: SR 10 Loop at Atlanta Highway Connector		***PROJECT #:***	R-9
PROJECT DESCRIPTION: Construct a connector road between Atlanta Highway and SR 10 Loop and a partial interchange with the SR 10 Loop.		*Estimated Cost:*	$15,000,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	
Length (miles): 0.6	*# of existing lanes:* n/a	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume *2013* 9,090		*2040 (projected):*	15,225

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$450,000		
Right-of-Way ($)		$4,200,000		
Construction Costs ($)		$10,350,000		
PROJECT COST		$15,000,000		
Federal Cost ($)		$12,000,000		
State Cost ($)		$1,500,000		
Local Cost ($)		$1,500,000		

PROJECT LOCATION

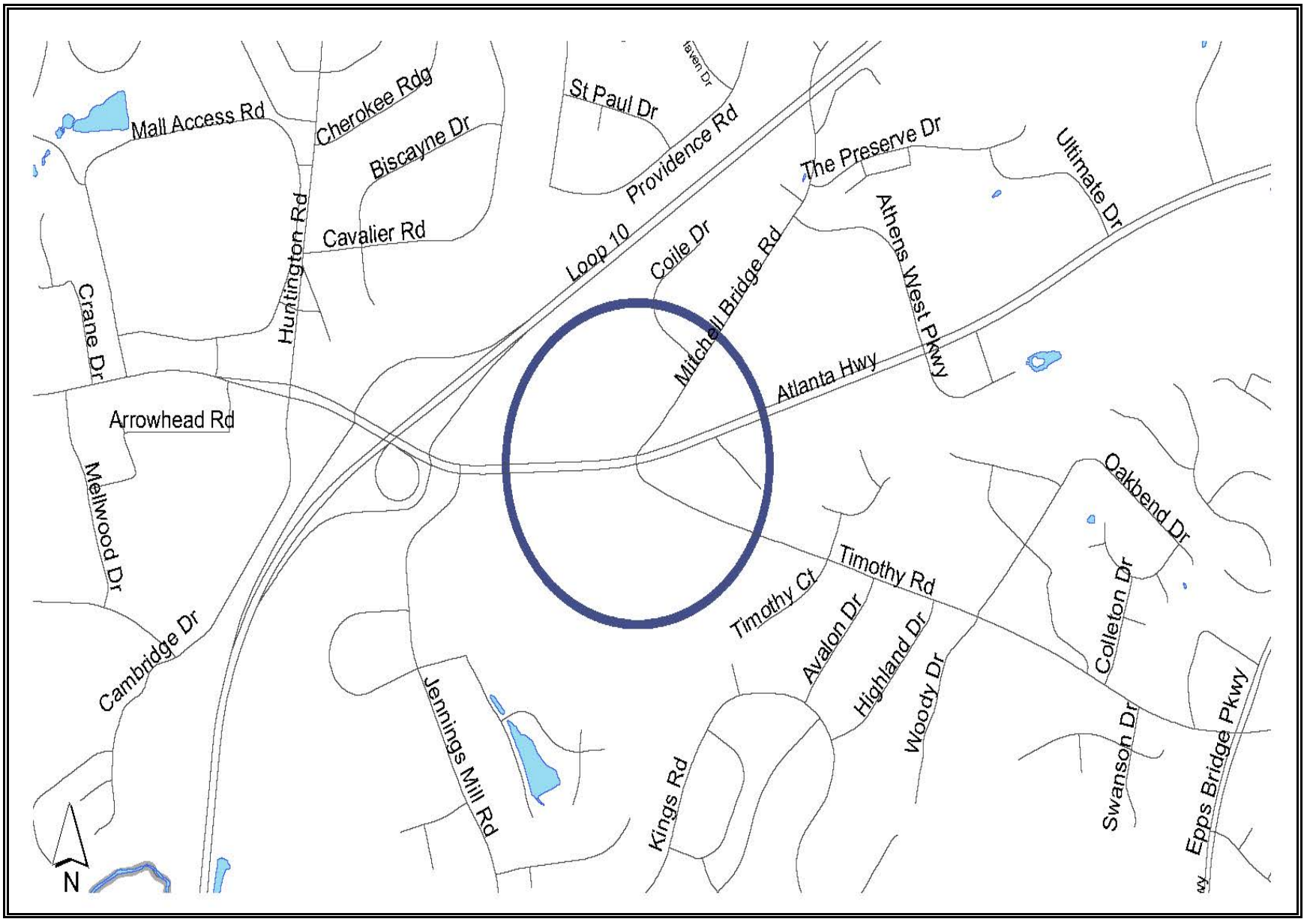


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Mitchell Bridge Rd at Timothy Rd Intersection Realignment		***PROJECT #:***	R-10
PROJECT DESCRIPTION: Realign Michell Bridge Road, Timothy Road, and Atlanta Highway to create a 90 degree signalized intersection.		*Estimated Cost:*	$3,000,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	
Length (miles): 0.4	*# of existing lanes:* n/a	*# of lanes planned:*	n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume *2013* 18,950		*2040 (projected):*	28,000

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$90,000		
Right-of-Way ($)		$840,000		
Construction Costs ($)		$2,070,000		
PROJECT COST		$3,000,000		
Federal Cost ($)		$2,400,000		
State Cost ($)		$300,000		
Local Cost ($)		$300,000		

PROJECT LOCATION



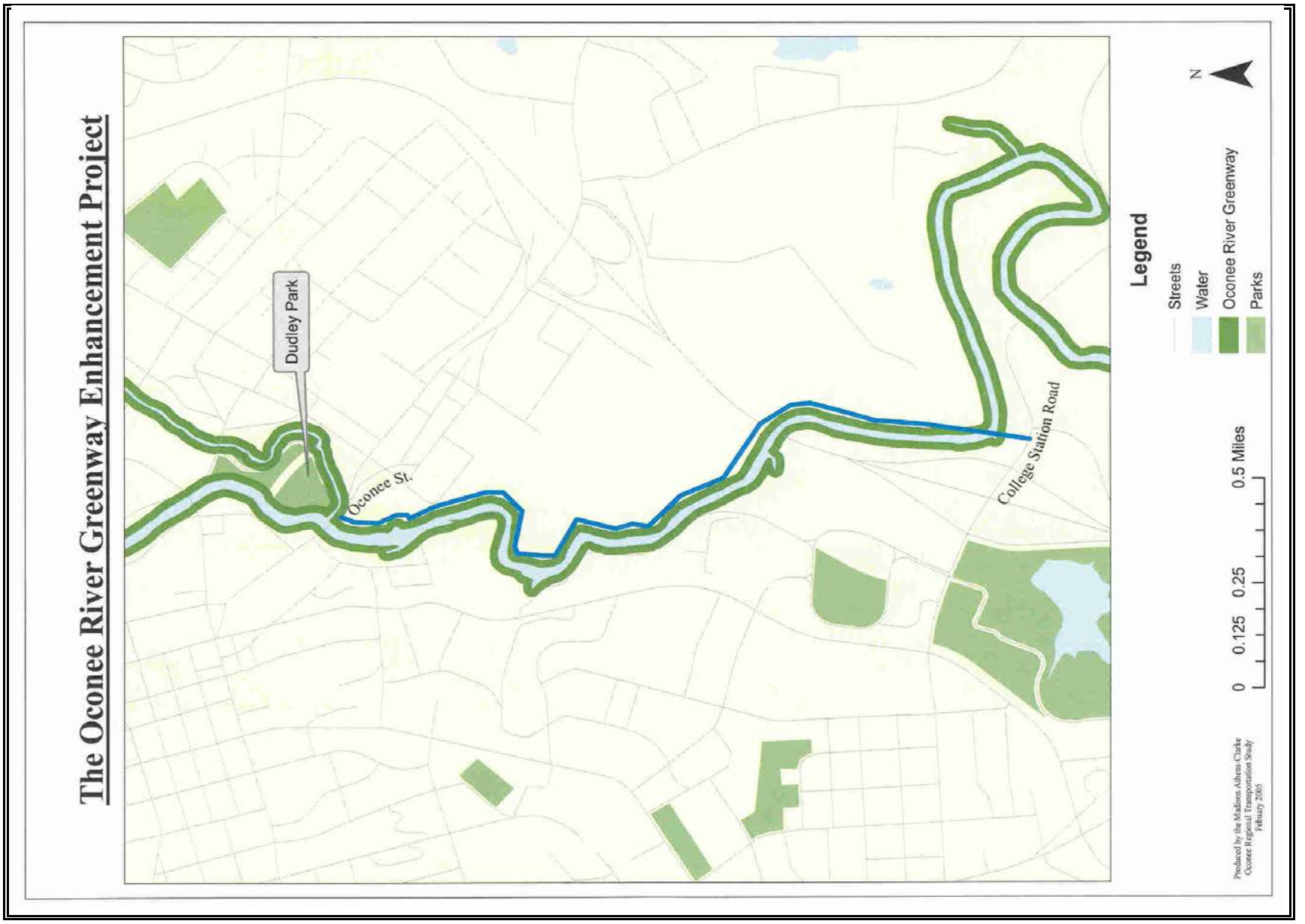
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Greenway Extension to College Station Road		***PROJECT #:***	R-11
PROJECT DESCRIPTION: Extend the current Greenway along the east side of the North Oconee River from Oconee Street to College Station Road Bridge rehabilitation will be included on the vehicular bridge over the N. Oconee River.		*Estimated Cost:*	$1,670,214
		County:	Clarke
		P.I. #: 7637	Federal Earmark
		GDOT Prj.#:	CSHPP-0007-00(637)

Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:* Northeast Georgia
Average Daily Traffic Volume	*2013* n/a	*2040 (projected):* n/a

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				
Right-of-Way ($)	$211,000			
Construction Costs ($)	$2,087,768			
PROJECT COST	$2,298,768			
Federal Cost ($)	$1,670,214			
State Cost ($)	$0			
Local Cost ($)	$628,554			

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Rail to Trail Project		***PROJECT #:***	R-12
PROJECT DESCRIPTION: Provide for the conversion of the abandoned rail line to a multi-use trail connecting the Multimodal Center to Dudley Park and to the existing bicycle facilities along Barnett Shoals Road.		*Estimated Cost:*	$3,535,252
		County:	Clarke
		P.I. #: 7561	Federal Earmark
		GDOT Prj.#:	CSHPP-0007-00(561)

Length (miles): n/a	*# of existing lanes:* n/a	*# of lanes planned:* n/a
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 24,500		*2040 (projected):* 30,500

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				
Right-of-Way ($)				
Construction Costs ($)	$3,535,252			
PROJECT COST	$3,535,252			
Federal Cost ($)	$1,007,888			
State Cost ($)	$0			
Local Cost ($)	$2,527,364			

PROJECT LOCATION



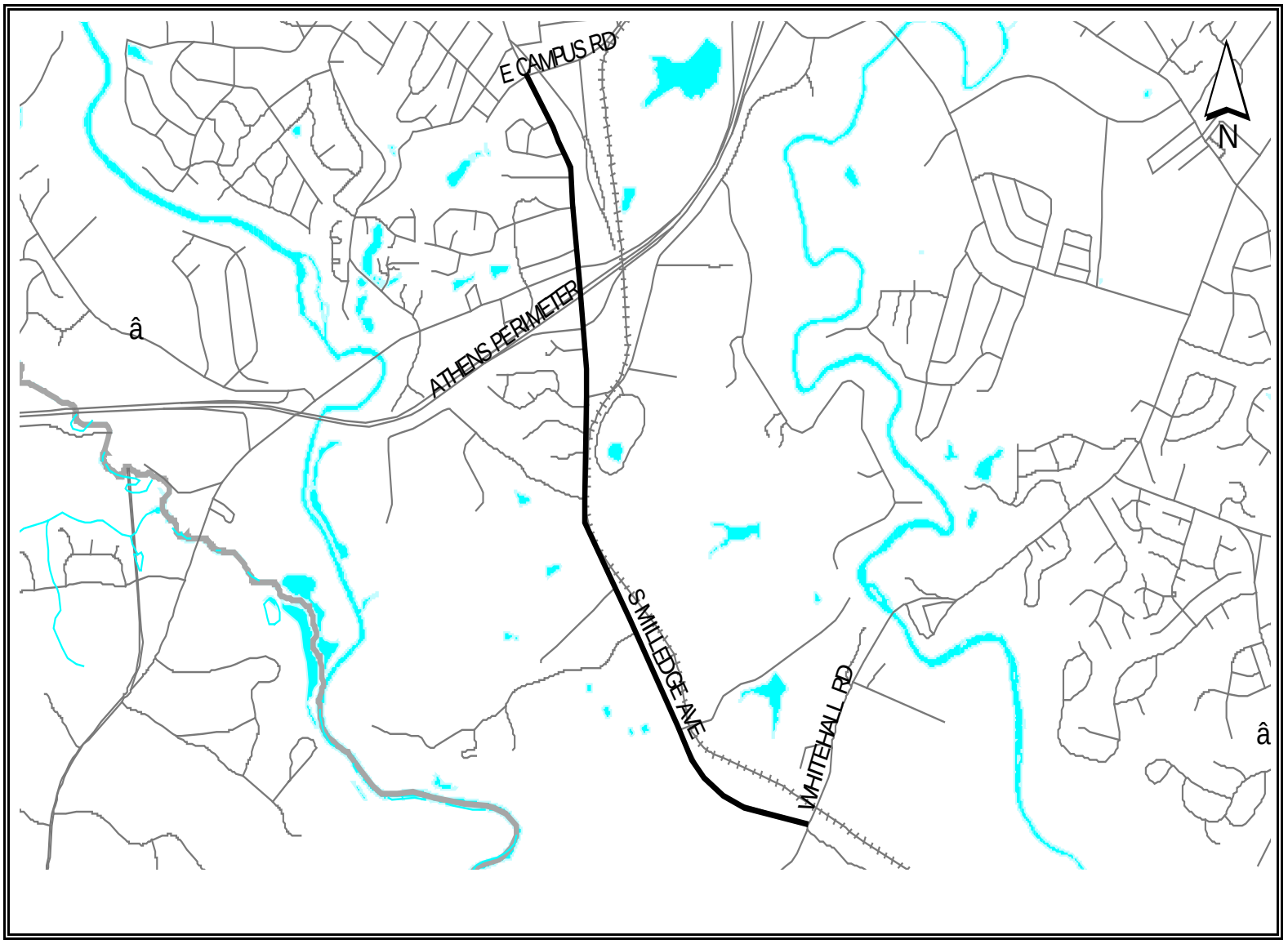
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Milledge Avenue Safety Improvements		***PROJECT #:***	R-13
PROJECT DESCRIPTION: Widen/reconstruct Milledge Ave to 2-lane typical section from Whitehall Rd to E Campus Rd with 2-way center left-turn lane and dedicated left-turn lanes at key intersections along the corridor. Included in the project are bicycle and pedestrian facilities and reconstruction of the Whitehall Rd intersection. The 4-lane typical section in the vicinity of the of the SR 10 Loop will be retained.		*Estimated Cost:*	$2,300,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles): 1.8	*# of existing lanes:* 2	*# of lanes planned:* 2
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 7,530		*2040 (projected):* 16,620

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$69,000
Right-of-Way ($)				$644,000
Construction Costs ($)				$1,587,000
PROJECT COST				$2,300,000
Federal Cost ($)				$1,840,000
State Cost ($)				$230,000
Local Cost ($)				$230,000

PROJECT LOCATION

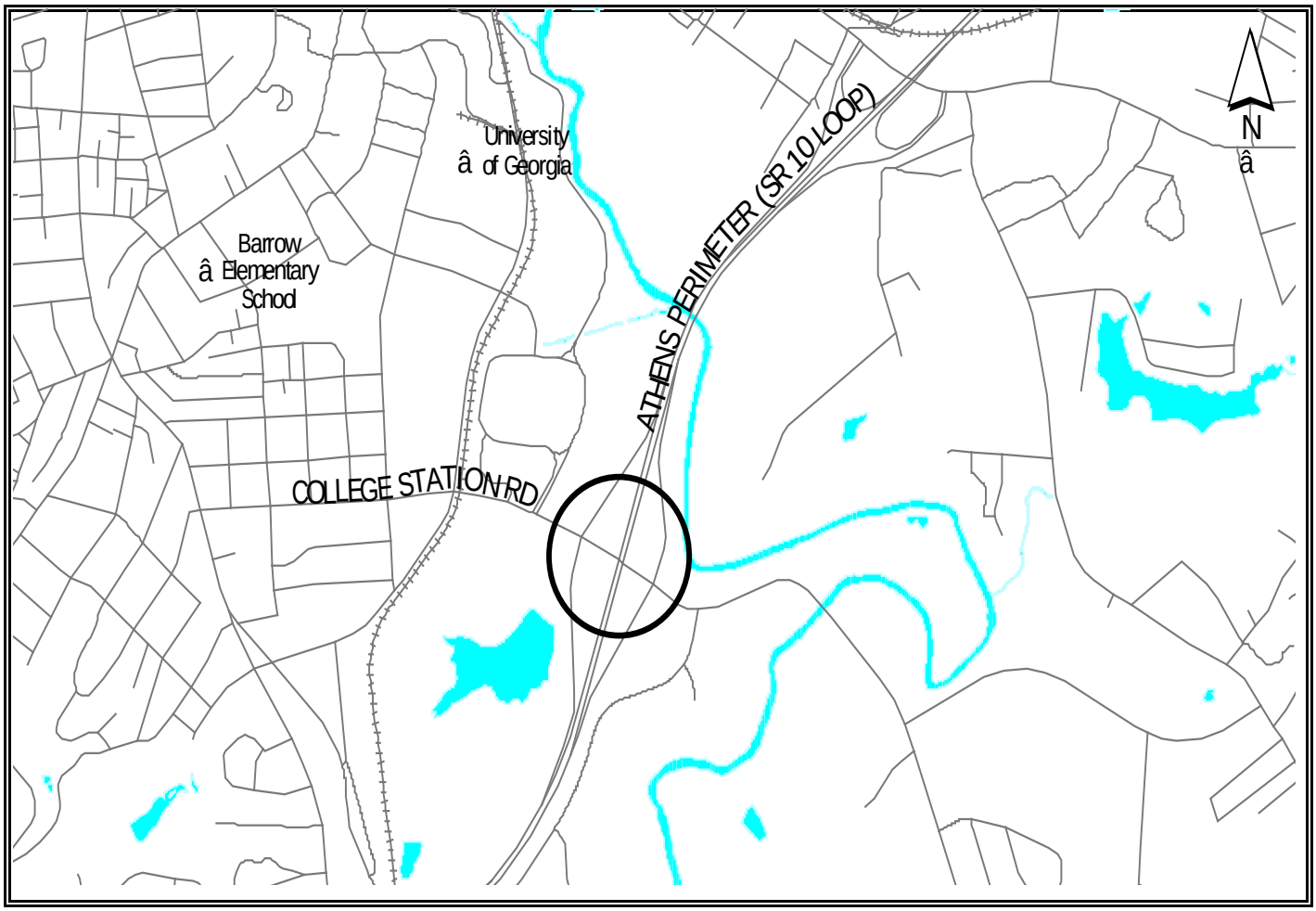


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2010-2035 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: SR 10 Loop at College Station Rd Intersection Imp.		***PROJECT #:***	R-14
PROJECT DESCRIPTION: Construct dual left-turn lanes on College Station Rd onto the SR 10 Loop entrance ramps.		*Estimated Cost:*	$1,055,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	
Length (miles): 0.4	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* 21,225	*2040 (projected):*	30,100

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$52,750
Right-of-Way ($)				$52,750
Construction Costs ($)				$949,500
PROJECT COST				$1,055,000
Federal Cost ($)				$844,000
State Cost ($)				$105,500
Local Cost ($)				$105,500

PROJECT LOCATION

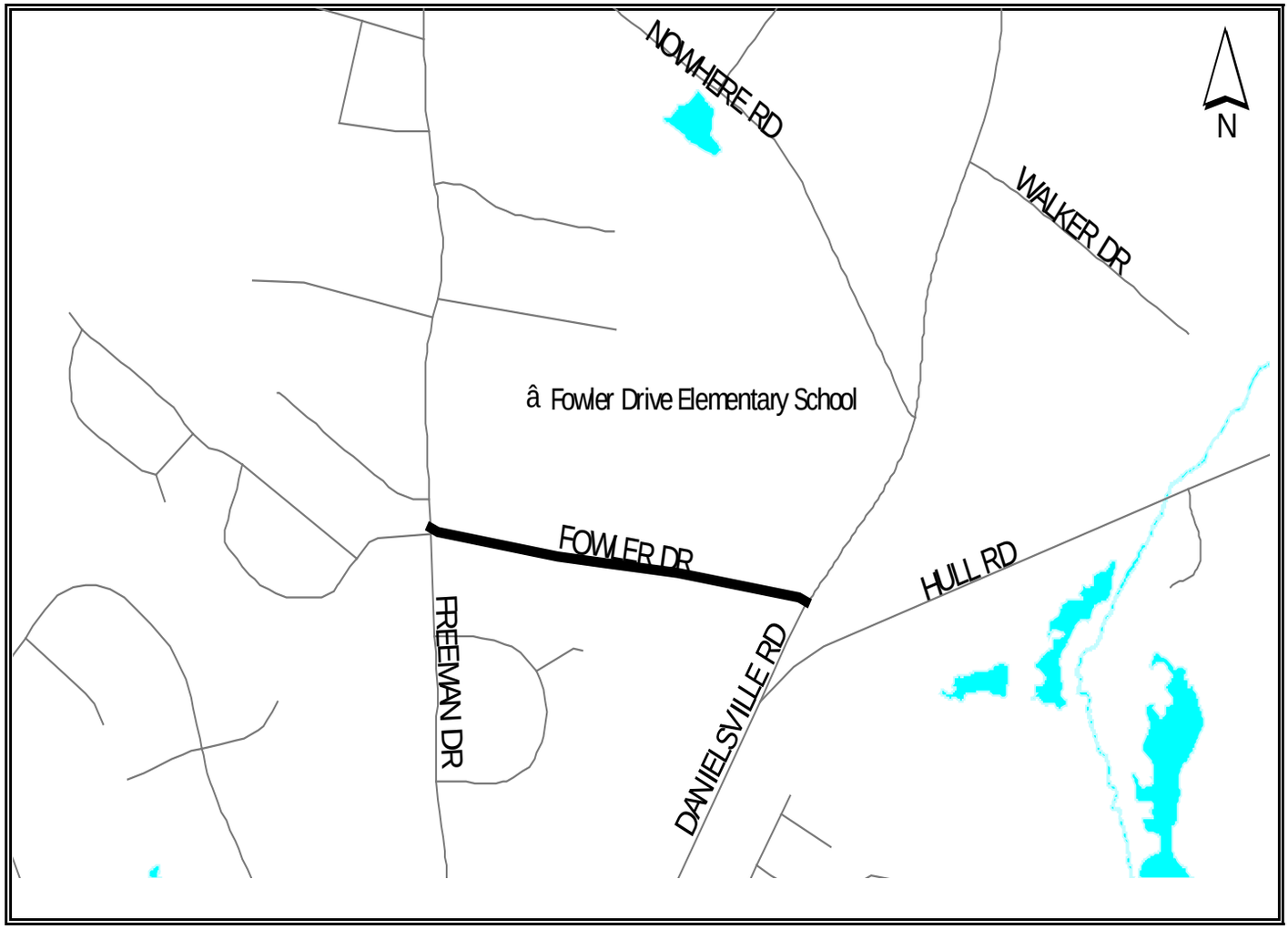


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Fowler Dr Widening		***PROJECT #:***	R-15
PROJECT DESCRIPTION: Widen/reconstruct Fowler Dr to 2 standard travel lanes from Freeman Dr to Danielsville Rd. Pedestrian improvements are included.		*Estimated Cost:*	$1,184,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	
Length (miles): 0.4	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume *2013* 1,190		*2040 (projected):*	4,740

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$115,000
Right-of-Way ($)				$183,000
Construction Costs ($)				$886,000
PROJECT COST				$1,184,000
Federal Cost ($)				$947,200
State Cost ($)				$118,400
Local Cost ($)				$118,400

PROJECT LOCATION



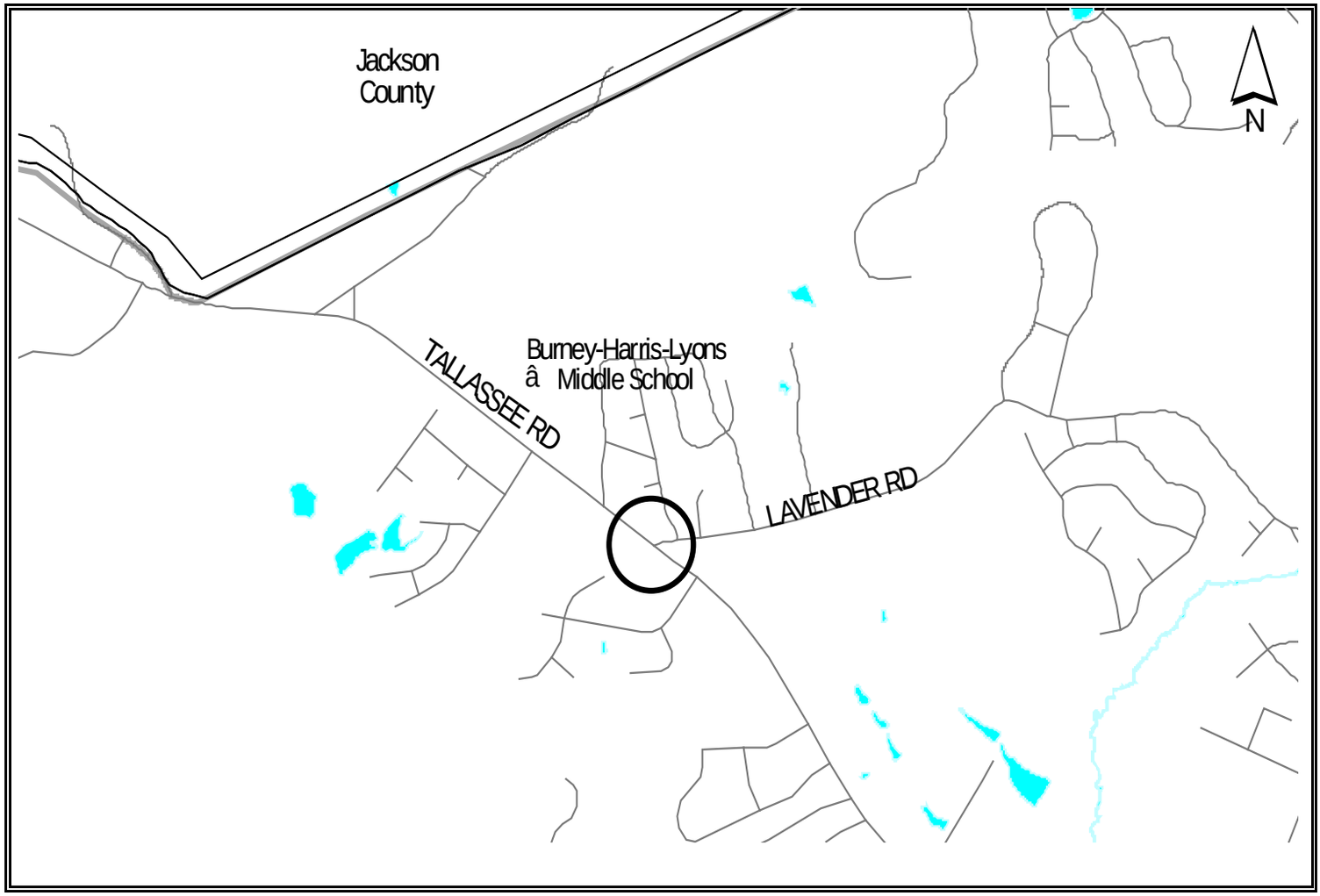
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Tallassee Rd at Lavender Rd Realignment		***PROJECT #:***	R-16
PROJECT DESCRIPTION: Realign the intersection to a typical 90-degree intersection with turn lanes as warranted.		*Estimated Cost:*	$1,175,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	0.1	*# of existing lanes:*	2	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* N/A			*2040 (projected):*	8,860

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$115,000
Right-of-Way ($)				$174,000
Construction Costs ($)				$886,000
PROJECT COST				$1,175,000
Federal Cost ($)				$940,000
State Cost ($)				$117,500
Local Cost ($)				$117,500

PROJECT LOCATION



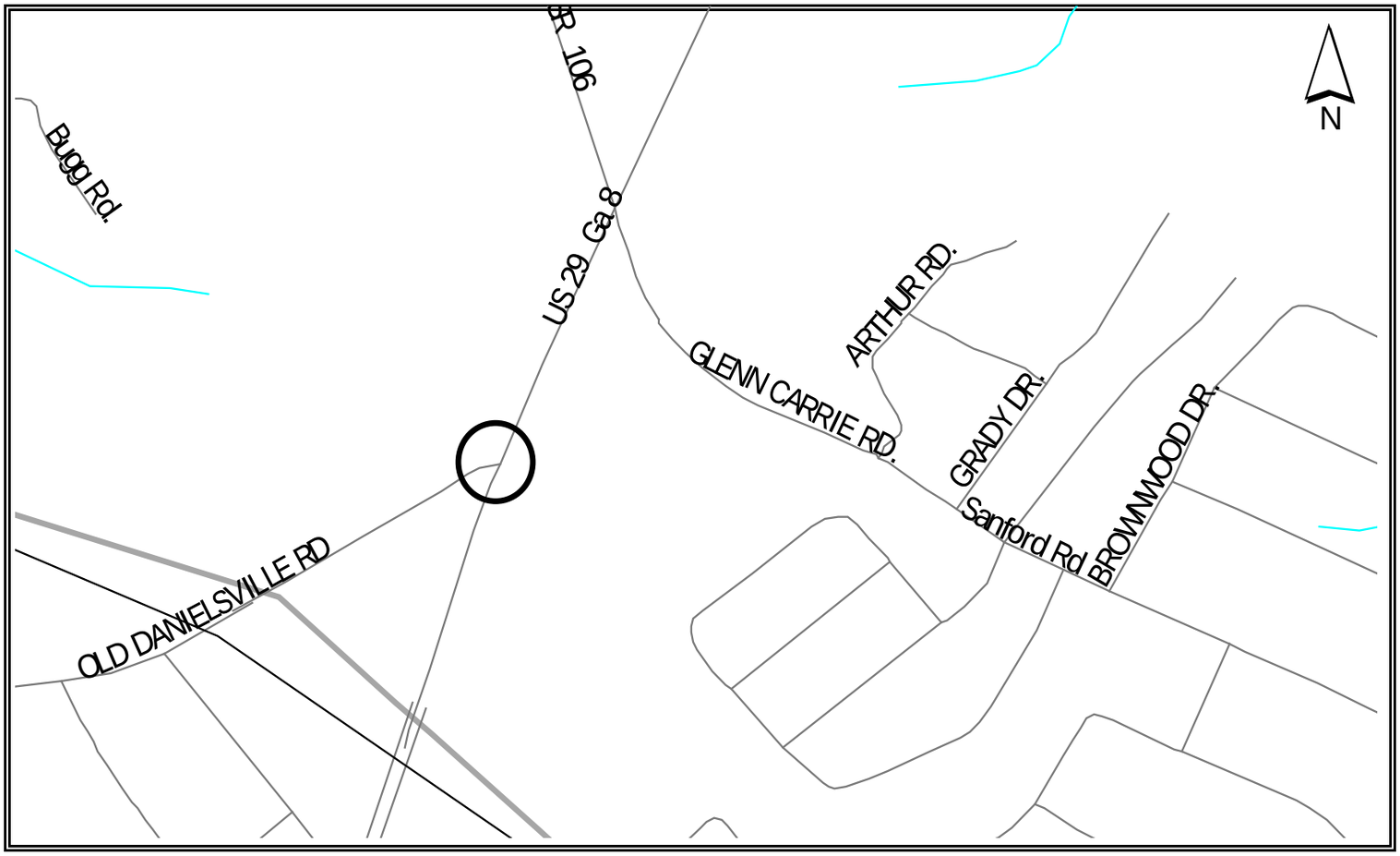
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Old Danielsville Rd/US 29 Intersection Improvements		***PROJECT #:***	R-17
PROJECT DESCRIPTION: Add turn lanes and signalize intersection.		*Estimated Cost:*	$737,000
		County:	Madison
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	0.2	*# of existing lane*	2	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	9	*RDC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	1,800	*2040 (projected):*	6,790	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$77,500		
Right-of-Way ($)		$112,500		
Construction Costs ($)		$547,000		
PROJECT COST		$737,000		
Federal Cost ($)		$589,600		
State Cost ($)		$73,700		
Local Cost ($)		$58,960		

PROJECT LOCATION



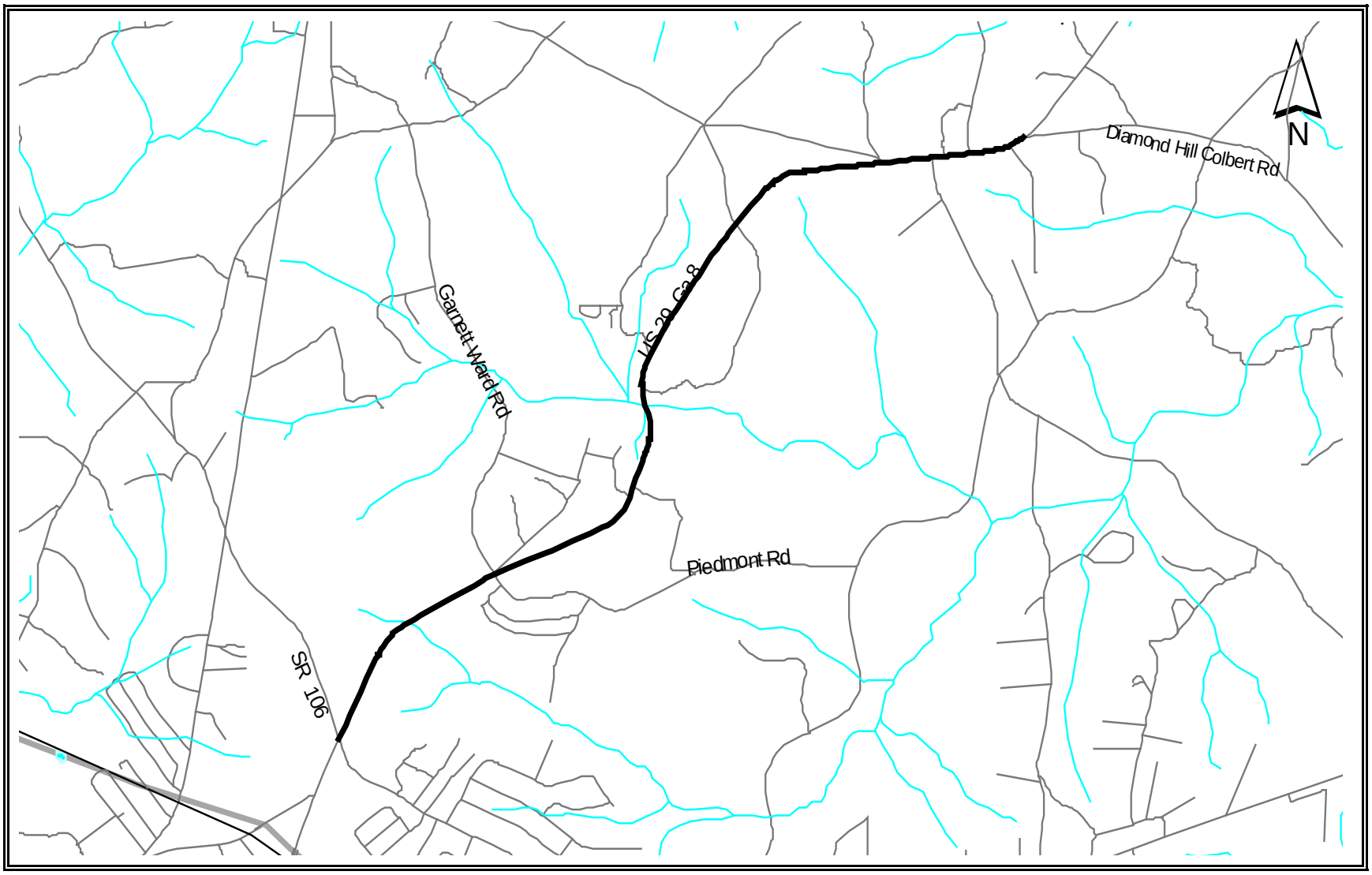
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: US 29 Widening - Phase 1		***PROJECT #:***	R-18
PROJECT DESCRIPTION: Widen US 29 to 4 standard travel lanes from SR 106 through Madison County to CR 288 / Diamond Hill - Colbert Road.		*Estimated Cost:*	$0
		County:	Madison
		P.I. #:	12903
		GDOT Prj.#:	STP-003-3(45)

Length (miles):	4	*# of existing lanes:*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	9	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	8,000	*2040 (projected):*	18,670	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$1,086,000		
Right-of-Way ($)		$29,500,000		
Construction Costs ($)		$22,500,000		
PROJECT COST		$53,086,000		
Federal Cost ($)		$42,468,800		
State Cost ($)		$10,617,200		
Local Cost ($)		$0		

PROJECT LOCATION



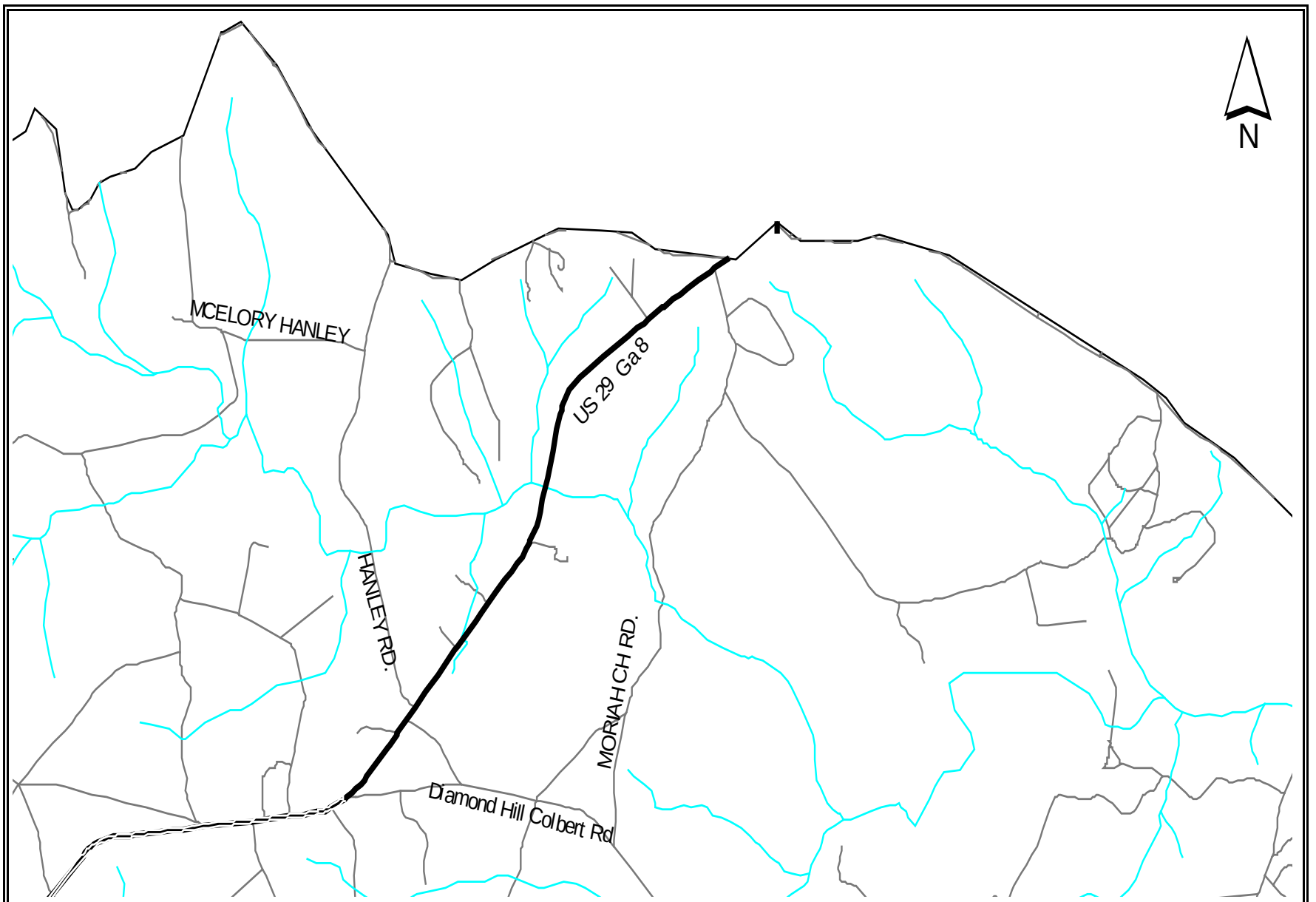
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: US 29 Widening - Phase 2		***PROJECT #:***	R-19
PROJECT DESCRIPTION: Widen US 29 to 3 or 4 standard travel lanes from CR 228/Diamond Hill-Colbert Rd to CR 88/Irwin Kirk Rd. (north of Danielsville) Approximately 2.6 miles of this project is within the MACORTS area.		*Estimated Cost:*	$70,764,000
		County:	Madison
		P.I. #:	12902
		GDOT Prj.#:	STP-003-3(47)

Length (miles):	2.6	*# of existing lanes:*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	9	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	6,980	*2040 (projected):*	14,970	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$1,086,000		
Right-of-Way ($)		$20,221,500		
Construction Costs ($)		$49,456,500		
PROJECT COST		$70,764,000		
Federal Cost ($)		$56,611,200		
State Cost ($)		$14,152,800		
Local Cost ($)		$0		

PROJECT LOCATION

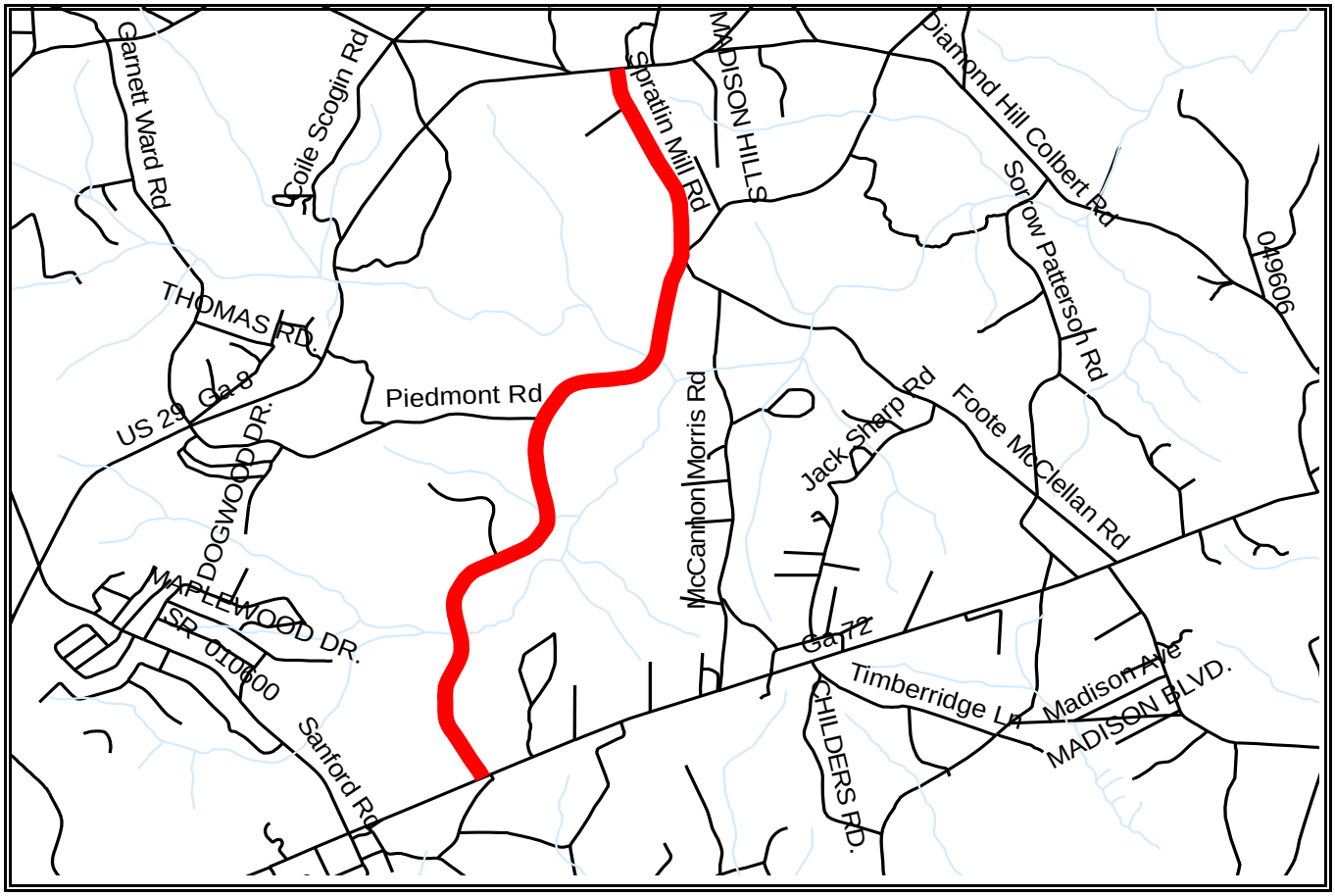


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Spratlin Mill Road Widening		***PROJECT #:***	R-20
PROJECT DESCRIPTION: Widen entire length of Spratlin Mill Road to a standard two-lane section. *only 1/2 of this project is eligible for federal funds due to its functional classification		*Estimated Cost:*	$11,264,600
		County:	Madison
		P.I. #:	
		GDOT Prj.#:	
Length (miles): 3.9	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* N/A	*2040 (projected):*	3,000

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)			$88,000	
Right-of-Way ($)			$2,856,600	
Construction Costs ($)			$8,320,000	
PROJECT COST			$11,264,600	
Federal Cost ($)			$5,069,770	
State Cost ($)			$563,230	
Local Cost ($)			$5,631,600	

PROJECT LOCATION



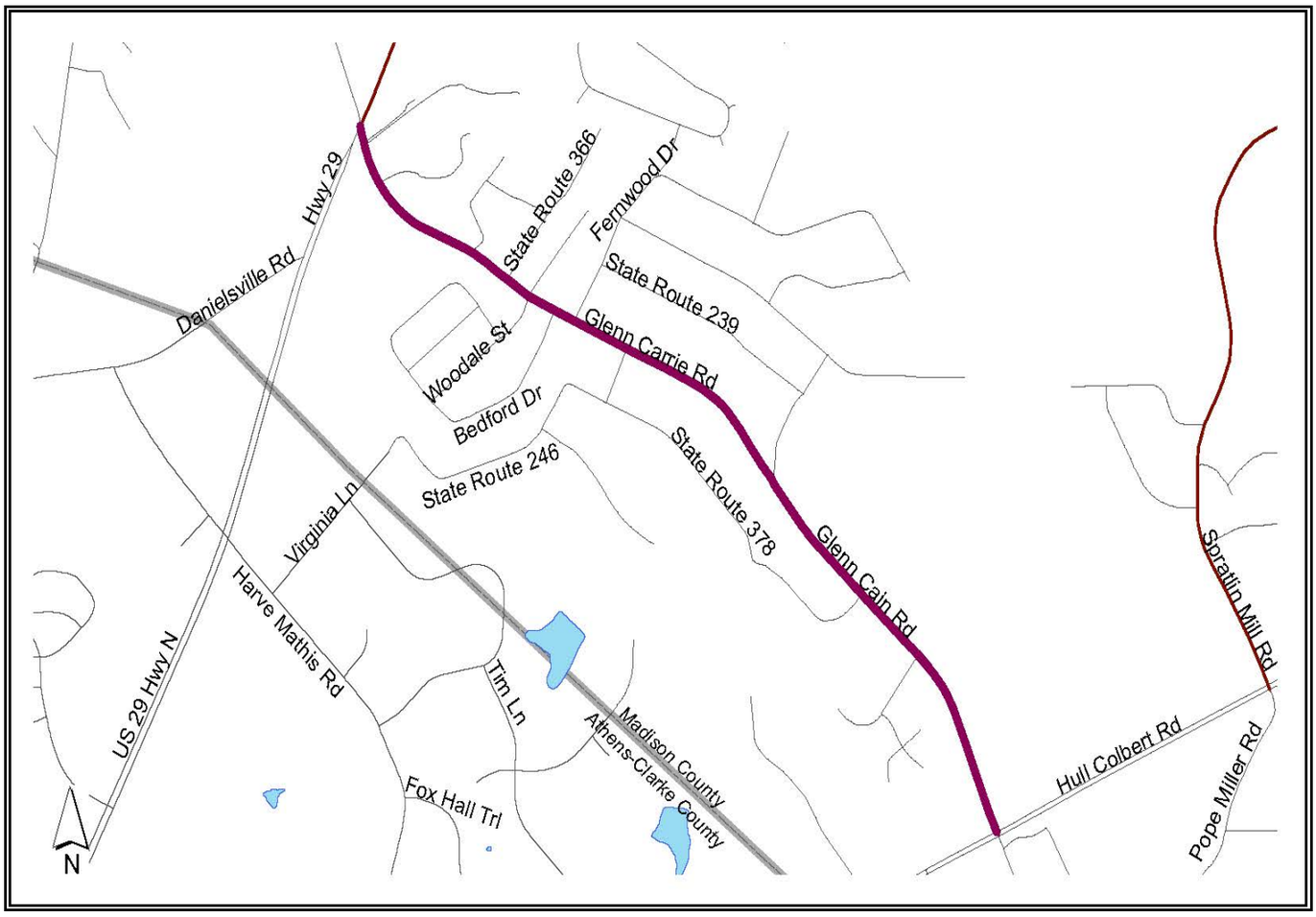
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Glenn Carrie Road Widening		***PROJECT #:***	R-21
PROJECT DESCRIPTION: Widen entire length of Glenn Carrie Road to 4-lane roadway. This project will include bicycle and pedestrian facilities.		*Estimated Cost:*	$14,539,000
		County:	Madison
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	1.5	*# of existing lanes:*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	9	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	3,680	*2040 (projected):*	6,240	

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$436,170		
Right-of-Way ($)		$4,070,920		
Construction Costs ($)		$10,031,910		
PROJECT COST		$14,539,000		
Federal Cost ($)		$11,631,200		
State Cost ($)		$1,453,900		
Local Cost ($)		$1,453,900		

PROJECT LOCATION

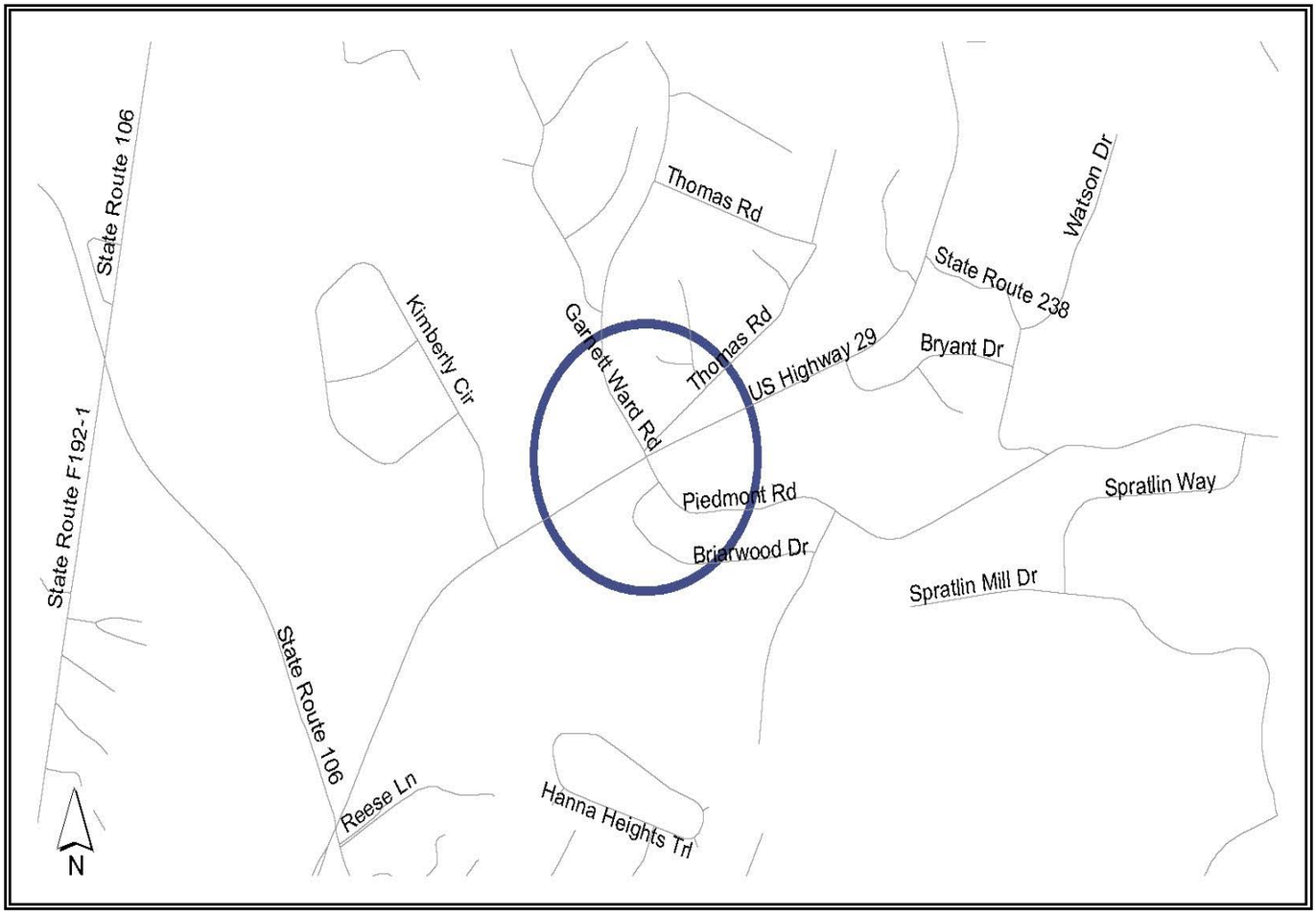


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: US 29 at Garnett Ward Rd / Piedmont Road Intersection		***PROJECT #:***	R-22
PROJECT DESCRIPTION: Add turn lanes and safety improvements to the intersection.		*Estimated Cost:*	$793,000
		County:	Madison
		P.I. #:	
		GDOT Prj.#:	
Length (miles): 0.4	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* N/A	*2040 (projected):*	12,000

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$78,000		
Right-of-Way ($)		$117,000		
Construction Costs ($)		$598,000		
PROJECT COST		$793,000		
Federal Cost ($)		$634,400		
State Cost ($)		$79,300		
Local Cost ($)		$79,300		

PROJECT LOCATION



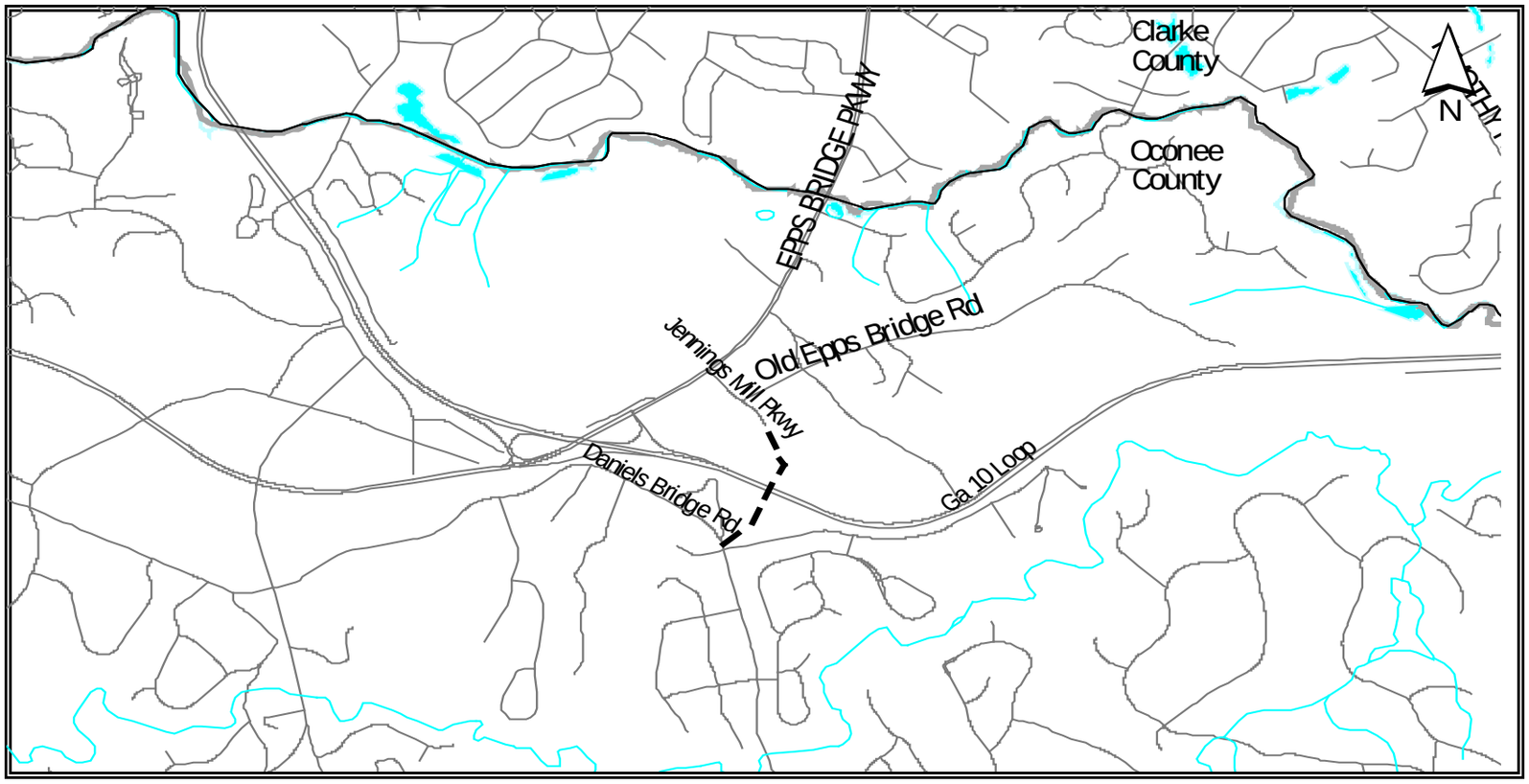
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Daniells Bridge Rd Extension		***PROJECT #:***	R-23
PROJECT DESCRIPTION: Construct an extension of Daniells Bridge Rd from just north of Chestnut Hill Rd intersection extending north across SR 10 Loop, and tie into the existing Jennings Mill Parkway just south of Old Epps Bridge Rd. The proposed roadway will consist of 2 12-ft. lanes with 5 ft sidewalks on each side. The project will also include a bridge over SR 10 Loop and signals at intersection of Daniells Bridge Rd Extension and Daniells Bridge Rd, and at Daniells Bridge Rd and Chestnut Hill Rd.		*Estimated Cost:*	$8,537,000
		County:	Oconee
		P.I. #:	0007943
		GDOT Prj.#:	CSSTP-007-00(943)

Length (miles):	0.7	*# of existing lanes*	0	*# of lanes planned:*	2 or 4
DOT District #:	1	*Congressional Dist. #:*	10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* N/A			*2040 (projected):*	N/A

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				$105,500
Right-of-Way ($)				$564,000
Construction Costs ($)				$7,867,500
PROJECT COST				$8,537,000
Federal Cost ($)				$6,829,600
State Cost ($)				$853,700
Local Cost ($)				$853,700

PROJECT LOCATION



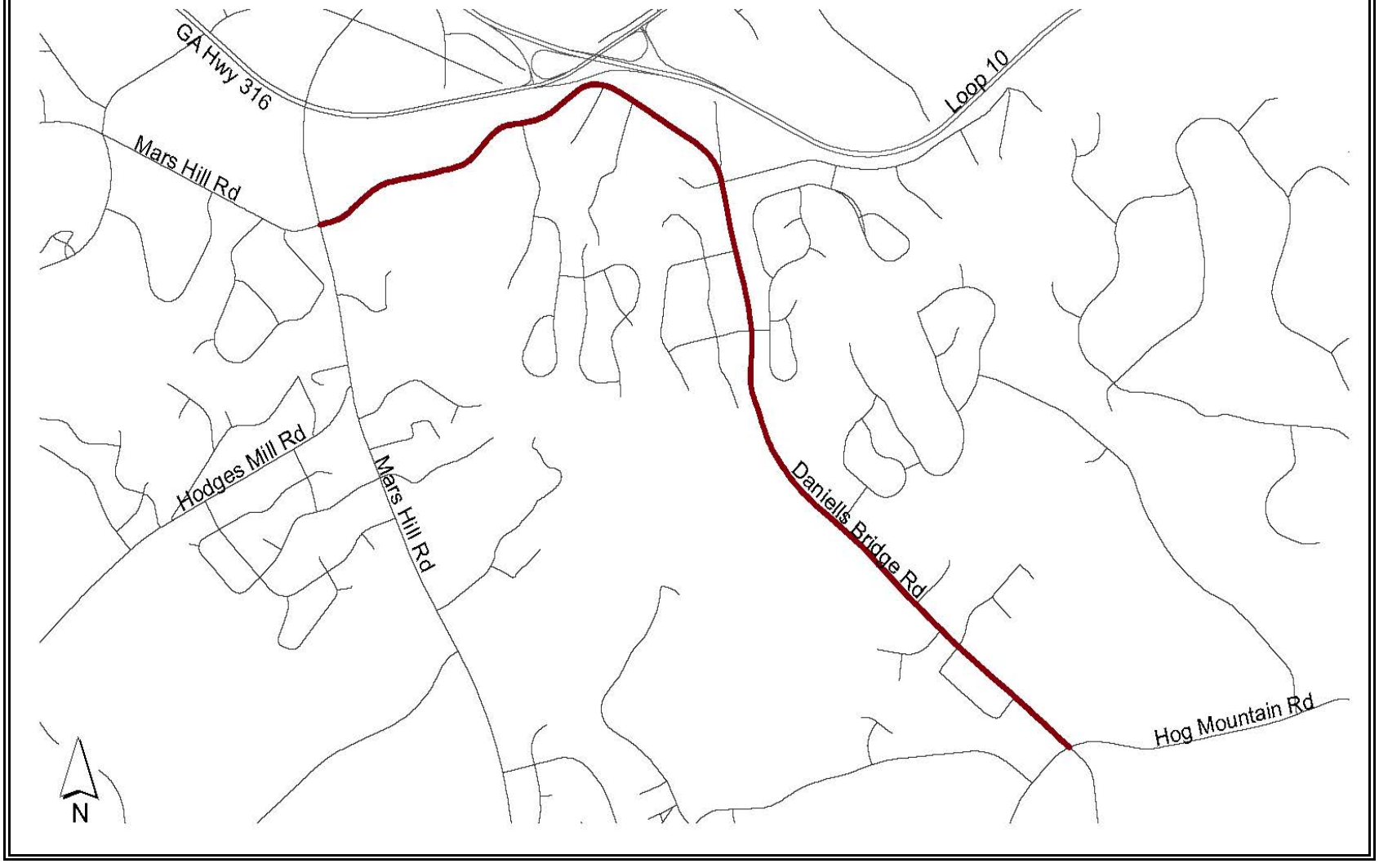
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Daniells Bridge Rd Widening		***PROJECT #:***	R-24
PROJECT DESCRIPTION: Widen/reconstruct Daniells Bridge Rd with additional turn lanes as needed from just south of Mars Hill Road to Hog Mountain Road.		*Estimated Cost:*	$14,795,000
		County:	Oconee
		P.I. #:	0007941
		GDOT Prj.#:	CSSTP-007-00(941)

Length (miles): 1.7	*# of existing lar* 2	*# of lanes planned:* 2
DOT District #: 1	*Congressional Dist. #:* 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 2,620		*2040 (projected):* 6,150

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)			$83,000	
Right-of-Way ($)			$4,021,500	
Construction Costs ($)			$10,690,500	
PROJECT COST			$14,795,000	
Federal Cost ($)			$11,836,000	
State Cost ($)			$1,479,500	
Local Cost ($)			$1,479,500	

PROJECT LOCATION



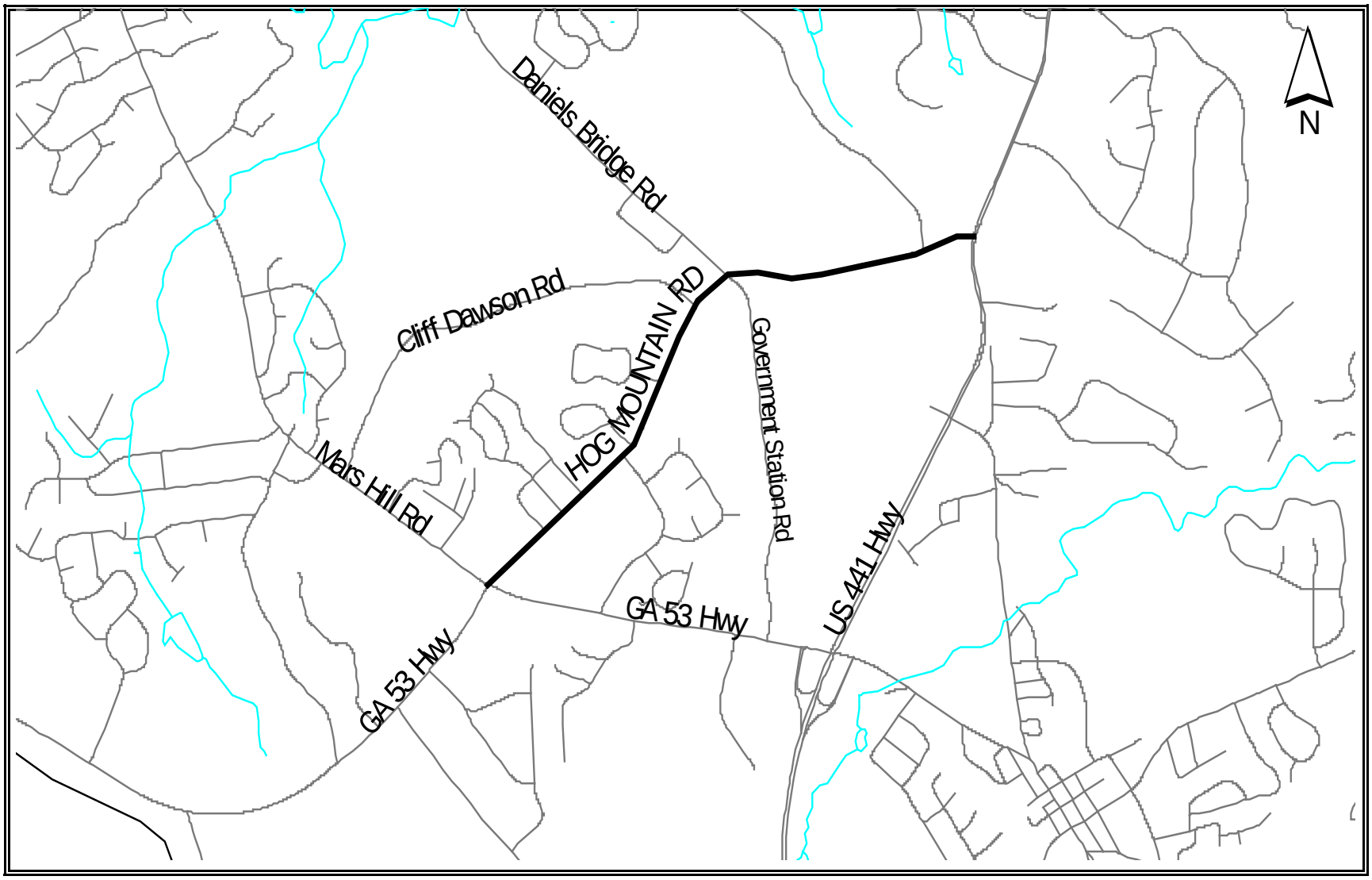
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Hog Mountain Rd Widening		***PROJECT #:***	R-25
PROJECT DESCRIPTION: Widen to 4-lane cross section from Mars Hill Rd to US 441 with additional turn lanes as needed.		*Estimated Cost:*	$38,914,000
		County:	Oconee
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	2.1	*# of existing lanes:*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	7,970	*2040 (projected):*	12,225	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)			$1,912,500	
Right-of-Way ($)			$3,999,000	
Construction Costs ($)			$33,002,500	
PROJECT COST			$38,914,000	
Federal Cost ($)			$31,131,200	
State Cost ($)			$3,891,400	
Local Cost ($)			$3,891,400	

PROJECT LOCATION



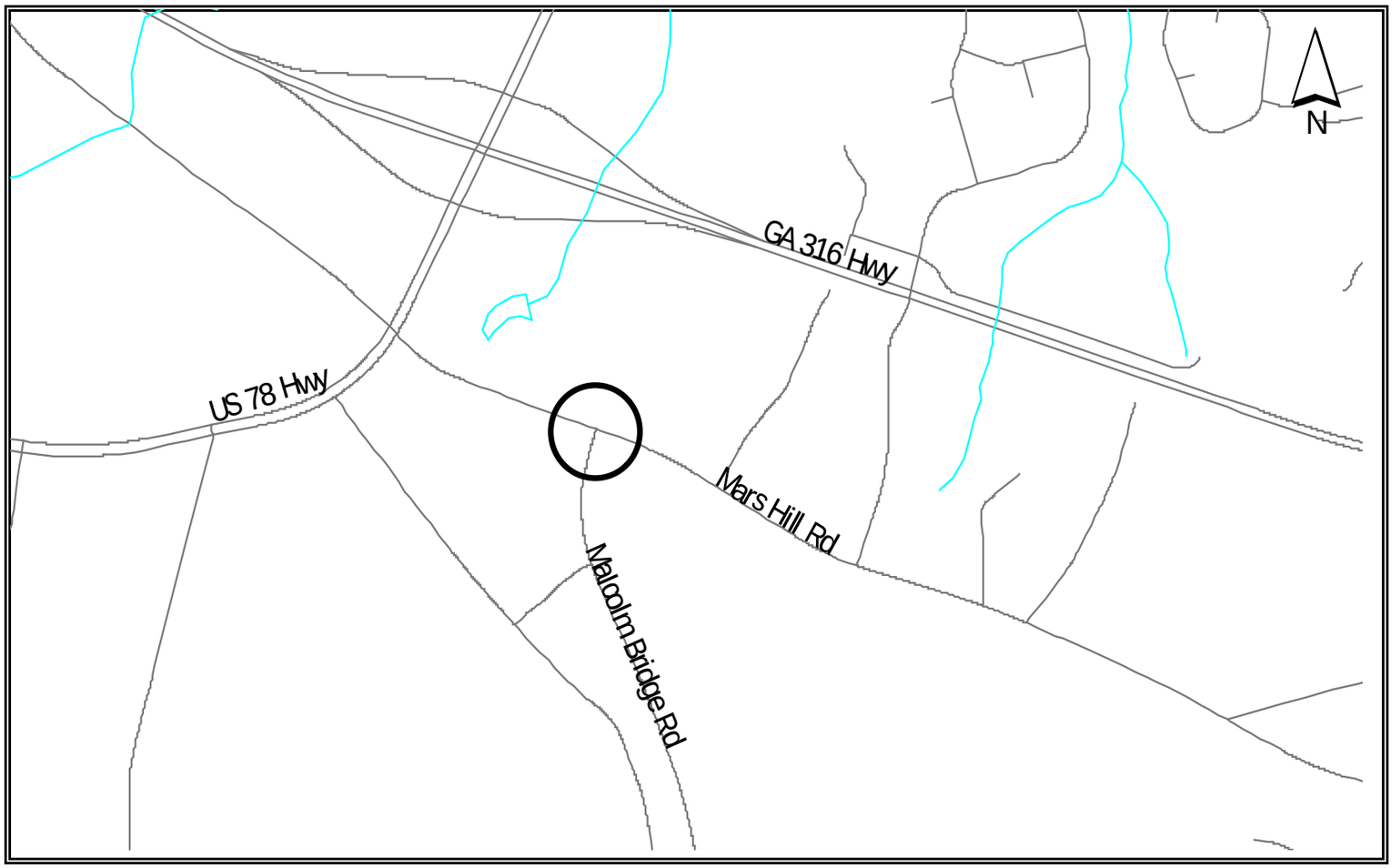
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Malcolm Bridge Rd/Mars Hill Intersection		***PROJECT #:***	R-26
PROJECT DESCRIPTION: Add lanes at intersection to increase capacity. Signalization of intersection will be included.		*Estimated Cost:*	$859,000
		County:	Oconee
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	0.3	*# of existing lanes:*	2	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	3,670	*2040(projected):*	5,940	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)			$90,000	
Right-of-Way ($)			$130,500	
Construction Costs ($)			$638,500	
PROJECT COST			$859,000	
Federal Cost ($)			$687,200	
State Cost ($)			$85,900	
Local Cost ($)			$85,900	

PROJECT LOCATION



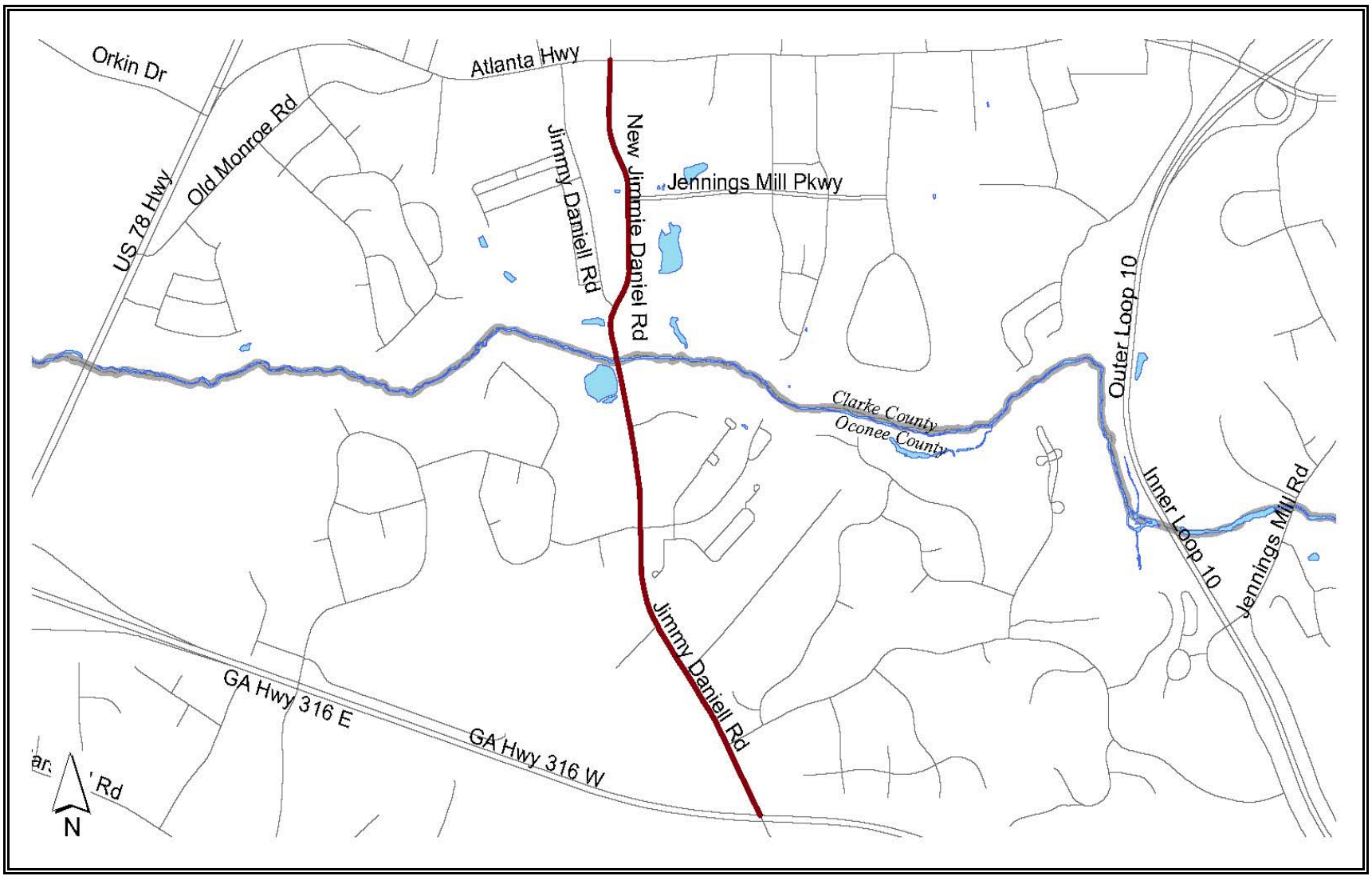
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Jimmie Daniel Road / Jimmy Daniell Rd Widening		***PROJECT #:***	R-27
PROJECT DESCRIPTION: Widen/reconstruct Jimmy Daniell Rd / New Jimmie Daniel Road to 4 lanes with additional turn lanes as needed from SR 316 to Atlanta Highway. Sidewalks should be included in this project.		*Estimated Cost:*	$10,000,000
		County:	Clarke / Oconee
		P.I. #: 0007939	
		GDOT Prj.#:	CSSTP-007-00(939)

Length (miles):	2.13	*# of existing lanes:*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	5,090	*2040 (projected):*	16,153	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)			$300,000	
Right-of-Way ($)			$2,800,000	
Construction Costs ($)			$6,900,000	
PROJECT COST			$10,000,000	
Federal Cost ($)			$8,000,000	
State Cost ($)			$1,000,000	
Local Cost ($)			$1,000,000	

PROJECT LOCATION



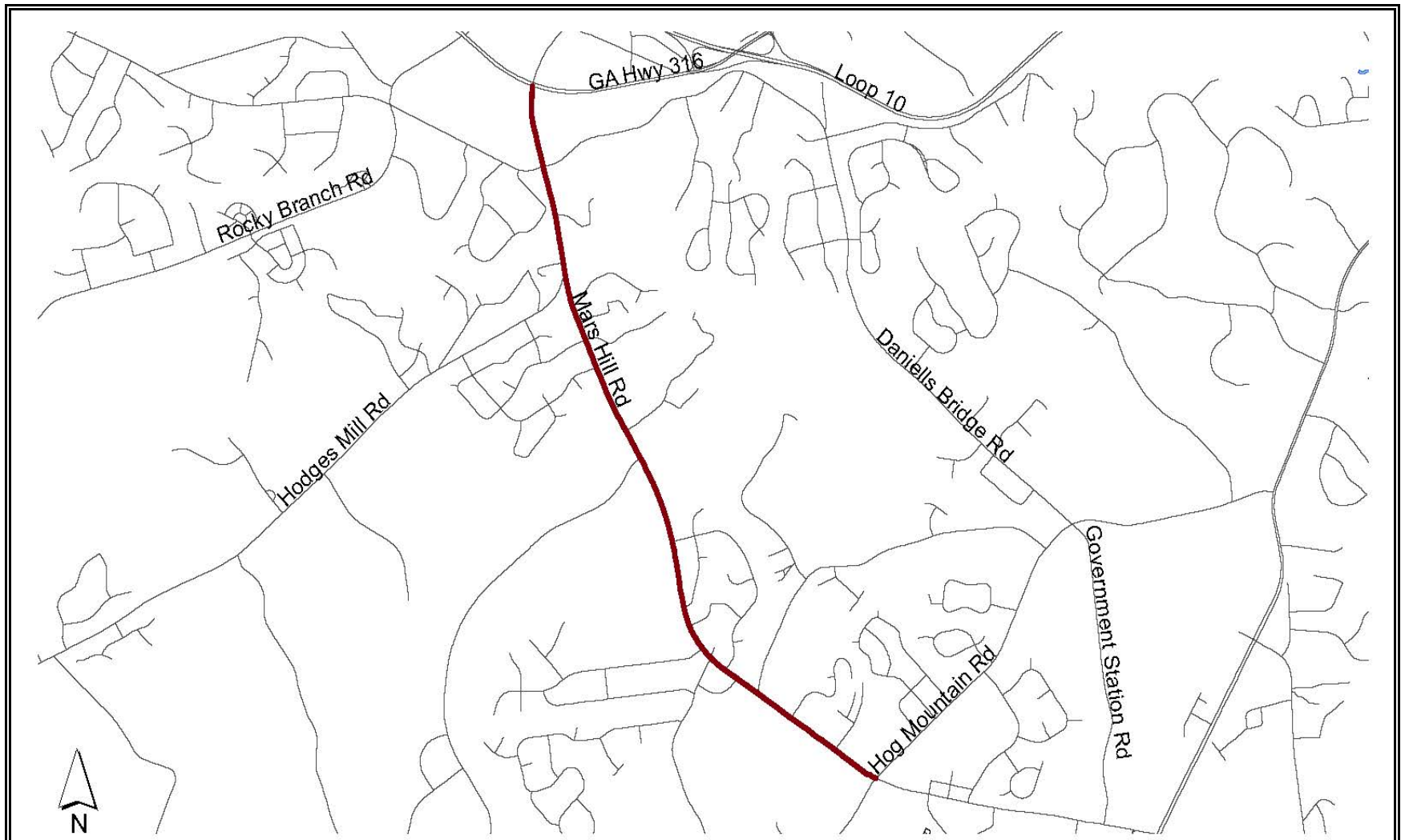
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Mars Hill Rd / Experiment Station Road Widening - Phase 1		***PROJECT #:***	R-28
PROJECT DESCRIPTION: Widen to 4 lanes and construct turn lanes as needed from the Oconee Connector to Hog Moutain Road. Sidewalks and bicycle lanes are planned for this corridor.		*Estimated Cost:*	$27,365,000
		County:	Oconee
		P.I. #: 142060	
		GDOT Prj.#:	STP00-1267-00(008)

Length (miles):	6.8	*# of existing lanes*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	11,880	*2040 (projected):*	28,060	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				
Right-of-Way ($)				
Construction Costs ($)	$27,365,000			
PROJECT COST	$27,365,000			
Federal Cost ($)	$21,892,000			
State Cost ($)	$2,736,500			
Local Cost ($)	$2,736,500			

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Mars Hill Rd / Experiment Station Road Widening - Phase 2		***PROJECT #:***	R-29
PROJECT DESCRIPTION: Widen to 4 lanes and construct turn lanes as needed from the Hog Mountain Road to US 441. Sidewalks and bicycle lanes are planned for this corridor.		*Estimated Cost:*	$13,003,000
		County:	Oconee
		P.I. #: 0009011	
		GDOT Prj.#: CSSTP-009-00(011)	

Length (miles):	1.14	*# of existing lanes*	2	*# of lanes planned:*	4
DOT District #:	1	*Congressional Dist. #:*	10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	11,880	*2040 (projected):*	28,060	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				
Right-of-Way ($)	$2,984,000			
Construction Costs ($)	$10,019,000			
PROJECT COST	$13,003,000			
Federal Cost ($)	$10,402,400			
State Cost ($)	$1,300,300			
Local Cost ($)	$1,300,300			

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Mars Hill Rd / Experiment Station Road Widening - Phase 3		***PROJECT #:***	R-30
PROJECT DESCRIPTION: Widen to 4 lanes and construct turn lanes as needed from the US 441 / Watkinsville Bypass to US 441 Bus. In Watkinsville. Sidewalks and bicycle lanes are planned for this corridor.		*Estimated Cost:*	$11,308,500
		County:	Oconee
		P.I. #: 0009012	
		GDOT Prj.#: CSSTP-009-00(012)	

Length (miles): 0.73	*# of existing lanes* 2	*# of lanes planned:* 4
DOT District #: 1	*Congressional Dist. #:* 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 11,880		*2040 (projected):* 9,320

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)				
Right-of-Way ($)		$2,445,500		
Construction Costs ($)		$8,863,000		
PROJECT COST		$11,308,500		
Federal Cost ($)		$9,046,800		
State Cost ($)		$1,130,850		
Local Cost ($)		$1,130,850		

PROJECT LOCATION



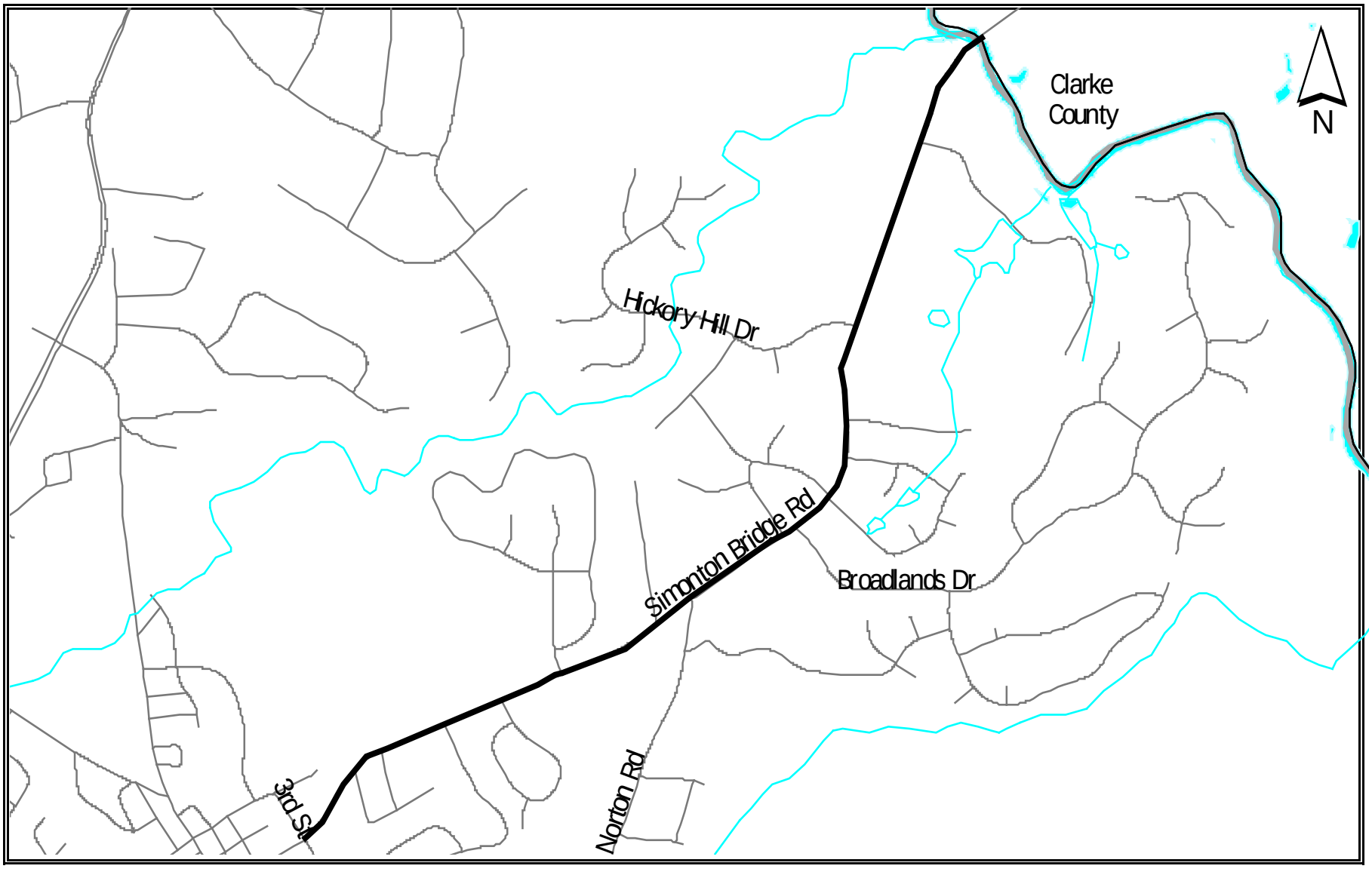
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Simonton Bridge Rd Widening		***PROJECT #:***	R-31
PROJECT DESCRIPTION: Widen to 12 ft lanes, add right turn lanes at 9 intersections, and add center turn lanes at 3 intersections from Main Street to the Athens-Clarke County line.		*Estimated Cost:*	$13,933,500
		County:	Oconee
		P.I. #:	141970
		GDOT Prj.#:	STP-1433(2)

Length (miles):	2.7	*# of existing lanes:*	2	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	5,770	*2040 (projected):*	6,500	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$76,500		
Right-of-Way ($)		$3,449,500		
Construction Costs ($)		$10,407,000		
PROJECT COST		$13,933,000		
Federal Cost ($)		$11,146,400		
State Cost ($)		$1,393,300		
Local Cost ($)		$1,393,300		

PROJECT LOCATION



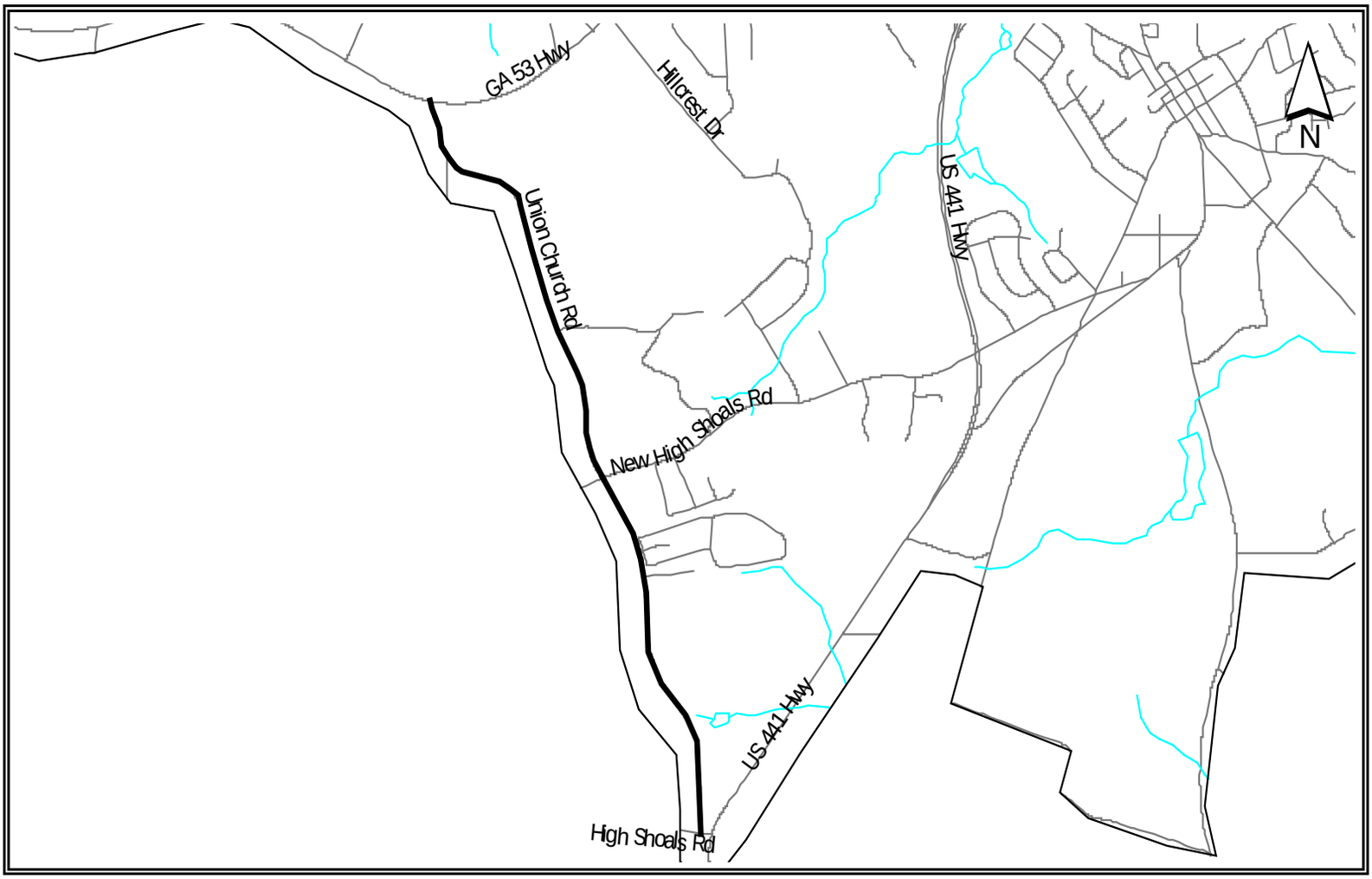
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Union Church Rd Improvement project		***PROJECT #:***	R-32
PROJECT DESCRIPTION: Widen to standard travel lanes with a roundabout at New High Shoals Road. Sidewalks will be included.		*Estimated Cost:*	$15,093,000
		County:	Oconee
		P.I. #:	
		GDOT Prj.#:	

Length (miles): 1.6	*# of existing lanes:* 2	*# of lanes planned:* 2/3
DOT District #: 1	*Congressional Dist. #:* 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 4,002		*2040 (projected):* 6,110

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$1,776,500		
Right-of-Way ($)		$1,355,000		
Construction Costs ($)		$11,961,500		
PROJECT COST		$15,093,000		
Federal Cost ($)		$4,240,000		
State Cost ($)		$530,000		
Local Cost ($)		$530,000		

PROJECT LOCATION

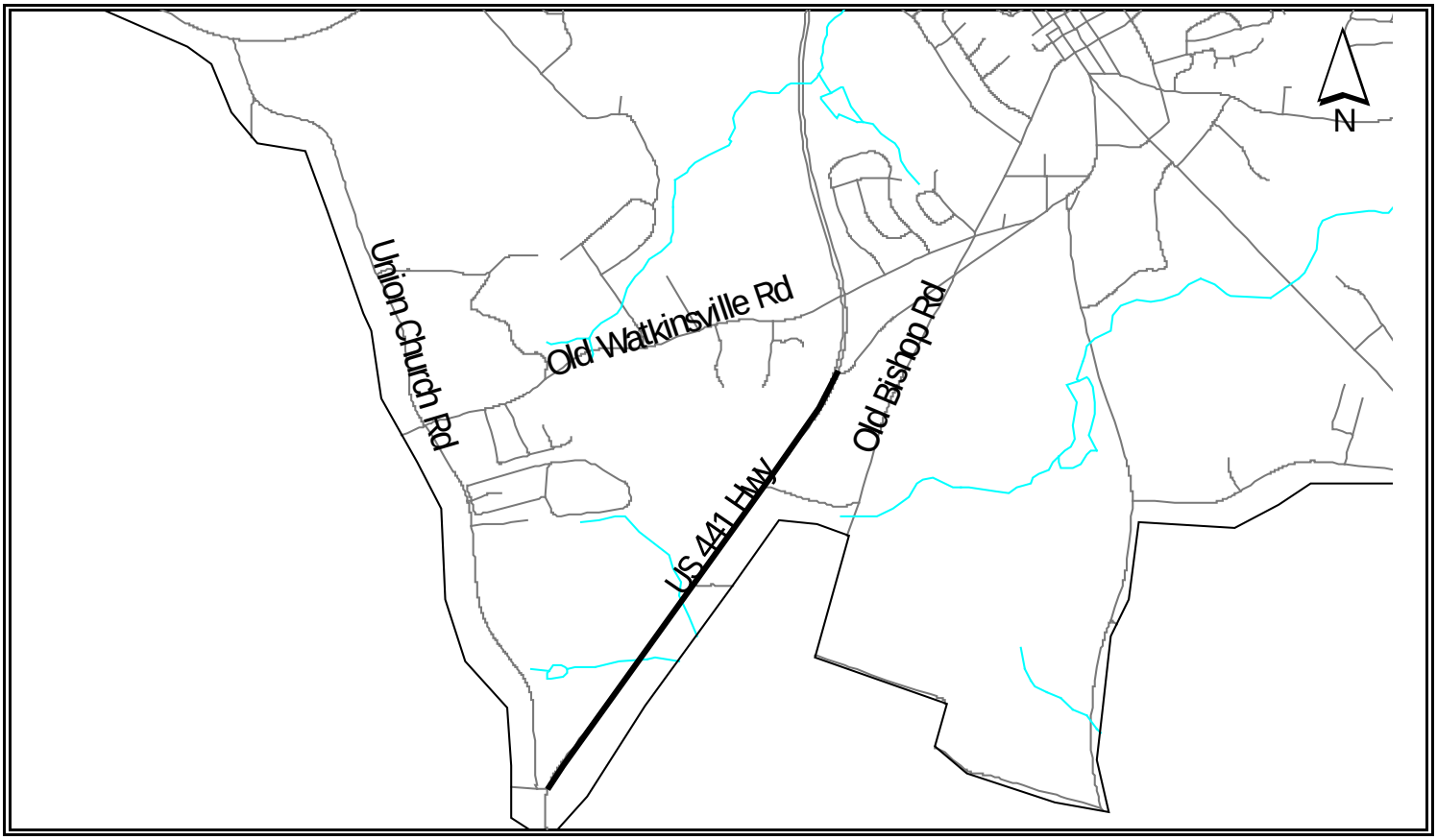


PROJECT NAME: US 441/SR 24 South Widening		***PROJECT #:***	R-33
PROJECT DESCRIPTION: Widen US 441 to 4 lanes from the Watkinsville Bypass south to the MACORTS boundary at SR 186. Project continues to north of Apalachee River. The project includes a new location portion to avoid the city of Bishop. *20% in MPO - cost is prorated		*Estimated Cost:*	$11,840,000
		County:	Oconee
		P.I. #:	122660
		GDOT Prj.#:	EDS00-0441-00(043)

Length (miles): 1.8	*# of existing lanes:* 2	*# of lanes planned:* 4
DOT District #: 1	*Congressional Dist. #:* 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 9,850		*2040 (projected):* 20,276

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$592,000		
Right-of-Way ($)		$4,144,000		
Construction Costs ($)		$7,104,000		
PROJECT COST		$11,840,000		
Federal Cost ($)		$9,472,000		
State Cost ($)		$1,184,000		
Local Cost ($)		$1,184,000		

PROJECT LOCATION



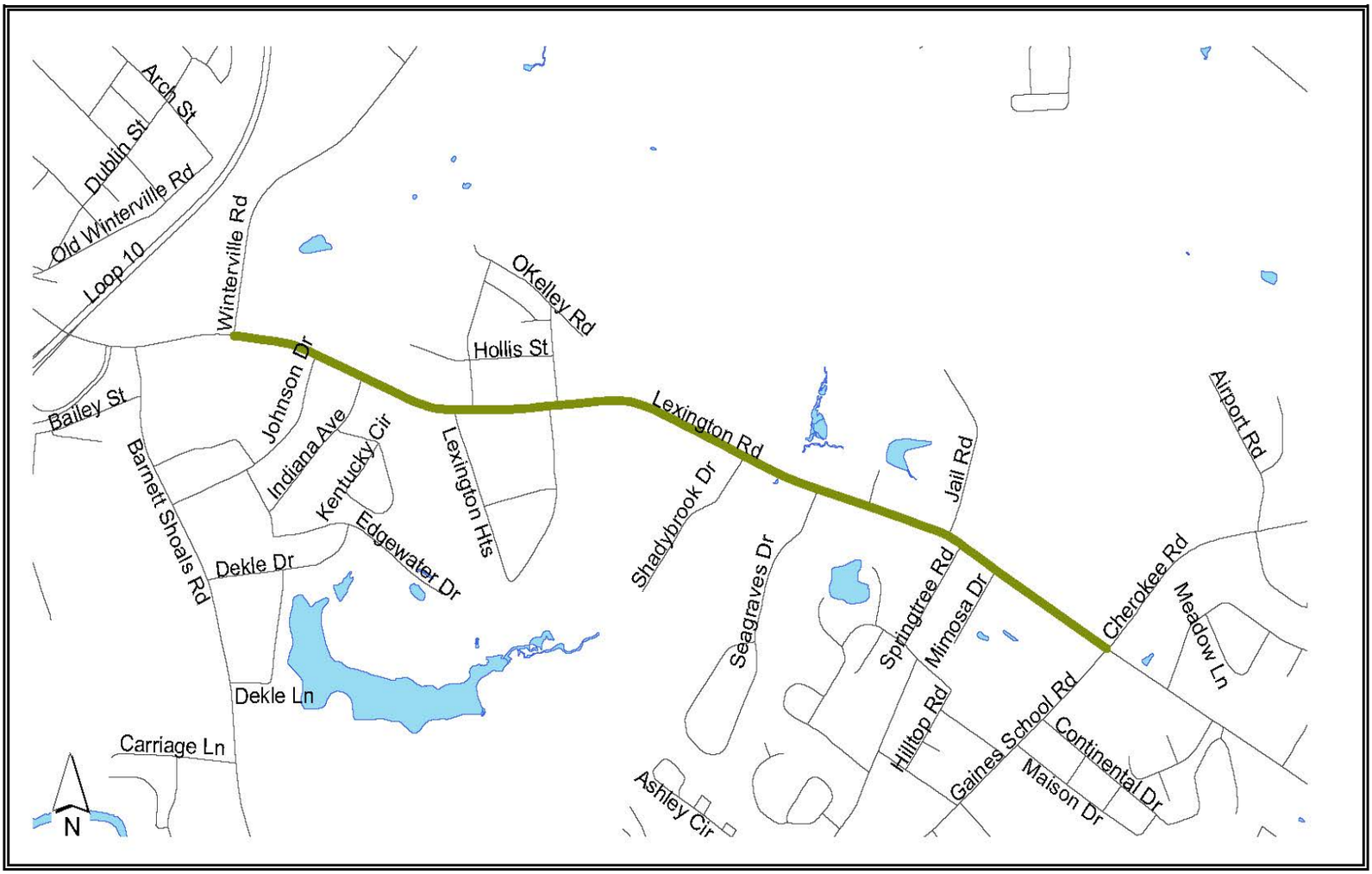
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN

PROJECT NAME: Lexington Road Bicycle Lanes		***PROJECT #:***	Bike-1
PROJECT DESCRIPTION: Widen Lexington Road for 4 ft. bicycle lanes from Winterville Road to Gaines School Road.		*Estimated Cost:*	$1,600,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	1.6	*# of existing lanes:*	2	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	25,720	*2040 (projected):*	31,633	

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)		$48,000		
Right-of-Way ($)		$448,000		
Construction Costs ($)		$1,104,000		
PROJECT COST		$1,600,000		
Federal Cost ($)		$1,280,000		
State Cost ($)		$160,000		
Local Cost ($)		$160,000		

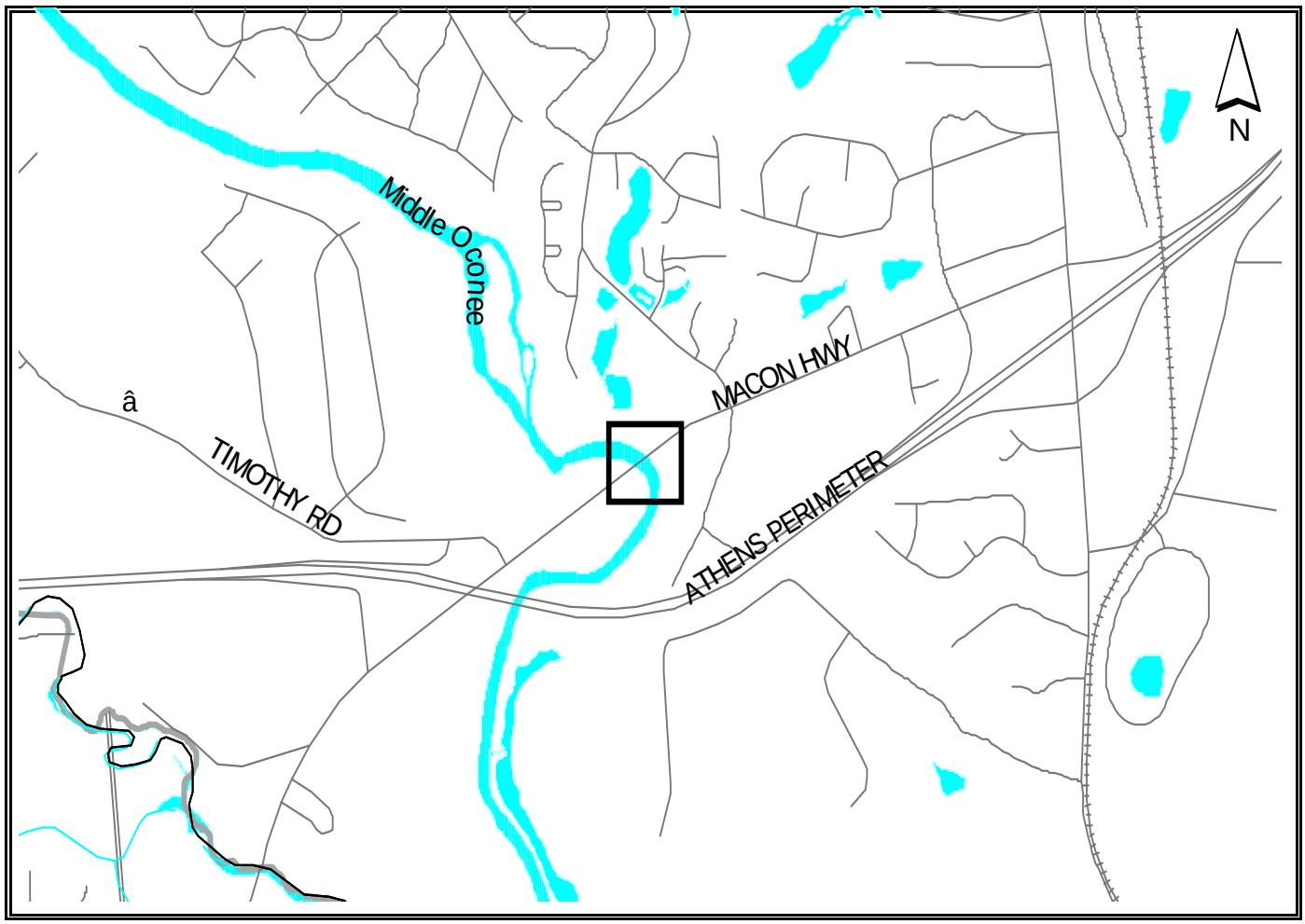
PROJECT LOCATION



PROJECT NAME: Macon Hwy/US 441 Bridge over Middle Oconee River		***PROJECT #:***	B-1
PROJECT DESCRIPTION: Reconstruct bridge to allow for two standard travel lanes and shoulders plus bicycle and pedestrian facilities.		*Estimated Cost:*	$7,217,000
		County:	Clarke
		P.I. #:	132805
		GDOT Prj.#:	BRS00-0002-05(046)
Length (miles): 0.2	*# of existing lanes:* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #: 9, 10*	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* 11,560	*2040 (projected):*	13,290

PROJECT PHASE	***FY 2015-2019 Median Cost***	***FY 2020-2024 Median Cost***	***FY 2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)			$956,500	
Right-of-Way ($)			$714,000	
Construction Costs ($)			$5,546,500	
PROJECT COST			$7,217,000	
Federal Cost ($)			$5,773,600	
State Cost ($)			$721,700	
Local Cost ($)			$721,700	

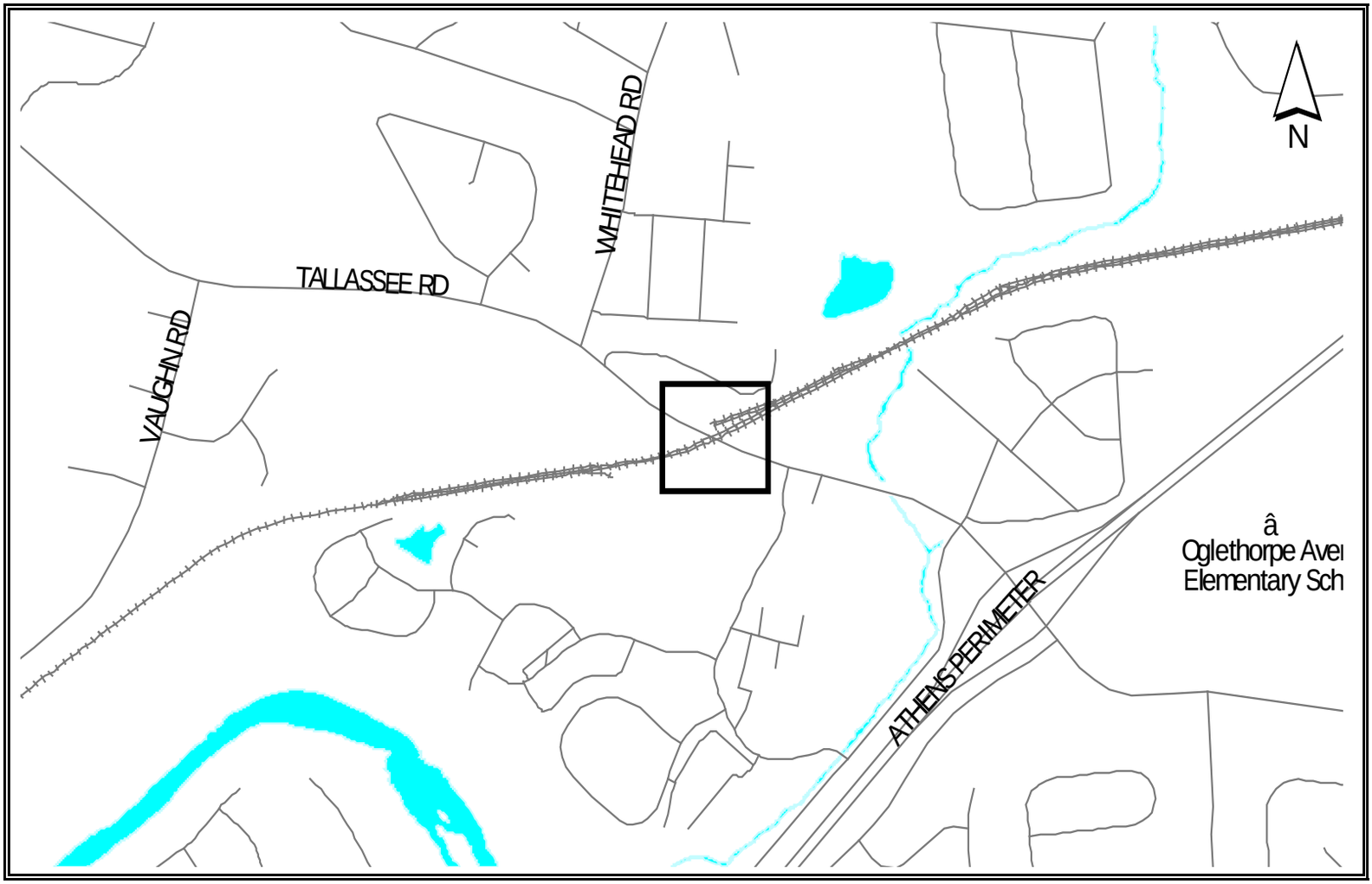
PROJECT LOCATION



PROJECT NAME: Tallassee Rd Bridge		***PROJECT #:***	B-2
PROJECT DESCRIPTION: Reconstruct the bridge to two standard travel lanes and shoulders plus bicycle and pedestrian facilities.		*Estimated Cost:*	$5,598,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	
Length (miles): 0.1	*# of existing lane* 2	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume *2013* 13,950		*2040 (projected):*	23,332

PROJECT PHASE	***FY2015-2019 Median Cost***	***FY2020-2024 Median Cost***	***FY2025-2029 Median Cost***	***FY 2030-2040 Median Cost***
Preliminary Engineering ($)			$736,000	
Right-of-Way ($)			$286,000	
Construction Costs ($)			$4,576,000	
PROJECT COST			$5,598,000	
Federal Cost ($)			$4,478,400	
State Cost ($)			$559,800	
Local Cost ($)			$559,800	

PROJECT LOCATION



PUBLIC TRANSPORTATION

SECTION VI
PUBLIC TRANSPORTATION

1. Introduction

The Athens Transit System (ATS) is the only public transit system in the MACORTS area. There are approximately 76,000 full-time residents within the fixed route service area, with an additional 34,000+ students at the University of Georgia. ATS is responsible for transit planning and service to Athens-Clarke County. The long-range transit goal of ATS is to provide improved and expanded service to all the citizens and visitors of Athens-Clarke County. The improvement of ATS will provide its patrons with more transportation options.

2. Background

The Athens Transit System is responsible for providing fixed route service for the Athens-Clarke County area. ATS also provides specialized transportation or paratransit service called 'The Lift'. This service is provided to mobility-challenged individuals (elderly persons and persons with disabilities) in the Athens-Clarke county area. The Lift service extends 1 mile on either side of the fixed route service in compliance with the ADA requirement of ¾ mile beyond fixed route. Service for fixed route and paratransit operates Monday through Friday, 6 am to 9:30 pm, and on Saturday from 7:30 am to 9:30 pm. Eight of the fixed routes include night service hours from 7 pm to 10 pm. ATS does not provide service on major holidays.

Athens Transit System operates its programs and services without regard to race, color, and/or national origin, accordance with Title VI of the Civil Rights Act. The system also conducts and plans its programs and services in compliance with the Environmental Justice regulations established by the Federal Transit Administration.

3. Existing and Proposed Transit Services

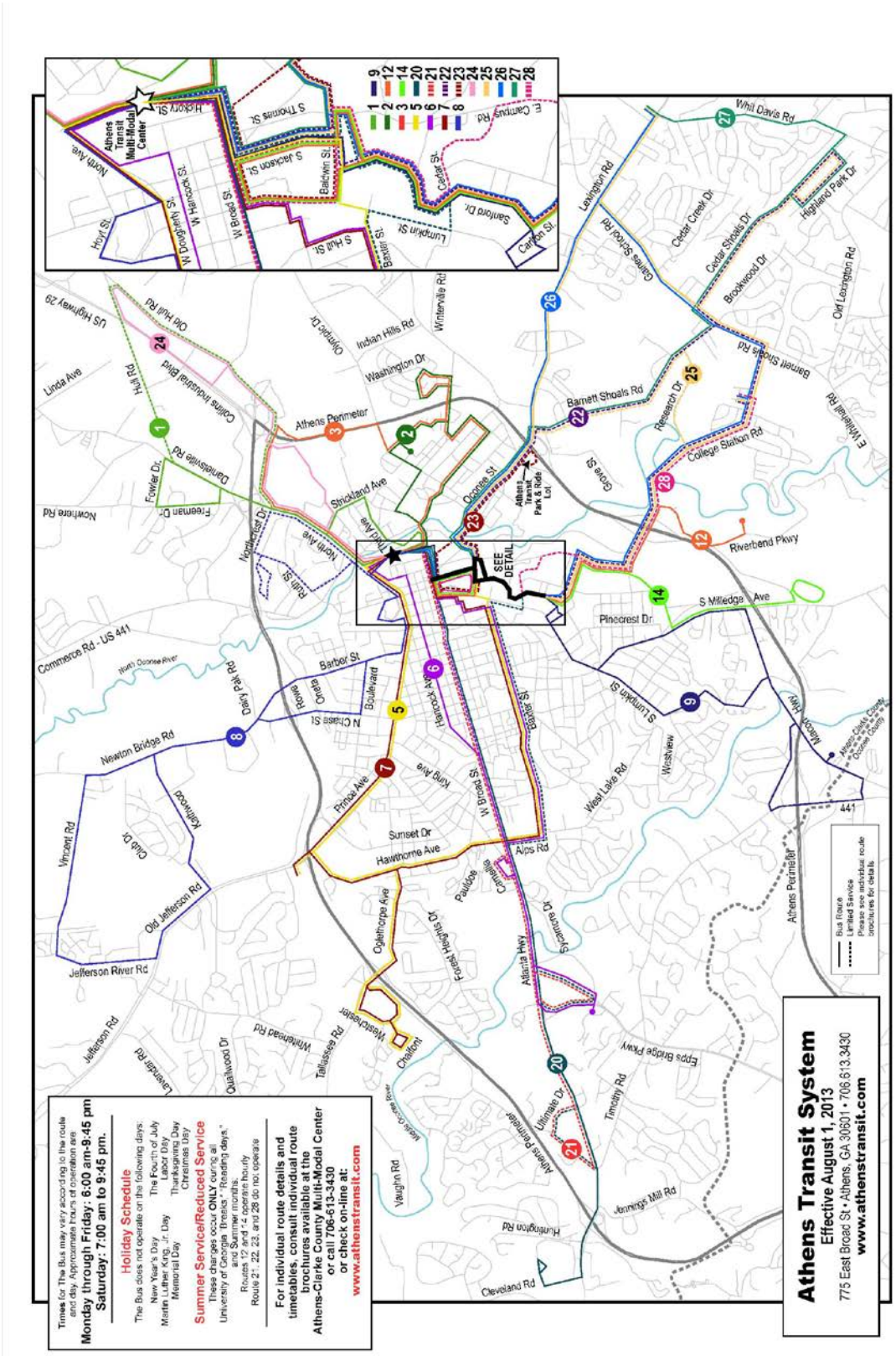
There are 19 fixed routes that serve the Athens-Clarke County area. These routes are: North Avenue, East Athens, East Athens / North Side, Beechwood / Baxter Street, Broad Street / Atlanta Highway, Prince Avenue, Barber Street / Chase Street, Macon Highway / Five Points, Riverbend Road, East Campus / South Milledge Avenue, Georgia Square Mall, West Ultimate Drive, East Highland Park Drive, Park and Ride Express, Athens Tech, Lexington Road/Gaines School Road, College Station Road/Barnett Shoals Road, Barnett Shoals Road/Cedar Shoals Road, and College Station Road Express. Night service (7 pm to 10 pm, Monday – Saturday) is

provided on the following routes: North Avenue, East Athens, Beechwood / Baxter, Broad Street / Atlanta Highway, Barber Street / Chase Street, Macon Highway / Five Points, Georgia Square Mall, and Lexington Road / Gaines School Road.

The Unified Planning Work Program (UPWP) for the Madison Athens-Clarke Oconee Regional Transportation Study has had and will continue to have studies, as funds are available, identified pertaining to the Transit System. One of the previous studies was the completion of a Transit Development Plan (TDP) that identified strengths and weaknesses within the Transit System and made recommendations about service enhancements and possible funding options. It is a goal of the Transit System to make improvements that would enable the system to have 5 to 10 minute headways. Along with the analysis was a study of opportunities to include park-and-ride facilities in Athens-Clarke and neighboring counties to enhance the use of the Athens Transit System. Possible locations suggested in the study for park-and-ride lots included College Station Road at SR 10 Loop, Olympic Drive at SR 10 Loop, US 78 Business at SR 10 Loop, US 78 at SR 316, Epps Bridge Parkway at SR 10 Loop, US 441 North at SR 10 Loop, US 441 South/Timothy Road at SR 10 Loop, US 29 at SR 10 Loop, Lexington Road at SR 10 Loop, and Milledge Avenue at SR 10 Loop. The possibility of converting the land within some of the interchanges on SR 10 Loop was discussed as a way to provide more park-and-ride lots for connection with the UGA and Athens Transit systems. A demonstration project utilizing this concept was submitted to Congressman Burns for consideration for funding in 2003. Congress approved an award for park and ride facilities for Athens-Clarke County in the amount of $2.7 million. The location chosen by the Athens-Clarke County Mayor and Commission was the area within the interchange of Lexington Road and SR 10 Loop. The Park and Ride lot opened on January 17, 2013. During FY 2014, a total of 3,915 passengers traveled on the Park and Ride bus route. The TDP is proposed to be updated during the FY 2015 / 2016 timeframe using local funds or funds associated with the federal funding of the Athens Transit System.

There have been requests recently regarding expanding Athens Transit System to serve the surrounding counties. As population increases in those counties surrounding Athens-Clarke County, and Athens continues to be a social and economic center for the region, regional bus service will become a much more viable option. Discussion should continue regarding the possibilities of expanding the Transit System to a more regional system. A special study was funded in the FY 2009 Unified Planning Work Program to examine options available to provide

Figure 7: Athens Transit System Routes


Athens Transit System
Effective August 1, 2013
775 East Broad St • Athens, GA 30601 • 706.613.3430
www.athenstransit.com
Times for The Bus may vary according to the route and day. Approximate hours of operation are:
Monday through Friday: 6:00 am-9:45 pm
Saturday: 7:00 am to 9:45 pm.
Holiday Schedule
The Bus does not operate on the following days:
New Year's Day
Martin Luther King, Jr. Day
Memorial Day
The Fourth of July
Labor Day
Thanksgiving Day
Christmas Day
Summer Service/Reduced Service
These changes occur ONLY during all University of Georgia "breaks," "Reading days," and Summer months:
Routes 12 and 14 operate hourly
Route 21, 22, 23, and 28 do not operate
For individual route details and timetables, consult individual route brochures available at the Athens-Clarke County Multi-Modal Center or call 706-613-3430 or check on-line at:
www.athenstransit.com
Athens Transit Multi-Modal Center
Athens Transit Park & Ride Lot
SEE DETAIL
Bus Route
Limited Service
Please see individual route brochures for details.
Athens Perimeter
Commerces Rd - US 441
North Oconee River
Newton Bridge Rd
Jefferson River Rd
Old Jefferson Rd
Vincent Rd
Jefferson Rd
Whitehead Rd
Tallassee Rd
Chalfont
Atlanta Hwy
Epps Bridge Pkwy
Timothy Rd
Jennings Mill Rd
Hunnington Rd
Cleveland Rd
Vaughn Rd
Ultimate Dr
Athens Perimeter
Lavonia Dr
Alps Rd
Pauldoe
Cherokee
Foxhall Heights Dr
Oglethorpe Ave
Sunset Dr
Hawthorne Ave
Prince Ave
King Ave
W Broad St
Barber St
Boulevard
N Chase St
Dairy Queen Rd
Hancock Ave
Oneta
Hollywood
Club Dr
Old Lexington Rd
Whit Davis Rd
Lexington Rd
Gaines School Rd
Cedar Creek Dr
Cedar Shoals Dr
Brookwood Dr
Highland Park Dr
Barnett Shoals Rd
Research Dr
College Station Rd
Riverbend Pkwy
S Milledge Ave
Pinecrest Dr
S Lumpkin St
Milledge Ave
Mitchell Bridge Rd
Mitchell Clerk County Courthouse
Oconee County Courthouse
441
Athens Perimeter
Westview
West Lake Rd
Barnett Shoals Rd
E Whitehall Rd
Gaines School Rd
Old Lexington Rd
Whit Davis Rd
Lexington

transit service in Madison, Athens-Clarke, and Oconee Counties beyond that of merely expanding the Athens Transit System. The 'Public Transportation Study for the MACORTS Region' examined service options that could be available in the 3 counties, funding options, and peer community analysis. The report was distributed to the member counties for their consideration of possible future expansion. No action in that direction has been taken to date.

4. Transit Ridership

Fixed route service ridership has fluctuated between 1.7 million and 1.8 million in the last 5 years (2009 – 2013), while the paratransit service ridership has fluctuated between 7,700 and 9,500 over the last 5 years. However, since 2011 fixed route ridership has decreased by 5.8%. This decrease is due, in part, to the slow recovery of the local economy since 2008 and to the fact that the University of Georgia (UGA) Campus Transit has been providing free open-door service to the Prince Avenue (Health Sciences Campus) corridor. The Athens Transit System and UGA Campus Transit have begun to work together to minimize duplication of service issues. That is one issue to be addressed in the upcoming update of the Athens Transit System Transit Development Plan. Also contributing to the decrease in ridership is the proliferation of apartment communities providing private shuttle service to their residents.

The University of Georgia and Athens Transit System annually negotiate a contract establishing an annual amount that will be paid to Athens Transit System to provide rides for UGA faculty, staff, and students. Similar contracts could be entered into by other employers in the area.

The highest fixed route ridership in the last five years was recorded in FY 2009 with approximately 1,839,000 riders. Overall ridership has fluctuated from 3% - 5% depending on the year between FY 2009 – FY 2013. Demand Response ridership has fluctuated between 0.6% and 13% during the same period. This is due partly to the fact that some medical facilities have moved to adjacent counties that the Athens Transit System does not serve. Those trips are now being provided by the Georgia Department of Human Services contractors.

System-wide revenue has followed a similar trend. Overall revenue has fluctuated between $1.6 million and $2 million annually during the period from 2009 to 2013. Fares were increased in 2009, 2010, 2012, and 2014 to the current $1.75 adult full fare. Revenue attributed to the fixed route service fluctuated between approximately $1.6 million and $2 million annually

while demand response had approximate annual revenue of between $18,000 and $30,000 during this period.

5. Facilities Improvement

The Multimodal Transportation Center (MMTC) was opened August 10, 2006. The MMTC accommodates the Athens Transit System offices and information center. The transfer station was moved from its previous location downtown adjacent to City Hall. All routes were reconfigured to use the Multimodal Center as their main hub. Other remote transfer systems will be needed in the future. If and when the commuter rail line is completed between Athens and Atlanta, the commuter rail line will also utilize the Multimodal Center. Currently, the only intercity bus connection that is integrated into the Multimodal Center is the Megabus, a private carrier. In the future, other intercity connections could be established.

Under SPLOST 2000, the Bus Stop Improvement Program was initiated. This project inventoried and identified bus stops in need of improvement throughout the Athens Transit System service area. This program was fully funded under SPLOST 2005 (through FY 2011) and continued under SPLOST 2011 to fund the program another six years. The program includes the improvement of 459 bus stop locations. As of the end of FY 13, approximately 94 bus stops included only a sign. Another 103 included a concrete pad, trashcan, and schedule holder along with a bus stop sign (Level 1). The 158 Level 2 bus stops include all of the Level 1 amenities with a semi-seat or bench. About 101 bus stops also included a shelter and system map. The remaining 3 bus stops include all of the aforementioned amenities along with a bus bay. In conjunction with the Comprehensive Plans of Athens-Clarke, Madison, and Oconee Counties, the development of transit-oriented developments should be encouraged. Developers should be encouraged, at a minimum, during the Plans Review Process to include bus shelters with appropriate amenities to developments on or near bus routes.

The Maintenance and Storage Facility for Athens Transit System will be in need of replacement within the next few years. The current age of the facility is approximately 37 years, though some renovation has occurred in the last few years. The replacement should include a new fueling station (possibly multi-fuel), vehicle storage areas, and general maintenance facilities including all environmental safeguards required. The approximate cost of a new facility would be $20 million.

Also, the fleet of Athens Transit System will need to be expanded to continue to give its patrons adequate service. Expansion buses should be equipped with bike racks and should use alternative fuels to promote cleaner air. Athens Transit System began using biodiesel in all diesel transit vehicles in late 2006. By May of 2007, all diesel vehicles were running on B20 biodiesel. Use of biodiesel became cost-prohibitive in July 2008. There are no current plans to transition back to biodiesel unless the cost equalizes. Development of downtown circulator routes, possibly using rubber tired trolleys, has been discussed as an idea for the future.

6. Commuter Rail Opportunities

A commuter rail line between Athens and Atlanta has been proposed for many years. To date, the state government has studied this alternative multiple times with multiple alignments with phases of enthusiasm and dismay depending on the political climate. Availability of funding and an unfavorable political climate seem to be the delaying factors at the state and federal level for the Atlanta to Athens commuter rail line. The local investment in the Multimodal Transportation Center in Athens includes accommodation for future integration of commuter rail. A passenger rail station is also planned for the City of Bogart. There has been interest expressed in extending future commuter rail using the Comer to Colbert CSX rail line and along the Norfolk Southern and Athens Line Railroad corridor from Athens to Watkinsville. Public interest and frustration regarding the lack of public investment in commuter rail has been expressed. There is public support for connecting the commuter lines to both Madison County and Oconee County as plans progress.

7. Conclusion

As Athens-Clarke County grows, so will ridership for the Athens Transit System. The Transit System has the responsibility to provide the best possible service to passengers, both fixed route and paratransit. In the future, as transportation demands grow, we hope that residents of Athens-Clarke County and the surrounding areas will consider ATS as the best alternative form of transportation into and around Athens-Clarke County.

Listed on the following pages are several tables that illustrate the 20-year fleet replacement and expansion schedule and other transit-related information for Athens Transit System.

TABLE 21
MACORTS TRANSPORTATION PLAN - PUBLIC TRANSIT PROJECTS
ATHENS TRANSIT SYSTEM
BUS REPLACEMENT / EXPANSION SCHEDULE

Policy Replacement Year	Bus Model Year	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
2013	2001	2																									
2014	2002																										
2015	2003																										
2016	2004	9	9	7	5	3	1																				
2017	2005	2	2	2	2	2	2	1																			
2018	2006	5	5	5	5	5	5	5	4	2																	
2019	2007																										
2020	2008	2	2	2	2	2	2	2	2	2	2																
2021	2009	3	3	3	3	3	3	3	3	3	3	3	1														
2022	2010																										
2023	2011	4	4	4	4	4	4	4	4	4	4	4	4	3	1												
2024	2012																										
2025	2013	4	4	4	4	4	4	4	4	4	4	4	4	4	3	1											
2026	2014																										
2027	2015																										
2028	2016		2	2	2	2	2	2	2	2	2	2	2	2	2	2	1										
2029	2017			2	2	2	2	2	2	2	2	2	2	2	2	2	2	1									
2030	2018				2	2	2	2	2	2	2	2	2	2	2	2	2	2	1								
2031	2019					2	2	2	2	2	2	2	2	2	2	2	2	2	2	1							
2032	2020						2	2	2	2	2	2	2	2	2	2	2	2	2	2	1						
2033	2021							2	2	2	2	2	2	2	2	2	2	2	2	2	2	1					
2034	2022								3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	1			
2035	2023									3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	1		
2036	2024										3	3	3	3	3	3	3	3	3	3	3	3	3	3	2		
2037	2025											3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
2038	2026												3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
2039	2027													3	3	3	3	3	3	3	3	3	3	3	3	3	3
2040	2028														3	3	3	3	3	3	3	3	3	3	3	3	3
2041	2029															3	3	3	3	3	3	3	3	3	3	3	3
2042	2030																3	3	3	3	3	3	3	3	3	3	3
2043	2031																	3	3	3	3	3	3	3	3	3	3
2044	2032																		3	3	3	3	3	3	3	3	3
2045	2033																			3	3	3	3	3	3	3	3
2046	2034																				3	3	3	3	3	3	3
2047	2035																					3	3	3	3	3	3
2048	2036																						3	3	3	3	3
2049	2037																							3	3	3	3
2050	2038																								3	3	3
2051	2039																									3	3
2052	2040																										3

Total Vehicles	31	31	31	31	31	31	31	31	32	33	34	35	36	37	37	37	38	39	40	41	42	43	44	45	46	47	48
Active Fleet	31	31	31	31	31	31	31	32	33	34	35	36	37	37	37	38	39	40	41	42	43	44	45	46	47	48	
Peak Usage	22	22	24	24	24	26	26	26	28	28	28	30	30	30	32	32	32	34	34	34	36	36	36	38	38	38	
Spares	9	9	7	7	7	5	5	6	5	6	7	6	7	7	5	6	7	6	7	8	7	8	9	8	9	10	
Spare Ratio	41%	41%	29%	29%	29%	19%	19%	23%	18%	21%	25%	20%	23%	23%	16%	19%	22%	18%	21%	24%	19%	22%	25%	21%	24%	26%	
Vehicles Retired	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Vehicles Purchased	0	2	2	2	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Base Bus Cost	$ 400,000	$ 412,000	$ 424,360	$ 437,091	$ 450,204	$ 463,710	$ 477,621	$ 491,950	$ 506,708	$ 521,909	$ 537,567	$ 553,694	$ 570,304	$ 587,413	$ 605,036	$ 623,187	$ 641,883	$ 661,139	$ 680,973	$ 701,402	$ 722,444	$ 744,118	$ 766,441	$ 789,435	$ 813,118	$ 837,511	
Total Cost of Buses	$ -	$ 824,000	$ 848,720	$ 874,182	$ 900,407	$ 927,419	$ 955,242	$ 1,475,849	$ 1,520,124	$ 1,565,728	$ 1,612,700	$ 1,661,081	$ 1,710,913	$ 1,762,240	$ 1,815,108	$ 1,869,561	$ 1,925,648	$ 1,983,417	$ 2,042,920	$ 2,104,207	$ 2,167,333	$ 2,232,353	$ 2,299,324	$ 2,368,304	$ 2,439,353	$ 2,512,534	

Total Cost	$ 42,398,666
Total Purchased	69
Total Retired	50

TABLE 22
MACORTS TRANSPORTATION PLAN - PUBLIC TRANSIT PROJECTS
ATHENS TRANSIT SYSTEM
DEMAND RESPONSE PARATRANSIT REPLACEMENT / EXPANSION SCHEDULE

Policy Replacement Year	Van Model Year	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
2013	2006	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2014	2007	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	2008	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2016	2009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2017	2010	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2018	2011	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2019	2012	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020	2013	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2021	2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2020	2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2021	2016		2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2022	2017			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2023	2018				2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2024	2019					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2025	2020						2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	2021							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2027	2022								2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2028	2023									0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029	2024										2	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0
2030	2025											0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2031	2026												2	2	2	2	2	1	0	0	0	0	0	0	0	0	0
2032	2027													0	0	0	0	0	0	0	0	0	0	0	0	0	0
2033	2028														2	2	2	2	2	1	0	0	0	0	0	0	0
2034	2029															0	0	0	0	0	0	0	0	0	0	0	0
2035	2030																2	2	2	2	2	1	0	0	0	0	0
2036	2031																	0	0	0	0	0	0	0	0	0	0
2037	2032																		2	2	2	2	2	1	0	0	0
2038	2033																			0	0	0	0	0	0	0	0
2039	2034																				2	2	2	2	2	1	0
2040	2035																					0	0	0	0	0	0
2041	2036																						2	2	2	2	2
2042	2037																							0	0	0	0
2043	2038																								2	2	2
2044	2039																									0	0
2045	2040																										2
2046	2041																										
2047	2042																										
2048	2043																										
2049	2044																										
2050	2045																										

Total Vehicles	4	5	5	5	4	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6
Active Fleet	4	5	5	5	4	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6	5	6
Peak Usage	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Spares	1	2	2	2	1	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3	2	3
Spare Ratio	33%	67%	67%	67%	33%	100%	67%	100%	67%	100%	67%	100%	67%	100%	67%	100%	67%	100%	67%	100%	67%	100%	67%	100%	67%	100%	67%	100%
Vehicles Retired	0	1	0	2	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Vehicles Purchased	0	2	0	2	0	2	2	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2
Base Van Cost	$ 75,000	$ 77,250	$ 79,568	$ 81,955	$ 84,413	$ 86,946	$ 89,554	$ 92,241	$ 95,008	$ 97,858	$ 100,794	$ 103,818	$ 106,932	$ 110,140	$ 113,444	$ 116,848	$ 120,353	$ 123,964	$ 127,682	$ 131,513	$ 135,458	$ 139,522	$ 143,708	$ 148,019	$ 152,460	$ 157,033
Cost of Vans	$ -	$ 154,500	$ -	$ 163,909	$ -	$ 173,891	$ 179,108	$ 184,481	$ -	$ 195,716	$ -	$ 207,635	$ -	$ 220,280	$ -	$ 233,695	$ -	$ 247,927	$ -	$ 263,026	$ -	$ 279,044	$ -	$ 296,038	$ -	$ 314,067	

Total Cost	$ 3,113,317
Total Purchased	28
Total Retired	24

TABLE 23
ATHENS TRANSIT SYSTEM
ESTIMATED SYSTEM REVENUES : 2015-2040

Year	Peak Usage - Buses	Avg. Revenue Per Bus	Projected Revenue	Year of Expenditure Adjusted Revenue	Peak Usage - Vans	Avg. Revenue per Van	Projected Revenue	Year of Expenditure Adjusted Revenue
2015	22	$ 90,000	$ 1,980,000	$ 2,029,500	3	$ 9,000	$ 27,000	$ 27,700
2016	22	$ 91,000	$ 2,002,000	$ 2,052,000	3	$ 9,000	$ 27,000	$ 27,800
2017	24	$ 92,000	$ 2,208,000	$ 2,263,000	3	$ 9,100	$ 27,300	$ 28,000
2018	24	$ 93,000	$ 2,232,000	$ 2,287,800	3	$ 9,200	$ 27,600	$ 28,300
2019	24	$ 94,000	$ 2,256,000	$ 2,312,400	3	$ 9,200	$ 27,600	$ 28,300
2020	26	$ 95,000	$ 2,470,000	$ 2,531,800	3	$ 9,300	$ 27,900	$ 28,600
2021	26	$ 96,000	$ 2,496,000	$ 2,558,400	3	$ 9,400	$ 28,200	$ 28,900
2022	26	$ 97,000	$ 2,522,000	$ 2,585,100	3	$ 9,500	$ 28,500	$ 29,200
2023	28	$ 98,000	$ 2,744,000	$ 2,812,600	3	$ 9,600	$ 28,800	$ 29,500
2024	28	$ 99,000	$ 2,772,000	$ 2,841,300	3	$ 9,700	$ 29,100	$ 29,900
2025	28	$ 100,000	$ 2,800,000	$ 2,870,000	3	$ 9,800	$ 29,400	$ 30,100
2026	30	$ 101,000	$ 3,030,000	$ 3,105,800	3	$ 9,900	$ 29,700	$ 30,400
2027	30	$ 102,000	$ 3,060,000	$ 3,136,500	3	$ 10,000	$ 30,000	$ 30,800
2028	30	$ 103,000	$ 3,090,000	$ 3,167,300	3	$ 10,100	$ 30,300	$ 31,000
2029	32	$ 104,000	$ 3,328,000	$ 3,411,200	3	$ 10,200	$ 30,600	$ 31,400
2030	32	$ 105,000	$ 3,360,000	$ 3,444,000	3	$ 10,300	$ 30,900	$ 31,700
2031	32	$ 106,000	$ 3,392,000	$ 3,476,800	3	$ 10,400	$ 31,200	$ 32,000
2032	34	$ 107,000	$ 3,638,000	$ 3,729,000	3	$ 10,500	$ 31,500	$ 32,300
2033	34	$ 108,000	$ 3,672,000	$ 3,763,800	3	$ 10,600	$ 31,800	$ 32,600
2034	34	$ 109,000	$ 3,706,000	$ 3,798,500	3	$ 10,700	$ 32,100	$ 32,900
2035	36	$ 110,000	$ 3,960,000	$ 4,059,000	3	$ 10,800	$ 32,400	$ 33,200
2036	36	$ 111,000	$ 3,996,000	$ 4,095,900	3	$ 10,900	$ 32,700	$ 33,500
2037	36	$ 112,000	$ 4,032,000	$ 4,132,800	3	$ 11,000	$ 33,000	$ 33,900
2038	38	$ 113,000	$ 4,294,000	$ 4,401,500	3	$ 11,100	$ 33,300	$ 34,100
2039	38	$ 114,000	$ 4,332,000	$ 4,440,300	3	$ 11,200	$ 33,600	$ 34,400
2040	38	$ 115,000	$ 4,370,000	$ 4,479,300	3	$ 11,300	$ 33,900	$ 34,700
	Total	$ 2,665,000	$ 81,742,000	$ 83,785,600			$ 785,400	$ 805,200
	Total Estimated Revenues:		$ 84,590,800					

ESTIMATED OPERATING DEFICIT

Projected Revenue:	$	84,590,800
less: Operating Expenses	$	394,133,000
OPERATING DEFICIT	$	(309,542,200)

Table 24
Athens Transit System
Comparison of Projected Operating Expenses with System Revenues, 2015-2040

Estimated Operating Expenses			Estimated System Revenues							
Year	Operating Expenses	Operating Expenses Adjusted for Year of Expenditure	Peak Usage - Buses	Avg. Revenue Per Bus	Projected Revenue	Year of Expenditure Adjusted Revenue	Peak Usage - Vans	Avg. Revenue per Van	Projected Revenue	Year of Expenditure Adjusted Revenue
2015	$ 6,500,000	$ 6,663,000	22	$ 90,000	$ 1,980,000	$ 2,029,500	3	$ 9,000	$ 27,000	$ 27,700
2016	$ 6,890,000	$ 7,062,000	22	$ 91,000	$ 2,002,000	$ 2,052,000	3	$ 9,000	$ 27,000	$ 27,800
2017	$ 7,303,000	$ 7,486,000	24	$ 92,000	$ 2,208,000	$ 2,263,000	3	$ 9,100	$ 27,300	$ 28,000
2018	$ 7,742,000	$ 7,935,000	24	$ 93,000	$ 2,232,000	$ 2,287,800	3	$ 9,200	$ 27,600	$ 28,300
2019	$ 8,206,000	$ 8,411,000	24	$ 94,000	$ 2,256,000	$ 2,312,400	3	$ 9,200	$ 27,600	$ 28,300
2020	$ 8,698,000	$ 8,916,000	26	$ 95,000	$ 2,470,000	$ 2,531,800	3	$ 9,300	$ 27,900	$ 28,600
2021	$ 9,220,000	$ 9,451,000	26	$ 96,000	$ 2,496,000	$ 2,558,400	3	$ 9,400	$ 28,200	$ 28,900
2022	$ 9,774,000	$ 10,018,000	26	$ 97,000	$ 2,522,000	$ 2,585,100	3	$ 9,500	$ 28,500	$ 29,200
2023	$ 10,360,000	$ 10,619,000	28	$ 98,000	$ 2,744,000	$ 2,812,600	3	$ 9,600	$ 28,800	$ 29,500
2024	$ 10,982,000	$ 11,256,000	28	$ 99,000	$ 2,772,000	$ 2,841,300	3	$ 9,700	$ 29,100	$ 29,900
2025	$ 11,640,000	$ 11,932,000	28	$ 100,000	$ 2,800,000	$ 2,870,000	3	$ 9,800	$ 29,400	$ 30,100
2026	$ 12,339,000	$ 12,647,000	30	$ 101,000	$ 3,030,000	$ 3,105,800	3	$ 9,900	$ 29,700	$ 30,400
2027	$ 13,079,000	$ 13,406,000	30	$ 102,000	$ 3,060,000	$ 3,136,500	3	$ 10,000	$ 30,000	$ 30,800
2028	$ 13,864,000	$ 14,211,000	30	$ 103,000	$ 3,090,000	$ 3,167,300	3	$ 10,100	$ 30,300	$ 31,000
2029	$ 14,696,000	$ 15,063,000	32	$ 104,000	$ 3,328,000	$ 3,411,200	3	$ 10,200	$ 30,600	$ 31,400
2030	$ 15,578,000	$ 15,968,000	32	$ 105,000	$ 3,360,000	$ 3,444,000	3	$ 10,300	$ 30,900	$ 31,700
2031	$ 16,512,000	$ 16,925,000	32	$ 106,000	$ 3,392,000	$ 3,476,800	3	$ 10,400	$ 31,200	$ 32,000
2032	$ 17,503,000	$ 17,941,000	34	$ 107,000	$ 3,638,000	$ 3,729,000	3	$ 10,500	$ 31,500	$ 32,300
2033	$ 18,553,000	$ 19,017,000	34	$ 108,000	$ 3,672,000	$ 3,763,800	3	$ 10,600	$ 31,800	$ 32,600
2034	$ 19,666,000	$ 20,158,000	34	$ 109,000	$ 3,706,000	$ 3,798,500	3	$ 10,700	$ 32,100	$ 32,900
2035	$ 20,846,000	$ 21,368,000	36	$ 110,000	$ 3,960,000	$ 4,059,000	3	$ 10,800	$ 32,400	$ 33,200
2036	$ 22,097,000	$ 22,650,000	36	$ 111,000	$ 3,996,000	$ 4,095,900	3	$ 10,900	$ 32,700	$ 33,500
2037	$ 23,423,000	$ 24,009,000	36	$ 112,000	$ 4,032,000	$ 4,132,800	3	$ 11,000	$ 33,000	$ 33,900
2038	$ 24,828,000	$ 25,450,000	38	$ 113,000	$ 4,294,000	$ 4,401,500	3	$ 11,100	$ 33,300	$ 34,100
2039	$ 26,318,000	$ 26,976,000	38	$ 114,000	$ 4,332,000	$ 4,440,300	3	$ 11,200	$ 33,600	$ 34,400
2040	$ 27,897,000	$ 28,595,000	38	$ 115,000	$ 4,370,000	$ 4,479,300	3	$ 11,300	$ 33,900	$ 34,700
Total	$ 384,514,000	$ 394,133,000	Total		$ 81,742,000	$ 83,785,600			$ 785,400	$ 805,200

Table 25
Athens Transit System
Estimated Costs for Capital 2015 - 2040

Items	Quantity	Unit Cost	Total Costs
Buses	69	$400,000 - $838,000	$ 42,400,000
Vans-Medium Duty (DR)	28	$75,000 - $157,000	$ 3,100,000
Parts / Capital Maintenance / Support Equipment			$ 11,250,000
Equip / Furniture			$ 150,000
Maint & Storage Facility Replacement			$ 20,000,000
Transit Office/Facility Repairs - Pound St.			$ 6,250,000
Multimodal Transp. Center Repairs			$ 6,250,000
Bus Stop Improvement / Maintenance			$ 2,000,000
Total Capital Cost			$ 91,400,000

Table 26
MACORTS Transportation Plan - Athens Transit System
Financial Plan 2015 - 2040

OPERATIONAL COST PLAN

Projected Revenue	$	84,590,800
Less: Operating Expenses	$	394,133,000
Operating Deficit	$	309,542,200
Source of funding to cover operating deficit:		
1. Federal Section 5307 Operating Grant	$	50,925,000
2. Local Operating Funds	$	258,617,200
	$	309,542,200

CAPITAL PURCHASE COST PLAN

Projected Cost of Capital:	$	91,400,000
Possible Sources of funding to purchase capital:		
1. Section 5307 Capital Grant Program		
a) Federal Section 5307 Capital Grant	$	25,600,000
b) State Match - Section 5307 Capital Grant	$	3,200,000
c) Local Match - Section 5307 Capital Grant	$	3,200,000
	$	32,000,000
2. Local SPLOST Program (Bus purchase and Bus Stop Improvement Program)		
a) Local funding	$	8,000,000
Amount of Capital Projects Unfunded:	$	51,400,000

The remaining capital project costs will have to be funded through additional local funds or non-formula federal funding options.

8. University of Georgia Transit System

Though a University operated and funded system, the University of Georgia (UGA) Transit System has a substantial impact on local transportation. The system provides 10 daily routes, 4 of which continue as night routes, an overnight route, and 1 weekend route on the UGA campus and to off-campus facilities. UGA maintains a fleet of 56 large, heavy-duty transit buses, four 15-passenger cutaway buses, and 8 ramp-equipped minivans. From April 2007 to January 2008, all UGA Transit System vehicles used B20 biodiesel. Due to operational factors, UGA Transit System vehicles returned to using diesel fuel. Routes provided include: Ag Hill, Family Housing, Orbit, East Campus Express, Milledge Avenue, Russell Hall, East-West, North-South, Weekender, Health Sciences Campus Connector, River's Crossing, and Overnight (Figure 8). Service is provided from 6 am to 7 pm for most routes. Night service continues until approximately 1 am on the East-West, Health Sciences Campus Connector, Milledge Avenue, and Family Housing routes. Overnight service operates during the fall and spring semesters from approximately 1 am to 7 am. The 'Weekender' route provides service on Saturday from 10 am to 10 pm and on Sunday from Noon to 10 pm. There is no service provided on University holidays. During FY 2015, UGA Transit will provide 302 service days. In March 2015, the Campus Transit System anticipates providing service to facilities currently under construction along College Station Road as well as extending service along S. Milledge Avenue to instructional facilities in that location.

In addition to accessible buses, UGA provides paratransit services to UGA students, staff, and faculty who are considered 'permanently disabled' and in need of special transportation assistance. Students must enroll at the Disability Resource Center on the UGA campus. All staff, faculty, visitors, and students with temporary disabilities, such as broken bones, also qualify and are registered directly with UGA Transit. Paratransit service is curb-to-curb transportation available from 7 am to 2 am on class days utilizing handicapped accessible vans. Service area includes any on-campus facilities and off-campus facilities on either side of streets served by UGA Transit. Regularly scheduled and on-call service is provided. Patrons that utilize this service may also utilize Athens Transit System paratransit services at no direct charge.

Between FY 2009 and FY 2013, recorded passenger trips on UGA Transit ranged from approximately 9 million to 11 million. Average daily ridership for FY 2013 was approximately 37,000. With limited parking available on campus and more regulation by UGA as to how many

vehicles will be allowed on campus, these numbers are expected to increase significantly in the future.

Funding for the system is generated through a student transportation fee and additional revenue is derived by providing special services in support of campus activities. Charter services are provided to the University of Georgia community for 'trips that have an educational purpose'. Hourly fees are applicable as well as a limit of 100 miles from Athens, GA. Chartering agencies must have a valid UGA account number. With service requirements growing and the direct expense to students increasing, the UGA Campus Transit System may be in search of other funding sources in the future.

Figure 8 – University of Georgia Campus Transit Routes

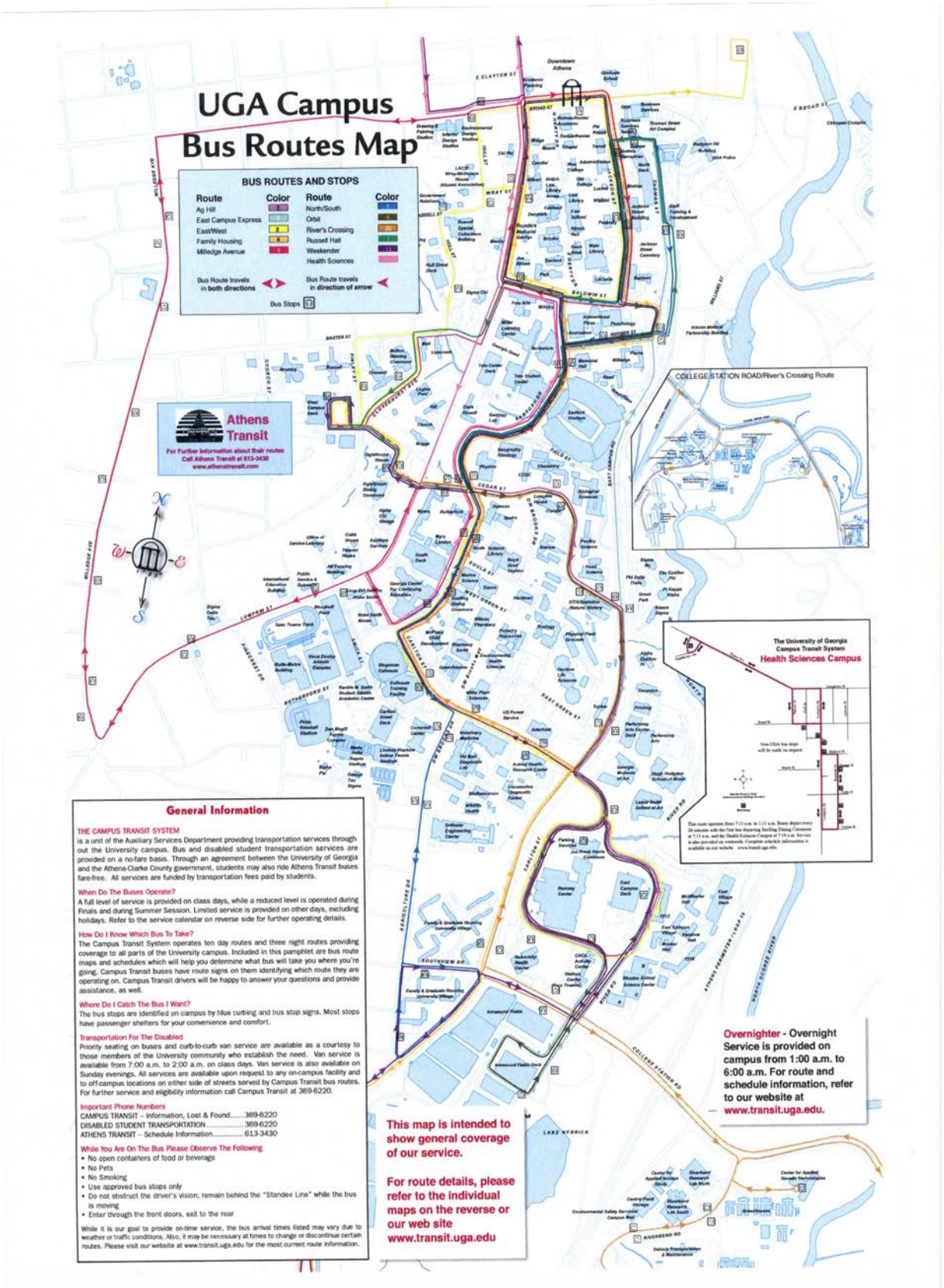


TABLE 27
UNIVERSITY OF GEORGIA - CAMPUS TRANSIT SYSTEM
BUS REPLACEMENT / EXPANSION SCHEDULE

Bus Model Year	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
2001	3																									
2002	3	2																								
2003																										
2004	6	6	3																							
2005	4	4	4	3	1																					
2006	4	4	4	4	4																					
2007	6	6	6	6	6	5	1																			
2008	2	2	2	2	2	2	2																			
2009	6	6	6	6	6	6	6	5	5																	
2010																										
2011	8	8	8	8	8	8	8	8	8	7	4															
2012																										
2013																										
2014	12	12	12	12	12	12	12	12	12	12	12	12	6	6	2											
2015	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4											
2016		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6										
2017			5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	3	1							
2018				4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1						
2019					2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
2020						6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	3	2			
2021							6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	3			
2022								4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3		
2023										6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	
2024																										
2025											3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
2026												4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
2027													6	6	6	6	6	6	6	6	6	6	6	6	6	6
2028																										
2029															6	6	6	6	6	6	6	6	6	6	6	6
2030																6	6	6	6	6	6	6	6	6	6	6
2031																	6	6	6	6	6	6	6	6	6	6
2032																		2	2	2	2	2	2	2	2	2
2033																			2	2	2	2	2	2	2	2
2034																				4	4	4	4	4	4	4
2035																					4	4	4	4	4	4
2036																						2	2	2	2	2
2037																							6	6	6	6
2038																								6	6	6
2039																									4	4
2040																										6

Total Vehicles	58	60	60	60	60	60	62	62	62	62	62	62	62	62	64	64	64	64	64	64	64	64	66	66	66	66
Active Fleet	58	60	60	60	60	60	62	62	62	62	62	62	62	62	64	64	64	64	64	64	64	64	66	66	66	66
Peak Usage	45	45	45	46	46	46	46	46	48	48	48	48	48	48	50	50	50	50	50	50	50	52	52	52	52	52
Spares	13	15	15	14	14	14	16	16	14	14	14	14	14	14	14	14	14	14	14	14	14	12	14	14	14	14
Spare Ratio	29%	33%	33%	30%	30%	30%	35%	35%	29%	29%	29%	29%	29%	29%	28%	28%	28%	28%	28%	28%	28%	23%	27%	27%	27%	27%
Vehicles Retired	2	4	5	4	2	6	4	4	0	6	3	4	6	0	4	6	6	2	2	5	4	2	4	6	4	6
Vehicles Purchased	4	6	5	4	2	6	6	4	0	6	3	4	6	0	6	6	6	2	2	5	4	2	6	6	4	6
Base Bus Cost	$ 414,300	$ 416,372	$ 418,453	$ 420,546	$ 422,648	$ 424,762	$ 426,885	$ 429,020	$ 431,165	$ 433,321	$ 435,487	$ 437,665	$ 439,853	$ 442,052	$ 444,263	$ 446,484	$ 448,716	$ 450,960	$ 453,215	$ 455,481	$ 457,758	$ 460,047	$ 462,347	$ 464,659	$ 466,982	$ 469,317
Total Cost of Buses	$ 1,657,200	$ 2,498,229	$ 2,092,267	$ 1,682,182	$ 845,297	$ 2,548,570	$ 2,561,312	$ 1,716,079	$ -	$ 2,599,925	$ 1,306,462	$ 1,750,659	$ 2,639,119	$ -	$ 2,665,576	$ 2,678,904	$ 2,692,298	$ 901,920	$ 906,430	$ 2,277,404	$ 1,831,033	$ 920,094	$ 2,774,084	$ 2,787,954	$ 1,867,929	$ 2,815,903

Total Cost	$ 49,016,829
Total Purchased	111
Total Retired	101

TABLE 28
UNIVERSITY OF GEORGIA - CAMPUS TRANSIT SYSTEM
DEMAND RESPONSE PARATRANSIT REPLACEMENT / EXPANSION SCHEDULE

Van Model Year	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
2006																										
2007	2																									
2008																										
2009																										
2010	2	2	2	2																						
2011	2	2	2	2	2	2																				
2012																										
2013	2	2	2	2	2	2	2	2																		
2014																										
2015																										
2016		2	2	2	2	2	2	2	2	2	2															
2017																										
2018																										
2019					2	2	2	2	2	2	2	2														
2020																										
2021							2	2	2	2	2	2	2													
2022																										
2023																										
2024									2	2	2	2	2	2	2	2										
2025																										
2026												2	2	2	2	2	2	2								
2027													2	2	2	2	2	2	2							
2028														2	2	2	2	2	2	2						
2029															1	1	1	1	1	1	1					
2030																										
2031																	2	2	2	2	2	2	2			
2032																										
2033																			2	2	2	2	2	2	2	
2034																				2	2	2	2	2	2	2
2035																					2	2	2	2	2	2
2036																						1	1	1	1	1
2037																										
2038																								2	2	2
2039																										
2040																										2

Total Vehicles	8	8	8	8	8	8	8	8	8	8	8	8	8	8	9	9	9	9	9	9	9	9	9	9	9	9
Active Fleet	8	8	8	8	8	8	8	8	8	8	8	8	8	8	9	9	9	9	9	9	9	9	9	9	9	9
Peak Usage	6	6	6	6	6	6	6	6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7
Spares	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Spare Ratio	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%	29%
Vehicles Retired	0	2	0	0	2	0	2	0	2	0	0	2	2	2	0	0	2	0	2	2	2	1	0	2	0	2
Vehicles Purchased	0	2	0	0	2	0	2	0	2	0	0	2	2	2	1	0	2	0	2	2	2	1	0	2	0	2
Base Van Cost	$ 36,750	$ 36,934	$ 37,118	$ 37,304	$ 37,491	$ 37,678	$ 37,866	$ 38,056	$ 38,246	$ 38,437	$ 38,629	$ 38,823	$ 39,017	$ 39,212	$ 39,408	$ 39,605	$ 39,803	$ 40,002	$ 40,202	$ 40,403	$ 40,605	$ 40,808	$ 41,012	$ 41,217	$ 41,423	$ 41,630
Cost of Vans	$ -	$ 73,868	$ -	$ -	$ 74,981	$ -	$ 75,733	$ -	$ 76,492	$ -	$ -	$ 77,645	$ 78,033	$ 78,423	$ 39,408	$ -	$ 79,606	$ -	$ 80,404	$ 80,806	$ 81,210	$ 40,808	$ -	$ 82,434	$ -	$ 83,260

Total Cost	$ 1,103,111
Total Purchased	28
Total Retired	27

TABLE 29
UNIVERSITY OF GEORGIA - CAMPUS TRANSIT SYSTEM
ESTIMATED SYSTEM REVENUES : 2015-2040

Year	Peak Usage - Buses	Avg. Revenue Per Bus	Projected Revenue	Year of Expenditure Adjusted Revenue	Peak Usage - Vans	Avg. Revenue per Van	Projected Revenue	Year of Expenditure Adjusted Revenue
2015	45	$ 166,719	$ 7,502,362	$ 7,690,000	6	$ 79,812	$ 478,874	$ 488,500
2016	45	$ 170,887	$ 7,689,921	$ 7,882,200	6	$ 81,808	$ 490,846	$ 500,700
2017	45	$ 175,159	$ 7,882,169	$ 8,079,200	6	$ 83,853	$ 503,117	$ 513,200
2018	46	$ 175,635	$ 8,079,223	$ 8,281,200	6	$ 85,949	$ 515,695	$ 526,000
2019	46	$ 180,026	$ 8,281,204	$ 8,488,200	6	$ 88,098	$ 528,587	$ 539,200
2020	46	$ 184,527	$ 8,488,234	$ 8,700,400	6	$ 90,300	$ 541,802	$ 552,600
2021	46	$ 189,140	$ 8,700,440	$ 8,918,000	6	$ 92,558	$ 555,347	$ 566,500
2022	46	$ 193,868	$ 8,917,951	$ 9,140,900	6	$ 94,872	$ 569,231	$ 580,600
2023	48	$ 190,435	$ 9,140,899	$ 9,369,400	6	$ 97,244	$ 583,462	$ 595,100
2024	48	$ 195,196	$ 9,369,422	$ 9,603,700	8	$ 99,675	$ 598,048	$ 610,000
2025	48	$ 200,076	$ 9,603,657	$ 9,843,800	8	$ 102,167	$ 612,999	$ 628,300
2026	48	$ 205,078	$ 9,843,749	$ 10,090,000	8	$ 104,721	$ 628,324	$ 640,900
2027	48	$ 210,205	$ 10,089,843	$ 10,342,100	8	$ 107,339	$ 644,033	$ 656,900
2028	48	$ 215,460	$ 10,342,089	$ 10,600,700	8	$ 110,022	$ 660,133	$ 673,300
2029	50	$ 212,013	$ 10,600,641	$ 10,865,700	8	$ 100,242	$ 676,637	$ 690,200
2030	50	$ 217,313	$ 10,865,657	$ 11,137,300	7	$ 102,749	$ 693,553	$ 707,400
2031	50	$ 222,746	$ 11,137,298	$ 11,415,700	7	$ 105,317	$ 710,891	$ 725,100
2032	50	$ 228,315	$ 11,415,731	$ 11,701,100	7	$ 107,950	$ 728,664	$ 743,200
2033	50	$ 234,022	$ 11,701,124	$ 11,993,700	7	$ 110,649	$ 746,880	$ 761,800
2034	50	$ 239,873	$ 11,993,652	$ 12,293,500	7	$ 113,415	$ 765,552	$ 780,900
2035	50	$ 245,870	$ 12,293,493	$ 12,600,800	7	$ 116,251	$ 784,691	$ 800,400
2036	52	$ 242,324	$ 12,600,831	$ 12,915,900	7	$ 119,157	$ 804,308	$ 820,400
2037	52	$ 248,382	$ 12,915,852	$ 13,238,800	7	$ 122,136	$ 824,416	$ 840,900
2038	52	$ 254,591	$ 13,238,748	$ 13,569,700	7	$ 125,189	$ 845,026	$ 862,000
2039	52	$ 260,956	$ 13,569,717	$ 13,909,000	7	$ 128,319	$ 866,152	$ 883,500
2040	52	$ 267,480	$ 13,908,959	$ 14,256,700	7	$ 131,527	$ 887,806	$ 905,600
Total		$ 5,526,298	$ 270,172,864	$ 276,927,700		$ 2,701,317	$ 17,245,076	$ 17,593,200
Total Estimated Revenues:			$ 294,520,900					

Note: Revenue generated through Student Transportation Fee and other pre-paid devices. Revenue was prorated between fixed route and demand response services based on past performance.

ESTIMATED OPERATING SURPLUS

Projected Revenue:	$	294,520,900
less: Operating Expenses	$	297,410,700
OPERATING DEFICIT	$	(2,889,800)

Table 30
University of Georgia - Campus Transit System
Comparison of Projected Operating Expenses with System Revenues, 2015-2040

Estimated Operating Expenses			Estimated System Revenues							
Year	Operating Expenses	Operating Expenses Adjusted for Year of Expenditure	Peak Usage - Buses	Avg. Revenue Per Bus	Projected Revenue	Year of Expenditure Adjusted Revenue	Peak Usage - Vans	Avg. Revenue per Van	Projected Revenue	Year of Expenditure Adjusted Revenue
2015	$ 8,057,281	$ 8,258,700	45	$ 166,719	$ 7,502,362	$ 7,690,000	6	$ 79,812	$ 478,874	$ 488,500
2016	$ 8,258,713	$ 8,465,200	45	$ 170,887	$ 7,689,921	$ 7,882,200	6	$ 81,808	$ 490,846	$ 500,700
2017	$ 8,465,181	$ 8,676,800	45	$ 175,159	$ 7,882,169	$ 8,079,200	6	$ 83,853	$ 503,117	$ 513,200
2018	$ 8,676,810	$ 8,893,700	46	$ 175,635	$ 8,079,223	$ 8,281,200	6	$ 85,949	$ 515,695	$ 526,000
2019	$ 8,893,731	$ 9,116,100	46	$ 180,026	$ 8,281,204	$ 8,488,200	6	$ 88,098	$ 528,587	$ 539,200
2020	$ 9,116,074	$ 9,344,000	46	$ 184,527	$ 8,488,234	$ 8,700,400	6	$ 90,300	$ 541,802	$ 552,600
2021	$ 9,343,976	$ 9,577,600	46	$ 189,140	$ 8,700,440	$ 8,918,000	6	$ 92,558	$ 555,347	$ 566,500
2022	$ 9,577,575	$ 9,817,000	46	$ 193,868	$ 8,917,951	$ 9,140,900	6	$ 94,872	$ 569,231	$ 580,600
2023	$ 9,817,015	$ 10,062,400	48	$ 190,435	$ 9,140,899	$ 9,369,400	6	$ 97,244	$ 583,462	$ 595,100
2024	$ 10,062,440	$ 10,314,000	48	$ 195,196	$ 9,369,422	$ 9,603,700	8	$ 99,675	$ 598,048	$ 610,000
2025	$ 10,314,001	$ 10,572,000	48	$ 200,076	$ 9,603,657	$ 9,843,800	8	$ 102,167	$ 612,999	$ 628,300
2026	$ 10,571,851	$ 10,836,100	48	$ 205,078	$ 9,843,749	$ 10,090,000	8	$ 104,721	$ 628,324	$ 640,900
2027	$ 10,836,147	$ 11,107,100	48	$ 210,205	$ 10,089,843	$ 10,342,100	8	$ 107,339	$ 644,033	$ 656,900
2028	$ 11,107,051	$ 11,384,700	48	$ 215,460	$ 10,342,089	$ 10,600,700	8	$ 110,022	$ 660,133	$ 673,300
2029	$ 11,384,727	$ 11,669,300	50	$ 212,013	$ 10,600,641	$ 10,865,700	8	$ 100,242	$ 676,637	$ 690,200
2030	$ 11,669,345	$ 11,961,100	50	$ 217,313	$ 10,865,657	$ 11,137,300	7	$ 102,749	$ 693,553	$ 707,400
2031	$ 11,961,079	$ 12,260,100	50	$ 222,746	$ 11,137,298	$ 11,415,700	7	$ 105,317	$ 710,891	$ 725,100
2032	$ 12,260,106	$ 12,566,700	50	$ 228,315	$ 11,415,731	$ 11,701,100	7	$ 107,950	$ 728,664	$ 743,200
2033	$ 12,566,609	$ 12,880,800	50	$ 234,022	$ 11,701,124	$ 11,993,700	7	$ 110,649	$ 746,880	$ 761,800
2034	$ 12,880,774	$ 13,202,800	50	$ 239,873	$ 11,993,652	$ 12,293,500	7	$ 113,415	$ 765,552	$ 780,900
2035	$ 13,202,793	$ 13,532,900	50	$ 245,870	$ 12,293,493	$ 12,600,800	7	$ 116,251	$ 784,691	$ 800,400
2036	$ 13,532,863	$ 13,871,200	52	$ 242,324	$ 12,600,831	$ 12,915,900	7	$ 119,157	$ 804,308	$ 820,400
2037	$ 13,871,185	$ 14,218,000	52	$ 248,382	$ 12,915,852	$ 13,238,800	7	$ 122,136	$ 824,416	$ 840,900
2038	$ 14,217,964	$ 14,573,400	52	$ 254,591	$ 13,238,748	$ 13,569,700	7	$ 125,189	$ 845,026	$ 862,000
2039	$ 14,573,413	$ 14,937,800	52	$ 260,956	$ 13,569,717	$ 13,909,000	7	$ 128,319	$ 866,152	$ 883,500
2040	$ 14,937,749	$ 15,311,200	52	$ 267,480	$ 13,908,959	$ 14,256,700	7	$ 131,527	$ 887,806	$ 905,600
Total	$ 290,156,451	$ 297,410,700	Total	$ 5,526,298	$ 270,172,864	$ 276,927,700			$ 17,245,076	$ 17,593,200

Table 31
University of Georgia - Campus Transit System
Estimated Costs for Capital 2015 - 2040

Items	Quantity	Unit Cost	Total Costs
Buses	111	$414,300 - $469,300	$ 49,016,829
Vans	28	$36,750 - $41,600	$ 1,103,111
Capital Maintenance			$ 4,502,000
Capital Maintenance (Maint. Tools & Equip)			$ 1,080,000
Transit Facility Repairs			$ 500,000
Total Capital Cost			$ 56,201,940

Table 32
University of Georgia - Campus Transit System
Financial Plan 2015 - 2040

OPERATIONAL COST PLAN

Projected Revenue	$	294,520,900
Less: Operating Expenses	$	297,410,700
Operating Deficit	$	(2,889,800)
Source of Funding to Cover Operating Deficit:		
1. Special University Services	$	1,625,000
2. Other University Funds / Interest	$	1,264,800
	$	2,889,800

CAPITAL PURCHASE COST PLAN

Projected Cost of Capital:	$	56,201,940
Possible Sources of funding to purchase capital:		
1. Other University Funds	$	46,201,940
2. State Earmarked Funds	$	10,000,000
	$	56,201,940

ALTERNATIVE TRANSPORTATION

SECTION VII

ALTERNATIVE TRANSPORTATION

1. History of Transportation Enhancement / Alternative Program Funding

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) required that 10% of all Surface Transportation Program (STP) funds were programmed for transportation enhancements. This requirement was retained in the Transportation Equity Act for 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Moving Ahead for Progress in the 21st Century Act (MAP-21) replaced the Transportation Enhancement (TE) program with the Transportation Alternatives Program (TAP). Funding previously allocated under the Transportation Enhancement, Recreational Trails, and Safe Routes to School programs was combined under the TAP. This program provides funding for programs and projects defined as transportation alternatives. Under MAP-21, TAP eligible activities include on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. As with the TE Program, the Georgia Department of Transportation will administer the TAP Program in such a way that funds are awarded to projects on a competitive basis.

2. Pedestrian Facilities

Planning for pedestrians has been more fully integrated into the local planning process as well as the MACORTS process in recent years. Sidewalks are especially important along arterial streets and near neighborhood activity centers such as schools, recreational facilities, and shopping centers. New construction projects are strongly encouraged, through the local development regulations of all 3 counties, to include sidewalks wherever possible. In Athens-Clarke County, sidewalks are required on all new construction, and in some cases, developers must retrofit existing sites for sidewalks. Pedestrian facilities must also receive consideration on all new road projects within MACORTS. Signalization and other protective devices at sidewalk crossings are crucial and should be considered during the planning process. Since pedestrian facilities were not previously given full consideration during the transportation planning process, there are large gaps in the sidewalk network. In Athens-Clarke County, the local government

provides funds annually to complete projects from the sidewalk improvement plan. Under MAP-21, TAP funding is the only source of dedicated federal funds for pedestrian facilities unless such facilities are included in a larger road oriented project. Noteworthy in Athens-Clarke County was the use of Safe Routes to School program funding under SAFETEA-LU. Athens-Clarke County was awarded a grant in the amount of $110,694 to improve the pedestrian infrastructure in the vicinity of Barrow Elementary School. In 2010-2011, Timothy Road Elementary in Athens-Clarke County was the Northeast Georgia's School of the Year due, in part, to their incorporation of Safe Routes concepts into the principles of the school. As of January 2014, the Safe Routes to School infrastructure projects at Barrow Elementary, Chase Street Elementary, Gaines School Elementary, and Hillsman Elementary were completed.

3. Pedestrian System Development Standards

The selection of sidewalks to construct rests with the local governments in Madison, Athens-Clarke, and Oconee Counties. The Athens-Clarke County Public Works Department has developed a rating system to evaluate potential sidewalk projects. Sidewalk projects are generated by public request. The projects are evaluated and prioritized annually. How many projects are completed is determined by the amount of local funds allocated to this program by the Athens-Clarke County Mayor and Commission. The current sidewalk projects on the Athens-Clarke County list has been included in the Unfunded section on Table 40 as potential projects should additional federal funds become available. The factors that are considered to rank sidewalk projects in Athens-Clarke County include the following:

- Traffic volume on adjacent roadways
- Proximity of traffic signals and posted speed of roadway
- Right-of-way that would be required for project
- Roadway profile (surrounding terrain, bridges, etc)
- Functional classification of roadway
- Evidence of existing pedestrian traffic
- Segment fill gap in sidewalk system
- Provides new sidewalk where non exists
- Area adjacent to transit route (ATS or UGA)
- Adjacent land-use and zoning designation
- Located within school region.

4. Pedestrian Sidewalk Design

Extensive sidewalk standards have been developed by the Athens-Clarke County Transportation and Public Works Department. These standards are based upon those of the

Georgia Department of Transportation (GDOT), the American Association of State Highway Transportation Officials (AASHTO) and the experience of Athens-Clarke County Transportation and Public Works Department. With eight different cross-sections and five different sidewalk details, there is enough variety to allow for differing terrain and adjacent land-use. (See ACC Sidewalk Improvement Program Manual for details.) GDOT developed the *Georgia Guidebook for Pedestrian Planning* in June 2006 to aid jurisdictions in pedestrian facility design.

5. Potential Sidewalk Projects

Many potential sidewalk projects have been identified in Athens-Clarke County. They were selected based on the Sidewalk Improvement Program Evaluation Criteria. Table 40 in the Unfunded section lists all of these projects. It should be noted that the order of the projects does not indicate priority. These projects are prioritized at the county level and completed as funds become available. A regional sidewalk master plan does not exist at this time but could be a special study for MACORTS planning funds in the future.

6. Bicycle Facilities

A. Introduction

There is great potential for bicycles as a transportation mode in the MACORTS area. The benefits of bicycle use are many. Because of these benefits to the community, the use of bicycles as a transportation mode merits encouragement. Bicycling is an environmentally friendly mode of transportation. It neither uses fuel nor creates pollution, and it reduces the amount of space required for parking lots. Bicycle paths, because of their size, can be constructed to have minimal impact on the environment. Bicycle riders also benefit from the exercise. In large part because of the University of Georgia, there is a vibrant bicyclist community in the MACORTS area.

The popularity of bicycling in the MACORTS area is, in part, evidenced by the Twilight Criterium. For 34, years this annual bicycle race has been held with a Jazz Festival and other community celebrations. The event attracts at least 30,000 spectators. It is more difficult to estimate the number of regular bicycle riders in the MACORTS area. The number of bicycle commuters in the nation, according to the League of American Bicyclists, is around 731,286 while the number of bicycle commuters in Georgia is about 3,215. The U.S. Census Bureau

numbers are comparable to those for that nation and state level. The census figures at the county level for bicycle commuters are shown in Table 33.

Table 33
Persons Riding a Bicycle to Work

County	Persons who use bicycling as their means of travel to work
Madison County	0
Clarke County	2,903
Oconee County	156

Source: US Census Bureau, American Community Survey – 2008 – 2012 5-year Estimate for Commuting Characteristics by Sex by County.

MACORTS also has great potential for increasing and maintaining bicycle ridership because of the local environment. The weather in this part of Georgia is warm for much of the year. The major environmental factor that deters bicycle ridership is the topography. This part of Georgia has quite a bit of local relief and, consequently, some routes in MACORTS may present a physical challenge to the rider. There are also challenges to the full integration of bicycles with other transportation modes, the greatest of which is the safe co-existence of bicycles with automobiles and the conflicts between those modes of travel. However, conflicts with pedestrians and railroads should also be identified and reduced. Other challenges include identifying potential riders, educating bicyclists and motorists, and providing links between bicycle and other transportation modes.

MACORTS encourages the use of bicycles as an alternative method of transportation. To this end, this plan will discuss:

- Existing bicycle plans in MACORTS
- Other Bicycle Plans
- Design Standards
- Identification of destinations for bicyclists
- Identification of the users of bicycles
- Projects currently underway
- Opportunities for establishing bike facilities
- Multi-modal opportunities
- Regional plans
- Implementation and funding strategy

B. Existing Bicycle Plans in MACORTS

The desirability of providing for bicycle use in the MACORTS area has been recognized for years. Several plans to facilitate bicycle use have been developed in the MACORTS area, although most have been limited to Athens-Clarke County. Athens-Clarke County prepared a Bicycle Master Plan that includes the area within 3 miles of the central business district. The most recent revision to that Plan to date was adopted in March 2003. The projects included therein are included in Table 40 and are shown in Figure 10. In addition to the Bicycle Master Plan, the MACORTS Bicycle Map includes the area outside the 3-mile area but within Athens-Clarke County and appears in Figure 11. Figure 12 includes the corridors in Madison County, within MACORTS, that should be considered for the addition of bicycle facilities in the future. The Long Range Transportation Plan and Bicycle Maps will be forwarded to the Bicycle/Pedestrian Coordinator of the Georgia Department of Transportation. This will insure that should those specified corridors need other improvements, the addition of bicycle/pedestrian facilities will be considered by GDOT. On a local level, projects are completed as local funds become available. These projects are also eligible to receive TAP funding. Projects from the Bike Plan could be submitted as candidates for TAP funding during the application cycle for that program. Notably, the Northeast Georgia Regional Commission (NEGRC) created the *Northeast Georgia Plan for Bicycling and Walking* in August 2010. That plan included the 12 county region under the jurisdiction of the NEGRC.

C. Bicycle Facilities in Other Plans

North Oconee River Greenway / Greenway Network Plan

The Greenway Network Plan is a long-term process that establishes a system of greenways and creates a county-wide “green infrastructure” plan for Athens-Clarke County. The plan provides for education, recreation, preservation, and transportation. The transportation component of the plan provides corridors and facilities that promote the use of non-motorized connectors. These connectors use hard and natural surface paths to link bike lanes, sidewalks, and the transit system to parks, neighborhoods, points of interest, and activity centers. Hard surface paths not only serve the bicycling public, but all non-motorized forms of transportation are allowed.

With the completion of the North Oconee River Greenway, a gap was filled in the non-motorized transportation system of Athens-Clarke County. The North Oconee Greenway is a 3-

mile long, 10 feet wide poured concrete multi-use path following the North Oconee River that connects Cook's Greenway Trail at Sandy Creek Nature Center to the University of Georgia and downtown Athens. In the process, this path also links the North Oconee River Park, Dudley Park, and the Heritage Trail portion of the North Oconee Greenway. The Athens-Clarke County Rail Trail Project has linkage to the Greenway and includes the development of bike and pedestrian transportation corridor along a 1 mile section of recently abandoned rail corridor that parallels Oak Street/Oconee St. between the Athens Perimeter and downtown. The Athens-Clarke County Leisure Services Department is in the process of updating their Plan. The map shown in Figure 9 is in its draft form.

Figure 9 Draft Greenway Network Map

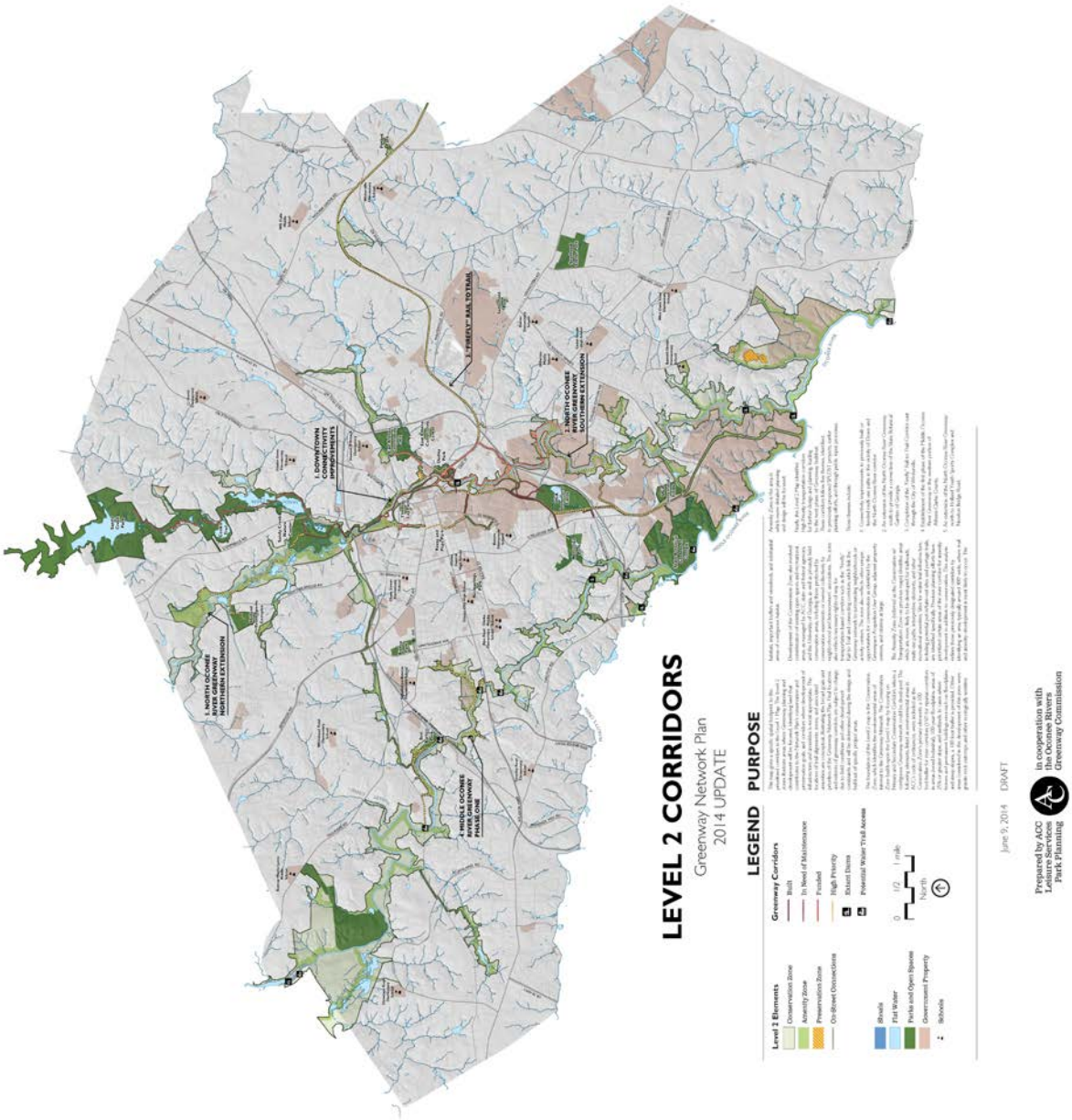
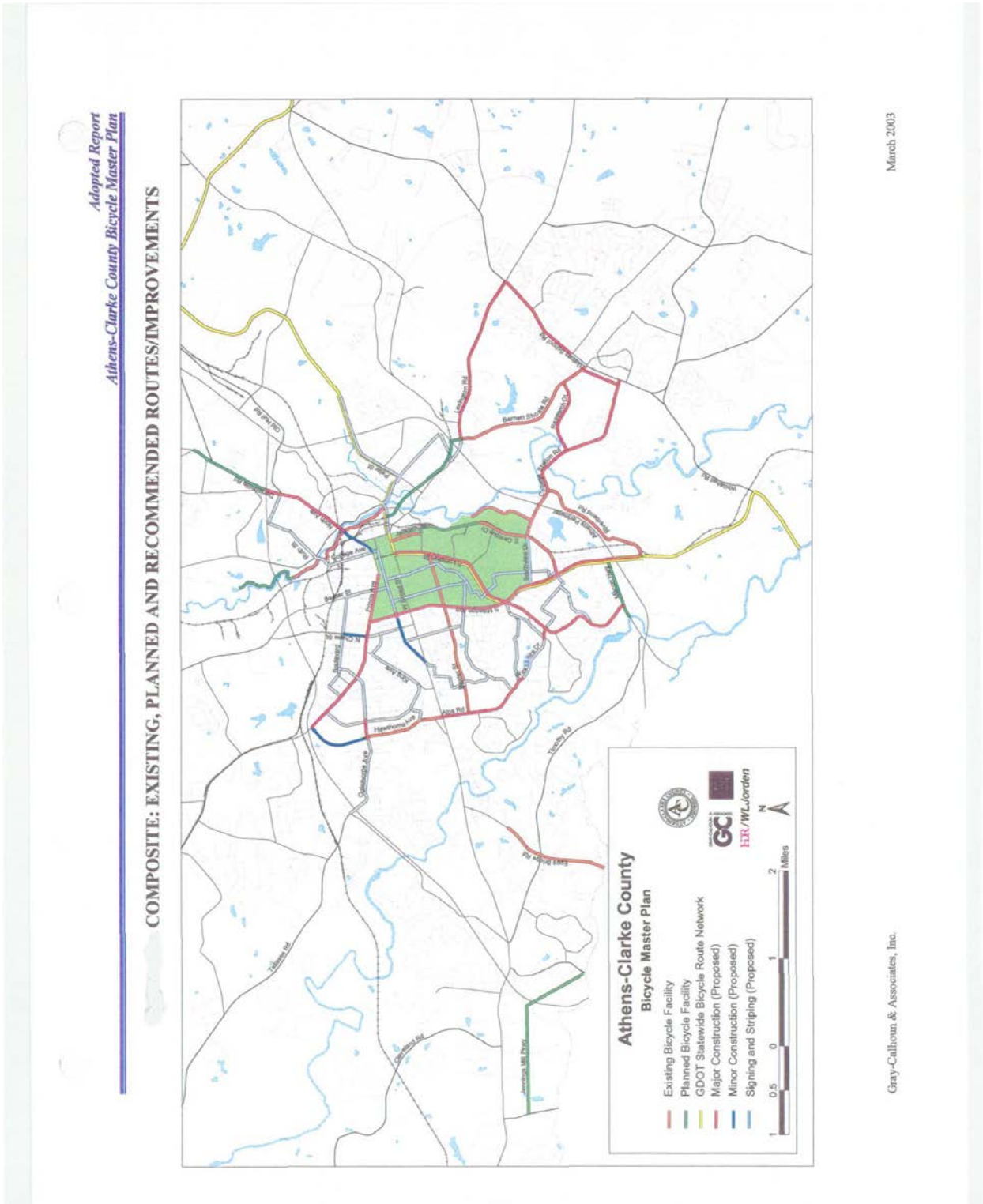


Figure 10 Comprehensive Map from Athens-Clarke County Bicycle Master Plan



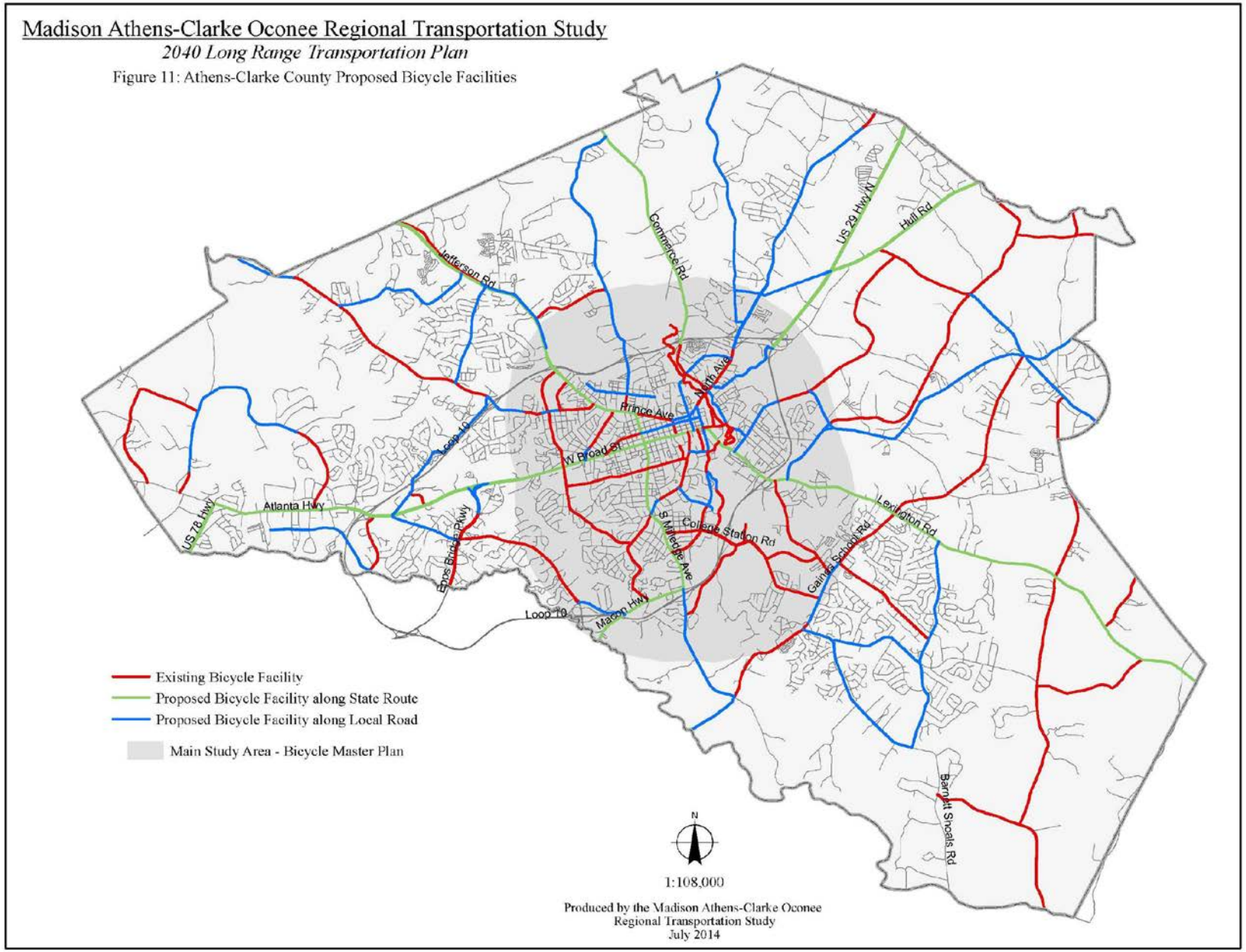
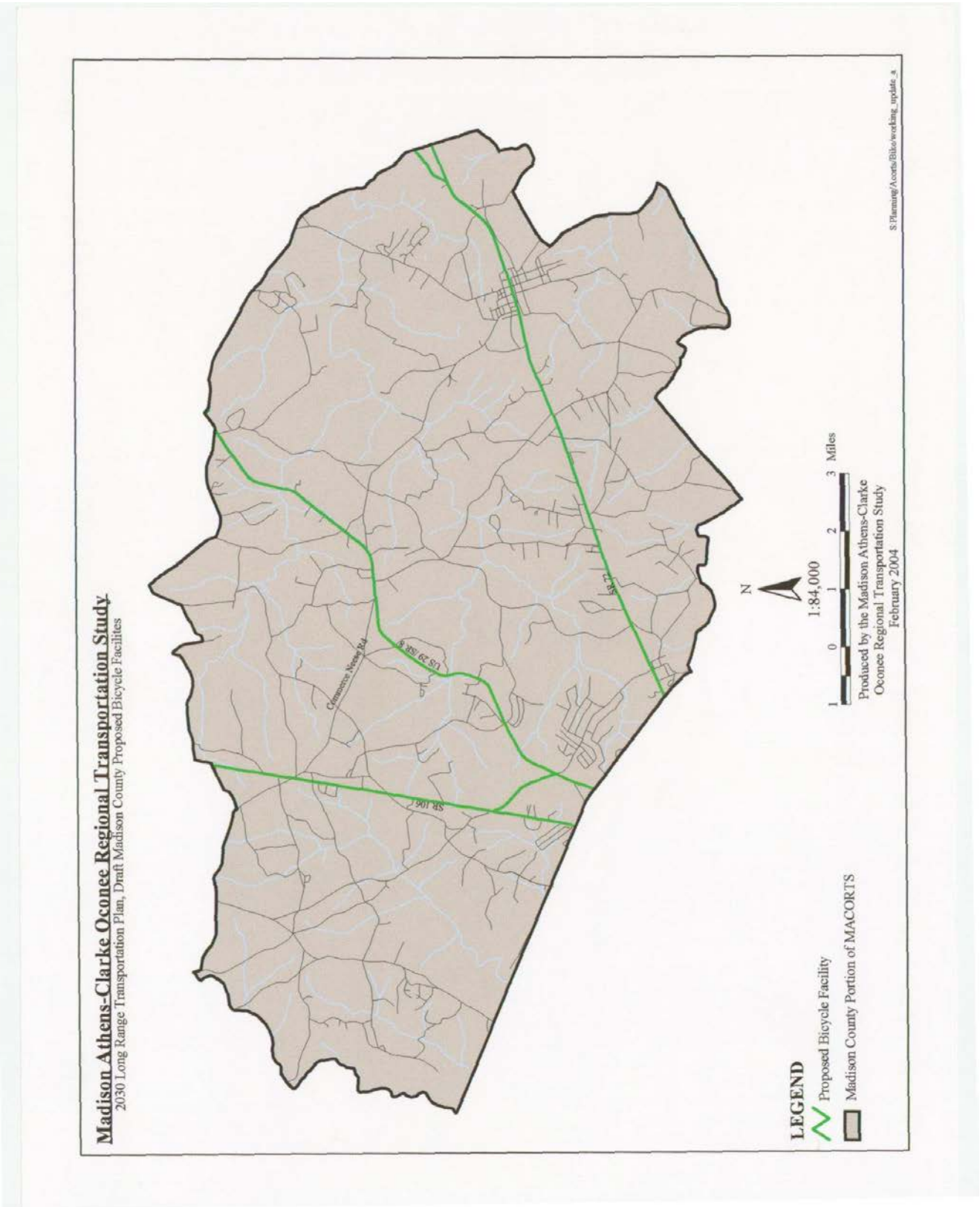

Madison Athens-Clarke Oconee Regional Transportation Study
2040 Long Range Transportation Plan
Figure 11: Athens-Clarke County Proposed Bicycle Facilities
Jefferson Rd
Commerce Rd
US 29 Hwy N
Hull Rd
Prince Ave
North Ave
Loop 10
W Broad St
US 78 Hwy
Atlanta Hwy
Epps Bridge Pkwy
S Milledge Ave
College Station Rd
Gaines School Rd
Lexington Rd
Macon Hwy
Loop 10
Barnett Shoals Rd
Existing Bicycle Facility
Proposed Bicycle Facility along State Route
Proposed Bicycle Facility along Local Road
Main Study Area - Bicycle Master Plan
N
1:108,000
Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
July 2014

Figure 12 MACORTS Bicycle Map of Madison County



Statewide Bicycle Plan

In August 1995, the Georgia Department of Transportation adopted the *Georgia Bike and Pedestrian Plan*. The Plan, updated in 1998, included 14 bike/pedestrian routes covering approximately 2,943 miles throughout Georgia. Projects that are proposed along those routes must be designed to accommodate bicyclists and pedestrians. Currently, most routes only have signage designating them state bicycle/pedestrian routes. No funds will be designated by GDOT to implement the bicycle/pedestrian facilities as stand-alone projects. Bicycle/Pedestrian-friendly design elements must be incorporated into other programmed improvement projects. Only 1 route extends through the MACORTS area, Route 60 – Athens Link Corridor. This route follows SR 53, US 129, and Simonton Bridge Road in Oconee County. Then it continues in Athens-Clarke County along Whitehall Road, Milledge Avenue, Lumpkin Street, Broad Street, E. Broad Street, Peter Street, Olympic Drive, Voyles Road, Moores Grove Road, Athena Drive, and Smithsonia Road. From there the route continues in Oglethorpe County. A small portion of the route passes through Madison County, but that portion lies outside of the MACORTS area. The Georgia Department of Transportation maintains links on their website to locally developed bicycle / pedestrian plans. In 2006, GDOT formed a Bicycle and Pedestrian Task Team to help implement the *Georgia Bicycle and Pedestrian Safety Action Plan* (GBSAP) as an update to the *Georgia Bike and Pedestrian Plan*. The task team consisted of 25 agencies and organizations involved in biking and walking, safety and transportation.

D. Design Standards Relating to Bicycle Transportation

The American Association of State Highway and Transportation Officials (AASHTO) published, in August of 1991, the *Guide for the Development of Bicycle Facilities.* As well, the Georgia Department of Transportation approved the *Georgia Bike and Pedestrian Plan* in 1997. GDOT published design guidelines for bicycle and pedestrian projects in January 2003. These guides should be used by MACORTS in its design standards for bicycle projects.

Locally, Athens-Clarke County has adopted design standards relating to bicycle facilities (October 2003). The standards are as follows for bicycle lanes:

1. All four-lane primary roadways, that do not have marked bicycle lanes, with an average daily traffic volume of less than 20,000 vehicles per day should be considered for possible conversion to a three lane roadway with a center two-way left-turn lane is such a configuration would permit either marked or shared bicycle lanes.

The new lane configuration would be installed whenever the roadway is scheduled for resurfacing or a major improvement project.

2. All roadways with bicycle lanes shall be striped to ensure a minimum travel and turn lane width of 10 feet and minimum bicycle lane width of 4 feet. This demarcation does not require bicyclists to remain exclusively within the bicycle lane at all times.
3. For those roadways that have an 85th percentile speed (that speed at which 85% of free-flowing vehicles are traveling at or below) and the upper limit of the pace speed (the 10 mph speed range representing the speeds of the largest percentage of vehicles) of 45 mph or less, the roadways would be striped with 10-foot travel and turn lanes and with a 4-foot bicycle lane (may include the gutter area for urban sections) with a 6-inch solid white stripe separating the bicycle lane from the travel lane.
4. For those roadways that have an 85th percentile speed and upper limit of the pace speed between 46 and 55 mph, these roadways would be striped with 11-foot travel and turn lanes and 5-foot bicycle lanes (may include the gutter area for urban sections) with a 6-inch solid white stripe separating the bicycle lanes from the travel lane.
5. For those roadways that have an 85th percentile speed and upper limit of the pace speed greater than 56 mph, these roadways would be striped with 12-foot travel and turn lanes and a 5-foot bicycle lane, <u>not including the gutter section,</u> with a 6-inch solid white stripe separating the bicycle lanes from the travel lane.
6. For all roadways where a 10-foot travel lane and a 4-foot bicycle lane cannot be accommodated, then a wider travel lane will be employed with appropriate signage and "sharrow" pavement markings.

E. Identification of Destinations for Bicyclists

The major destinations for bicycle riders in MACORTS are the downtown of Athens, the University of Georgia, and the public schools. These destinations were mentioned frequently during the public input process. Interconnection of Athens-Clarke County Parks and Recreation facilities with bicycle and pedestrian facilities is another goal.

The main campus of the University of Georgia is located in downtown Athens. This is likely the largest single destination for bicyclists in the MACORTS region. In 2007, the University of Georgia had a total enrollment of 33,831 students. Undergraduates numbered 25,144; graduate and professional students: 8,496. The University employs 9,625 faculty and staff members and is the largest single employer in Athens-Clarke County. It is important to link high-density residential areas within Clarke County with the campus and downtown.

The public schools in MACORTS are the other major bicycle destinations. Bicycles provide a mode of independent transportation for students under the age of 16. Improving bicycle facilities within a mile radius of schools (a common 'guideline') will decrease the number of commuter trips of parents dropping students off.

F. Identification of the Users of Bicycles

Unlike automobiles, where the number of users may be estimated by the number of registrations, or transit, where the ridership may be monitored, it is difficult to estimate the number and characteristics of bicycle riders. The local bicycle shops target college age students. However, bicyclists are not limited to any particular age group, economic profile, or area. Children, as well, are users of the bicycle transportation system and their special needs should be considered. Because of difficulty in quantifying bicycle use, it is assumed that traditional transportation sources and destinations are appropriate for planning the bicycle system. It may be possible to use planning funds to conduct surveys along selected corridors to develop a clearer picture of the numbers of individuals who commute by bicycle in the MACORTS area as future UPWP special studies.

G. Projects Currently Underway

Pedestrian and bicycle accommodations must be considered on all roadways that are built or altered significantly in Athens-Clarke County under the current policy of the ACC Transportation and Public Works Department. The following projects are currently programmed in the Transportation Improvement Program through FHWA and GDOT with bicycle facilities:

- Greenway Extension to College Station Road (Clarke) – extension of Oconee River Greenway along the east side of the North Oconee River from Oconee Street to College Station Road
- Rail to Trail (Clarke) – Conversion of abandoned rail line to multi-use trail connecting the Multimodal Center in downtown Athens to Dudley Park
- Mars Hill Road Widening, Phase 1,2,3 (Oconee) – sidewalks and bicycle facilities planned for the corridor
- Mitchell Bridge Rd. (Clarke) - Sidewalks and bicycle facilities planned for the corridor.

Athens-Clarke County has made significant local investment in providing bicycle facilities throughout the county. To date, there are approximately 18 miles of designated on-

street bicycle lanes (4 ft or greater in width), 1 mile of bike areas, 6 miles of off-road bicycle facilities, and 56 miles of 'Share the Road' signage and stencils.

H. Existing Easements

There is the potential to use existing easements owned by the local governments to reduce the cost of acquisition of right of way for bicycle paths. In some instances, it may be appropriate to acquire transportation right-of-way 'on top' of an existing easement. Consideration must be given to the compatibility of the existing use with the addition of a bicycle transportation use. If the uses were not in conflict, the acquisition cost would be minimal because of the restrictions of the existing easement. This strategy may also be appropriate with some private easements such as utility easements.

I. Intermodal Opportunities

As mandated by MAP-21, it is important to design a bicycle transportation system that allows for the transition between bicycle and other transportation modes. Whereas the co-existence of bicycles and motorized vehicles has already been examined in this document, the following areas should be addresses whenever possible:

Bikes and Buses:

Transitions from bikes to buses, or vice versa encourage the use of both methods of transportation. All Athens Transit buses are equipped with bus racks. These racks hold two or three bicycles and are attached to the front of the bus. Public response to this addition has been very positive. All buses purchased are equipped with bicycle racks as well. The presence of these racks allows travelers to ride their bicycles farther than they would walk to catch a bus, thus increasing the potential ridership for any one bus stop. This expanded 'radius' from the transit stops may also encourage ridership in the lower density residential areas within MACORTS.

Bikes and Pedestrians:

To help bike riders make the transition to becoming pedestrians, MACORTS should encourage bike storage/parking facilities. In addition to the traditional bicycle racks, bike lockers should be located in the downtown area. The downtown location is within walking distance of the UGA campus and could conceivably serve those bicycle owners who, because of

the expense of their bikes, prefer to store them in a more secure place. Bike lockers are provided at the Multimodal Transportation Center. They should be included in all public construction projects in the downtown area along with traditional bike racks. Various types of bicycle lockers and racks have been introduced in at least one parking deck in downtown Athens under the jurisdiction of the Downtown Development Authority.

Outside the Central Business Districts, the local governments should consider a parking 'bonus' for bicycle facilities. This bonus would lower the number of required parking spaces (by a relatively small amount) for those businesses who provide and maintain bike storage.

J. Implementation & Funding Strategy

To minimize future costs, the construction of bike facilities should be financed in conjunction with subdivision construction and street improvements. TAP funding is available for these types of projects; though, those funds are not guaranteed. The Special Purpose Local Option Sales Tax (SPLOST) could and has also been used to provide partial funding for the construction of the bicycle system. Also, highway funds allocated to road projects could be flexed to exclusively bike and pedestrian projects at the discretion of MACORTS. Figure 10 and Figure 11 illustrate the planned bicycle network in Athens-Clarke County.

7. Multimodal Facilities

A. Rails to Trails

Much has been said about the successes of various Rails to Trails programs throughout the United States. Currently, there is only one officially abandoned railroad line segment in the MACORTS area. That line has been the focal point of an effort within Athens-Clarke County to create a multi-use trail facility with the abandoned line including a trestle. This project will connect the Multimodal Transportation Center with Peter Street and Dudley Park and the remaining abandoned rail corridor that parallels Oconee Street and Lexington Highway before turning northeast toward Winterville. It will also include the possible rehabilitation of three historic crossings over: Peter Street, Trail Creek, and the North Oconee River. Federal TE funds in the amount of $185,000 were awarded to this project. The ¼ mile portion of the Rail Trail adjacent to the Athens Multimodal Center will be completed using a portion of the federal earmark funds awarded to the Athens Multimodal Center. Funding for the Rail Trail project is also included in the SPLOST 2005 project list. Construction is set to begin in FY 2015.

There has been regional interest in converting the rail corridor between Athens and Union Point. The first segment of this corridor was described above. Recently, this corridor has been dubbed “The Firefly Trail”. The Northeast Georgia Regional Commission prepared a 2-phase plan to develop the corridor as a rail-to-trail project. The trail would extend 39 miles through Athens-Clarke County, Oglethorpe County, and Greene County.

Neither Madison County nor Oconee County has any officially abandoned rail lines at this time. Should any lines be abandoned, the local governments should consider the potential for a rail to trail facility. If further opportunities arise in Athens-Clarke County to acquire other abandoned lines, they should also be evaluated for their potential to contribute to the bicycle system. Again, local and TAP funding are the most readily available for this type of project.

FREIGHT AND GOODS MOVEMENT

SECTION VIII

FREIGHT/GOODS MOVEMENT

Freight and goods movement is an important aspect of the MACORTS Transportation Plan. Freight and goods movement was taken into consideration in the preparation of the Plan. Current and past analysis of this area has been somewhat limited. The planning process evaluated freight/goods movement needs and has allocated resources to eliminate highway/rail crossings where possible. These projects are included in the list of highway/bridge projects in the financial plan.

Based on a review of rail, truck, and airport plans the following observations can be made. The *Georgia Statewide Freight & Logistics Action Plan*, completed by Cambridge Systematics, received the FHWA's 2012 Transportation Excellence Award. It was updated in 2013. It identified US 441 between Athens and just south of I-20 as a critical corridor to widen for freight use. To that end, MACORTS has added the US 441 South widening project back into the LRTP. The MACORTS region is a busy region in terms of county commodity value flow to, from, and within the county. Most goods movement in the MACORTS region happens in trucks, with a small portion being moved via rail (CSX).

Previous studies identified the originating rail commodities for the MACORTS area to include lumber/wood products and pulp/paper/allied products. Principal terminating commodities included coal, nonmetallic mineral products, lumber/wood products, and stone/clay/glass products. The region is served by two Class 1 railroads, CSX and Norfolk Southern, and one Class 3 railroad, The Athens Line, LLC.

The Athens/Ben Epps Airport has completed its Master Plan Update. In this update several new projects are planned. In this plan, it was felt that there would be no future problems regarding surface transportation for the airport. The Athens/Ben Epps Airport has limited air passenger traffic and does not handle any freight traffic. That is not anticipated to change.

The MACORTS planning process will continue to examine freight and goods movement. As technical analysis continues to be performed on this planning area, the information from this analysis will be used as input into the planning process. This additional information may require that the Plan be updated in the future.

TITLE VI AND
ENVIRONMENTAL JUSTICE

SECTION IX

TITLE VI AND ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964, states no person on the ground of race, color, or national origin shall be subject to discrimination under any program or activity receiving Federal financial assistance. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations, signed by President Clinton in 1994 reaffirmed the tenants of the 1964 law. It provides that "each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionally high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations."

Toward meeting the spirit and letter of the law, MACORTS has conducted and open, inclusive Long Range Plan update. Detailed MACORTS' Public Involvement Procedures for this LRTP update are listed in Appendix A of this document. In addition, MACORTS will work with State and Federal partners to carry forth guidance as outlined in Georgia Department of Transportation's "Urban Area Environmental Justice Evaluation". The MACORTS Participation Plan and Limited English Proficiency Plan were both updated in 2014 and contain detailed data and process concerning MACORTS compliance with Title VI and Environmental Justice.

On the following pages, a Title VI / Environmental Justice (EJ) analysis of the MACORTS area is presented focusing on the racial makeup of the population, elderly population, population earning below the poverty rate, disabled population, and those with no access to a personal vehicle (zero car). Races were broken down into the following categories, as defined by the U.S. Census Bureau: Black or African American, American Indian & Alaskan Native, Asian, Hispanic or Latino, and Native Pacific Islander and 'Other'. The maps for Figures 13 – 20 were generated using data from the U.S. Census Bureau's 2010 Census or American Community Survey 5 year average (2008 – 2012). Data was mapped at the block group or census tract depending on the availability of data. The maps show the concentration of the subject population compared to the total subject population in the MACORTS region. For perspective, Table 34 shows the breakdown of the subject populations in the MACORTS region in real numbers and percentage by county instead of percentage of the region.

Table 34
EJ / Title VI Populations Within MACORTS

Population	Athens-Clarke	Percentage of County Population	Oconee	Percentage of County Population	Madison	Percentage of County Population	MACORTS Total
Total Population	116,638	100.0%	24,744	100.0%	11,784	100.0%	153,166
Total Working Population 16 yrs +*	48,728	100.0%	11,728	100.0%	4,974	100.0%	65,430
African American	30,695	26.3%	1,317	5.3%	1,396	11.8%	33,408
Asian	4,811	4.1%	977	3.9%	63	0.5%	5,851
Hispanic / Latino	12,192	10.5%	45	0.2%	37	0.3%	12,274
Native American, Other	459	0.4%	1,263	5.1%	807	6.8%	2,529
Disabled	12,436	10.7%	2,509	10.1%	1,575	13.4%	16,520
Elderly	9,952	8.5%	2,733	11.0%	1,448	12.3%	14,133
Below Poverty Level	37,238	31.9%	2,033	8.2%	2,209	18.7%	41,480
Zero Car*	1,456	3.0%	54	0.5%	211	4.2%	1,721

*Note: Zero Car population percentage based on the total working population that is over 16 years of age

Figures 13 – 20 give a graphical representation of the varying concentrations of the populations in the table above. Using these maps with the projects included in the 2040 Long Range Transportation Plan overlaid upon them, the possible Title VI / Environmental Justice impact of the program of projects can be identified.

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

Figure 13: African-American Population per Block Group

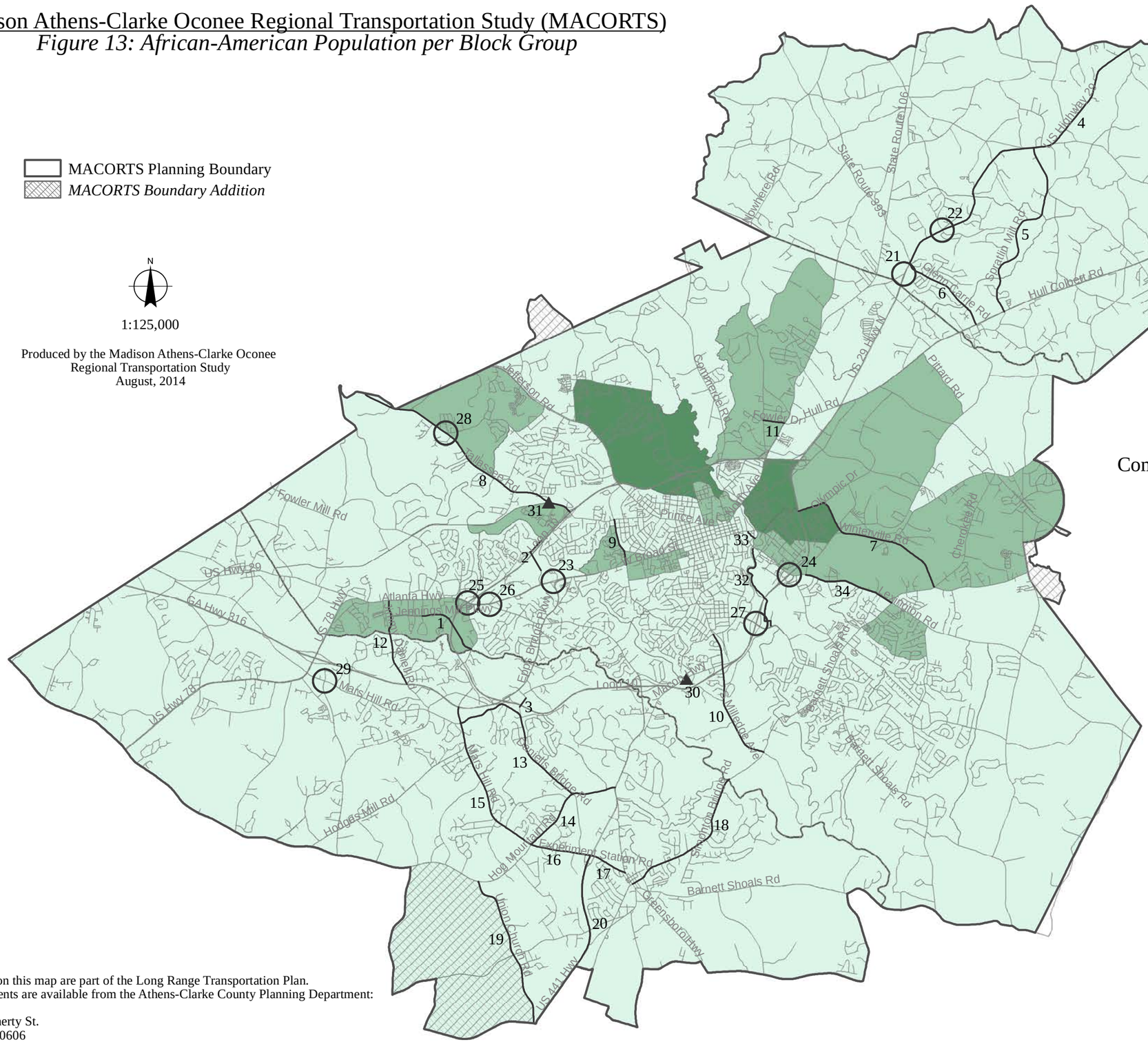
MACORTS Planning Boundary

MACORTS Boundary Addition

N

1:125,000

Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
August, 2014



Percentage of African-American Population
Compared to Total African-American Population by Region

- 0.00 - 2.00
- 2.01 - 4.00
- 4.01 - 6.00
- 6.01 - 11.00

Source Data: US Census Bureau, 2010 Census, SF1, P-5

The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\AfricanAmericanPopulation_BG.mxd

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

Figure 14: Asian Population per Block Group

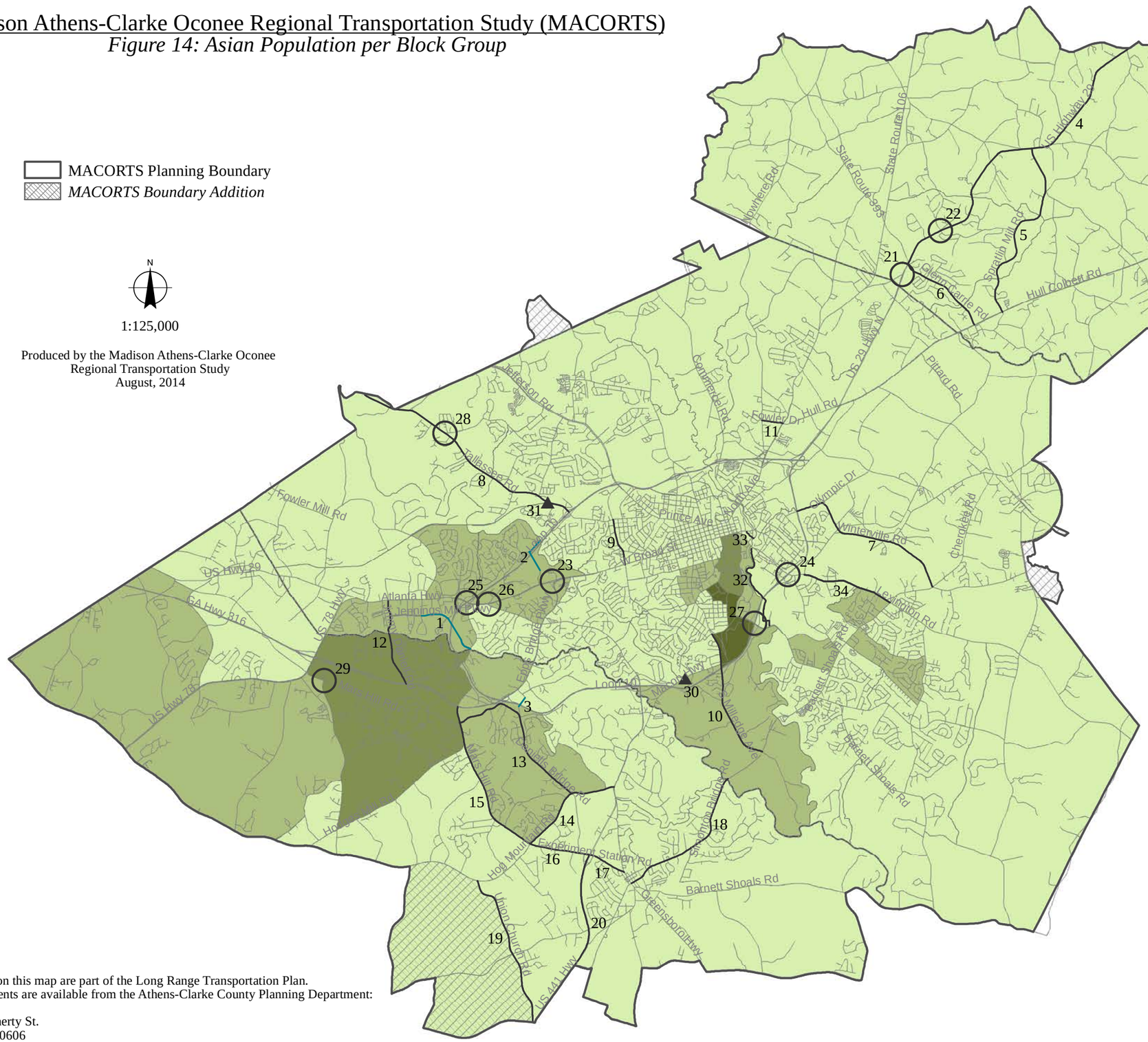
MACORTS Planning Boundary

MACORTS Boundary Addition

N

1:125,000

Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
August, 2014



Percentage of Asian Population
Compared to Total Asian Population by Region

- 0.00 - 2.00
- 2.01 - 4.00
- 4.01 - 6.00
- 6.01 - 11.00

Source Data: US Census Bureau, 2010 Census, SF1, P-5

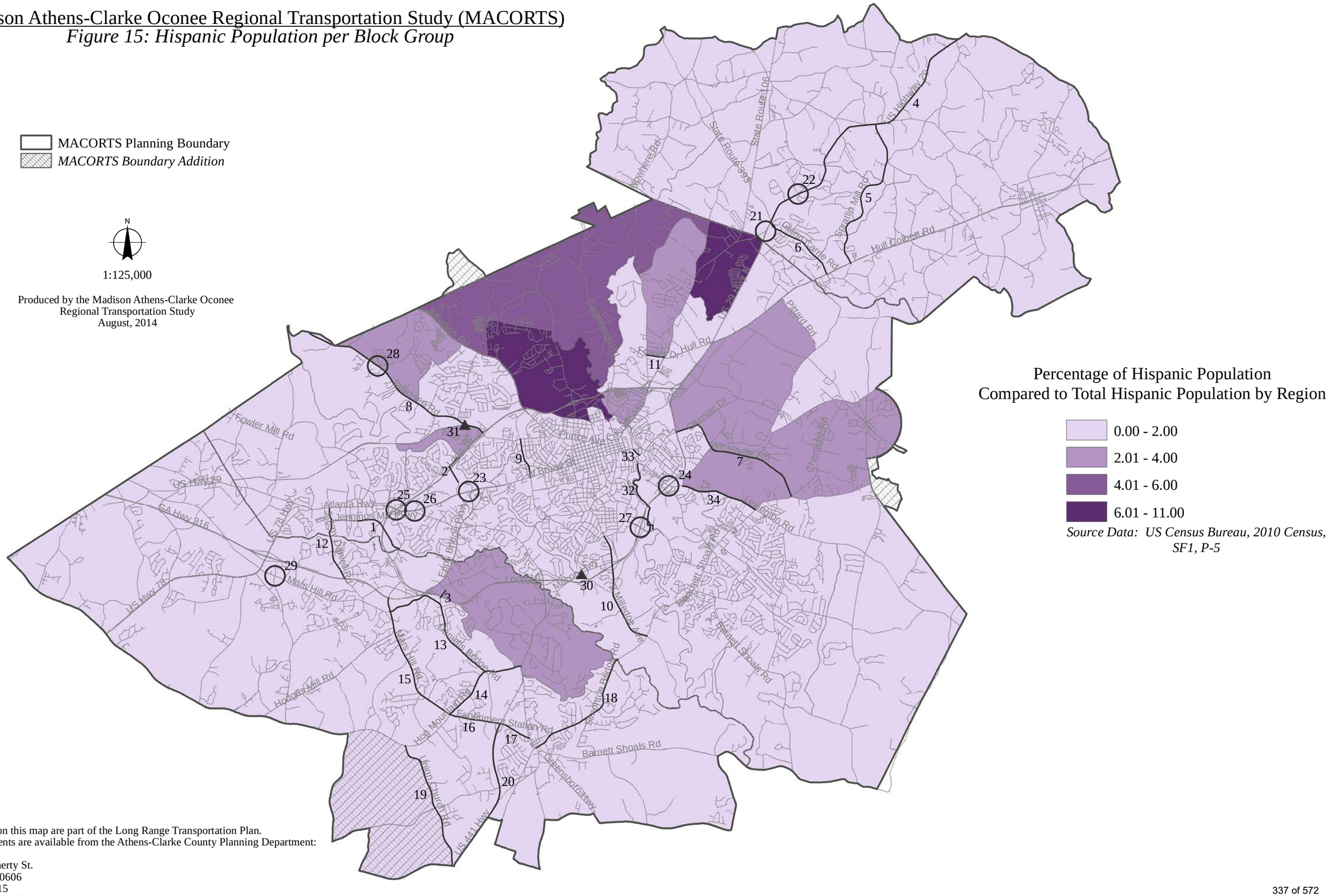
The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\AsianPopulation_BG.mxd

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

Figure 15: Hispanic Population per Block Group



The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\HispanicPopulation_BG.mxd

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

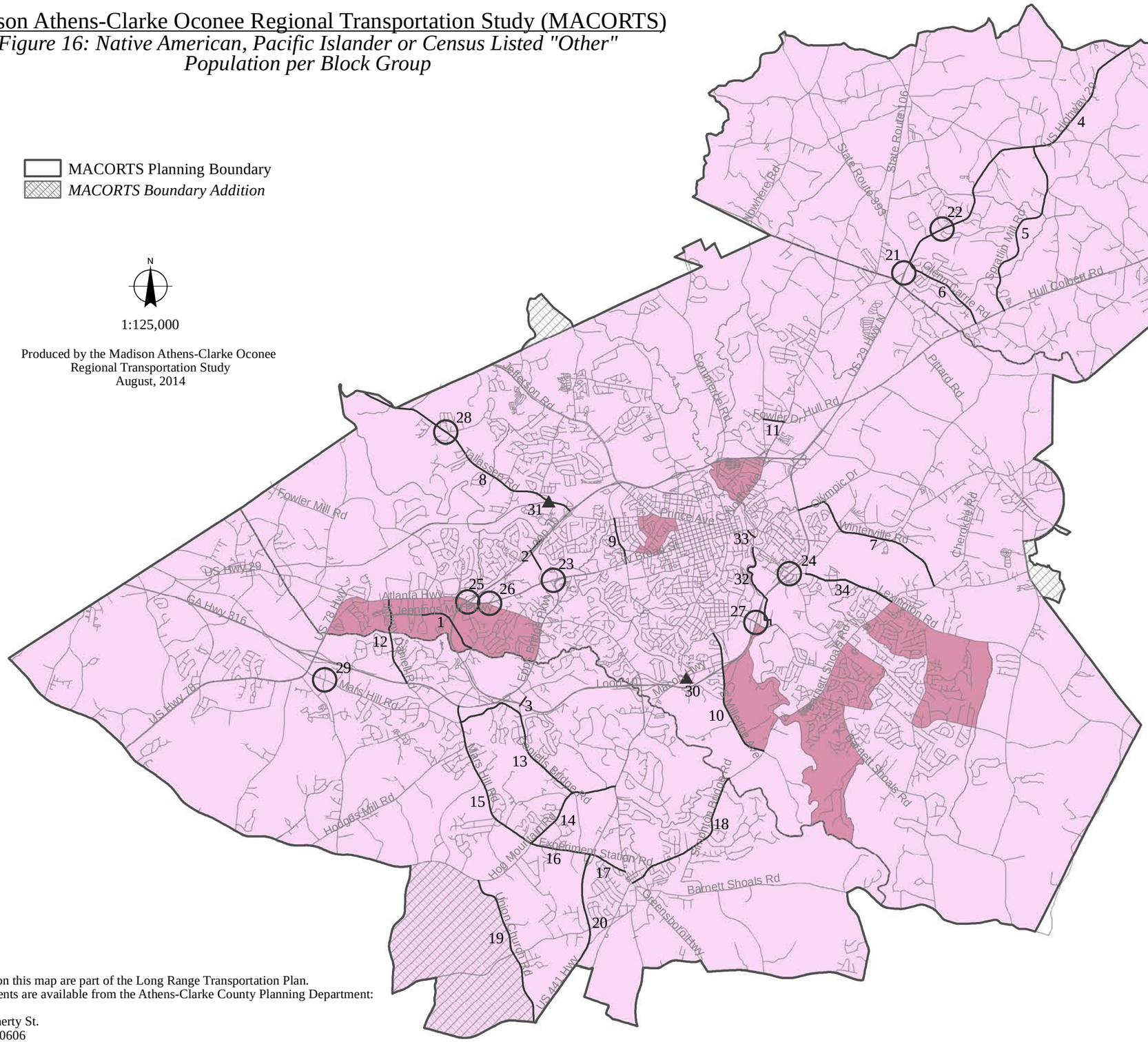
Figure 16: Native American, Pacific Islander or Census Listed "Other" Population per Block Group

MACORTS Planning Boundary
MACORTS Boundary Addition

N

1:125,000

Produced by the Madison Athens-Clarke Oconee Regional Transportation Study
August, 2014



Percentage of "Other" Population
Compared to Total "Other" Population by Region

- 0.00 - 2.00
- 2.01 - 4.00
- 4.01 - 6.00
- 6.01 - 11.00

Source Data: US Census Bureau, 2010 Census, SF1, P-5

The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\NativeAmerican_PacificIslander_OtherPopulation_BG.mxd

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

Figure 17: Disabled Population per Census Tract

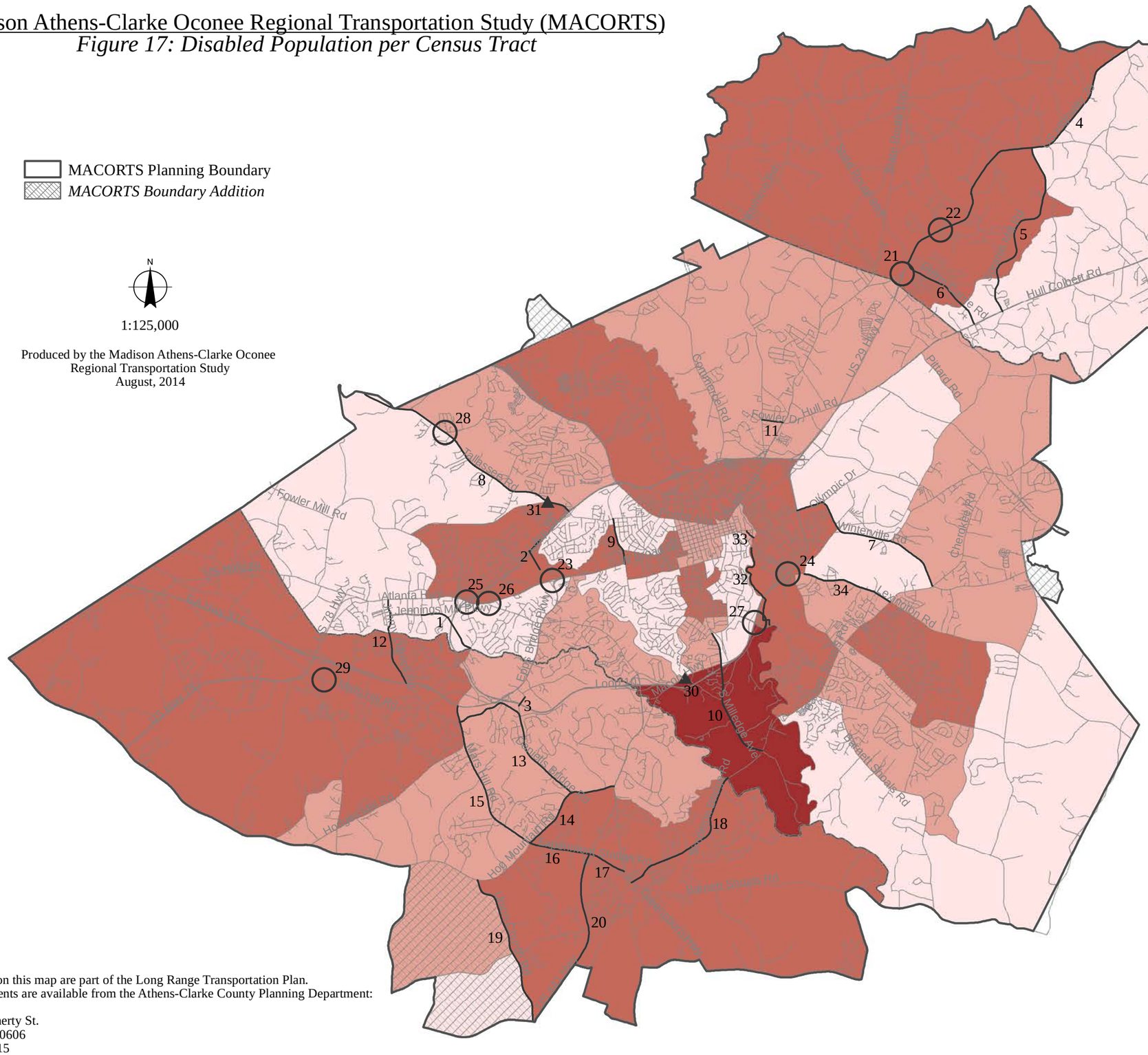
MACORTS Planning Boundary

MACORTS Boundary Addition

N

1:125,000

Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
August, 2014



Percentage of Disabled Population
Compared to Total Disabled Population by Region

- 0.00 - 2.00
- 2.01 - 4.00
- 4.01 - 6.00
- 6.01 - 11.00

Source Data: US Census Bureau, American Community Survey 5 year average, 2008-2012, S1810

The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\DisabledPopulation.mxd

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

Figure 18: Elderly (65+) Population per Block Group

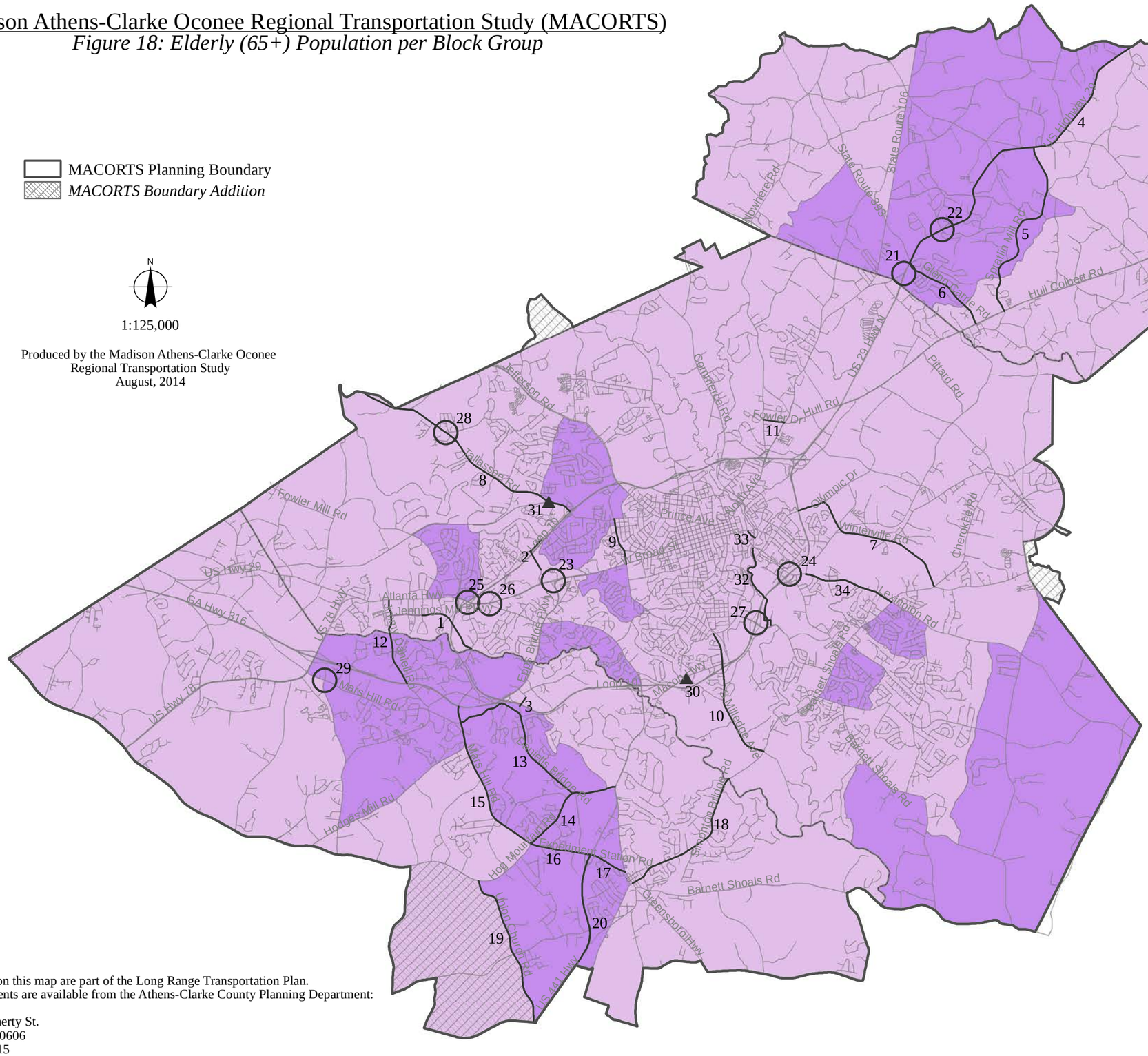
MACORTS Planning Boundary

MACORTS Boundary Addition

N

1:125,000

Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
August, 2014



Percentage of Elderly Population
Compared to Total Elderly Population by Region

- 0.00 - 2.00
- 2.01 - 4.00
- 4.01 - 6.00
- 6.01 - 11.00

Source Data: US Census Bureau, 2010 Census, SF1, P-1, and P-12

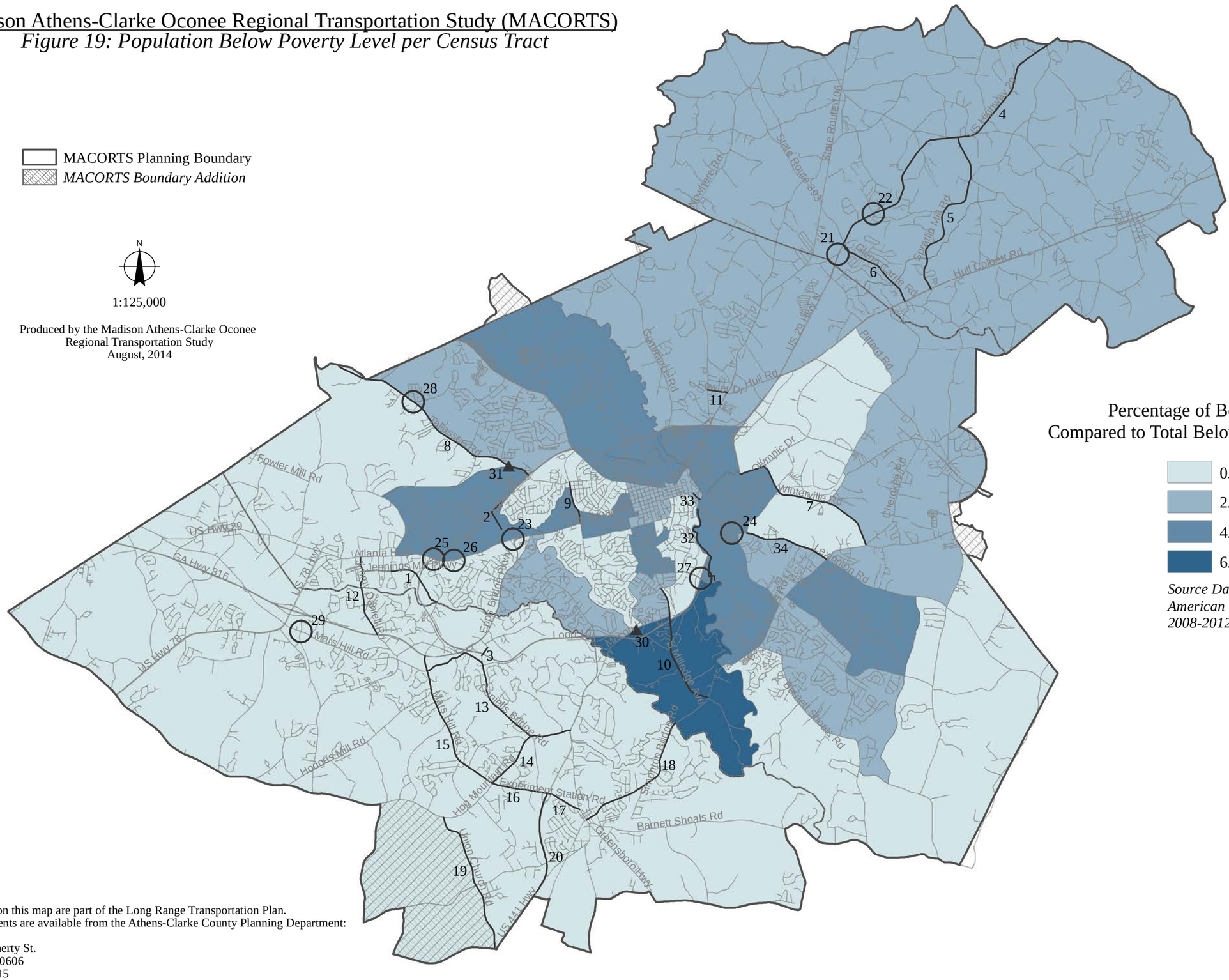
The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\ElderlyPopulation_BG.mxd

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

Figure 19: Population Below Poverty Level per Census Tract



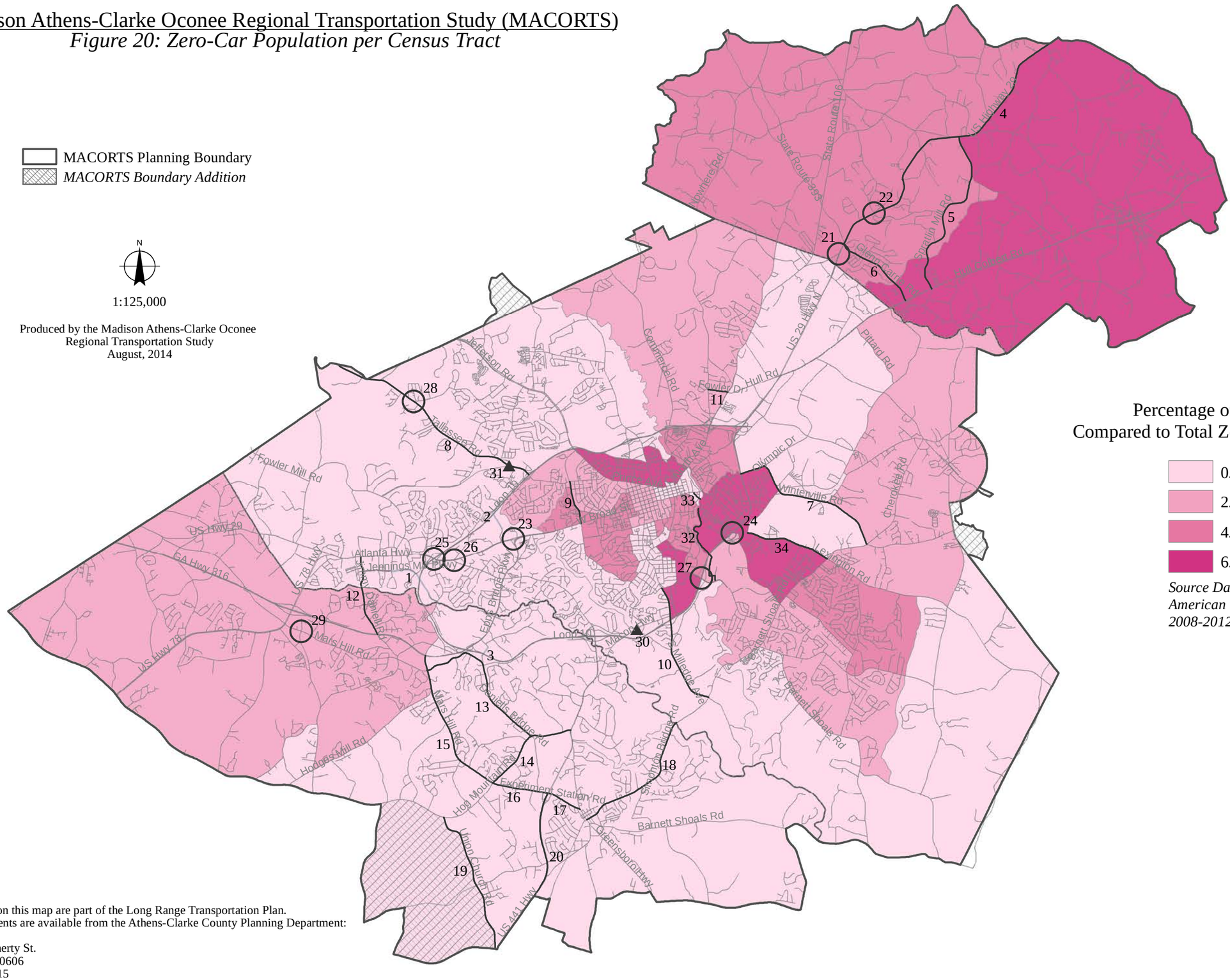
The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\PopulationBelowPovertyLevel.mxd

Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS)

Figure 20: Zero-Car Population per Census Tract



The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

S:\Planning\MACORTS\2040_LongRangeTransPlan\Census\ZeroCarPopulation.mxd

Table 35 and 36 provide a summary of the EJ / Title VI populations that could be impacted by the projects in the 2040 LRTP. During the development of those projects that could affect the subject populations, special care should be taken to protect those populations from impacts or measures should be put in place to minimize impacts. Public involvement activities for those projects should include targeted efforts to reach members of the affected population(s). It should be noted that the proximity of the Lexington Road Bike Lanes (Bike-1) to a high concentration of 'Zero Car' population lends support to the need for that project to be included in the Plan.

Table 35

Environmental Justice / Title VI Analysis Summary – Race

MAP NUMBER	LRTP PROJECT NUMBER	PROJECT NAME	High Concentration of African American Population	High Concentration of Asian Population	High Concentration of Hispanic Population	High Concentration of American Indian, Islander, & 'Other' Population
1	R-5	Jennings Mill Parkway (Clarke)				X
2	R-9	SR 10 Loop at Atlanta Highway Connector (Clarke)				
3	R-23	Daniels Bridge Road Extension (Oconee)				
4	R-18	US 29 Widening - Phase 1 (Madison)				
4	R-19	US 29 Widening - Phase 2 (Madison)				
5	R-20	Spratlin Mill Road Widening (Madison)				
6	R-21	Glenn Carrie Road Widneing (Madison)				
7	R-1	Olympic/Indian Hills Rd./Winterville Rd. Widening (Clarke)	X			
8	R-3	Tallassee Rd. Widening (Clarke)				
9	R-4	Hawthorne Avenue Widening - Phase I (Clarke)				
10	R-13	S. Milledge Avenue Safety Improvements (Clarke)		X		X
11	R-15	Fowler Drive Widening (Clarke)				
12	R-27	Jimmie Daniell / Jimmy Daniel Rd. Widening (ACC & Oconee)		X		X
13	R-24	Daniels Bridge Road Widening (Oconee)				
14	R-25	Hog Mountain Road Widening (Oconee)				
15	R-28	Mars Hill Road Widneing - Phase 1 (Oconee)				
16	R-29	Mars Hill Road Widneing - Phase 2 (Oconee)				
17	R-30	Mars Hill Road Widneing - Phase 3 (Oconee)				
18	R-31	Simonton Bridge Road Widening (Oconee)				
19	R-32	Union Church Rd Improvements (Oconee)				
20	R-33	US 441 / SR 24 Widening (Oconee)				
21	R-17	Old Danielsville Rd / US 29 Intersection Improv (Madison)				
22	R-22	Garnett Ward Rd / Piedmont Rd at US 29 Intersection Improvements (Madison)				
23	R-6	Epps Bridge Parkway Left Turn Lane (Clarke)				
24	R-7	SR 10 Loop at Lexington Highway Widening and Intersection Improvements (Clarke)				
25	R-8	SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke)				X
26	R-10	Mitchell Bridge Road / Timothy Road Intersection (Clarke)				X
27	R-14	SR 10 Loop at College Station Road Intersection Impr (Clarke)		X		X
28	R-16	Tallassee Road at Lavender Rd Realignment (Clarke)				
29	R-26	Malcolm Bridge Rd / Mars Hill Rd Intersection (Oconee)		X		
30	B-1	Macon Highway Bridge over Middle Oconee River (Clarke)				
31	B-2	Tallassee Road Bridge (Clarke)				
32	R-11	Greenway Extension to College Station Rd. (Clarke)				
33	R-12	Rail to Trail (Clarke)				
34	Bike-1	Lexington Road Bike Lanes (Clarke)				
unmappable	R-2	US 29 / Danielsville Road Connector (Clarke)				

Table 36

Environmental Justice / Title VI Analysis Summary – Non-Race

MAP NUMBER	LRTP PROJECT NUMBER	PROJECT NAME	High Concentration of Disabled Population	High Concentration of Elderly Population	High Concentration of Population Earning Below Poverty Level	High Concentration of Zero Car Population
1	R-5	Jennings Mill Parkway (Clarke)				
2	R-9	SR 10 Loop at Atlanta Highway Connector (Clarke)				
3	R-23	Daniels Bridge Road Extension (Oconee)		X		
4	R-18	US 29 Widening - Phase 1 (Madison)		X		X
4	R-19	US 29 Widening - Phase 2 (Madison)		X		X
5	R-20	Spratlin Mill Road Widening (Madison)		X		X
6	R-21	Glenn Carrie Road Widneing (Madison)		X		X
7	R-1	Olympic/Indian Hills Rd./Winterville Rd. Widening (Clarke)				X
8	R-3	Tallassee Rd. Widening (Clarke)		X		
9	R-4	Hawthorne Avenue Widening - Phase I (Clarke)				
10	R-13	S. Milledge Avenue Safety Improvements (Clarke)	X		X	
11	R-15	Fowler Drive Widening (Clarke)				
12	R-27	Jimmie Daniell / Jimmy Daniel Rd. Widening (ACC & Oconee)		X		
13	R-24	Daniels Bridge Road Widening (Oconee)		X		
14	R-25	Hog Mountain Road Widening (Oconee)		X		
15	R-28	Mars Hill Road Widneing - Phase 1 (Oconee)		X		
16	R-29	Mars Hill Road Widneing - Phase 2 (Oconee)		X		
17	R-30	Mars Hill Road Widneing - Phase 3 (Oconee)		X		
18	R-31	Simonton Bridge Road Widening (Oconee)				
19	R-32	Union Church Rd Improvements (Oconee)		X		
20	R-33	US 441 / SR 24 Widening (Oconee)		X		
21	R-17	Old Danielsville Rd / US 29 Intersection Improv (Madison)		X		
22	R-22	Garnett Ward Rd / Piedmont Rd at US 29 Intersection Improvements (Madison)		X		
23	R-6	Epps Bridge Parkway Left Turn Lane (Clarke)				
24	R-7	SR 10 Loop at Lexington Highway Widening and Intersection Improvements (Clarke)				X
25	R-8	SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke)		X		
26	R-10	Mitchell Bridge Road / Timothy Road Intersection (Clarke)				
27	R-14	SR 10 Loop at College Station Road Intersection Impr (Clarke)	X		X	X
28	R-16	Tallassee Road at Lavender Rd Realignment (Clarke)				
29	R-26	Malcolm Bridge Rd / Mars Hill Rd Intersection (Oconee)		X		
30	B-1	Macon Highway Bridge over Middle Oconee River (Clarke)	X		X	
31	B-2	Tallassee Road Bridge (Clarke)		X		
32	R-11	Greenway Extension to College Station Rd. (Clarke)				X
33	R-12	Rail to Trail (Clarke)				
34	Bike-1	Lexington Road Bike Lanes (Clarke)				X
Unmappable	R-2	US 29 / Danielsville Road Connector (Clarke)				

ENVIRONMENTAL MITIGATION

SECTION X
ENVIRONMENTAL MITIGATION

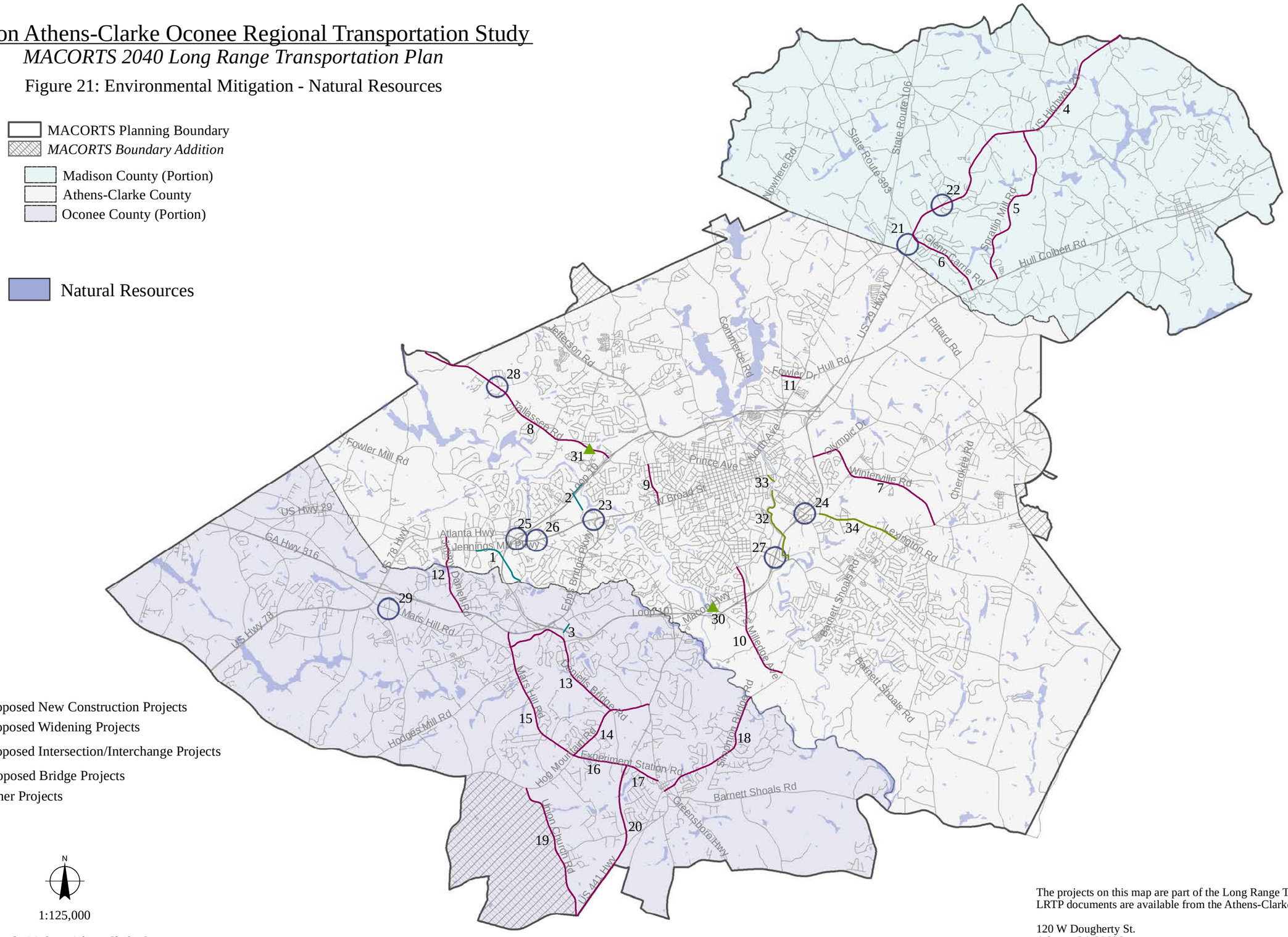
MAP-21 requires that all MPO's examine, at a program level, possible impacts to resources within the planning boundary by proposed transportation improvements. Resources, in this case, include natural resources, historic resources, and archaeological resources. As well, MAP-21 requires MPO's to "consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan."

Given these tasks are intrinsically interrelated, MACORTS consulted with the agencies listed above, as well as with local, state, and federal agencies "responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation" as outlined in the MACORTS Participation Plan. Through this consultation and in coordination with planning and resource agencies, three maps (Figures 21, 22, 23) and a complementary table (Table 37) have been developed and are included within this LRTP to identify possible resource impacts in relation to proposed MACORTS projects. The maps and table can also serve as a point of departure for discussions of environmental impacts and mitigation strategies. As projects move forward in the transportation planning process, those that may impact resource areas should be examined more closely during the Preliminary Engineering phase.

Madison Athens-Clarke Oconee Regional Transportation Study

MACORTS 2040 Long Range Transportation Plan

Figure 21: Environmental Mitigation - Natural Resources



Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
July 2014

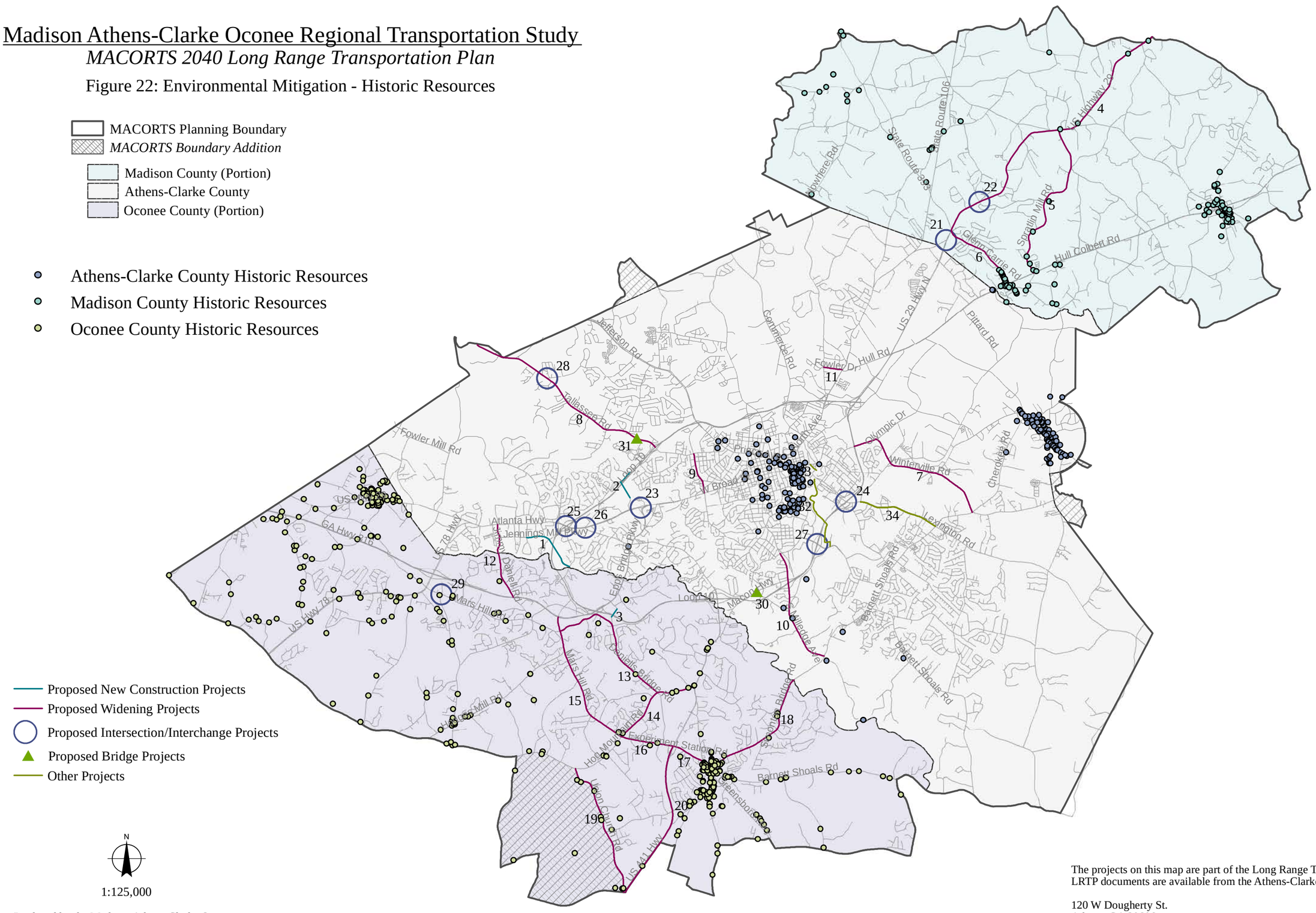
The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

Madison Athens-Clarke Oconee Regional Transportation Study

MACORTS 2040 Long Range Transportation Plan

Figure 22: Environmental Mitigation - Historic Resources



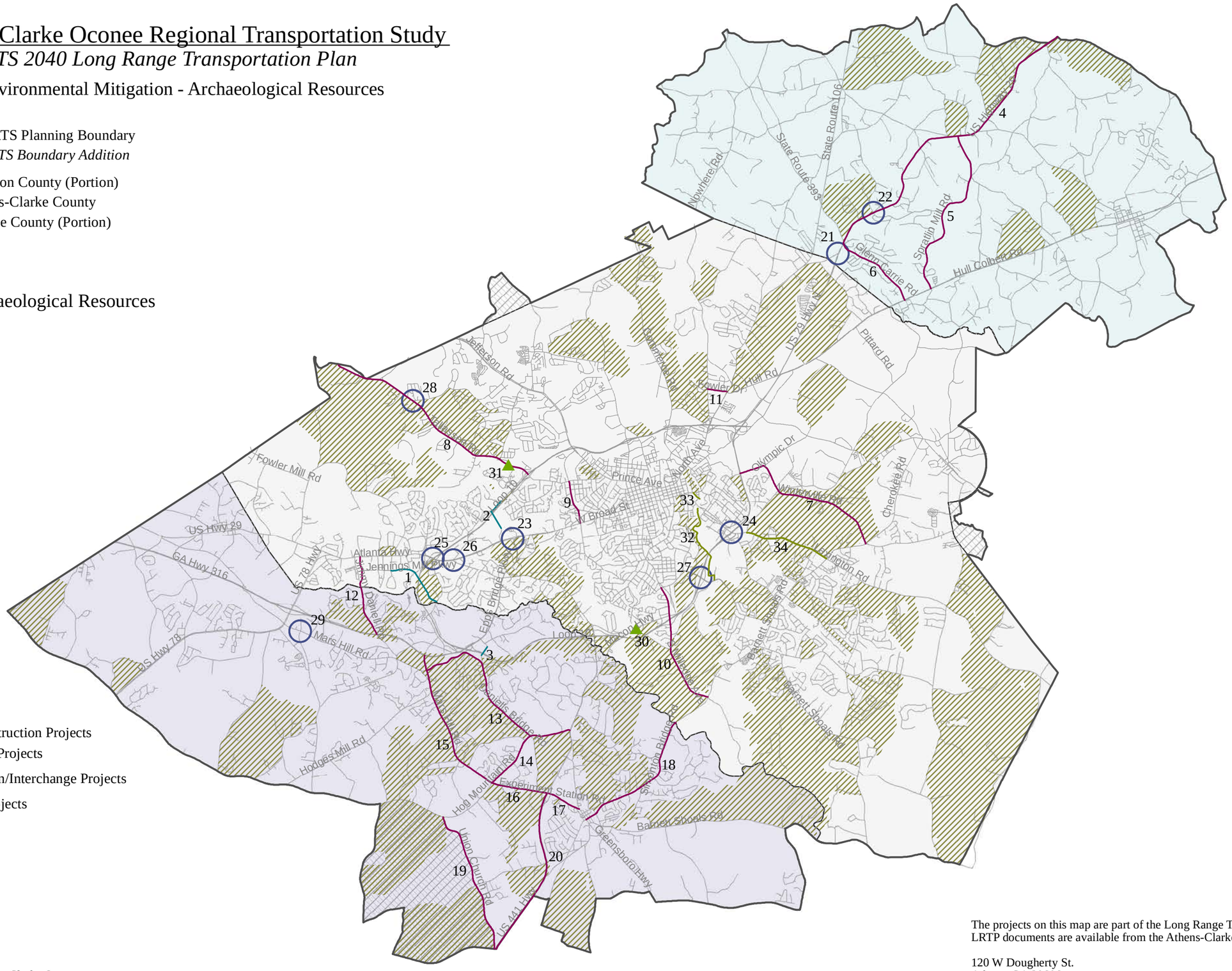
The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

Madison Athens-Clarke Oconee Regional Transportation Study

MACORTS 2040 Long Range Transportation Plan

Figure 23: Environmental Mitigation - Archaeological Resources



Produced by the Madison Athens-Clarke Oconee
Regional Transportation Study
July 2014

The projects on this map are part of the Long Range Transportation Plan.
LRTP documents are available from the Athens-Clarke County Planning Department:

120 W Dougherty St.
Athens, GA 30606
(706) 613-3515
macorts@athensclarkecounty.com

Table 37: Environmental Mitigation Summary

MAP NUMBER	LRTP PROJECT NUMBER	PROJECT NAME	HISTORIC PROPERTIES	NATURAL	ARCHAEOLOGICAL
1	R-5	Jennings Mill Parkway (Clarke)			
2	R-9	SR 10 Loop at Atlanta Highway Connector (Clarke)			
3	R-23	Daniels Bridge Road Extension (Oconee)			
4	R-18	US 29 Widening - Phase 1 (Madison)	X	X	X
4	R-19	US 29 Widening - Phase 2 (Madison)	X	X	X
5	R-20	Spratlin Mill Road Widening (Madison)	X	X	
6	R-21	Glenn Carrie Road Widneing (Madison)	X		
7	R-1	Olympic/Indian Hills Rd./Winterville Rd. Widening (Clarke)			X
8	R-3	Tallassee Rd. Widening (Clarke)			
9	R-4	Hawthorne Avenue Widening - Phase I (Clarke)			
10	R-13	S. Milledge Avenue Safety Improvements (Clarke)	X		X
11	R-15	Fowler Drive Widening (Clarke)			
12	R-27	Jimmie Daniell / Jimmy Daniel Rd. Widening (ACC & Oconee)	X	X	X
13	R-24	Daniels Bridge Road Widening (Oconee)	X		X
14	R-25	Hog Mountain Road Widening (Oconee)			X
15	R-28	Mars Hill Road Widneing - Phase 1 (Oconee)	X		X
16	R-29	Mars Hill Road Widneing - Phase 2 (Oconee)	X		X
17	R-30	Mars Hill Road Widneing - Phase 3 (Oconee)	X		
18	R-31	Simonton Bridge Road Widening (Oconee)	X		X
19	R-32	Union Church Rd Improvements (Oconee)	X		X
20	R-33	US 441 / SR 24 Widening (Oconee)	X		X
21	R-17	Old Danielsville Rd / US 29 Intersection Improv (Madison)			
22	R-22	Garnett Ward Rd / Piedmont Rd at US 29 Intersection Improvements (Madison)			X
23	R-6	Epps Bridge Parkway Left Turn Lane (Clarke)			X
24	R-7	SR 10 Loop at Lexington Highway Widening and Intersection Improvements (Clarke)			
25	R-8	SR 10 Loop at Atlanta Highway Interchange Improvement (Clarke)			X
26	R-10	hell Bridge Road / Timothy Road Intersection (Clarke)			
27	R-14	SR 10 Loop at College Station Road Intersection Impr (Clarke)			X
28	R-16	Tallassee Road at Lavender Rd Realignment (Clarke)			X
29	R-26	Malcolm Bridge Rd / Mars Hill Rd Intersection (Oconee)			
30	B-1	Macon Highway Bridge over Middle Oconee River (Clarke)		X	X
31	B-2	Tallassee Road Bridge (Clarke)		X	
32	R-11	Greenway Extension to College Station Rd. (Clarke)	X	X	X
33	R-12	Rail to Trail (Clarke)			X
34	Bike-1	Lexington Road Bike Lanes (Clarke)			X
unmappable	R-2	US 29 / Danielsville Road Connector (Clarke)			X

TRANSPORTATION OPERATIONS

AND

MANAGEMENT

SECTION XI

TRANSPORTATION SYSTEM OPERATIONS & MANAGEMENT

Under MAP-21, further emphasis was added to the maintenance and improvement of the performance of existing transportation facilities. Efficient maintenance and improvement to the performance of the existing transportation network are a means to relieve congestion in a cost effective manner and maximize safety and mobility of people and goods. Each of the counties represented by MACORTS and the Georgia Department of Transportation has made substantial investment in the maintenance and improvement of the existing transportation network.

Athens-Clarke County (ACC) allocates approximately $90,000 annually to the Traffic Signal Replacement Program and approximately $1.5 million annually to the Pavement Management Program. The ACC government has funded some Advanced Traffic Management System (ATMS) projects such as the connection of a portion of ACC's traffic signals to the Traffic Engineering facility so that they can be controlled remotely from that location. To ensure the continued access to property adjacent to the local transportation network or in areas where improvements or additions to the transportation network are anticipated, ACC Mayor and Commission has identified areas to be included in the Right-of-way (ROW) Protection Program and have allocated funds accordingly.

To monitor congestion and to help identify areas that are experiencing unanticipated growth quarterly traffic counts are conducted at 9 locations throughout ACC. These include:

- Oak Street between Kent Street and Peter Street
- College Station Road east of Segrest Circle
- Lexington Road between Dunlap Road and Landfill Road
- Hull Road west of Lawton Lane
- Epps Bridge Parkway north of Tawnyberry
- Jefferson Road south of Oak Grove Road
- Hawthorne Avenue north of Hawthorne Extension
- North Avenue north of Fifth Street
- S. Lumpkin Street between Wray Street and Baldwin Street

To monitor necessary maintenance activities associated with bridges, ACC cooperates with the Georgia Department of Transportation as they perform the Biennial Bridge Survey. GDOT conducts this survey of all bridges in ACC in terms of their structural integrity. GDOT identifies potential problems, and ACC identifies funds in the local budget to accomplish necessary maintenance tasks. In terms of maintaining the performance of the local transportation

network, ACC has taken steps within the development regulations to provide a mechanism to monitor performance and anticipate potential problems. The development regulations require that developers, in some cases, complete a traffic study in the area in which they propose to develop. The study is required if a development is anticipated to generate more than 100 peak hour vehicle trips per day or 1000 daily vehicle trips per day using the Institute of Transportation Engineers' Trip Generation Manual. A traffic study may also be required if a corridor is determined by ACC Traffic Engineering to be functioning at or above capacity. Access management of local roadways is regulated predominantly through the ACC driveway ordinance. Criteria for approval include land use, amount of road frontage, access spacing, and street functional classification.

Oconee County invests approximately $1.5 million annually for the maintenance of the local transportation system. These funds are distributed among the Intersection Improvement Program, Pavement Management Program, Traffic Signal Replacement Program, Culvert Improvement Program, and the Bridge Maintenance and Improvement Program. Annually, Oconee County staff rate all local roads on pavement condition. This assists them in prioritizing allocation of funds. The Oconee County Public Works Department prepares a biennial *Transportation Improvement and Maintenance Plan* that outlines proposed local maintenance activities, justification, proposed budget, and possible funding sources.

To monitor necessary maintenance activities associated with bridges, Oconee County cooperates with the Georgia Department of Transportation as they perform the Biennial Bridge Survey. GDOT conducts this survey of all bridges in Oconee County in terms of their structural integrity. GDOT identifies potential problems, and Oconee County identifies funds in the local budget to accomplish necessary maintenance tasks. In terms of maintaining the performance of the local transportation network, Oconee County has taken steps within the development regulations to provide a mechanism to monitor performance and anticipate potential problems. The development regulations require that developers, in some cases, complete a traffic study in the area in which they propose to develop. The study is requested if a development is anticipated to generate 500 – 1000 vehicle trips per day using the Institute of Transportation Engineers' Trip Generation Manual. A traffic study is required if a development is anticipated to generate more than 1000 vehicle trips per day using the Institute of Transportation Engineers' Trip Generation Manual.

Madison County invests approximately $1,000,000 annually for the maintenance of the local transportation system. These funds are used for paving, widening, and resurfacing local roadways.

To monitor necessary maintenance activities associated with bridges, Madison County cooperates with the Georgia Department of Transportation as they perform the Biennial Bridge Survey. GDOT conducts this survey of all bridges in Madison County in terms of their structural integrity. GDOT identifies potential problems, and Madison County identifies funds in the local budget to accomplish necessary maintenance tasks. In terms of maintaining the performance of the local transportation network, Madison County has taken steps within the development regulations to provide a mechanism to monitor performance and anticipate potential problems. The development regulations require that developers, in some cases, complete a traffic study in the area in which they propose to develop. A traffic study is required if a development includes more than 99 houses or if the development is anticipated to generate more than 990 vehicle trips per day using the Institute of Transportation Engineers' Trip Generation Manual.

SAFETY

SECTION XII

SAFETY

With passage of SAFETEA-LU, all states were required to prepare a *Strategic Highway Safety Plan* (SHSP). MAP-21 emphasized the importance of the SHSP by making it a pillar of the performance based planning process. In Georgia, the SHSP was completed by the Governor's Office of Highway Safety in 2012. The plan identifies the most common statewide safety 'problems', current practice, and recommendations to improve safety. This plan provides a framework that can be used as a model to help identify safety problems in an area and offer possible solutions. The 'key emphasis areas' identified in the SHSP were Occupant Protection Safety Belts / Air Bags, Serious Crash Type, Aggressive Driving, Impaired Driving, Age Related Issues, Non-motorized Users, Vehicle Type, Trauma System/Increasing EMS Capabilities, Traffic / Crash records and Data Analysis, and Traffic Incident Management Enhancement. During consultation with the Georgia Department of Transportation and other transportation partners, these factors should be applied to the projects as they are being prioritized as they move through the transportation planning process. It is expected that these areas will be a cornerstone of the performance measures and targets developed at the state and MPO levels of planning.

SECURITY

SECTION XIII

SECURITY

With the passage of MAP-21, there is continued emphasis was added to maintaining and improving the security of the transportation network. All counties in Georgia were requested to have their public service personnel trained in the National Incident Management System (NIMS). This system provides a framework of common terminology and process with which to manage an incident within overlapping jurisdictions. NIMS is applicable to natural or man-made disasters.

Athens-Clarke County (ACC) has several emergency plans. ACC government developed an *Emergency Operations Plan* that outlines possible incidents and capabilities / responsibilities of each department within the government. The plan also explicitly states departments within the government that are to develop and maintain standard operating procedures for various types of incidents. Athens Transit System (ATS) developed and maintains a separate System Security and Emergency Preparedness Plan (SSEPP). This plan establishes the chain of command and standard operating procedures to be observed before, during, and after an emergency or incident.

Oconee County Public Works Department and several other departments within the government developed a Plan that includes pre-disaster mitigation policies, emergency operations plan, and disaster mitigation plan. The Oconee County government maintains policies guiding coordination between various departments within the government in times of emergency.

The Madison County government maintains policies guiding coordination between various departments within the government in times of emergency.

TRANSPORTATION FINANCIAL PLAN

SECTION XIV
TRANSPORTATION FINANCIAL PLAN

1. Introduction

One of the requirements of MAP-21 is that the Transportation Plan must be fiscally constrained. The estimated costs of projects in the Plan cannot exceed the amount of reasonably anticipated revenue sources – from federal, state, and local sources. This Plan is balanced in this regard. Revenue and cost estimates were developed for this Plan in coordination with the Federal Highway Administration (FHWA), Georgia Department of Transportation (GDOT), Federal Transit Administration (FTA), and the local jurisdictions included in MACORTS. Most transportation projects in the MACORTS area are funded with federal, state, and local funding sources derived from taxes on fuel, fees from vehicle registration, and Special Local Option Sales Tax (SPLOST). Transit projects are also funded through federal (Federal Transit Administration), state, and local sources, as well as fare revenues. Transit projects are discussed in Section VI of this Plan.

The Financial Plan provides information regarding anticipated federal, state, and local revenues, cost inflation rates, and planning level cost estimates. All revenues and cost estimates were expressed in Year of Expenditure dollars. All financial information was based on information provided by the Georgia Department of Transportation and the local jurisdictions in the MACORTS area.

2. Projected Revenue Estimates

The projection of federal and state revenue to 2040 was developed by the GDOT's Office of Planning using the historical funding trend for the MACORTS area. This was provided to the MPO for use in beginning the estimation process and is shown in Table 38. Also included in the federal funding is the remainder of two Congressional Earmarks that were awarded in 2003 that are still active in the amount of $2,678,102. These earmarks are being used for the Rail to Trail project (R-12) and the Greenway Extension to College Station Road project (R-11) in Athens-Clarke County. Since federal earmarks have been less and less common in recent history, those funds were added to the federal and state funding estimate provided by GDOT's Office of Planning since they are not included in an average funding cycle. The federal and state funding for public transit was derived from the Athens Transit System using historical grant funding

levels and extrapolating that number to 2040. They used a flat growth rate since the federal transit funding is expected to be reduced in the future. That was deemed to be a conservative and more realistic approach to estimating future funding. The financial plan for the Athens Transit System and University of Georgia are contained in Section VI – Public Transportation on pages 97 and 106 with supporting documentation in the remainder of that section.

Table 38 MACORTS Projected Federal (FHWA) and State Revenue

*2014-2040 Athens Funding Projections **

	Projects Estimate	*Maintenance Estimate*	*Total Estimate*
2014	$15,932,330	$978,137	***$16,910,467***
2015	$16,091,653	$987,918	***$17,079,571***
2016	$16,252,570	$997,797	***$17,250,367***
2017	$16,415,095	$1,007,775	***$17,422,871***
2018	$16,579,246	$1,017,853	***$17,597,099***
2019	$16,745,039	$1,028,032	***$17,773,070***
2020	$16,912,489	$1,038,312	***$17,950,801***
2021	$17,081,614	$1,048,695	***$18,130,309***
2022	$17,252,430	$1,059,182	***$18,311,612***
2023	$17,424,954	$1,069,774	***$18,494,728***
2024	$17,599,204	$1,080,472	***$18,679,675***
2025	$17,775,196	$1,091,276	***$18,866,472***
2026	$17,952,948	$1,102,189	***$19,055,137***
2027	$18,132,477	$1,113,211	***$19,245,688***
2028	$18,313,802	$1,124,343	***$19,438,145***
2029	$18,496,940	$1,135,586	***$19,632,527***
2030	$18,681,910	$1,146,942	***$19,828,852***
2031	$18,868,729	$1,158,412	***$20,027,140***
2032	$19,057,416	$1,169,996	***$20,227,412***
2033	$19,247,990	$1,181,696	***$20,429,686***
2034	$19,440,470	$1,193,513	***$20,633,983***
2035	$19,634,875	$1,205,448	***$20,840,323***
2036	$19,831,223	$1,217,502	***$21,048,726***
2037	$20,029,536	$1,229,677	***$21,259,213***
2038	$20,229,831	$1,241,974	***$21,471,805***
2039	$20,432,129	$1,254,394	***$21,686,523***
2040	$20,636,451	$1,266,938	***$21,903,389***
	$491,048,547	***$30,147,044***	***$521,195,591***

** Projection amounts are YOE $ - (1% inflation per year)*

Local funding for road, bicycle, and pedestrian projects come primarily from the general funds of the local government or through a Special Local Option Sales Tax. Since all of the counties within MACORTS have had a strong track record for voting to continue SPLOST

funding for transportation since the last LRTP update, those funds were included in the anticipated local revenue to the extent that they have been historically used to match federal funds. Along with anticipated SPLOST funding, local funds used to historically match federal funds were estimated for the MACORTS counties. Local funding separate from SPLOST was derived from the average of the last 10 years of funding awarded in the Transportation Improvement Program. Those numbers were increased to a 2040 year of expenditure. The total local funding is less than amount estimated in the 2035 LRTP due in part to the slow recovery of the economy of the region since 2008. The total local funds (general fund and SPLOST combined) available were $15,744,233 for road projects.

The total estimated revenue including federal (FHWA), state, and local funding is shown in the breakdown below. It shows the total of $509,471,000 that is anticipated to be available for project development during the life of the 2040 LRTP.

Federal (FHWA)/ State Revenue	$491,048,547
Federal Earmarks (active)	$ 2,678,102
Local Funding Revenue – Athens-Clarke Co.	$ 8,346,033
Local Funding Revenue – Oconee Co.	$ 7,398,200
Local Funding Revenue – Madison Co.	$ 0
Total Funding Available	**$509,470,882**
Rounded Amount Used in Plan	$509,471,000

3. Expenditures – Project Cost Estimates

Cost estimates were developed for projects proposed in the Plan by the Georgia Department of Transportation in cooperation with MACORTS. GDOT provided cost estimates for projects already programmed in the GDOT Construction Work Program for each phase of project development. Madison County, Athens-Clarke County, and Oconee County staff provided cost estimates for the remainder of the projects in the Plan. Project cost estimates were presented at the Technical Coordinating Committee's LRTP Subcommittee meetings and refined by the membership. For each project phase (PE, ROW, Construction), a 3% inflation rate was used for all projects. The TCC LRTP Subcommittee also set the priority of the projects and assigned them to the appropriate cost bands. Cost bands were used for individual project phases to provide a 'high' and 'low' cost estimate depending on what year the project phase is completed. The low cost represents the cost if the project was built in the first year of the cost

band, while the high cost estimate represents the cost if the project was built in the last year of the cost band. MACORTS used the median (average of low and high cost estimates) of the total project cost estimates in the Financial Summary to establish a 'reasonable' overall cost of road/highway projects in the LRTP. The full TCC and Policy Committee approved the work of the TCC LRTP Subcommittee. Table 39 shows the slate of projects chosen for the 2040 LRTP along with the median cost estimate used for the project and cost band to which they have been assigned.

Table 39 MACORTS Projects in 2040 Long Range Transportation Plan

2040 LRTP #	GDOT PI#	Project Name	County	Cost Band	Median Cost
R-1		Olympic Drive / Indian Hills Rd Widening	ACC	2020 - 2024	$ 28,446,000
R-2		US 29 - Danielsville Rd. Connector	ACC	2030 - 2040	$ 8,521,000
R-3		Tallassee Road Widening	ACC	2020 - 2024	$ 23,600,000
R-4		Hawthorne Avenue Widening - Ph 1	ACC	2030 - 2040	$ 31,664,000
R-5	0010288	Jennings Mill Parkway	ACC	2030 - 2040	$ 4,800,000
R-6		Epps Bridge Parkway Left Turn Lane	ACC	2020 - 2024	$ 1,000,000
R-7	122600	SR 10 Loop at Lexington Road Interchange	ACC	2030 - 2040	$ 36,419,000
R-8	122890	SR 10 Loop at Atlanta Hwy Interchange	ACC	2015 - 2019	$ 22,988,000
R-9		SR 10 Loop / Atlanta Hwy Connector	ACC	2020 - 2024	$ 15,000,000
R-10		Mitchell Bridge Rd / Timothy Rd Realignment	ACC	2020 - 2024	$ 3,000,000
R-11	0007637	Greenway Extension to College Station Road	ACC	2015 - 2019	$ 1,670,214
R-12	0007561	Rail to Trail	ACC	2015 - 2019	$ 1,007,888
R-13		Milledge Avenue Safety Improvements	ACC	2030 - 2040	$ 2,300,000
R-14		SR 10 Loop at College Station Road Intersection Improvements	ACC	2030 - 2040	$ 1,055,000
R-15		Fowler Drive Widening	ACC	2030 - 2040	$ 1,184,000
R-16		Tallassee Road at Lavender Road Realignment	ACC	2030 - 2040	$ 1,175,000
R-17		Old Danielsville / US 29 Intersection Improvements	Madison	2020 - 2024	$ 737,000
R-18	0012903	US 29 Widening - Phase 1	Madison	2020 - 2024	$ 53,086,000
R-19	0012902	US 29 Widening - Phase 2	Madison	2020 - 2024	$ 70,764,000
R-20		Spratlin Mill Road Widening	Madison	2025-2029	$ 5,633,000
R-21		Glenn Carrie Road Widening	Madison	2020 - 2024	$ 14,539,000
R-22		Garnett Ward Rd / Piedmont Rd @US 29 Intersection Impr	Madison	2020 - 2024	$ 793,000
R-23	0007943	Daniels Bridge Extension	Oconee	2030 - 2040	$ 8,537,000
R-24	0007941	Daniels Bridge Rd Widening	Oconee	2025 - 2029	$ 14,795,000
R-25		Hog Mountain Road Widening	Oconee	2025 - 2029	$ 38,914,000
R-26		Malcolm Bridge Rd / Mars Hill Rd Intersection	Oconee	2025 - 2029	$ 859,000
R-27	0007939	Jimmie Daniel / Jimmy Daniell Rd Widening	ACC/Oconee	2025 - 2029	$ 10,000,000
R-28	142060	Mars Hill Rd / Experiment Station Rd Widening - Ph 1	Oconee	2015 - 2019	$ 27,365,000
R-29	0009011	Mars Hill Rd / Experiment Station Rd Widening - Ph 2	Oconee	2015 - 2019	$ 13,003,000
R-30	0009012	Mars Hill Rd / Experiment Station Rd Widening - Ph 3	Oconee	2020 - 2024	$ 11,309,000
R-31	141970	Simonton Bridge Road Widening	Oconee	2020 - 2024	$ 13,933,000
R-32		Union Church Road Improvements	Oconee	2020 - 2024	$ 15,093,000
R-33	122660	US 441 / SR 24 South Widening	Oconee	2020 - 2024	$ 11,840,000
B-1	132805	Macon Highway Bridge over Middle Oconee River	ACC	2025 - 2029	$ 7,217,000
B-2		Tallassee Road Bridge	ACC	2025 - 2029	$ 5,598,000
Bike-1		Lexington Road Bike Lanes	ACC	2020-2024	$ 1,600,000
				Total	$ 509,445,102

4. Revenue vs. Expenditures

The cost of the overall slate of roadway, bicycle, and pedestrian projects for the constrained Plan totaled $509,445,102 as shown in Table 38. The reasonably expected revenue from federal, state, and local sources totaled $509,471,000. These expected revenue funds are adequate to cover the planning level costs for the proposed projects in the Plan. The MACORTS 2040 Long Range Transportation Plan is fiscally constrained.

UNFUNDED PROJECTS

SECTION XV

UNFUNDED PROJECTS

In light of the current and continuing economically challenging status of transportation funding at all levels, MACORTS had to cut many worthwhile projects from the 2035 Long Range Transportation Plan (LRTP) during this update. Rather than see those projects disappear, those projects were moved into the Unfunded section of the Long Range Transportation Plan. The projects that follow are still considered viable by the Athens-Clarke, Madison, and Oconee County governments, but could not be included in the active section of the LRTP due to the need for fiscal constraint. The anticipated roadway project expenditures cannot be greater than the anticipated revenue (federal, state, and local) for the same period in the LRTP. Also included in this section are the bicycle and pedestrian projects that MACORTS supports but cannot fund at this time. If future funds become available for any of these projects, the LRTP will have to be amended to bring the project into the funded section before it can be programmed to receive funding.

All projects from the 2035 MACORTS LRTP were examined by the TCC Subcommittee along with anticipated funding estimates. That Subcommittee's task was to recommend which projects were to remain in the Plan based on estimated cost of the project, anticipated funding available for projects in the Plan, and the current priority of the project at the local level. The recommendation from the subcommittee was forwarded to the full Technical Coordinating Committee and Policy Committee before the Draft form of this document was taken to the public for comment.

Table 40
INDEX TO ROAD AND BRIDGE PROJECTS (by project name)
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
YEAR 2035 TRANSPORTATION PLAN UPDATE
UNFUNDED SECTION

Project Number	Project Name
ACC-5	Barnett Shoals Rd. Safety Improvements (Clarke)
OC-7	Bob Godfrey / Barnett Shoals Widening (Oconee)
ACCOC-1	Commuter Rail – Athens to Atlanta (Clarke & Oconee)
MC-4	Diamond Hill – Colbert Road Widening (Madison)
OC-1	Epps Bridge Parkway / US 441 Connector (Oconee)
ACC-9	Hawthorne Avenue Widening – Phase 2 (Clarke)
MC-1	Helican Springs Road Widening (Madison)
ACC-11	Jefferson River Rd. Safety Improvements (Clarke)
ACC-3	Lexington Highway Widening (Clarke)
MC-2	Lloyd Nelms Road / Martin Griffeth Road Widening (Madison)
ACC-6	Macon Highway Widening (Clarke)
OC-2	New High Shoals Rd./ SR 53 Connector (Oconee)
ACC-1	Newton Bridge Rd. Safety Improvements (Clarke)
ACC-7	Oconee Street Widening (Clarke)
MC-3	Piedmont Road Widening (Madison)
ACC-2	Spring Valley Rd. Widening (Clarke)
ACC-8	SR 10 Loop at US 29 Intersection (Clarke)
OC-3	SR 316 Frontage Road – I (Oconee)
OC-4	SR 316 Frontage Road – II (Oconee)
OC-5	SR 316 Interchange / Grade Separations (Oconee)
OC-6	SR 53 Widening (Oconee)
ACC-10	Vine Street Extension (Clarke)
ACC-4	Whitehall Rd. Safety Improvements (Clarke)

BRIDGE (B) PROJECTS

Project Number	Project Name
ACCOC-2	Simonton Bridge Rd. Bridge over Middle Oconee River (Clarke / Oconee)

Table 41
INDEX TO ROAD AND BRIDGE PROJECTS (by project number)
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
YEAR 2040 TRANSPORTATION PLAN UPDATE
UNFUNDED SECTION

Project Number	Project Name
ACC-1	Newton Bridge Rd. Safety Improvements (Clarke)
ACC-2	Spring Valley Rd. Widening (Clarke)
ACC-3	Lexington Highway Widening (Clarke)
ACC-4	Whitehall Rd. Safety Improvements (Clarke)
ACC-5	Barnett Shoals Rd. Safety Improvements (Clarke)
ACC-6	Macon Highway Widening (Clarke)
ACC-7	Oconee Street Widening (Clarke)
ACC-8	SR 10 Loop at US 29 Intersection (Clarke)
ACC-9	Hawthorne Avenue Widening – Phase 2 (Clarke)
ACC-10	Vine Street Extension (Clarke)
ACC-11	Jefferson River Rd. Safety Improvements (Clarke)
ACCOC-1	Commuter Rail – Athens to Atlanta (Clarke & Oconee)
MC-1	Helican Springs Road Widening (Madison)
MC-2	Lloyd Nelms Road / Martin Griffeth Road Widening (Madison)
MC-3	Piedmont Road Widening (Madison)
MC-4	Diamond Hill – Colbert Road Widening (Madison)
OC-1	Epps Bridge Parkway / US 441 Connector (Oconee)
OC-2	New High Shoals Rd./ SR 53 Connector (Oconee)
OC-3	SR 316 Frontage Road – I (Oconee)
OC-4	SR 316 Frontage Road – II (Oconee)
OC-5	SR 316 Interchange / Grade Separations (Oconee)
OC-6	SR 53 Widening (Oconee)
OC-7	Bob Godfrey / Barnett Shoals Widening (Oconee)

BRIDGE (B) PROJECTS

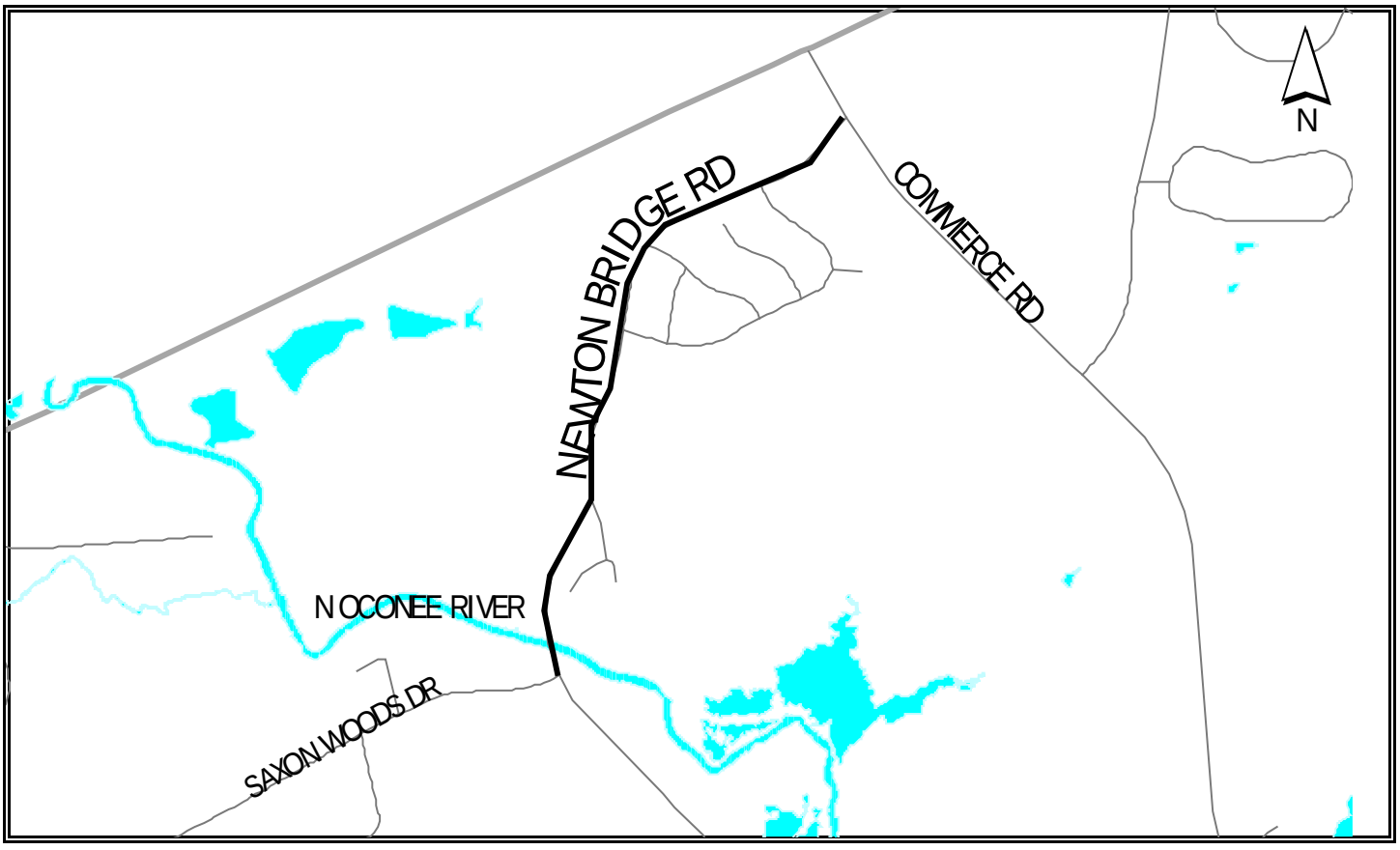
Project Number	Project Name
ACCOC-2	Simonton Bridge Rd. Bridge over Middle Oconee River (Clarke / Oconee)

MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Newton Bridge Rd Safety Improvements				***PROJECT #:***	ACC-1
PROJECT DESCRIPTION: Widen from North Oconee River to US 441 to 2 standard lanes with turn lanes at key intersections along the corridor.				*Estimated Cost:*	$2,500,000
				County:	Clarke
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 1.2	*# of existing lanes:* 2		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 9,10		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* 2,430		*2040 (projected)* 3,070		

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$75,000
Right-of-Way ($)				$700,000
Construction Costs ($)				$1,725,000
PROJECT COST				$2,500,000
Federal Cost ($)				$2,000,000
State Cost ($)				$250,000
Local Cost ($)				$250,000

PROJECT LOCATION

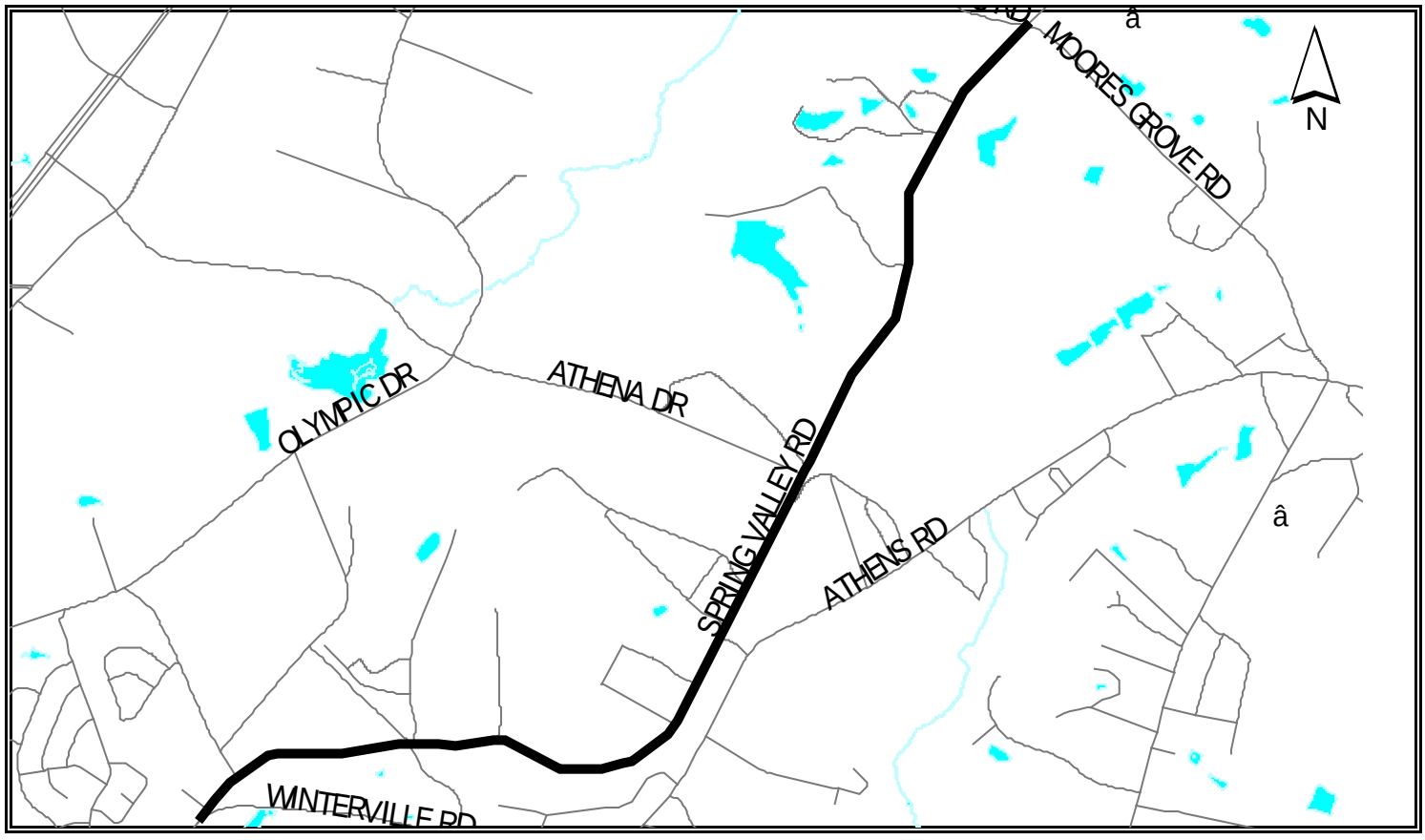


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Spring Valley Rd Widening			***PROJECT #:*** ACC-2
PROJECT DESCRIPTION: Widen Spring Valley Rd to include turn lanes at key intersections. Sidewalks and bicycle facilities are planned for the corridor.			*Estimated Cost:* $20,647,500
			County: Clarke
			P.I. #:
			GDOT Prj.#:
Length (miles): 3.4	*# of existing lanes:* 2	*# of lanes planned:* 2	
DOT District #: 1	*Congressional Dist. #:* 9,10	*RC:* Northeast Georgia	
Average Daily Traffic Volume *2013* 2,440		*2040 (projected):* 4,820	

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$112,500
Right-of-Way ($)				$5,112,500
Construction Costs ($)				$15,422,500
PROJECT COST				$20,647,500
Federal Cost ($)				$16,518,000
State Cost ($)				$2,064,750
Local Cost ($)				$2,064,750

PROJECT LOCATION

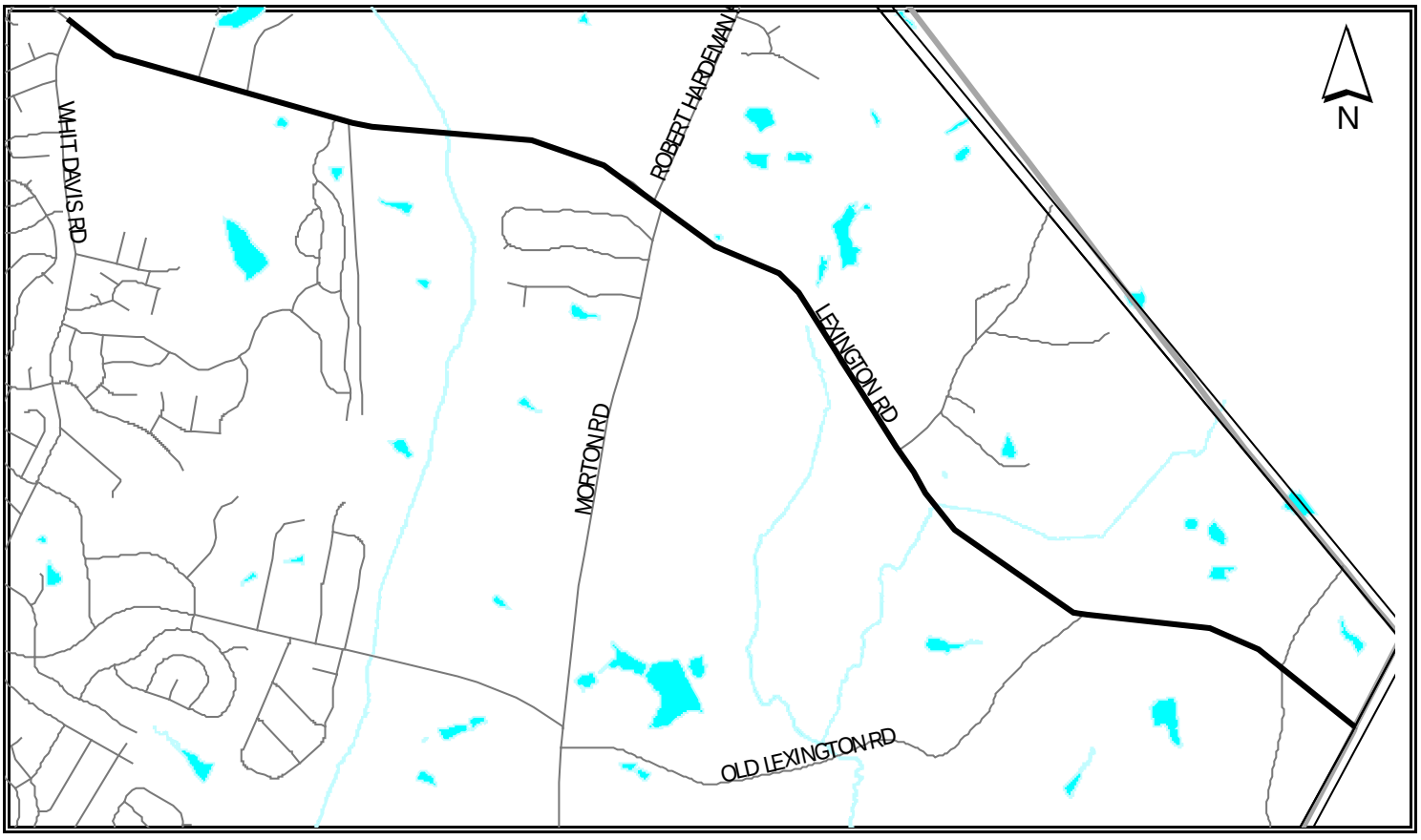


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2010-2035 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Lexington Hwy Widening			***PROJECT #:*** ACC-3
PROJECT DESCRIPTION: Widen Lexington Rd (US 78, SR 10) to 4-lane divided highway with turn lanes at major intersections from Whit Davis Rd to Oglethorpe county line *60% in MPO area, so costs have been prorated			*Estimated Cost:* $41,146,500 *County:* Clarke *P.I. #:* 132660 *GDOT Prj.#:* STP-00-0014-01(069)
Length (miles): 4.7	*# of existing lanes:* 2	*# of lanes planned:* 4	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:* Northeast Georgia	
Average Daily Traffic Volume	*2013* 9,140	*2040* 15,300	

PROJECT PHASE	***FY 2040 Median Cost***
Preliminary Engineering ($)	
Right-of-Way ($)	$8,771,000
Construction Costs ($)	$32,375,500
PROJECT COST	$41,146,500
Federal Cost ($)	$32,917,200
State Cost ($)	$4,114,650
Local Cost ($)	$4,114,650

PROJECT LOCATION

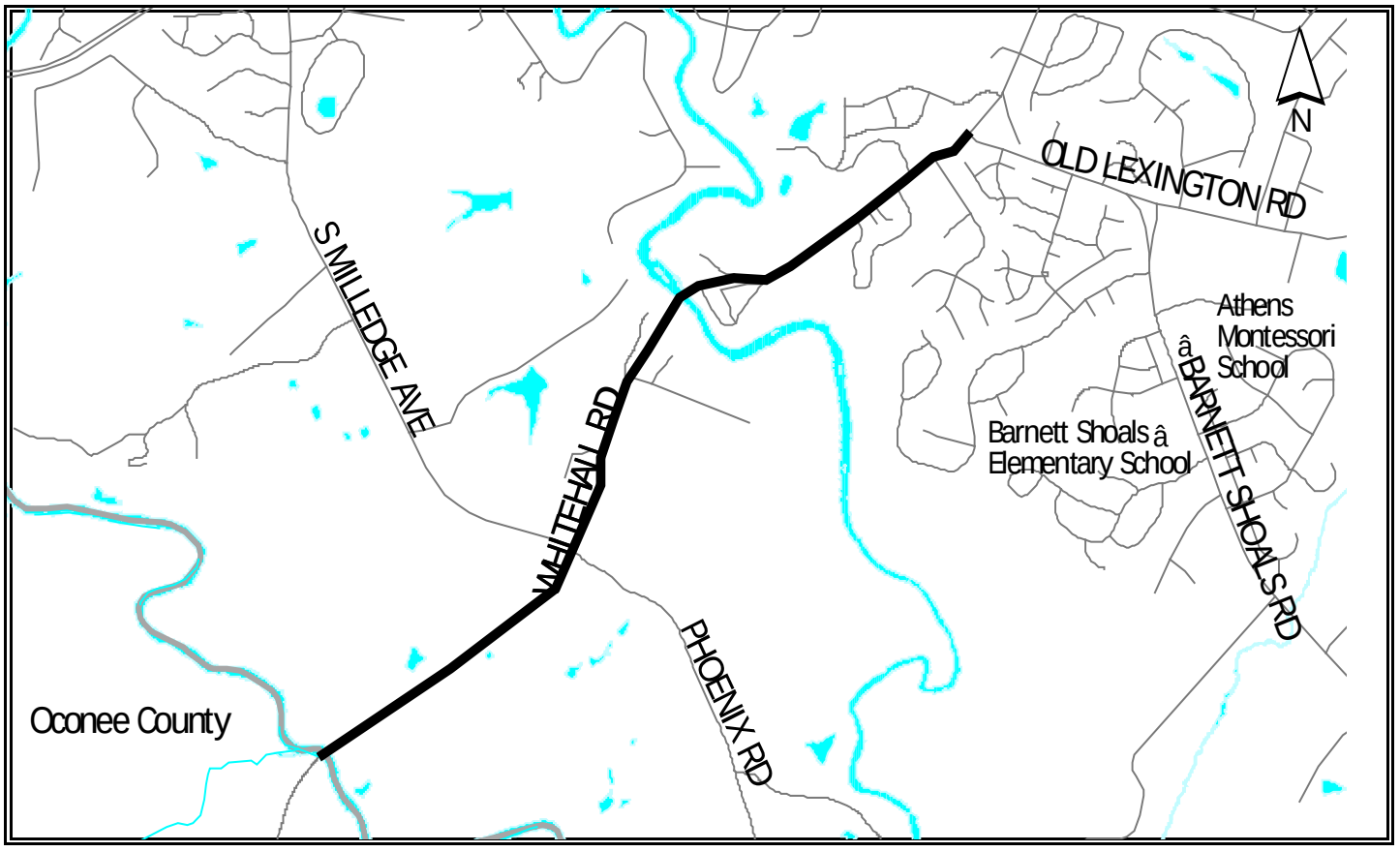


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Whitehall Rd Safety Improvements				***PROJECT #:***	ACC-4
PROJECT DESCRIPTION: Widen to 2 standard travel lanes with turn lanes at key intersections from Barnett Shoals Rd to Milledge Ave, widen to 4 lanes from Milledge Ave to the Oconee County line. Pedestrian and bicycle improvements are included.				*Estimated Cost:*	$2,500,000
				County:	Clarke
				P.I. #:	0007937
				GDOT Prj.#:	CSSTP-0007-00(937)
Length (miles): 2.6	*# of existing lanes:* 2		*# of lanes planned:* 2 / 4		
DOT District #: 1	*Congressional Dist. #:* 9,10		*RC:* Northeast Georgia		
Average Daily Traffic Volume *2013* 6,040			*2040 (projected):* 10,040		

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$75,000
Right-of-Way ($)				$700,000
Construction Costs ($)				$1,725,000
PROJECT COST				$2,500,000
Federal Cost ($)				$2,000,000
State Cost ($)				$250,000
Local Cost ($)				$250,000

PROJECT LOCATION



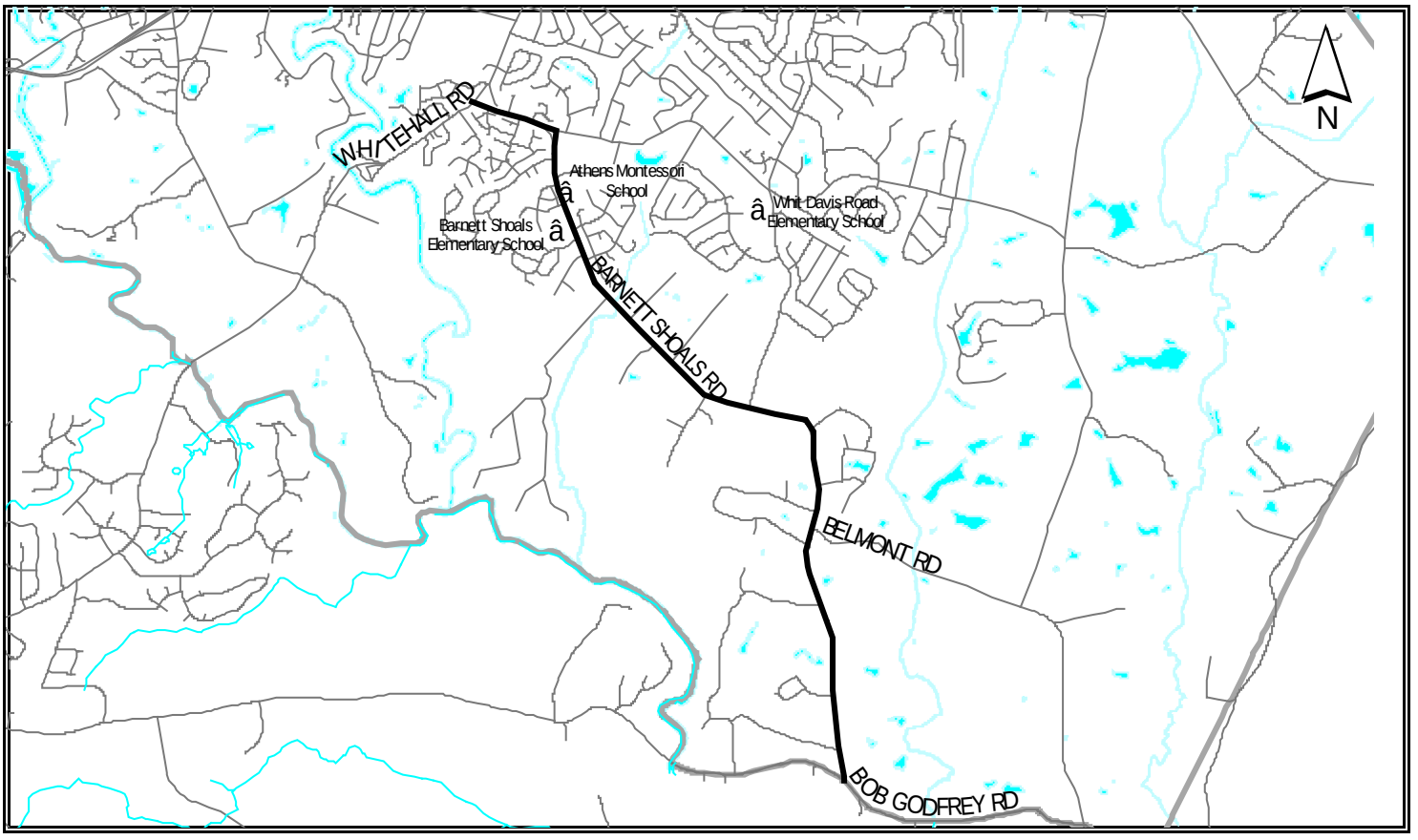
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Barnett Shoals Rd Safety Improvements		***PROJECT #:***	ACC-5
PROJECT DESCRIPTION: Widen/reconstruct Barnett Shoals Rd to 2 standard travel lanes plus turn lanes at key intersections along the corridor from Whitehall Rd to Bob Godfrey Rd. Include in the project pedestrian and bicycle improvements.		*Estimated Cost:*	$2,500,000
		County:	Clarke
		P.I. #:	0007938
		GDOT Prj.#:	CSSTP-007-00(937)

Length (miles):	5.3	*# of existing lanes:*	2	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	9,10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013*	6,610	*2040 (projected)*	9,280	

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$75,000
Right-of-Way ($)				$700,000
Construction Costs ($)				$1,725,000
PROJECT COST				$2,500,000
Federal Cost ($)				$2,000,000
State Cost ($)				$250,000
Local Cost ($)				$250,000

PROJECT LOCATION

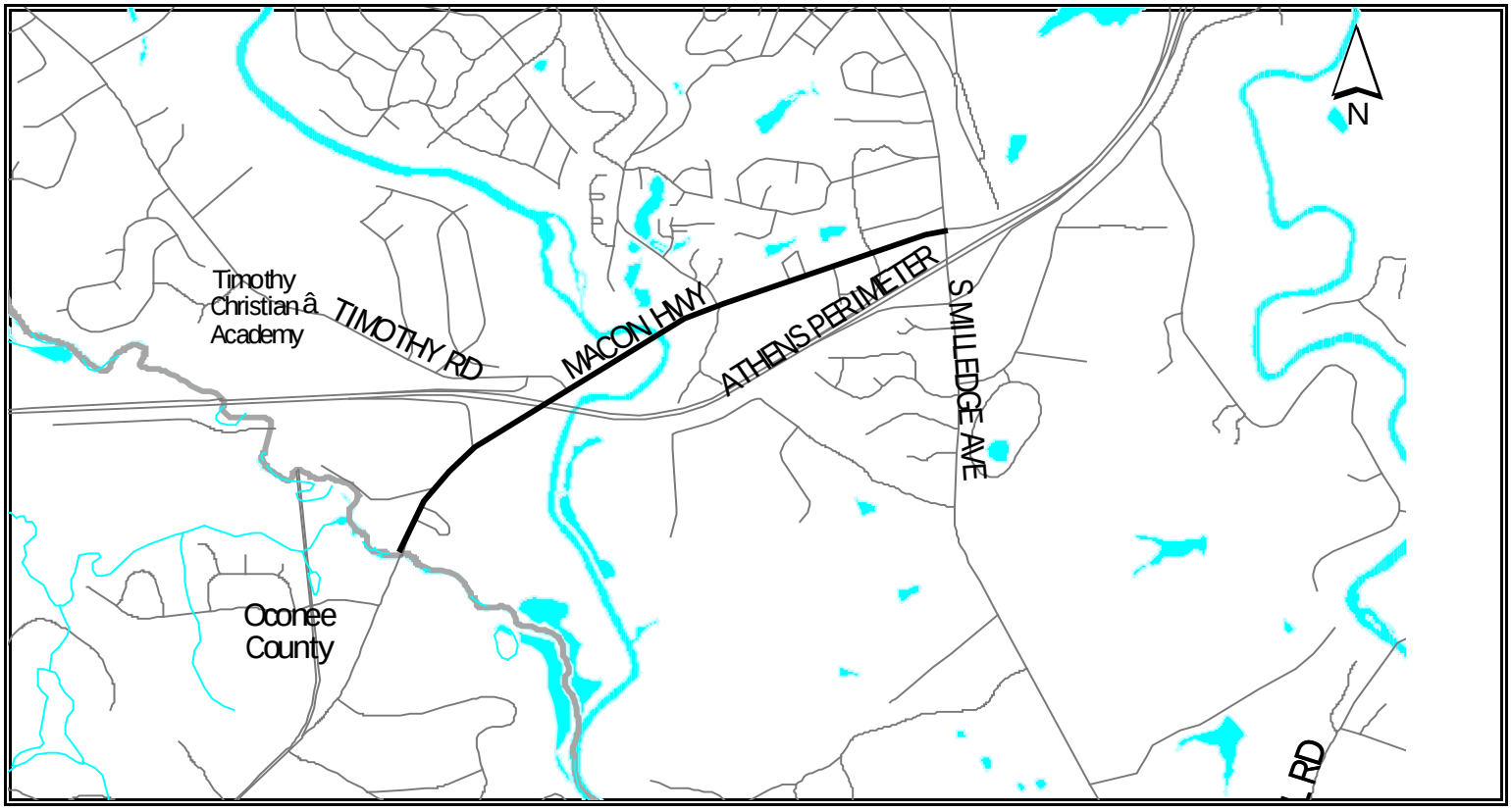


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Macon Highway Widening			***PROJECT #:*** ACC-6
PROJECT DESCRIPTION: widen/reconstruct Macon Hwy from the ACC/Oconee County line to Milledge Ave to a 3 lane typical section with a two-way center left-turn lane and dedicated left-turn lanes at key intersections along the corridor. Pedestrian and bicycle facilities are planned for this corridor. This project would be constructed with the Macon Hwy bridge improvement plan.			*Estimated Cost:* $10,000,000 *County:* Clarke *P.I. #:* *GDOT Prj.#:*
Length (miles): 1.6	*# of existing lanes:* 2	*# of lanes planned:* 3	
DOT District #: 1	*Congressional Dist. #:* 9, 10	*RC:* Northeast Georgia	
Average Daily Traffic Volume *2013* 10,980		*2040 (projected):* 16,790	

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$300,000
Right-of-Way ($)				$2,800,000
Construction Costs ($)				$6,900,000
PROJECT COST				$10,000,000
Federal Cost ($)				$8,000,000
State Cost ($)				$1,000,000
Local Cost ($)				$1,000,000

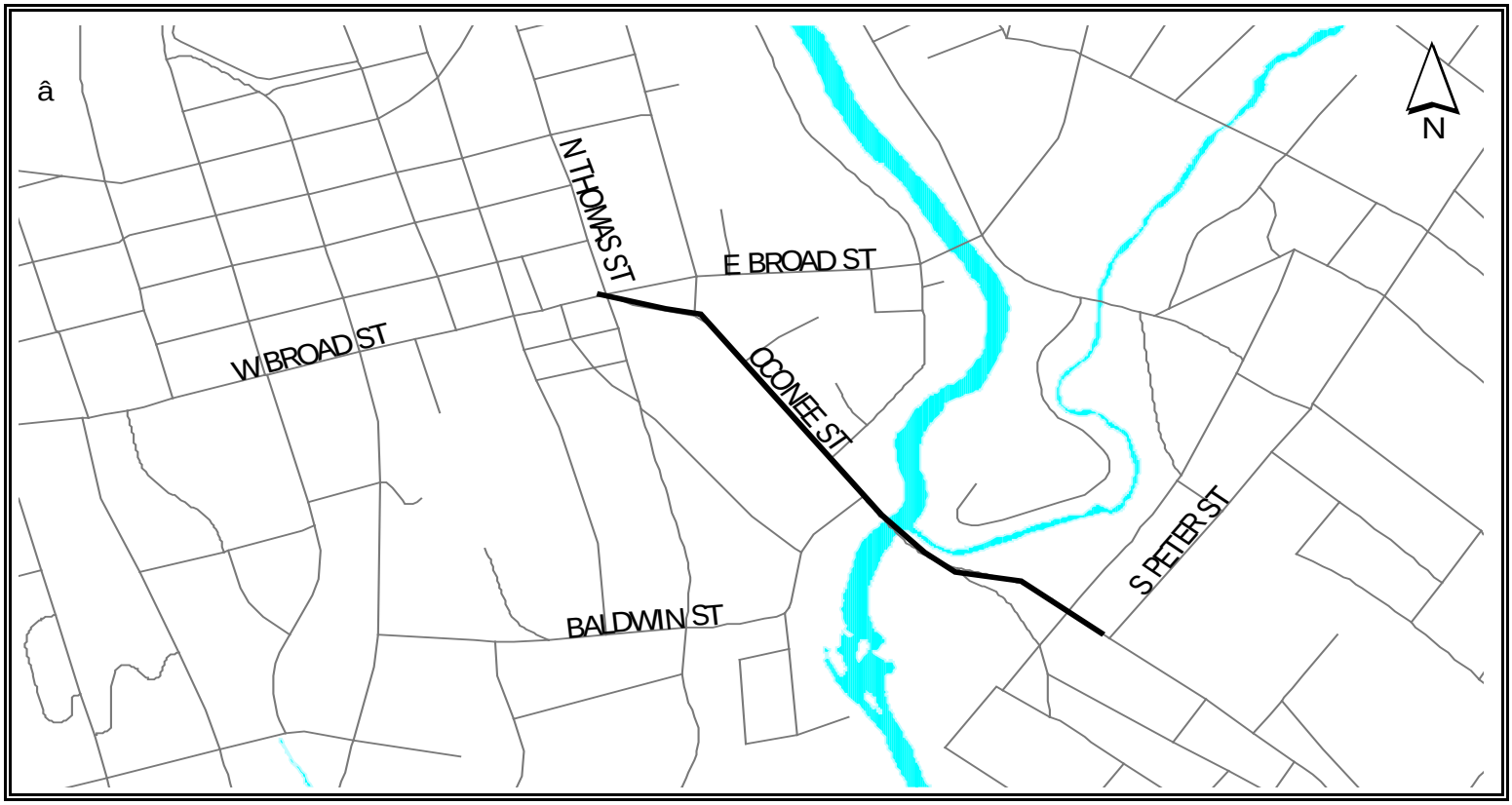
PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Oconee St Widening				***PROJECT #:***	ACC-7
PROJECT DESCRIPTION: Widen/reconstruct Oconee St to 4 lanes with additional turn lanes as needed between Thomas St and a point west of Peter St. Pedestrian and bicycle facilities are planned for this corridor. Included in the project would be dual left-turns from Thomas St onto Oconee St.				*Estimated Cost:*	$17,431,500
				County:	Clarke
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 0.6	*# of existing lanes:* 2		*# of lanes planned:* 4		
DOT District #: 1	*Congressional Dist. #:* 9,10		*RC:* Northeast Georgia		
Average Daily Traffic Volume *2013* 24,530			*2040 (projected):* 31350		
PROJECT PHASE					***FY 2040 Median Cost***
Preliminary Engineering ($)					$1,881,000
Right-of-Way ($)					$1,369,000
Construction Costs ($)					$14,181,500
PROJECT COST					$17,431,500
Federal Cost ($)					$13,945,200
State Cost ($)					$1,743,150
Local Cost ($)					$1,743,150

PROJECT LOCATION

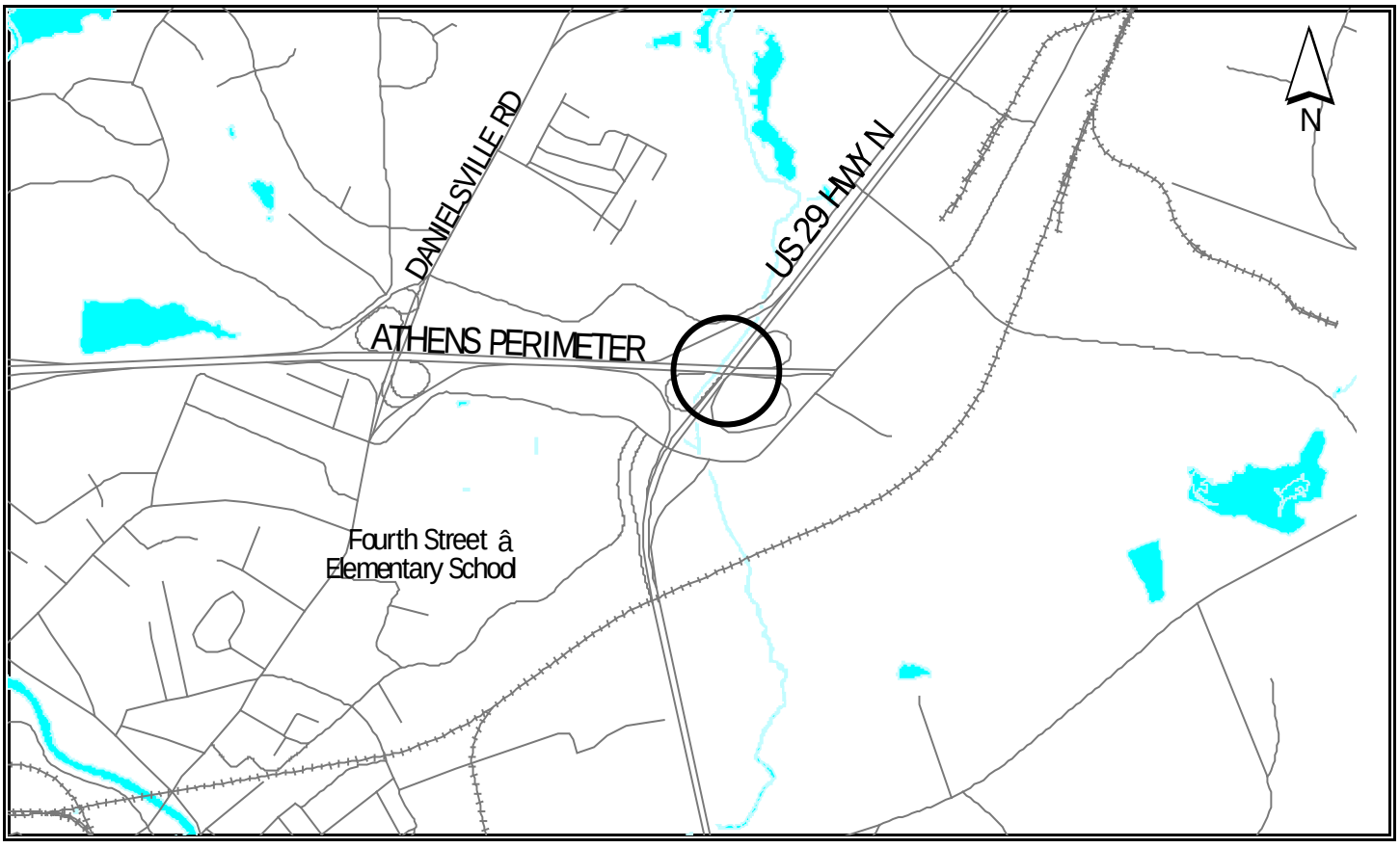


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: SR 10 Loop at US 29 Intersection		***PROJECT #:***	ACC-8
PROJECT DESCRIPTION: Reconstruct the interchange to serve the principal traffic movement to remain on SR 10 Loop. Construct entrance and exit ramps to serve traffic onto and off SR 10 Loop from US 29.		*Estimated Cost:*	$37,662,500
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	
Length (miles):	*# of existing lanes:* N/A	*# of lanes planned:*	2
DOT District #: 1	*Congressional Dist. #:* 9,10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* 23,700	*2040 (projected):*	35,410

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$3,573,500
Right-of-Way ($)				$1,826,000
Construction Costs ($)				$32,263,000
PROJECT COST				$37,662,500
Federal Cost ($)				$30,130,000
State Cost ($)				$3,766,250
Local Cost ($)				$3,766,250

PROJECT LOCATION



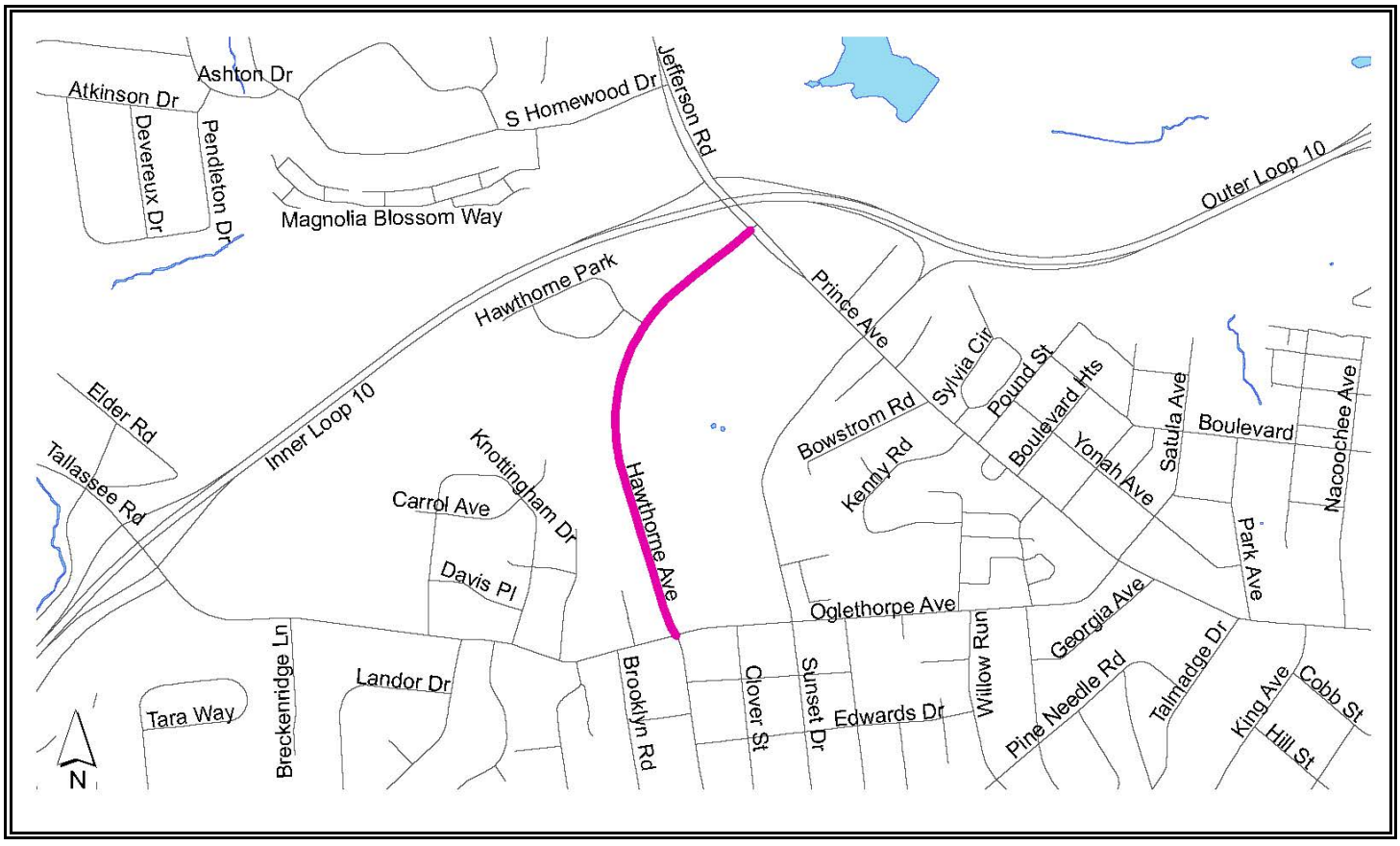
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Hawthorne Avenue Widening - Phase 2		***PROJECT #:***	ACC-9
PROJECT DESCRIPTION: Widen to 5 lane roadway from Oglethorpe Avenue to Prince Avenue. Pedestrian and bicycle facilities will be included.		*Estimated Cost:*	$10,554,500
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	*# of existing lanes:* N/A	*# of lanes planned:* 2
DOT District #: 1	*Congressional Dist. #:* 9,10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 13,330		*2040 (projected):* 14,030

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$316,635
Right-of-Way ($)				$2,955,260
Construction Costs ($)				$7,282,605
PROJECT COST				$10,554,500
Federal Cost ($)				$8,443,600
State Cost ($)				$1,055,450
Local Cost ($)				$1,055,450

PROJECT LOCATION



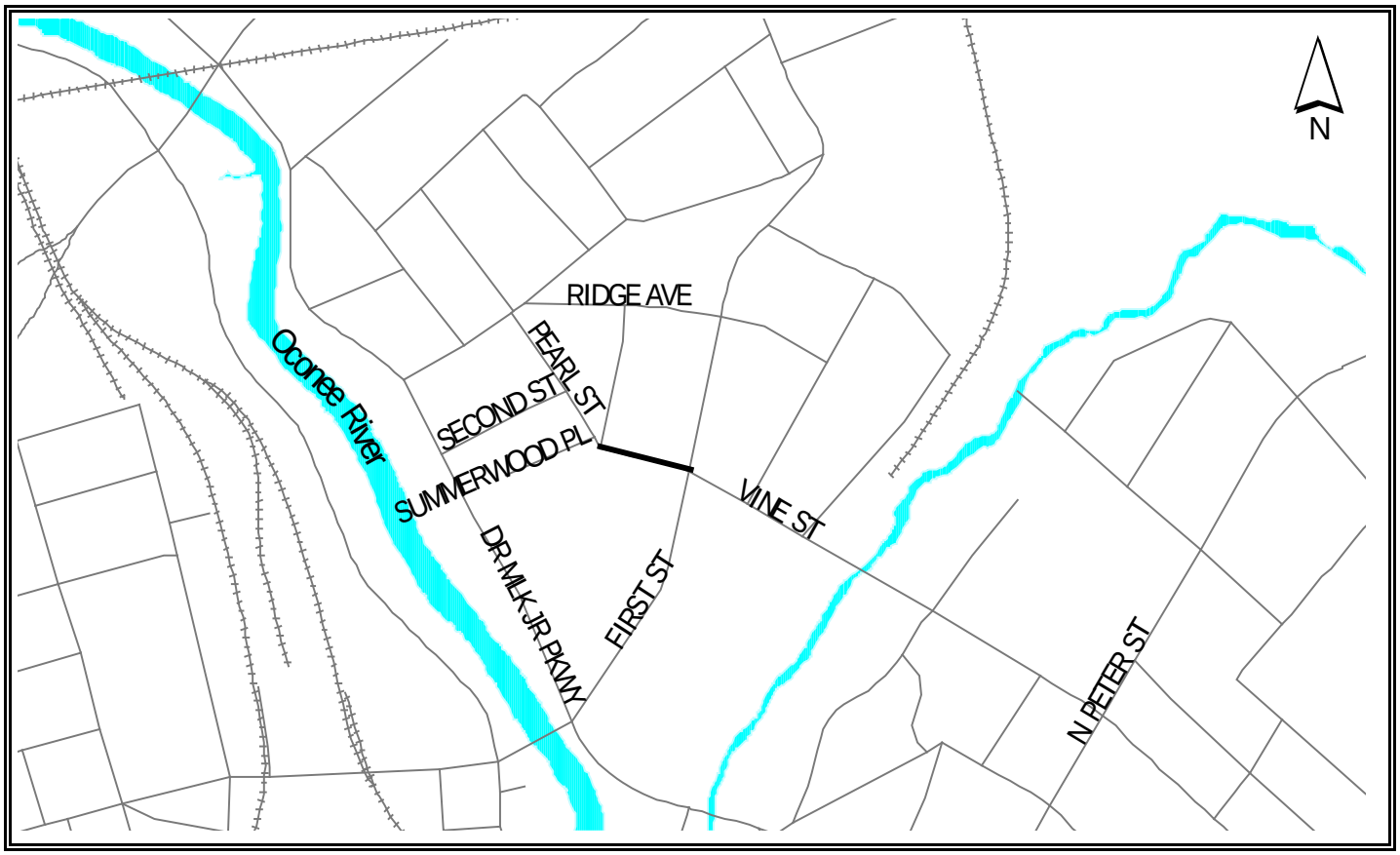
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME:	Vine Street Extension	***PROJECT #:***	ACC-10
PROJECT DESCRIPTION: Extend Vine St as a two lane road to Second St with sidewalks **not eligible for federal funding due to functional classification*		*Estimated Cost:*	$695,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles):	0.1	*# of existing lanes:*	0	*# of lanes planned:*	2
DOT District #:	1	*Congressional Dist. #:*	9,10	*RC:*	Northeast Georgia
Average Daily Traffic Volume		*2013*	N/A	*2040*	N/A

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$20,850
Right-of-Way ($)				$194,600
Construction Costs ($)				$479,550
PROJECT COST				$695,000
Federal Cost ($)				$556,000
State Cost ($)				$69,500
Local Cost ($)				$69,500

PROJECT LOCATION



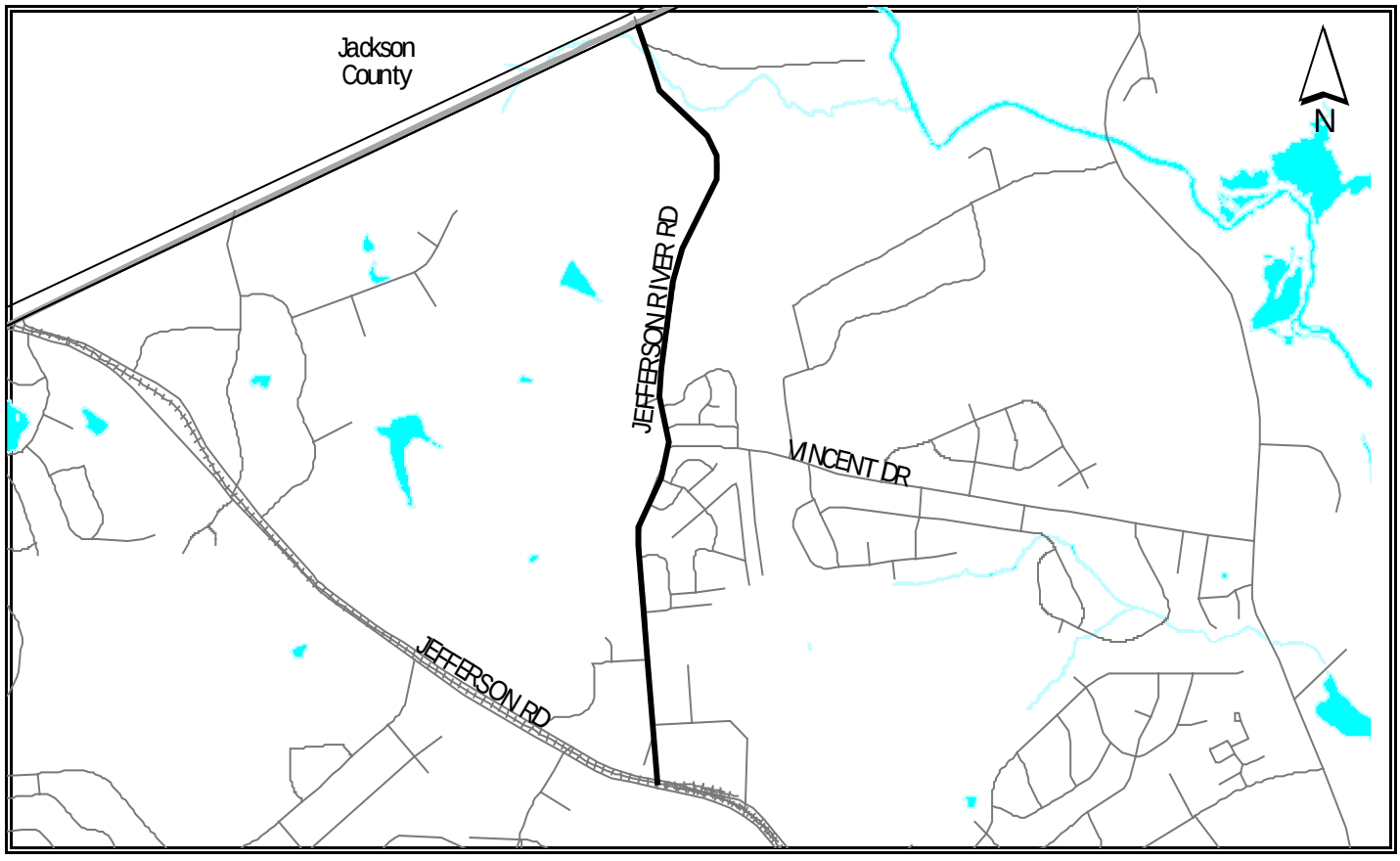
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Jefferson River Rd Safety Improvements		***PROJECT #:***	ACC-11
PROJECT DESCRIPTION: Widen Jefferson River Rd to 2 standard lanes from Jefferson Rd to Jackson County line. Bicycle and pedestrian facilities should be included.		*Estimated Cost:*	$2,500,000
		County:	Clarke
		P.I. #:	
		GDOT Prj.#:	

Length (miles): 1.9	*# of existing lanes:* 2	*# of lanes planned:* 2
DOT District #: 1	*Congressional Dist. #:* 9,10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 3,190	*2040 (projected):* 3,560	

PROJECT PHASE	***FY 2040 Median Cost***
Preliminary Engineering ($)	$75,000
Right-of-Way ($)	$700,000
Construction Costs ($)	$1,725,000
PROJECT COST	$2,500,000
Federal Cost ($)	$2,000,000
State Cost ($)	$250,000
Local Cost ($)	$250,000

PROJECT LOCATION



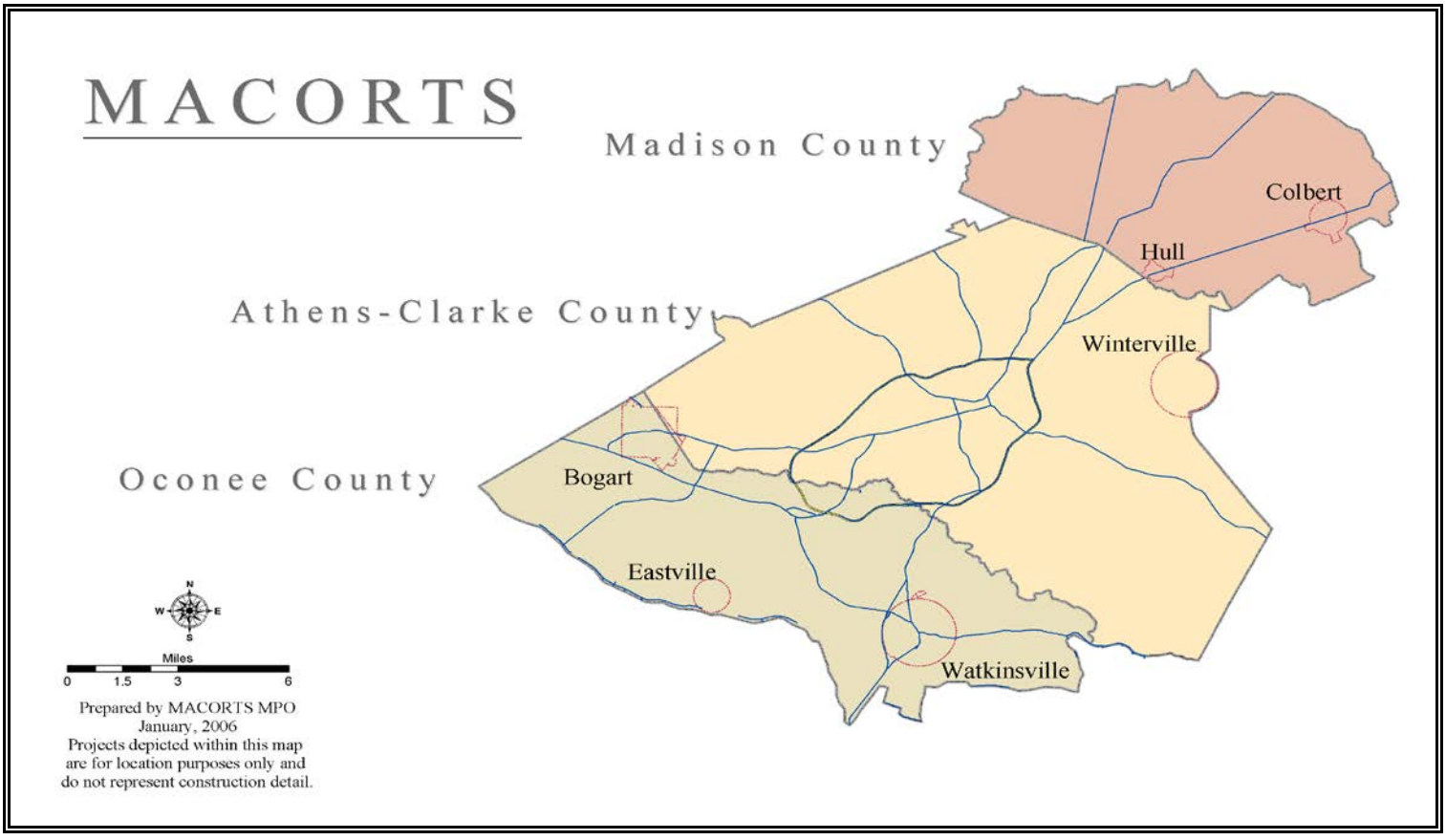
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Commuter Rail - Athens to Atlanta		***PROJECT #:***	ACCOC-1
PROJECT DESCRIPTION: Provide Commuter rail service from Athens to Atlanta.		*Estimated Cost:*	$62,731,000
		County:	Clarke & Oconee
		P.I. #:	171600, 171601
		GDOT Prj.#:	NH000-1716-00(000)(010)

Length (miles):	N/A	*# of existing lanes:*	N/A	*# of lanes planned:*	N/A
DOT District #:	1	*Congressional Dist. #:*	9,10	*RC:*	Northeast Georgia
Average Daily Traffic Volume		*2013* N/A		*2040 (projected):*	N/A

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				
Right-of-Way ($)				
Construction Costs ($)				$62,731,000
PROJECT COST				$62,731,000
Federal Cost ($)				$50,184,800
State Cost ($)				$6,273,100
Local Cost ($)				$6,273,100

PROJECT LOCATION



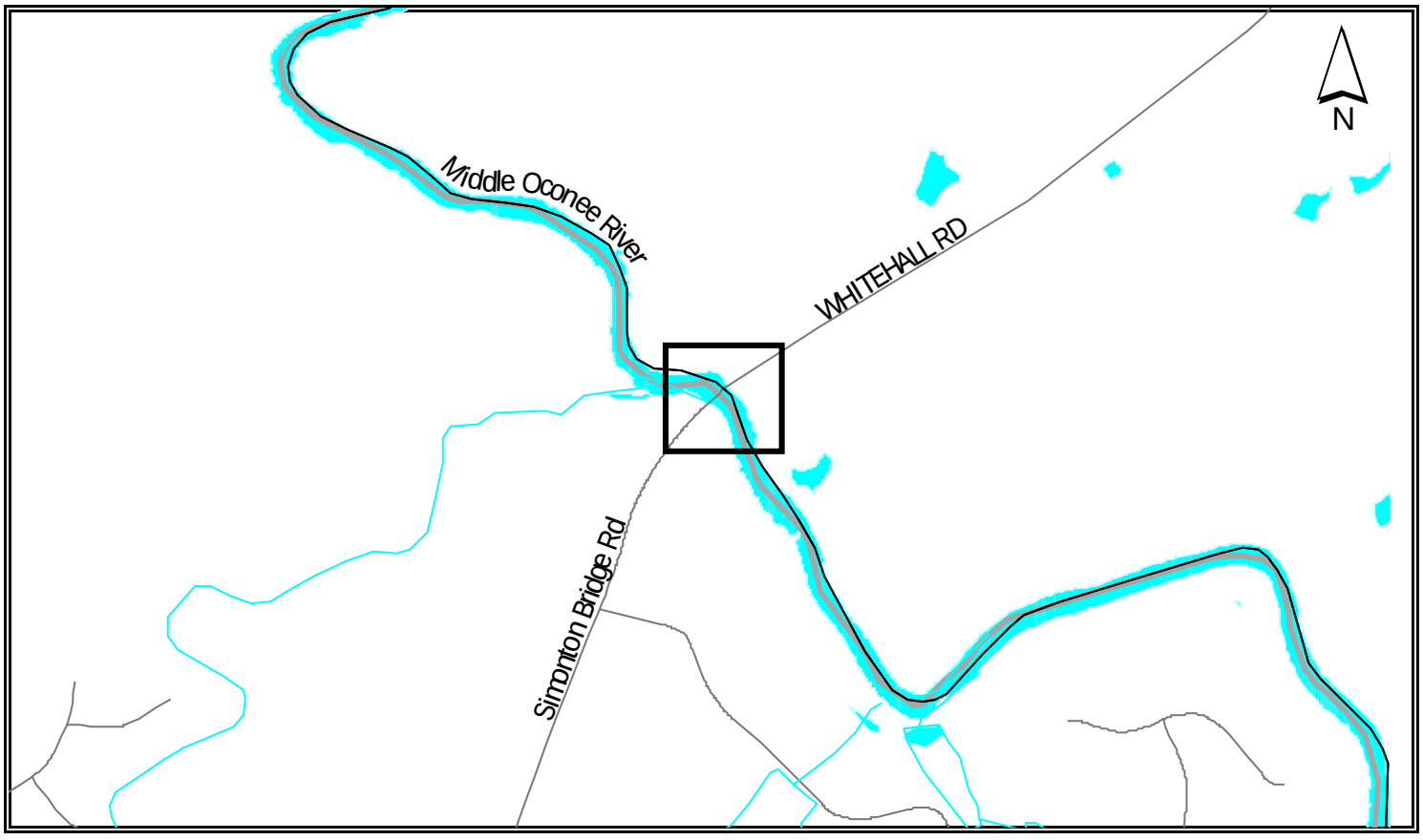
MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Whitehall Rd/Simonton Bridge Rd Bridge Project		***PROJECT #:***	ACCOC-2
PROJECT DESCRIPTION: Reconstruct/improve bridge over Middle Oconee River.		*Estimated Cost:*	$8,195,500
		County:	Clarke & Oconee
		P.I. #:	
		GDOT Prj.#:	

Length (miles): 0.1	*# of existing lanes:* 2	*# of lanes planned:* 4
DOT District #: 1	*Congressional Dist. #:* 9,10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 5,910		*2040 (projected):* 9,505

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$1,798,000
Right-of-Way ($)				$547,500
Construction Costs ($)				$5,850,000
PROJECT COST				$8,195,500
Federal Cost ($)				$6,556,400
State Cost ($)				$819,550
Local Cost ($)				$819,550

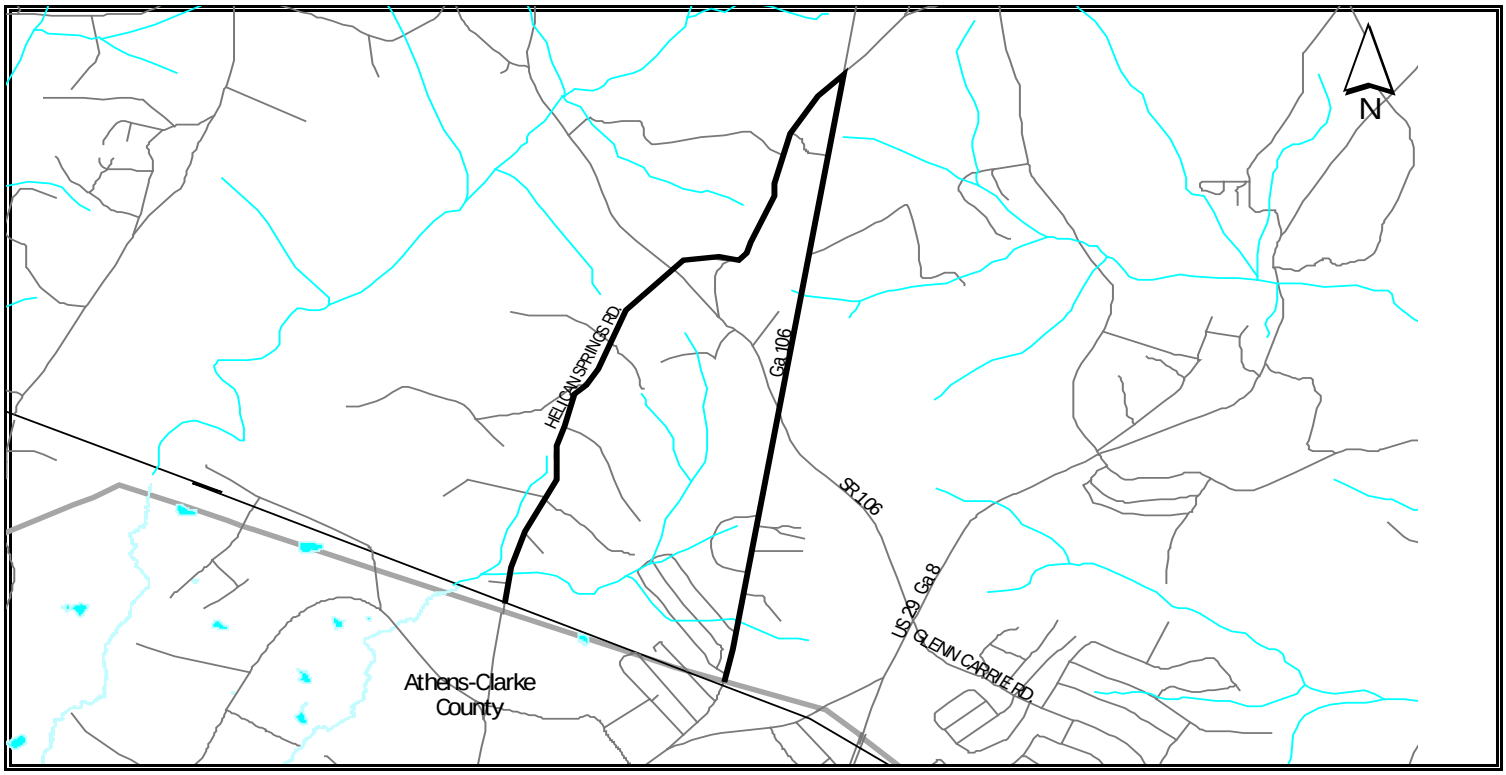
PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Helican Springs Rd Widening				***PROJECT #:***	MC-1
PROJECT DESCRIPTION: Widen Helican Springs Rd from SR 106 to the Athens-Clarke County line to alleviate congestion on US 29. **not eligible for federal funding due to functional classification*				*Estimated Cost:*	$10,341,000
				County:	Madison
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 4.7	*# of existing lanes:* 2		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 9		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* not available		*2040 (projected):* not available		
PROJECT PHASE					***FY 2040 Median Cost***
Preliminary Engineering ($)					$108,500
Right-of-Way ($)					$1,369,000
Construction Costs ($)					$8,863,500
PROJECT COST					$10,341,000
Federal Cost ($)					$8,272,800
State Cost ($)					$1,034,100
Local Cost ($)					$1,034,100

PROJECT LOCATION

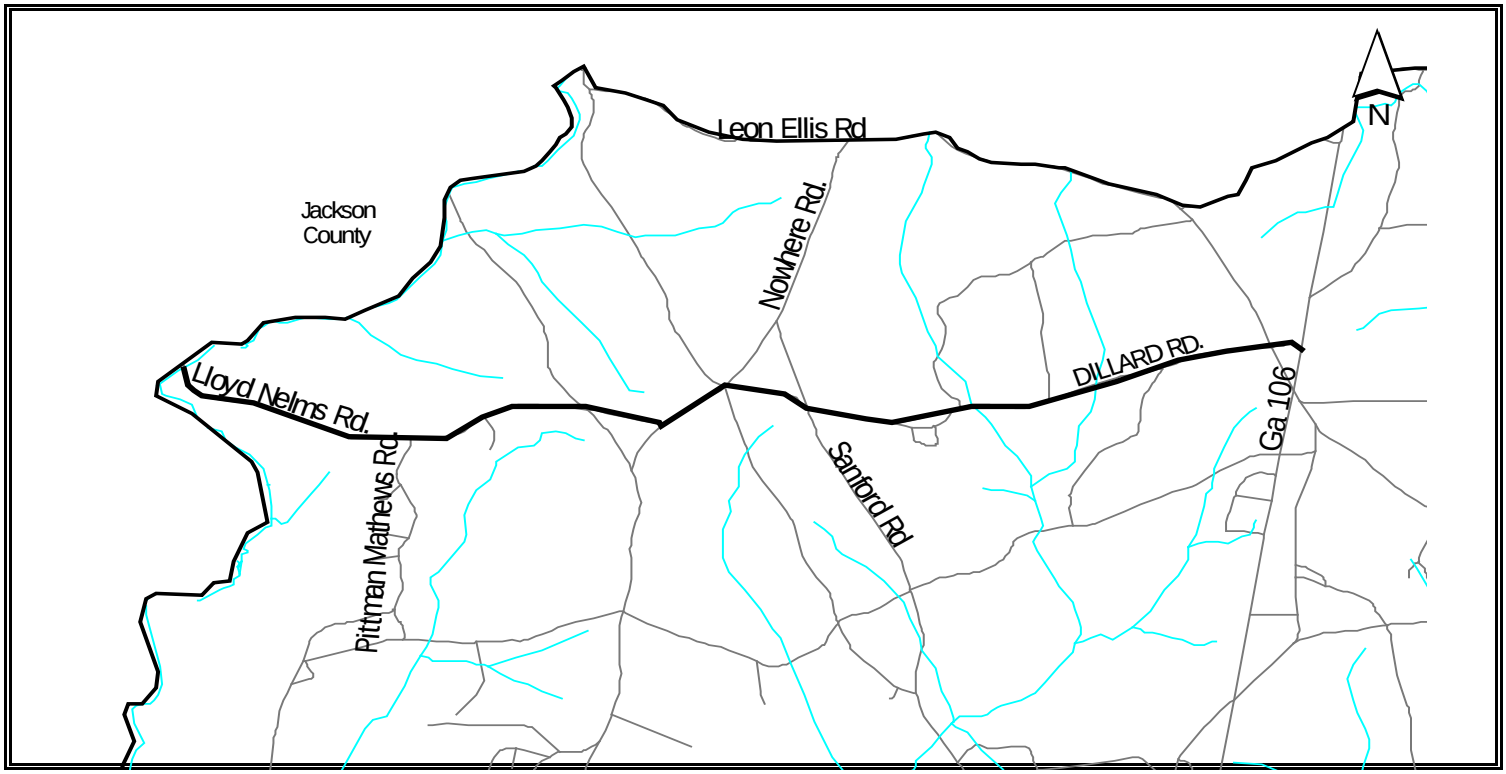


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Lloyd Nelms Rd/Martin Griffeth Widening				***PROJECT #:***	MC-2
PROJECT DESCRIPTION: Widen to 2 standard travel lanes from SR 106 to Jackson County line **not eligible for federal funding due to functional classification*				*Estimated Cost:*	$24,074,000
				County:	Madison
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 4	*# of existing lanes:* 2		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 9		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* not available		*2040 (projected):* not available		

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$97,500
Right-of-Way ($)				$7,646,000
Construction Costs ($)				$16,330,500
PROJECT COST				$24,074,000
Federal Cost ($)				$19,259,200
State Cost ($)				$2,407,400
Local Cost ($)				$2,407,400

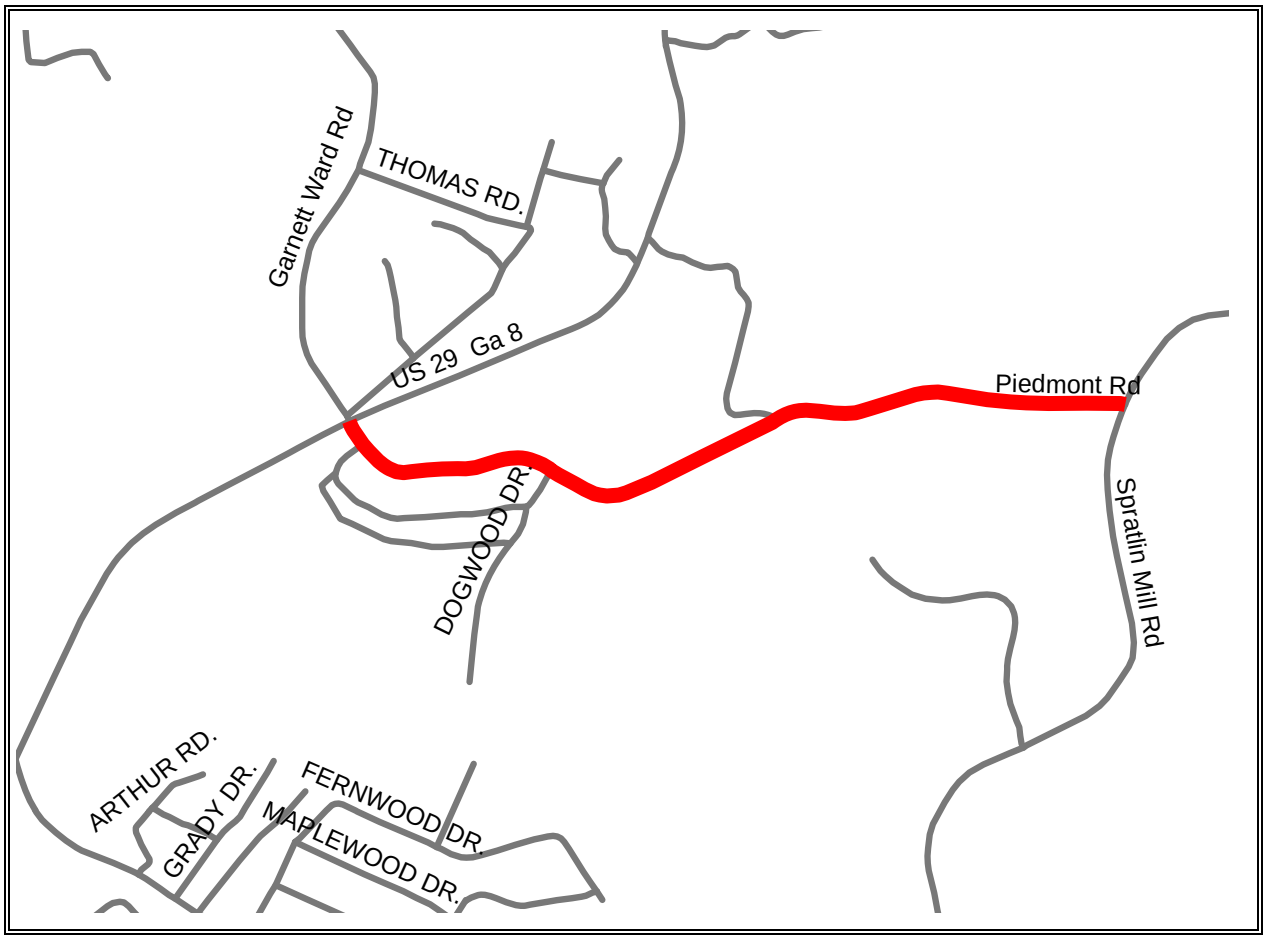
PROJECT LOCATION



PROJECT NAME: Piedmont Road Widening				***PROJECT #:***	MC-3
PROJECT DESCRIPTION: Widen entire length of Piedmont Road to 2 standard travel lanes and improve intersections, where applicable. **not eligible for federal funding due to functional classification*				*Estimated Cost:*	$13,355,500
				County:	Madison
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 1.5	*# of existing lanes:* 2		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 9		*RC:* Northeast Georgia		
Average Daily Traffic Volume *2013* not available			*2040 (projected):* 1,020		

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$105,500
Right-of-Way ($)				$3,368,000
Construction Costs ($)				$9,882,000
PROJECT COST				$13,355,500
Federal Cost ($)				$10,684,400
State Cost ($)				$1,335,550
Local Cost ($)				$1,335,550

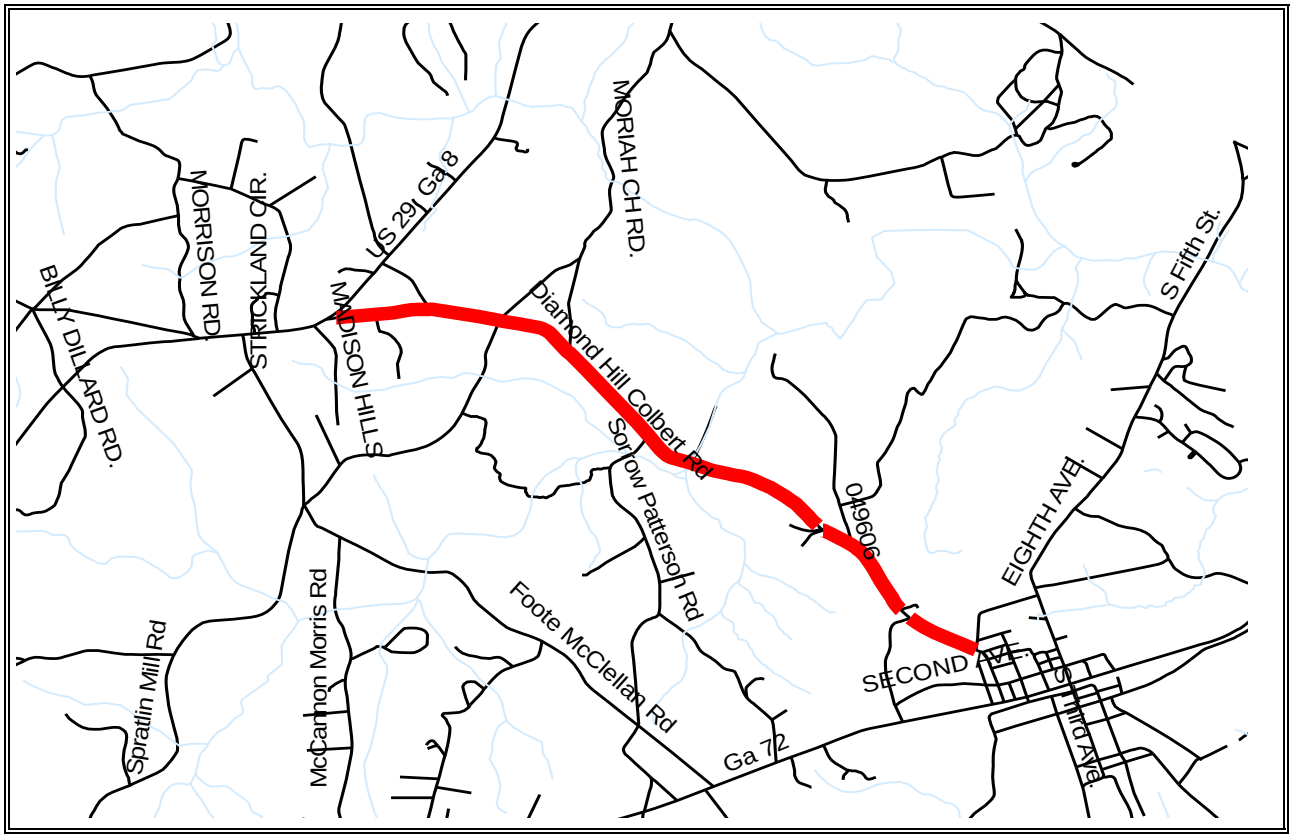
PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Diamond Hill - Colbert Road Widening				***PROJECT #:***	MC-4
PROJECT DESCRIPTION: Widen entire length of Diamond Hill - Colbert Road to 2 standard travel lanes and improve intersections where applicable. **not eligible for federal funding due to functional classification*				*Estimated Cost:*	$21,762,500
				County:	Madison
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 3.9	*# of existing lanes:* 2		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 9		*RC:* Northeast Georgia		
Average Daily Traffic Volume *2013* 870			*2040 (projected):* 2,070		
PROJECT PHASE					***FY 2040 Median Cost***
Preliminary Engineering ($)					$1,826,000
Right-of-Way ($)					$4,963,500
Construction Costs ($)					$14,973,000
PROJECT COST					$21,762,500
Federal Cost ($)					$17,410,000
State Cost ($)					$2,176,250
Local Cost ($)					$2,176,250

PROJECT LOCATION

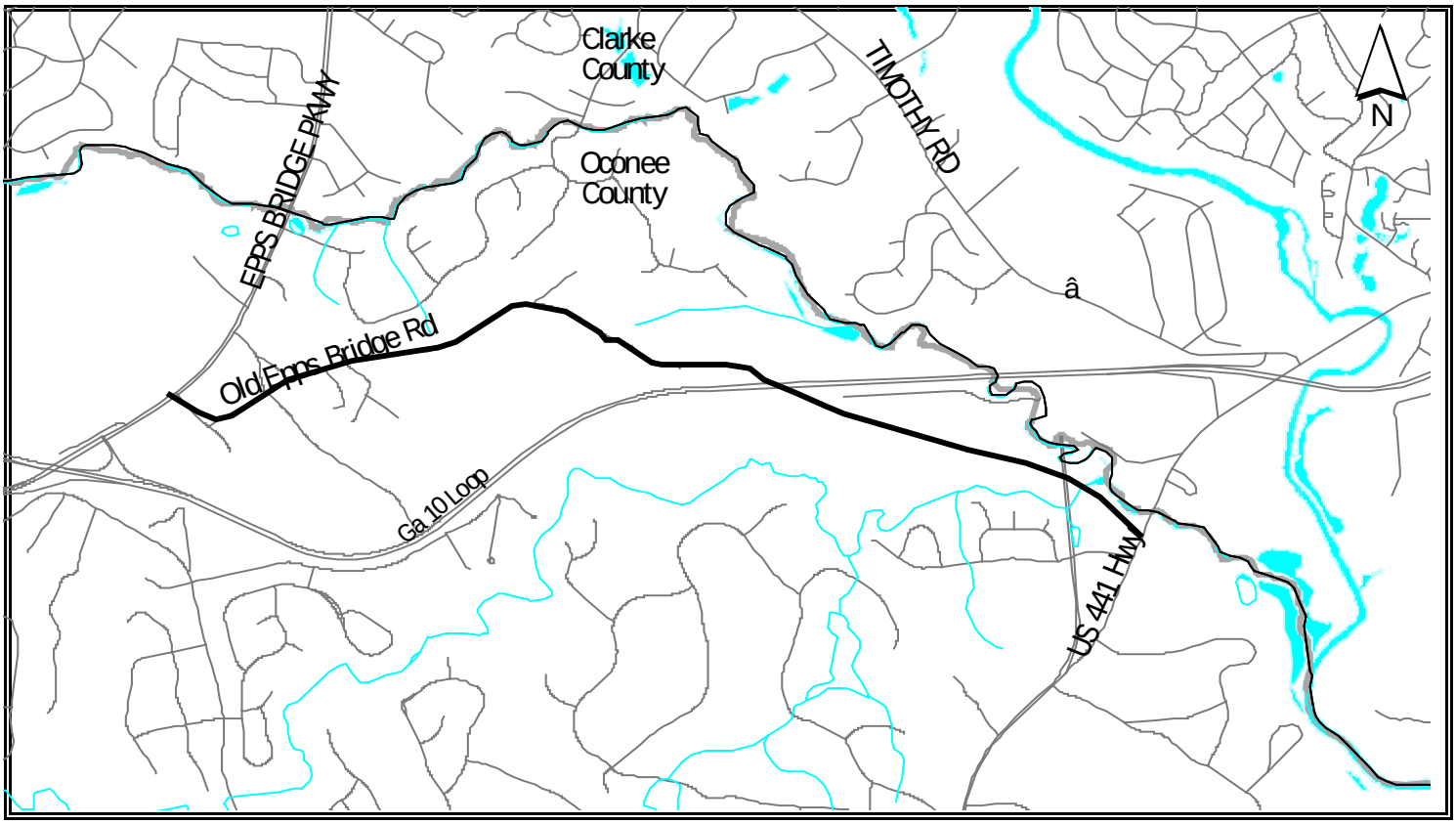


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Epps Bridge Pkwy/US 441 Connector				***PROJECT #:***	OC-1
PROJECT DESCRIPTION: Construct a two-lane road from Epps Bridge Pkwy to US 441 via Old Epps Bridge Rd over SR 10 Loop.				*Estimated Cost:*	$14,416,000
				County:	Oconee
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 2.8	*# of existing lanes:* 0		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 10		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* N/A		*2040 (projected):* N/A		

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$1,222,500
Right-of-Way ($)				$1,671,000
Construction Costs ($)				$11,522,500
PROJECT COST				$14,416,000
Federal Cost ($)				$11,532,800
State Cost ($)				$1,441,600
Local Cost ($)				$1,441,600

PROJECT LOCATION

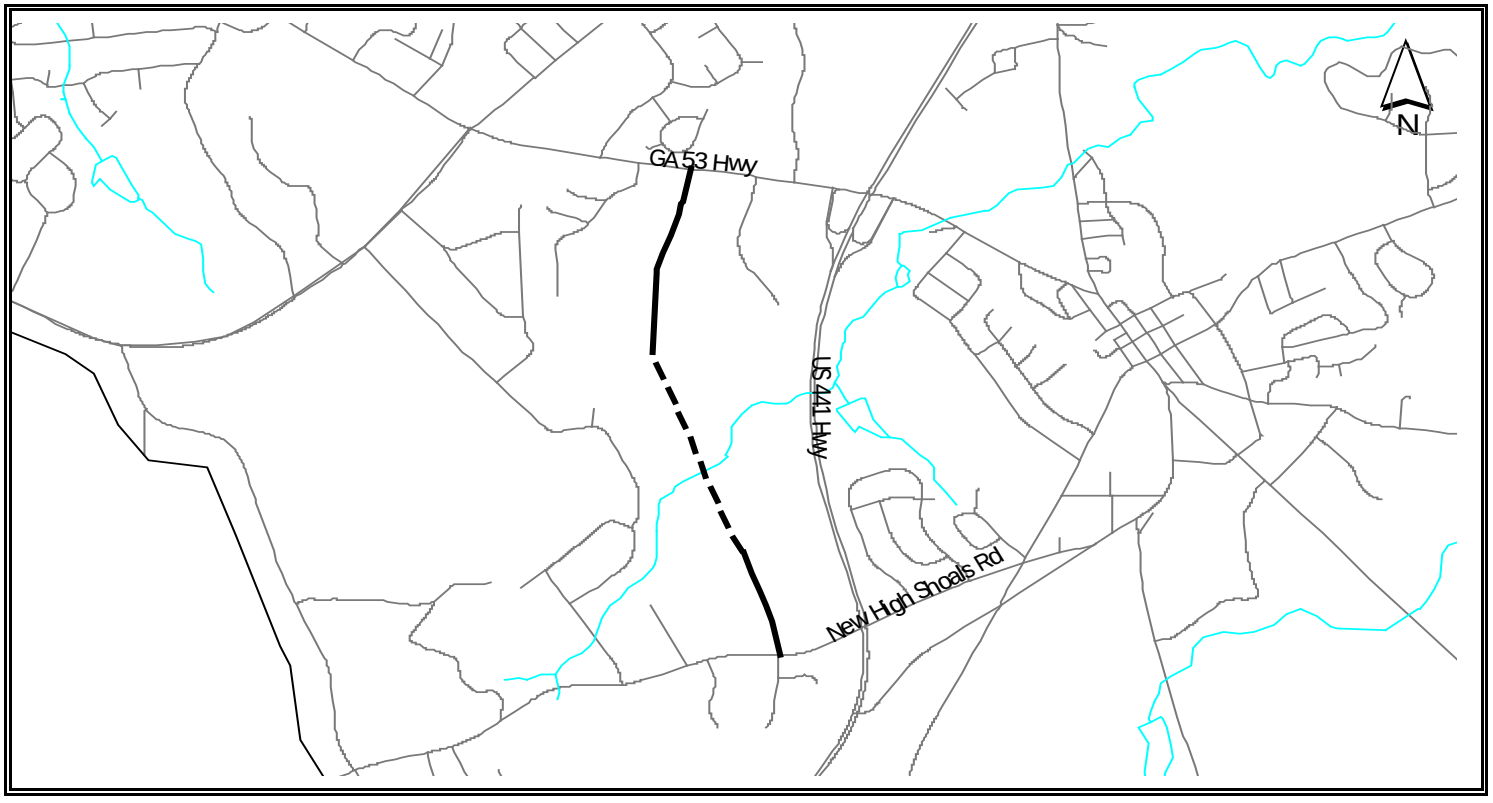


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: New High Shoals Rd/SR 53 Connector				***PROJECT #:***	OC-2
PROJECT DESCRIPTION: Construct new 2-lane roadway on the west side of the Watkinsville Bypass from SR 53 to New High Shoals Rd.				*Estimated Cost:*	$14,665,000
				County:	Oconee
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 1.7	*# of existing lanes:* 0		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 10		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* N/A		*2040 (projected):* N/A		

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$1,316,500
Right-of-Way ($)				$1,826,000
Construction Costs ($)				$11,522,500
PROJECT COST				$14,665,000
Federal Cost ($)				$11,732,000
State Cost ($)				$1,466,500
Local Cost ($)				$1,466,500

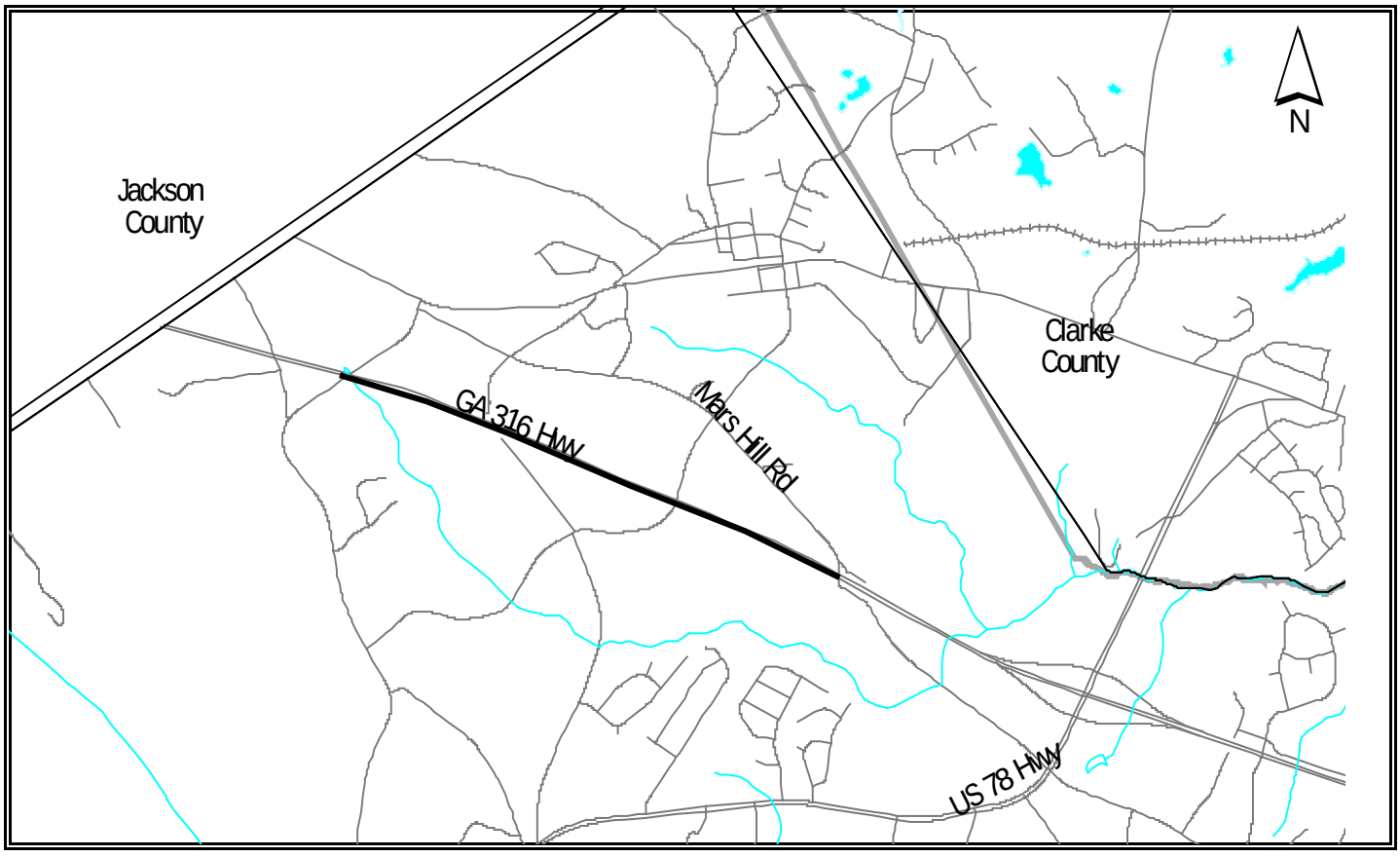
PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: SR 316 Frontage Rd - I				***PROJECT #:***	OC-3
PROJECT DESCRIPTION: Construct frontage road along the north side of SR 316 from Mars Hill Rd to Dials Mill Rd.				*Estimated Cost:*	$26,855,500
				County:	Oconee
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 2.1	*# of existing lanes:* 0		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 10		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* 22,540		*2040 (projected):* 38,170		
PROJECT PHASE					***FY 2040 Median Cost***
Preliminary Engineering ($)					$1,410,500
Right-of-Way ($)					$3,286,500
Construction Costs ($)					$22,158,500
PROJECT COST					$26,855,500
Federal Cost ($)					$21,484,400
State Cost ($)					$2,685,550
Local Cost ($)					$2,685,550

PROJECT LOCATION

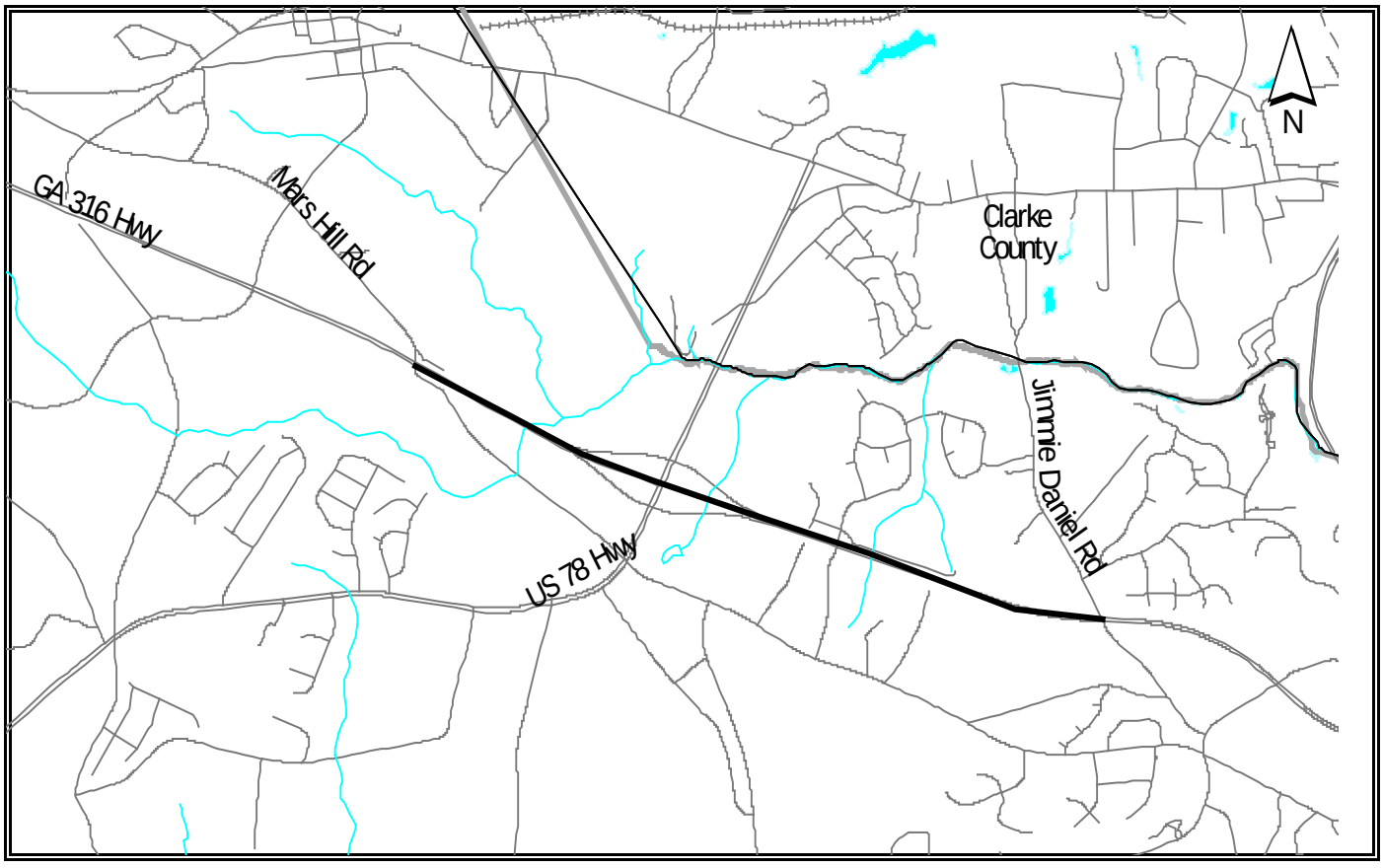


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: SR 316 Frontage Rd - II				***PROJECT #:***	OC-4
PROJECT DESCRIPTION: Construct frontage road along the north side of SR 316 from Mars Hill Rd to Jimmie Daniel Rd.				*Estimated Cost:*	$78,327,000
				County:	Oconee
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 2.9	*# of existing lanes:* 0		*# of lanes planned:* 2		
DOT District #: 1	*Congressional Dist. #:* 10		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* 23,010		*2040 (projected):* 46,560		

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$2,821,000
Right-of-Way ($)				$5,477,500
Construction Costs ($)				$33,681,000
PROJECT COST				$41,979,500
Federal Cost ($)				$33,583,600
State Cost ($)				$4,197,950
Local Cost ($)				$4,197,950

PROJECT LOCATION

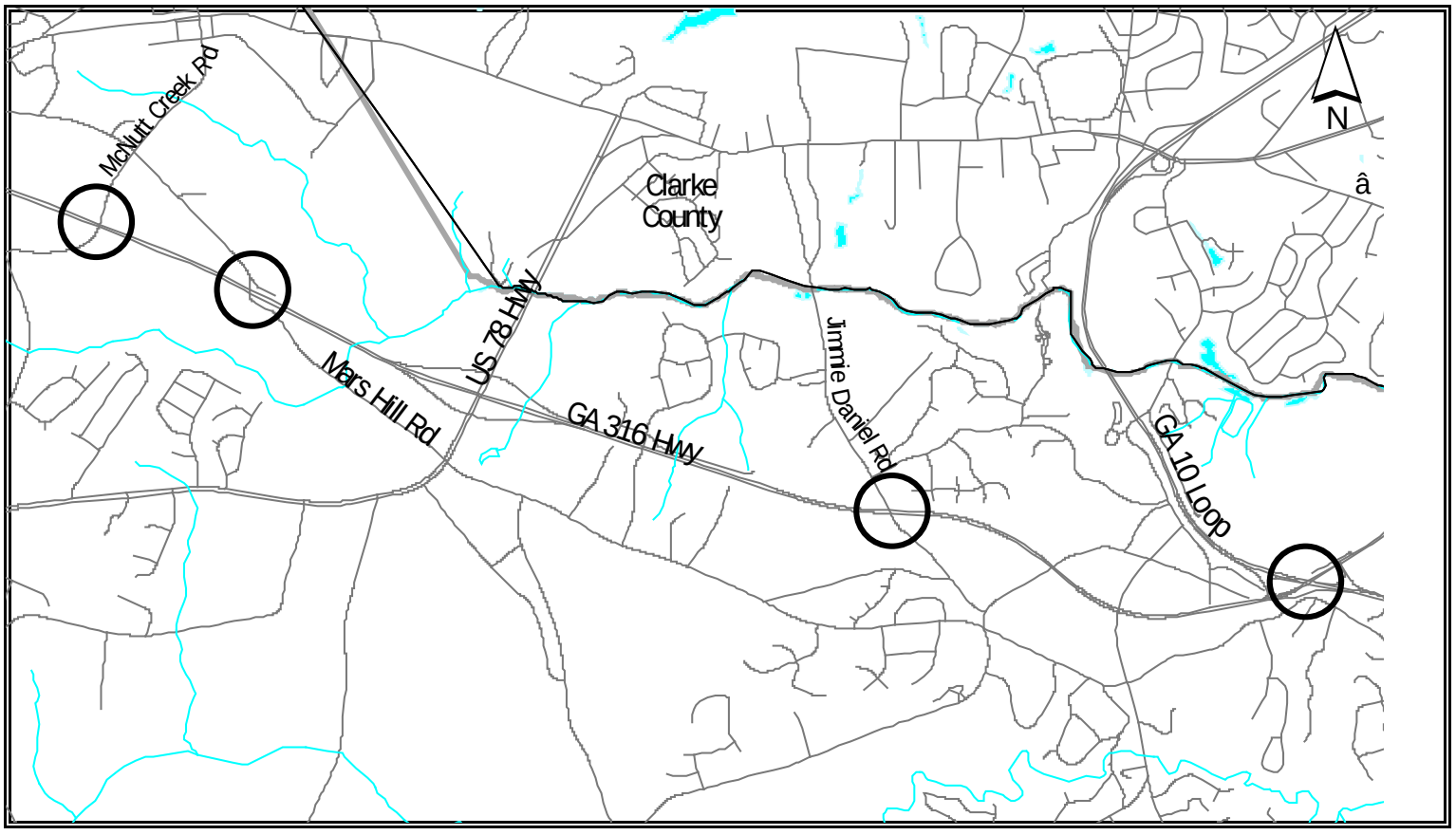


MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: SR 316 Interchange/Grade Separations		***PROJECT #:***	OC-5
PROJECT DESCRIPTION: Construct interchanges along SR 316 corridor at McNutt Creek Rd, Jimmie Daniel Rd, and the Mars Hill/Jennings Connector; improve SR 316/Athens Perimeter interchange; grade separation at selected locations.		*Estimated Cost:*	$309,932,000
		County:	Oconee
		P.I. #:	0007685
		GDOT Prj.#:	CSNHS-007-00(685)
Length (miles): N/A	*# of existing lanes:* 4	*# of lanes planned:*	4
DOT District #: 1	*Congressional Dist. #:* 10	*RC:*	Northeast Georgia
Average Daily Traffic Volume	*2013* N/A	*2040 (projecte*	N/A

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$60,650,000
Right-of-Way ($)				$97,908,000
Construction Costs ($)				$63,927,500
PROJECT COST				$222,485,500
Federal Cost ($)				$177,988,400
State Cost ($)				$22,248,550
Local Cost ($)				$22,248,550

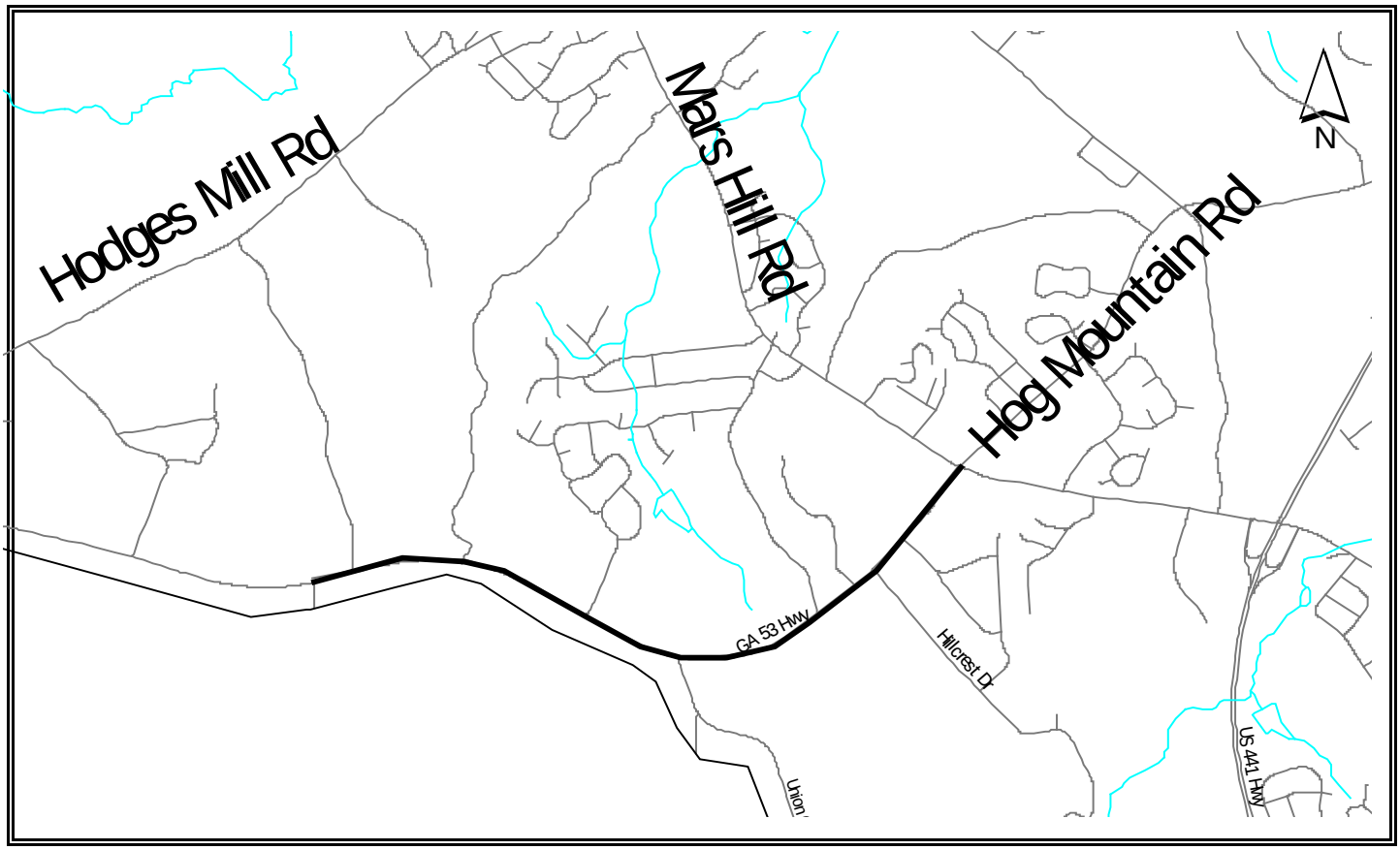
PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: SR 53 Widening				***PROJECT #:*** OC-6	
PROJECT DESCRIPTION: Widen road to a 4-lane cross-section from Hog Mountain Rd to Elder Road.				*Estimated Cost:*	$77,186,000
				County:	Oconee
				P.I. #:	
				GDOT Prj.#:	
Length (miles): 3	*# of existing lanes:* 2		*# of lanes planned:* 4		
DOT District #: 1	*Congressional Dist. #:* 10		*RC:* Northeast Georgia		
Average Daily Traffic Volume	*2013* 10,400		*2040 (projected):* 12,660		
PROJECT PHASE					***FY 2040 Median Cost***
Preliminary Engineering ($)					$2,821,000
Right-of-Way ($)					$27,388,500
Construction Costs ($)					$46,976,500
PROJECT COST					$77,186,000
Federal Cost ($)					$61,748,800
State Cost ($)					$7,718,600
Local Cost ($)					$7,718,600

PROJECT LOCATION



MADISON ATHENS-CLARKE OCONEE REGIONAL TRANSPORTATION STUDY
2015-2040 LONG RANGE TRANSPORTATION PLAN
UNFUNDED SECTION

PROJECT NAME: Bob Godfrey/Barnett Shoals Widening		***PROJECT #:***	OC-7
PROJECT DESCRIPTION: Widen Bob Godfrey/Barnett Shoals Rd to a standard two-lane section from the Oconee River to the Oglethorpe County line.		*Estimated Cost:*	$24,510,000
		County:	Oconee
		P.I. #:	
		GDOT Prj.#:	

Length (miles): 3.4	*# of existing lanes:* 2	*# of lanes planned:* 2
DOT District #: 1	*Congressional Dist. #:* 10	*RC:* Northeast Georgia
Average Daily Traffic Volume *2013* 2,430		*2040 (projected):* 6,912

PROJECT PHASE				***FY 2040 Median Cost***
Preliminary Engineering ($)				$1,166,000
Right-of-Way ($)				$9,129,500
Construction Costs ($)				$12,604,000
PROJECT COST				$22,899,500
Federal Cost ($)				$18,319,600
State Cost ($)				$2,289,950
Local Cost ($)				$2,289,950

PROJECT LOCATION

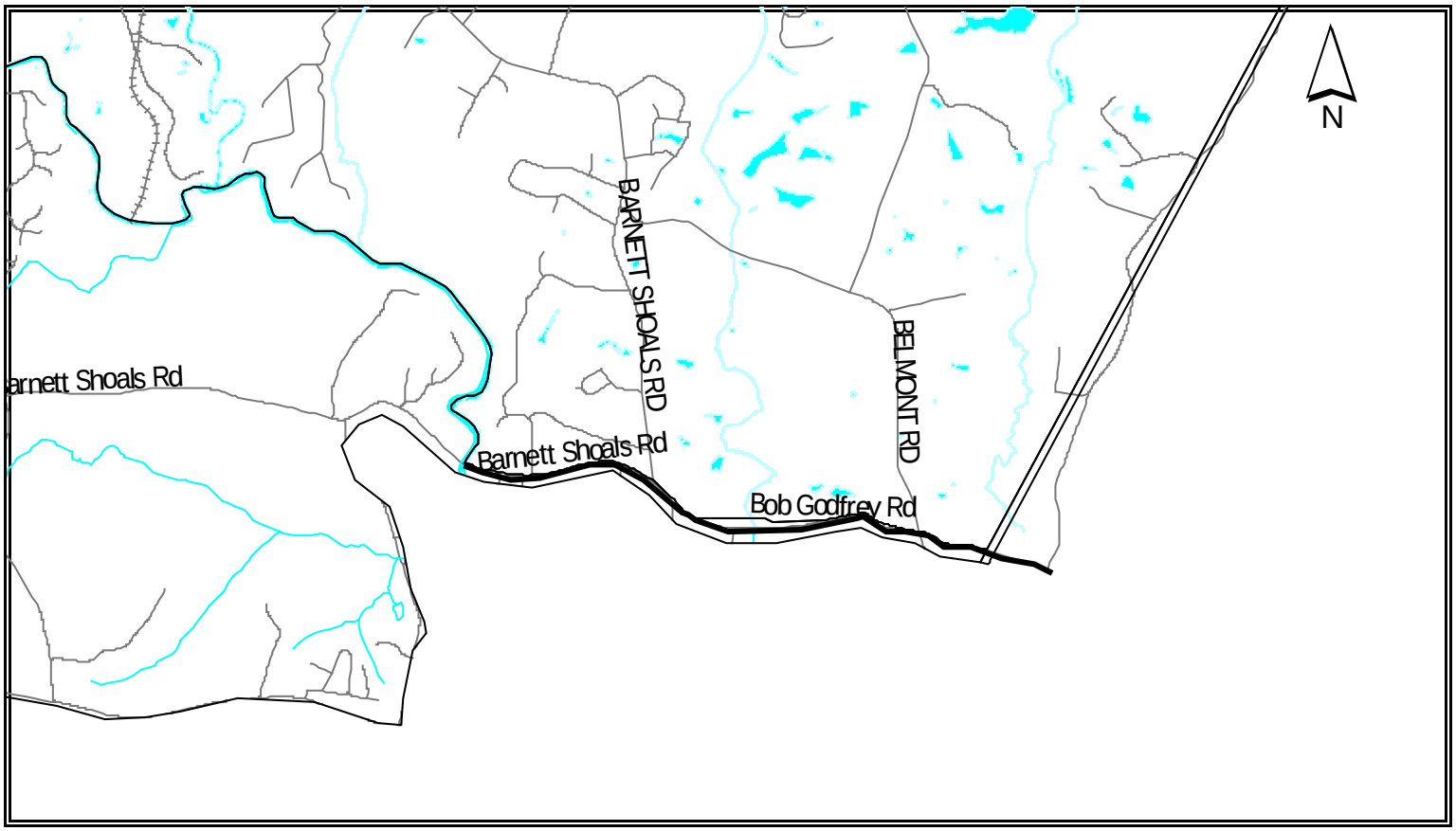


Table 42 - MACORTS List of Unfunded Bicycle Projects

*Numbering does not indicate priority

Project Number	County	Location	Project Description	Functional Classification	Length (Mi.)	Median Cost Estimate
EB-1	Clarke	College Station Rd.	Widen for 4 ft bike lanes from Riverbend Rd to Barnett Shoals Rd. and improve bridge over North Oconee River	Major Collector	1.73	$ 3,829,000
EB-2	Clarke	Gaines School Rd/Barnett Shoals Rd.	Widen for 4 ft bike lanes and construct access road from College Station Rd. to Lexington Rd.	Minor Arterial / Major Collector	1.76	$ 5,161,000
EB-3	Clarke	Hancock Ave.	Stripe bike lanes, plus slip ramps to paved utility strips at intersections with left turn bays from Milledge Ave. to Pulaski St.	Major Collector	0.5	$ 13,000
EB-4	Clarke	Hawthorne Avenue	Widen for 5 ft bike lanes from Oglethorpe Ave. to Prince Ave. - included in Hawthorne Road Widening Project	Minor Arterial	0.72	N/A
EB-5	Clarke	Lumpkin Street	Widen for 4 ft bike lanes from Milledge Avenue to Macon Hwy.	Minor Arterial	3.15	$ 3,500,000
EB-6	Clarke	Milledge Avenue	Widen for 4 ft bike lanes from Prince Ave. to Broad St.	Minor Arterial	0.47	$ 333,000
EB-7	Clarke	Milledge Avenue	Widen for 4 ft bike lanes from Macon Hwy to Riverbend Rd.	Minor Arterial	0.39	$ 250,000
EB-8	Clarke	Milledge Avenue	Widen for 4 ft bike lanes from Riverbend Rd to State Botanical Gardens	Minor Arterial	1.1	$ 525,000
EB-9	Clarke	North Ave.	Widen for 4 ft bike lanes from Willow St. to SR 10 Loop	Minor Arterial	1.22	$ 3,497,000
EB-10	Clarke	N. Chase St.	Resurface (including over gutters) and restripe wider bike lanes from Boulevard to Prince Ave.	Minor Arterial	0.28	$ 52,000
EB-11	Clarke	N. Chase St.	Stripe bike lanes, plus slip ramps to paved utility strips at intersections with left turn bays from Boulevard to Prince Ave.	Minor Arterial	0.28	$ 12,000
EB-12	Clarke	Oglethorpe Ave.	Spot widenings to allow on-street bike lanes at intersections with left turn bays from Mitchell Bridge Rd. to Prince Ave.	Minor Arterial	1.69	$ 550,000
EB-13	Clarke	Prince Ave.	Widen for 4 ft bike lanes from SR 10 Loop to Milledge Ave.	Minor Arterial	1.53	$ 4,412,000
EB-14	Clarke	Rail-Trail Corridor	Multi-use trail from Barnett Shoals Rd. to Dudley Park	Local	1.23	$ 1,831,000
EB-15	Clarke	West Lake Drive	Spot widenings to allow on-street bike lanes at intersections with left turn bays from Beechwood Dr to Lumpkin St.	Major Collector	1.13	$ 1,066,000

Table 43 - MACORTS List of Unfunded Pedestrian Projects

Project Number	County	Location	Beginning	End	Side	Functional Classification	Length (Ft.)	Median Cost Estimate
S-1	Clarke	Agriculture Dr	SW at S16 Parking Lot	Southview Dr	W	Local	1,500	$120,000
S-2	Clarke	Athens Rd (Winterville)	Church St	Winter St	E	Collector	550	$44,000
S-3	Clarke	Athens-Winterville Rd	420 Athens Road	500 Athens Road	N	Arterial	430	$34,400
S-4	Clarke	Atlanta Hwy	Tall Tree Rd	Cleveland Rd W	N	Arterial	2,950	$236,000
S-5	Clarke	Atlanta Hwy	Cleveland Rd	Fowler Mill Rd	N	Arterial	2,750	$220,000
S-6	Clarke	Atlanta Hwy	Fowler Mill Rd	Oconnee Co Line	N	Arterial	1,550	$124,000
S-7	Clarke	Atlanta Hwy	Hawthorne Ave	End of Hampton Inn	N	Arterial	200	$16,000
S-8	Clarke	Atlanta Hwy	2330 W. Broad St	Existing SW	N	Arterial	1,500	$120,000
S-9	Clarke	Atlanta Hwy	Conway Dr	Trade St	N	Arterial	2,100	$168,000
S-10	Clarke	Atlanta Hwy	Tremont Pky	Heyward Allen Pkwy	N	Arterial	1,750	$140,000
S-11	Clarke	Atlanta Hwy	Mitchell Bridge Rd	Loop 10 Entrance	N	Arterial	1,800	$144,000
S-12	Clarke	Atlanta Hwy	Cleveland Rd E	Conway Dr	N	Arterial	1,750	$140,000
S-13	Clarke	Atlanta Hwy	Guardrail after River	2636 Atlanta Highway	N	Arterial	1,050	$84,000
S-14	Clarke	Atlanta Hwy	Athens West Pky	Mitchell Bridge Rd	N	Arterial	2,500	$200,000
S-15	Clarke	Atlanta Hwy	Trade St	Dakota Dr	N	Arterial	2,250	$180,000
S-16	Clarke	Atlanta Hwy	Heyward Allen Pkwy	Athens West Pky	N	Arterial	2,750	$220,000
S-17	Clarke	Atlanta Hwy	Dakota Dr	Tall Tree Rd	N	Arterial	2,250	$180,000
S-18	Clarke	Atlanta Hwy	Epps Bridge Rd	Tremont Pkwy	N	Arterial	1,450	$116,000
S-19	Clarke	Atlanta Hwy	Hwy Loop 10 Exit	GA Square Mall Drive	N	Arterial	2,050	$164,000
S-20	Clarke	Atlanta Hwy.	GA Square Mall Drive	Cleveland Rd (east)	N	Arterial	1,750	$140,000
S-21	Clarke	Barnett Shoals Rd	Cedar Rock Trace	Whitehall/Barnett Shoals	NW	Arterial	700	$56,000
S-22	Clarke	Barnett Shoals Rd	1st Brookstone Dr	2nd Brookstone Dr	E	Arterial	1,050	$84,000
S-23	Clarke	Barnett Shoals Rd	Robin Dr	Red Fox Rd	W	Arterial	1,550	$124,000
S-24	Clarke	Barnett Shoals Rd	Dobbs Dr	Whit Davis Rd	SW	Arterial	1,400	$112,000
S-25	Clarke	Barnett Shoals Rd	Red Fox Rd	Rock and Shoals Dr	W	Arterial	2,100	$168,000
S-26	Clarke	Barnett Shoals Rd	Rock and Shoals Dr	Dobbs Dr	SW	Arterial	2,300	$184,000
S-27	Clarke	Barnett Shoals Rd	Brookwood Mill	Shoal Creek	SW	Arterial	1,300	$104,000
S-28	Clarke	Best Dr	Holman Ave	Edwards Dr	NE	Local	2,200	$176,000
S-29	Clarke	Bray St	Fourth St	SW at back of DFCS	SW	Local	450	$36,000
S-30	Clarke	Cedar Shoals	Cedar Bluffs Apts	1655 Cedar Shoals	NE	Arterial	2,500	$200,000
S-31	Clarke	Cedar Shoals Dr	1655 Cedar Shoals	Whit Davis Rd	NE	Arterial	2,600	$208,000
S-32	Clarke	Cherokee Ave	Milledge Cir	285 Cherokee	W	Local	1,000	$80,000
S-33	Clarke	Cherokee Rd	Morningview Dr	Cooper Rd	E	Arterial	1,100	$88,000
S-34	Clarke	Cherokee Rd	Cooper Rd	Beaverdam Rd	E	Arterial	1,700	$136,000
S-35	Clarke	Cherokee Rd	Beaverdam Rd	Bentwood Trail	E	Arterial	6,700	$536,000
S-36	Clarke	Cherokee Rd-W	Lowe's sidewalk	Airport Rd	W	Arterial	1,200	$96,000
S-37	Clarke	Cleveland Rd	Atlanta Hwy	Deerfield Dr	NE	Arterial	8,000	$640,000
S-38	Clarke	Cleveland Rd	Deerfield Rd	Elementary School	NE	Arterial	9,400	$752,000
S-39	Clarke	Cleveland Rd	Cleveland Elementary	Atlanta Hwy	W	Arterial	9,000	$720,000
S-40	Clarke	College Ave	Ware St	Willow St	E	Collector	950	$76,000
S-41	Clarke	Danielsville Rd	Howard Rd	Linda Ave	W	Arterial	1,600	$128,000
S-42	Clarke	Danielsville Rd	Walker Rd	1650 Danielsville Rd	E	Arterial	1,450	$116,000
S-43	Clarke	Danielsville Rd	End of SW at JJ Harris	Helican Springs Rd	E	Arterial	800	$64,000
S-44	Clarke	Danielsville Rd	Helican Springs Rd	Mission Dr	E	Arterial	3,100	$248,000
S-45	Clarke	Danielsville Rd	Harve Mathis Rd	Madison Co Line	E	Arterial	1,200	$96,000
S-46	Clarke	Danielsville Rd	GA 106/Ila Rd	Harve Mathis Rd	E	Arterial	1,900	$152,000
S-47	Clarke	Danielsville Rd	Linda Ave	Payne Dr	E	Arterial	2,300	$184,000
S-48	Clarke	Danielsville Rd	Sweetgum Way	GA 106/Ila Rd	E	Arterial	1,350	$108,000
S-49	Clarke	Danielsville Rd	Mission Dr	Sweetgum Way	W	Arterial	1,850	$148,000
S-50	Clarke	Dr. M.L.King, Jr. Pkw	Ruth St	Conrad Dr	N	Arterial	2,200	$176,000
S-51	Clarke	Dr. M.L.King, Jr. Pkw	840 MLK	Strickland Ave	NE	Arterial	600	$48,000

Project Number	County	Location	Beginning	End	Side	Functional Classification	Length (Ft.)	Median Cost Estimate
S-52	Clarke	Dubose Ave	Chase St	Lyndon Ave	N	Local	700	$56,000
S-53	Clarke	First St	Vine St	Third St	E	Local	1,450	$116,000
S-54	Clarke	Fourth St	Bray St	Strickland Ave	NE	Local	650	$52,000
S-55	Clarke	Fourth St	New SW on Fourth af	Berlin St	NW	Local	500	$40,000
S-56	Clarke	Georgia Ave	Normal Ave	Prince Ave	SE	Local	1,200	$96,000
S-57	Clarke	Hancock Ave	Glenhaven Ave	Milledge Ave	NW	Local	3,100	$248,000
S-58	Clarke	Helicon Springs Rd	Danielsville Rd	Smokey Rd	W	Local	5,400	$432,000
S-59	Clarke	High Ridge Dr	Mitchell Bridge Rd	High Ridge Pl	W	Local	1,150	$92,000
S-60	Clarke	High Ridge Dr	High Ridge Pl	Pine Top Ct	W	Local	1,150	$92,000
S-61	Clarke	High Ridge Dr	Pine Top Ct	Woodhaven Dr	W	Local	800	$64,000
S-62	Clarke	Holman Ave	King Ave	Old West Broad St	NE	Local	650	$52,000
S-63	Clarke	Huntington Rd	Atlanta Hwy	Cherokee Ridge Rd	E	Collector	1,700	$136,000
S-64	Clarke	Ila Rd	Norwood Cir	Norwood Lane	W	Arterial	900	$72,000
S-65	Clarke	Indian Hills Dr	Spring Valley Rd	Woodridge Cir	NE	Collector	1,800	$144,000
S-66	Clarke	Indian Hills Dr	Woodridge Cir	Olympic Dr - existing	NE	Collector	1,000	$80,000
S-67	Clarke	Jefferson River Rd	Old Jefferson Rd	Vincent Dr	E	Collector	4,200	$336,000
S-68	Clarke	Kathwood Dr	Kathwood Townhouses	Rolling Ridge	N	Collector	800	$64,000
S-69	Clarke	Kathwood Dr	Old Jefferson Rd	Club Dr	N	Collector	1,450	$116,000
S-70	Clarke	Kathwood Dr	Club Dr	Kathwood Townhouses	N	Collector	2,200	$176,000
S-71	Clarke	Lexington Hwy	Springtree Rd	3270 Lexington Hwy	S	Arterial	1,700	$136,000
S-72	Clarke	Lexington Hwy	4410 Lexington Road	SE Clarke Park existing	S	Arterial	1,500	$120,000
S-73	Clarke	Lexington Hwy	Winterville Rd	Indiana Ave	S	Arterial	1,350	$108,000
S-74	Clarke	Lexington Hwy	Lexington Hgts	Shadybrook Dr	S	Arterial	2,000	$160,000
S-75	Clarke	Lexington Hwy	Shadybrook Dr	Springtree Rd	S	Arterial	2,300	$184,000
S-76	Clarke	Lexington Hwy	Indiana Ave	Lexington Hgts	S	Arterial	1,950	$156,000
S-77	Clarke	Lexington Hwy	4680 Lexington Rd	Timber Creek Dr	S	Arterial	900	$72,000
S-78	Clarke	Lexington Hwy	Timber Creek Dr	Morton Rd	N	Arterial	5,600	$448,000
S-79	Clarke	Macon Hwy	Moose Club Drive	S. Lumpkin St	N	Arterial	2,050	$164,000
S-80	Clarke	Macon Hwy	Timothy Pl	Oconee Co Line	N	Arterial	1,450	$116,000
S-81	Clarke	Magnolia St	Baxter St	Broad St	W	Local	1,800	$144,000
S-82	Clarke	Milledge Cir	Westview Dr	McWhorter Dr	S	Collector	1,400	$112,000
S-83	Clarke	Milledge Hgts	Carlton Ter	Parkway Dr	N	Local	1,700	$136,000
S-84	Clarke	Milledge Hgts	Parkway Dr	Gran Ellen Dr	N	Local	1,200	$96,000
S-85	Clarke	Mitchell Bridge Rd	River Bridge	Existing SW	W	Arterial	1,250	$100,000
S-86	Clarke	Mitchell Bridge Rd	Bridge Only	Auburn Drive	W	Arterial	650	$52,000
S-87	Clarke	Mitchell Bridge Rd	Auburn Drive	Robins Nest	W	Arterial	1,200	$96,000
S-88	Clarke	Mitchell Bridge Rd	High Ridge Apts	River Shoals Subd	W	Arterial	1,600	$128,000
S-89	Clarke	Mitchell Bridge Rd	Robins Nest	High Ridge Apts	W	Arterial	1,750	$140,000
S-90	Clarke	Mitchell Bridge Rd	River Bridge	River Bridge	W	Arterial	750	$60,000
S-91	Clarke	Moores Grove Rd	104 Mooress Grove R	Old Elberton Rd	S	Arterial	6,200	$496,000
S-92	Clarke	Moores Grove Rd	Athens Rd	104 Mores Grove Rd	NE	Arterial	550	$44,000
S-93	Clarke	New Jimmie Daniel Rd	Atlanta Hwy	Jennings Mill Pky	W	Arterial	1,250	$100,000
S-94	Clarke	Normal Ave	Oglethorpe Ave	Pine Needle Dr	E	Local	1,100	$88,000
S-95	Clarke	Nowhere Rd	118 Nowhere Road	Pine Lane Dr	NE	Collector	1,525	$122,000
S-96	Clarke	Nowhere Rd	Pine Lane Dr	Freeman Dr	NE	Collector	1,950	$156,000
S-97	Clarke	Nowhere Rd	Freeman Dr	Noketchee Creek	W	Collector	3,400	$272,000
S-98	Clarke	Nowhere Rd	Noketchee Creek	Cherokee Forest Dr	W	Collector	3,400	$272,000
S-99	Clarke	Nowhere Rd	1075 Nowhere Rd	Jackson Co Line	W	Collector	2,300	$184,000
S-100	Clarke	Nowhere Rd	921 Nowhere Rd	1075 Nowhere Rd	W	Collector	2,400	$192,000
S-101	Clarke	Nowhere Rd	705 Nowhere Rd	921 Nowhere Rd	W	Collector	2,400	$192,000
S-102	Clarke	Nowhere Rd	Cherokee Forest Dr	705 Nowhere Rd	W	Collector	2,800	$224,000
S-103	Clarke	Oak St	Popular St	1280 Oconee St (existing)	S	Arterial	1,300	$104,000
S-104	Clarke	Old Commerce Rd	North Bluff Rd	Commerce Rd	East	Local	1,300	$104,000

Project Number	County	Location	Beginning	End	Side	Functional Classification	Length (Ft.)	Median Cost Estimate
S-105	Clarke	Old Commerce Rd	Commerce Rd	North Bluff Rd	East	Local	1,650	$132,000
S-106	Clarke	Old Elberton Rd	Voyles Rd	Pittard Rd	E	Collector	1,400	$112,000
S-107	Clarke	Old Jefferson Rd	Camak Dr	Jefferson River Rd	NE	Local	1,200	$96,000
S-108	Clarke	Old Jefferson Rd	Jefferson River Rd	Jackson County Line	E	Local	10,000	$800,000
S-109	Clarke	Old Jefferson Rd	Floyd Dr	Camak Dr	NE	Local	1,750	$140,000
S-110	Clarke	Old Jefferson Rd	Athens Country Club	Kathwood Dr	NE	Local	2,400	$192,000
S-111	Clarke	Old Jefferson Rd	Kathwood Dr	Floyd Dr	NE	Local	700	$56,000
S-112	Clarke	Olympic Dr	Hwy Loop 10	670 Olympic Dr	S	Collector	1,500	$120,000
S-113	Clarke	Peter St	Hwy Loop 10	Carver St	SE	Collector	335	$26,800
S-114	Clarke	Peter St	Fairview Ave	Moreland Ave	SE	Collector	500	$40,000
S-115	Clarke	Pine Needle Rd	Westover Dr	Sylvan Rd	E	Local	1,850	$148,000
S-116	Clarke	Pinecrest Dr	University Dr	Morton Ave	W	Local	400	$32,000
S-117	Clarke	Prince Ave	1638 Prince Ave	Hwy Loop 10 Exit Ramp	E	Arterial	2,550	$204,000
S-118	Clarke	Pulaski St	534 Pulaski St	Cleveland Rd	E	Local	2,300	$184,000
S-119	Clarke	Pulaski St.	534 Pulaski	Barrow St	W	Local	875	$70,000
S-120	Clarke	Quailwood Dr	Whitehead Rd	Hunter's Point Dr	S	Local	1,100	$88,000
S-121	Clarke	Quailwood Dr	Hunter's Point Dr	Quail Run Dr	S	Local	1,000	$80,000
S-122	Clarke	Research Dr	305 Research Dr	College Station Rd	N	Collector	2,450	$196,000
S-123	Clarke	Riverbend Pkwy	Riverbend Rd	Aspen Apts	Median	Local	1,600	$128,000
S-124	Clarke	Riverbend Pkwy	Aspen Apts	Woodstone Dr	Median	Local	1,050	$84,000
S-125	Clarke	Riverbend Pkwy	Woodstone Dr	Fernbanks Ct	Median	Local	1,300	$104,000
S-126	Clarke	S. Milledge Ave	Will Hunter Rd	Pineview Dr	W	Arterial	1,450	$116,000
S-127	Clarke	S. Milledge Ave	Riverbend Rd	SW at new houses	E	Arterial	600	$48,000
S-128	Clarke	S. Milledge Ave	Hwy Loop 10 exit	Macon Hwy	W	Arterial	1,000	$80,000
S-129	Clarke	S. Milledge Ave	Botanical Garden Ent	Will Hunter Rd	W	Arterial	2,300	$184,000
S-130	Clarke	Southview Dr	Milledge Ave	Agriculture Dr	NE	Collector	2,150	$172,000
S-131	Clarke	Spring Valley Rd	S&D Property	Indian Hills Road	N	Collector	700	$56,000
S-132	Clarke	Springdale St	400 Springdale St	Cloverhurst Ave	NW	Local	1,200	$96,000
S-133	Clarke	Strickland Ave	Existing SW	Dr. MLK Jr Pkwy	N	Local	1,400	$112,000
S-134	Clarke	Sunset Drive	Millard St	Oglethorpe Ave	N	Local	1,300	$104,000
S-135	Clarke	The Plaza	120 Plaza existing	292 Plaza existing	W	Local	1,500	$120,000
S-136	Clarke	Timothy Rd	Township Lane sidew	Autumnwood Ave	S	Arterial	1,600	$128,000
S-137	Clarke	Timothy Rd	835 Timothy Road	Town's Walk sidewalk	S	Arterial	1,200	$96,000
S-138	Clarke	Timothy Rd	Fox Trace	St. James Dr	N	Arterial	1,300	$104,000
S-139	Clarke	Timothy Rd	St. James Dr	Rambling Rd	N	Arterial	1,800	$144,000
S-140	Clarke	Timothy Rd	Hwy 441	Tilson Rd	N	Arterial	1,900	$152,000
S-141	Clarke	Timothy Rd	Tilson Rd	Macon Hwy	N	Arterial	2,100	$168,000
S-142	Clarke	University Dr	Pinecrest Dr	Scott Dr	N	Local	800	$64,000
S-143	Clarke	Vincent Dr	Chestertown Dr	Jefferson River Rd	S	Collector	4,750	$380,000
S-144	Clarke	Vincent Dr	Newton Bridge Rd	Chestertown Drive	S	Collector	3,000	$240,000
S-145	Clarke	Vine St	Herman St	Baker St	N	Collector	1,450	$116,000
S-146	Clarke	Vine St	First St	Herman St	N	Collector	1,200	$96,000
S-147	Clarke	Westchester Dr	end of SW at 205 Westchester	Chalfont Drive Bus St	SW	Local	850	$68,000
S-148	Clarke	Westover Dr	Pine Needle Rd	Talmadge Dr	N	Local	1,280	$102,400
S-149	Clarke	Whit Davis Rd	Cedar Creek ROW	existing sidewalk	W	Arterial	1,600	$128,000
S-150	Clarke	Whit Davis Rd	Cedar Shoals Rd	Old Lexington Rd	W	Arterial	2,100	$168,000
S-151	Clarke	Whit Davis Rd	Old Lexington Rd	Tamarack Dr	E	Arterial	700	$56,000
S-152	Clarke	Whit Davis Rd	Whit Davis School En	Oak Meadows Dr	W	Arterial	1,400	$112,000
S-153	Clarke	Whit Davis Rd	Falling Shoals Dr	Barnett Shoals Rd	E	Arterial	2,500	$200,000
S-154	Clarke	Whit Davis Rd	Oak Meadows Dr	Brickleberry Ridge	W	Arterial	1,800	$144,000
S-155	Clarke	Whit Davis Rd	Brickleberry Ridge	Barnett Shoals Rd	W	Arterial	3,200	$256,000
S-156	Clarke	Whitehall Rd	Oconee River Circle	N. Oconee Bridge	SE	Arterial	1,900	$152,000
S-157	Clarke	Whitehall Rd	Townes Grocery Rd	Milledge Ave	SE	Arterial	1,500	$120,000

Project Number	County	Location	Beginning	End	Side	Functional Classification	Length (Ft.)	Median Cost Estimate
S-158	Clarke	Whitehall Rd	N. Oconee Bridge	Townes Grocery Rd	SE	Arterial	2,350	$188,000
S-159	Clarke	Whitehead Rd	Whitehead Cir	Jefferson Rd	E	Collector	2,200	$176,000
S-160	Clarke	Whitehead Rd	Beverly Dr	Whitehead Cir	E	Collector	1,150	$92,000
S-161	Clarke	Whitehead Rd	Bowden Lane	721 Whitehead Rd	E	Collector	2,500	$200,000
S-162	Clarke	Willow Run	Oglethorpe Ave	Pine Needle Dr	W	Local	1,400	$112,000
S-163	Clarke	Winterville Road	Indian Hills Road	Nellie B	NW	Arterial	1,800	$144,000

APPENDIX

PUBLIC COMMENT

SUMMARY

AUGUST 25 – SEPTEMBER 23, 2014

APPENDIX A
PUBLIC INVOLVEMENT PROCEDURES

During late summer of 2014, a 30-day public comment period was conducted to gather public input on the Draft MACORTS 2040 Long Range Transportation Plan. The comment period was from August 25 to September 23, 2014. Three public meetings were held during this period to gather input. The locations of these meetings were as follows:

1. Athens-Clarke Co. Planning Auditorium, 5 - 7:00 p.m., Sept. 3, 2014.
2. Danielsville Government Annex, 5 - 7:00 p.m., Sept. 8, 2014.
3. Oconee Co. Veterans Park Community Ctr, 5 - 7:00 p.m., Sept. 9, 2014.

Meetings were advertised and comments solicited through the newspapers in all three counties, notices posted at all 3 Planning offices, postings on the MACORTS website (www.macorts.org), the Athens-Clarke County website (www.athensclarkecounty.com), the Oconee County website (www.oconeecounty.com), the Athens Transit System website (www.athenstransit.com), and notices sent to the public mailing list of MACORTS. During the public comment period, a total of 19 people attended the public meetings, but only 1 written comment was received. Each individual who commented in writing received a response in writing from MPO staff that explained what would happen to their comments and when they would be reviewed. A summary of the public comment is included on the following pages. The original public comment has been preserved in the files of the Transportation Planner and is available upon request for review. The Technical Coordinating Committee (TCC) and Policy Committee (PC) approved the use of the summaries in place of the original comments to be placed within this document.

On October 1, 2014, the Technical Coordinating Committee recommended approval of the MACORTS 2040 Long Range Transportation Plan with recommended changes to the Plan. On October 8, 2014, the MACORTS Policy Committee approved the MACORTS 2040 Long Range Transportation Plan. The adopted 2040 Plan was distributed to public venues such as the public libraries in Madison, Athens-Clarke, and Oconee Counties as well as the Planning Department offices of each. Copies will be made available to the public upon request free of charge in hardcopy or on CD. The adopted 2040 LRTP was posted on the MACORTS website (www.macorts.org) on October 9, 2014.

PUBLIC NOTICE

The Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS), the cooperative transportation planning body for the urbanized area which includes Athens-Clarke County and portions of southern Madison County and northern Oconee County, has scheduled a public comment period from **August 25 - September 23, 2014** for the 2040 Long Range Transportation Plan. Transportation projects must be included in the Long Range Transportation Plan in order to be eligible for future federal funding. Three public meetings have been scheduled to provide an opportunity for the public to comment on the Draft document. This review meets the program of projects requirements as established by the Federal Transit Administration pursuant to 49 USC Section 5307(c).

Public meetings (informal drop-in format) have been scheduled for:

Athens-Clarke County	5:00 – 7:00 PM, Wednesday, September 3, 2014 Athens-Clarke County Planning Department Auditorium 120 West Dougherty Street Athens, Georgia
Madison County	5:00 – 7:00 PM, Monday, September 8, 2014 Danielsville Courthouse – Public Meeting Room 91 Albany Avenue Danielsville, Georgia
Oconee County	5:00 – 7:00 PM, Tuesday, September 9, 2014 Oconee Veterans Park, Community Center 3500 Hog Mountain Road Watkinsville, Georgia

Copies of the Draft 2040 Long Range Transportation Document will be available for review on the MACORTS website (www.macorts.org) or at:

- Madison County Planning & Zoning Office - 91 Albany Avenue, Danielsville
- Athens-Clarke County Planning Department - 120 W. Dougherty Street, Athens
- Oconee County Planning Department - 22 North Main Street, Watkinsville

Please mail comments to Athens-Clarke Co. Planning Department, Attn: Sherry McDuffie or e-mail to macorts@athensclarkecounty.com. Public comment will be accepted from **August 25 – September 23, 2014**.

For more information, please see the MACORTS website (www.macorts.org) or call Sherry McDuffie at (706) 613-3515.

A qualified interpreter for the hearing impaired or for those with limited English proficiency is available upon request at least three (3) days in advance of these meetings. Please call (706) 613-3110, [TDD (706) 613-3114] to request an interpreter.

By: Brad Griffin, Director - Athens-Clarke County Planning Department

DRAFT 2040 LONG RANGE TRANSPORTATION PLAN
PUBLIC COMMENT RECEIVED
AUGUST 25 – SEPTEMBER 23, 2014
SUMMARY

Note: Draft 2040 LRTP was posted on the MACORTS Web site in its entirety on August 22, 2014 along with a public comment form and supplemental information.

Athens-Clarke Co. Public Meeting (Sept. 3, 2014; 5 – 7 pm)	Attendance: 3
Madison Co. Public Meeting (Sept. 8, 2014; 5 – 7 pm)	Attendance: 0
Oconee Co. Public Meeting (Sept. 9, 2014; 5 – 7 pm)	Attendance: 16

Total E-mailed Comments:	1
Comments at Meetings:	0
Comments by US Mail:	0
Hand-delivered Comments:	0
Faxed Comments:	0
Comments by Phone:	0
Total Comments:	1

Organizations Submitting Comment:
Athens-Clarke County Leisure Services Department

**Note: (#) represents number of times comment was made*

Road Project Specific Comments

SR 10 Loop at Lexington Road Interchange (R-7)

- Connections of Barnett Shoals bicycle lanes to the Rail to Trail and Greenway Extension projects are important considerations for this project. (1)
- The interface with proposed bicycle lanes on Lexington Road (Bike-1) should be taken into account.

SR 10 Loop / Atlanta Highway Connector (R-9)

- The proposed project would have significant negative impacts on the Greenway and Ben Burton Park in this area. (1)
- Future phases of the Greenway will pass under the bypass here. (1)
- Grading for this project would have significant negative impacts on views from the Greenway and Ben Burton Park and would significantly alter the natural contours and plant communities in this area. (1)
- Portions of the area have been identified as a Conservation Zone in the draft Greenway Network Plan. (1)

Greenway Extension to College Station Road (R-11)

- Local funding (SPLOST 2005 & 2011) will allow this project to extend to Research Drive and to the intersection of Oconee Street and Bailey Street. (1)

Rail to Trail (R-12)

- Currently, this project is designed to extend from Old Winterville Road to East Broad Street through the ACC SPLOST Office. (1)

Lexington Road Bike Lanes (Bike-1)

- 4 ft bike lanes doesn't seem like a desirable or safe option for this portion of the community. Even 5 ft lanes don't offer much comfort when traffic exceeds 55 mph. (1)
- Consider a grade separated multimodal path as an alternative to bike lanes here (1).
- With Rail to Trail project and a connection to the North Oconee River Greenway meeting in the area, it seems logical to continue the multimodal path in this area. (1)
- Locating a path on the northeast side of Lexington Road would allow for the utilization of a considerable stretch of ACC-owned land as right-of-way. (1)
- A grade separated path here would result in a continuous grade separated path between Gaines School Road and Downtown Athens paralleling US 78. (1)

Macon Highway Bridge over Middle Oconee River (B-1)

- Consider designing this bridge with a full multimodal path along one side. (1)
- A crossing somewhere in this area is anticipated as part of the draft Greenway Network Plan. (1)
- Incorporating a multimodal crossing as part of this bridge project would preserve options for future Greenway Network development. (1)

General Comments

Overall General Comments (See attachment for exact comments)

- The list of strategies talks about using Bike Master Plan to guide bicycle improvements. It should reference Greenway Master Plan as well. (1)

Unified Government of Athens Clarke County



2015-2018 Athens-Clarke County Consolidated Plan

Annual Action Plan II
July 1, 2016 – June 30, 2017

Athens-Clarke County
Housing and Community Development Department
375 Satula Avenue
Athens, GA 30601

Unified Government of Athens-Clarke County Consolidated Plan

July 1, 2016-June 30, 2017
Annual Action Plan II

Send Comments to:

The Athens-Clarke County
Housing and Community Development Department
375 Satula Avenue
Athens, GA 30601

706.613.3155 voice
706.613.3158 fax

TABLE OF CONTENTS

SF 424 CDBG and HOME

Certifications

Executive Order 12372 Review Process

Section I – Three Year Strategic Plan

Executive Summary 1

The Process 6

Needs Assessment 15

Housing Market Analysis 55

Special Needs Facilities and Services 72

Barriers to Affordable Housing 74

Strategic Plan 85

Monitoring 115

Section II- Annual Action Plan

Expected Resources 117

Projects 123

Section III - Appendix

Citizen Participation Plan

Citizen Participation Announcements

2015-2018 Athens-Clarke County Consolidated Plan

Executive Summary

ES-05 Executive Summary - 24 CFR 91.200(c), 91.220(b)

1. Introduction

The 2015-2018 Athens-Clarke County Consolidated Plan is a three-year plan that describes the Unified Government of Athens-Clarke County's community development priorities and multiyear goals based on an assessment of housing and community development needs, an analysis of housing and economic market conditions, and available resources.

The Athens Metropolitan Statistical Area (MSA) is comprised of the following counties and all of the incorporated municipalities within them: Clarke, Oconee, Madison, and Oglethorpe. Athens-Clarke County is the recognized population nucleus for Northeast Georgia.

Athens-Clarke County is a consolidated government located in Northeast Georgia, comprising the former City of Athens (the county seat) and Clarke County. Incorporated areas include Athens-Clarke County and the City of Winterville. The City of Bogart is also partially located in Athens-Clarke County. The jurisdiction covers approximately 122 square miles.

Athens-Clarke County is a HUD Entitlement Community and as such required to prepare a Consolidated Plan and Annual Action Plans as a pre-requisite for receiving HUD funding. The Athens-Clarke County (ACC) Housing and Community Development Department (HCD) is responsible for administering Housing and Urban Development (HUD) funded Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs along with other federal, state, and local funds to support and assist community development efforts to sustain viable neighborhoods by providing decent housing, a suitable living environment, and expanding economic opportunities for low to moderate income residents. CDBG and HOME funded programs assist housing and community development activities. The Consolidated Plan is carried out through annual action plans. Each annual action plan provides a summary of actions, activities, and specific federal resources that will be used each year to address the priority needs and goals identified in the Consolidated Plan's strategic plan. Following is a summary of the funds available to assist Action Plan II activities.

Financial Information
Annual Action Plan II - (July 1, 2016 - June 30, 2017)

$1,232,503 CDBG
$304,000 CDBG Funds Available for Reprogramming
$1,536,503 CDBG

$394,218 HOME Investment Partnership (HOME)

The achievement of HCD's mission requires a focus on socially and economically distressed areas for neighborhood revitalization. Revitalization involves a comprehensive delivery of housing and community development services and investment in fragile neighborhoods to improve social and economic conditions and ultimately re-establish a viable self-sustaining neighborhood. ACC has two HUD approved

neighborhood revitalization plans; one for East Athens and another for the Hancock Corridor. Each neighborhood revitalization plan area is considered to be low or moderate income with 70% or more of its residents earning low to moderate incomes. It is for these reasons that Census Tracts 301, 302, 6, and 9 have been designated as focus areas for CDBG and HOME investments. Along with the establishment of neighborhood revitalization areas, Athens-Clarke County works to improve capacity of non-profit organizations to deliver programs in the revitalization areas. Athens-Clarke County's two HUD approved Neighborhood Revitalization Plans are part of the Consolidated Plan. The East Athens and Hancock Corridor Neighborhood Revitalization Plans were approved by the Mayor and Commission in 1995 and 2000 respectively. Athens-Clarke County plans to continue neighborhood revitalization efforts in East Athens and the Hancock Corridor for the duration of this Consolidated Plan. These strategies allow ACC to allocate CDBG for public services, for the exclusive benefit of residents of these plan areas, which are not subject to the annual 15% public service cap.

2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

Government housing assistance programs, including those provided by HUD, significantly reduce housing needs and homelessness but are not available for all those who need assistance. CDBG, HOME, and other funding will assist local partners with activities to assist business expansion programs through partnerships with non-profit corporations, private developers, small businesses, and lenders. Housing strategies include infill development, real estate acquisition, construction of single-family and multi-family housing, historic preservation, owner-occupied home repairs, accessibility improvements, and rehabilitation of single-family houses and multi-family developments to expand housing choices and increase the availability of safe, decent, affordable housing. The plan also includes strategies to improve neighborhoods such as the identification and demolition of burned-out and dilapidated structures blighting neighborhoods through court-orders and through a voluntary program designed to assist low income owners of dilapidated and dangerous properties. The plan also includes public services benefitting seniors, youth, those in need of medical assistance, counseling, and educational and training assistance. Consolidated Plan partners will use a variety of objectives to address plan goals.

Business and Job Development is the priority goal in the strategic plan. Objectives to address the goal include the provision of job skills training, GED preparation, business planning assistance, capital loans for small businesses, and job placement programs to reduce barriers to employment

Affordable Housing Development and Redevelopment objectives include property acquisition, construction of single-family homes and multi-family developments, housing rehabilitation, owner-occupied home repairs to remove hazards

Housing Services objectives include provision of shelter and re-housing financial assistance for the homeless, housing counseling, financial literacy, and fair housing services, and demolition assistance.

Community Improvement objectives may include projects that eliminate or reduce factors that encourage crime and blight in neighborhoods, public infrastructure projects, and assistance with neighborhood preservation and enhancement of areas in transition or in need of repair, rehabilitation, and redevelopment.

Athens-Clarke County's goals for the 2015-2018 planning period are addressed through:

- Microenterprise activities, Economic Development projects, and Neighborhood Revitalization Public Services beyond the 15% cap

- Affordable Housing Development and Sustainability programs,
- Public facility improvements, and
- Public Services to assist housing counseling, youth development, senior services, shelter, and employment

3. Evaluation of past performance

According to the 2013 Year Consolidated Annual Performance and Evaluation Review, HUD's assessment has included reviews of Athens-Clarke County's consolidated planning process, management of grant funds, progress in carrying out local policies and program activities, compliance with program requirements, the accuracy of performance reports, and accomplishments in meeting Departmental objectives. HUD has determined that Athens-Clarke County's overall progress is satisfactory and the Housing and Community Development Department has the capacity to continue implementing and administering Athens-Clarke County's Consolidated Plan program activities in accordance with the applicable statutory requirements.

Last fiscal year partners used CDBG funds to repair critical systems in 13 single-family homes owned by an elderly or disabled person through emergency assistance grants of no more then $5,000 per unit to eliminate emergency health and safety hazards in their homes. Home repair costs average $4,940 each. CDBG also assisted 13 home-owners repair their homes and in the process assisted 26 people.

CDBG funds were used to acquire 3 vacant lots and one dilapidated single-family house. The lots were cleaned-up and the vacant structure was demolished. Nine properties were developed for single-family homes with the support of CDBG and HOME funds including three EarthCraft certified homes in their development known as the Cottages at Cannontown. New homeowners closed on 868 Waddell Street and on 870 Waddell Street. A burned-out and dilapidated house on Paris Street was acquired and demolished and 804 and 814 Waddell Street were rehabilitated. CDBG funds assisted in constructing four single-family homes on Carpenters Circle and completed two duplex units on Simmons Street and seven handicap ramps scattered throughout the county.

Jack R. Wells Homes, a large public housing complex also known as Pauldoe, was razed and a mixed-income community was built in its place. Federal tax credits paid for 70% of the $47 million project. ACC HCD awarded $1.3 million in HOME funds to assist Phase I of the redevelopment project. The project has three phases of mixed income housing. HOME funds assisted Phase 1, a 100-unit senior living, affordable housing multi-family rental complex at 300 Hawthorne Avenue. Ten (10) HOME-assisted units are included in Phase I that are subject to ongoing compliance requirements for the HOME Program over an Affordability Period of 20 years. The HOME-assisted units will be made available for rental by HOME Program eligible low and moderate-income households. Phase I is complete and construction of Phase II is underway. Funding for Phase III was approved in May 2015.

CDBG assisted with vendor development classes and business coaching for vendors at the West Broad Farmers Market through an eight-week program “Grow Your Business” and experience in entrepreneurship for at-risk youth from Classic City High School (ages 16-24) through the ongoing Young Urban Farmer Development Program at the West Broad Market Garden and Farmers Market and job coaching and business assistance services in East Athens. Hundreds of citizens were assisted through various public service programs that support accessing housing and expanded economic opportunities.

4. Summary of citizen participation process and consultation process

The planning approach utilized in the development of the Consolidated Plan included a thorough review of community indicators, both economic and demographic, a review of housing supply and need, and a series of six community meetings to identify resources and citizen concerns regarding housing and community development needs. Eighty people participated in the community assessment meetings. HCD sorted participant comments and concerns into four topics: social services, business and employment services, housing related services, and community improvements and identified Consolidated Plan goals and examples of CDBG eligible objectives from the information gathered.

HCD staff met with the citizen advisory committee known as the Vision Committee, to identify the priority Consolidated Plan goal derived from the community needs and resources assessment meetings. The Vision committee is a 10-member committee appointed by the Mayor and Commission to assist HCD is the review of Action Plan activities.
During a Mayor and Commission Work Session, HCD staff presented:
a. findings from the community resources and needs assessment
b. proposed Consolidated Plan Goals and the priority goal; and
c. proposed FY16 CDBG Application schedule

On October 7, 2014 the Mayor and Commission approved the Consolidated Plan goals and confirmed Business and Job Development as the priority goal at their regular voting session and on October 20, 2014, HCD released the FY16 CDBG funding application. HCD received 29 applications for CDBG funds seeking $2,085,290. HCD met with the Vision Committee to review, discuss, and rate each CDBG application. On February 10, 2015 at the Mayor and Commission Work Session, HCD staff presented recommendations for CDBG funding for the FY16 Annual Action Plan.

The Mayor and Commission reviewed recommendations for July 1, 2016 CDBG funding at a work session on February 9, 2016 and an Agenda Setting Session on March 15, 2016. The Mayor and Commission voting meeting included a public hearing seeking citizen comments about the Annual Action Plan recommendations on April 5, 2016. The Annual Action Plan was available for review and comment for 30-days. Copies were available at:
http://athensclarkecounty.com/hcd
A-CC Housing and Community Development Department
A-CC Mayor's Office
A-CC Manager’s Office
A-CC Regional Library
Athens Housing Authority
Northeast Georgia Regional Commission (RDC)
Miriam Moore Community Service Center - East Athens Development Corporation
Hancock Community Development Corporation

5. Summary of public comments

Summarize comments during the review period.

6. Summary of comments or views not accepted and the reasons for not accepting them

Summarize comments not accepted

7. Summary

Athens-Clarke County's 2015-2018 Consolidated Plan is designed to develop a viable urban community by providing decent housing, a suitable living environment, expanded economic opportunities principally for low and moderate-income persons, and programs that address the needs of homeless and near homeless persons. An approved Citizen Participation Plan was used to gather public comments through public meetings and the consultation process provided additional input. Information gathered from the public, a housing market and demographic analysis, and data provided by HUD was used to identify, goals and the activities in this Consolidated Plan. The planning approach included a thorough review of community indicators and a series of six community meetings to identify community resources and neighborhood needs. Findings from the community meetings were presented to the Athens-Clarke County Mayor and Commission which formally approved the Consolidated Plan Goals and strategies.

The Process

PR-05 Lead & Responsible Agencies 24 CFR 91.200(b)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
CDBG Administrator	Robert W. Trevena	Housing and Community Development Department
HOME Administrator	Robert W. Trevena	Housing and Community Development Department

Table 1 – Responsible Agencies

Narrative

The Athens-Clarke County Department of Housing and Community Development (HCD) is responsible for administering the Housing and Urban Development (HUD) funded Community Development Block Grant and HOME programs. HCD is the lead agency responsible for planning and implementing the Consolidated Plan.

Consolidated Plan Public Contact Information

Athens-Clarke County Department of Housing and Community Development
375 Satula Avenue
Athens, GA 30601

706.613.3155

athensclarkecounty.com/hcd

PR-10 Consultation - 91.100, 91.200(b), 91.215(l)

1. Introduction

During the preparation of the Consolidated Plan, HCD solicited input from governmental agencies as well as various public and private agencies providing housing, public services, and economic development.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(l)).

HCD is a long-time member of the Athens-Clarke County Affordable Housing Round Table, also known as the One Athens Housing Team. Through its various iterations, the committee is composed of representatives from the Athens Housing Authority, (the host of the meetings), Athens Land Trust (the local Community Housing Development Organization), ACTION, Inc., Athens Area Habitat for Humanity, Athens-Clarke Heritage Foundation; all are non-profit organizations focusing on housing development, or maintenance and sustainability of affordable housing. Representatives from the mortgage and banking industry and academics from the University of Georgia also participate in monthly meetings to share ideas and discuss collaborative projects. The purpose of the committee is to improve inter-agency collaboration and planning for the development of affordable housing. The group meets monthly to plan and discuss housing issues and activities.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

In addition to Community Development Block Grant (CDBG) and HOME funding, HUD offers opportunities for communities to compete nationally for Homeless Assistance Grant Program funding which is intended to alleviate homelessness. The Homeless Assistance Grant funds the development of supportive services and housing that helps homeless people transition from homelessness to independent living, permanent supportive housing, and services for disabled homeless persons. The Homeless Assistance Grant also provides funding for rental assistance which gives applicants flexibility in obtaining appropriate housing. As part of the Homeless Assistance Grant Application, HUD requires communities to develop or update a Continuum of Care Plan which outlines the activities and services a community offers to assist homeless individuals in transitioning from homelessness to self-reliance. HCD provides financial and administrative support in the efforts of the Northeast Georgia Poverty and Homeless Coalition and participates in monthly meetings to facilitate inter-agency collaboration and planning for Continuum of Care services. The coalition is a non-profit organization that coordinates agencies providing services and assistance for the homeless population, and conducts the annual point in time count to help area shelters and soup kitchens determine the needs of the homeless population in Athens.

The Northeast Georgia Homeless and Poverty Coalition Executive Committee includes Athens Urban Ministries, SOAR outreach initiative, Georgia Legal Services, Georgia Task Force for the Homeless, and HCD. This committee serves as the core-planning group for the development of housing and services targeting our homeless population. One of the most significant contributions of this committee was the creation of three distinct subcommittees whose responsibilities are to facilitate the development of new

initiatives targeting three specific areas: Base realignment and closure, Access to mainstream services, and Data Collection on the local homeless population.

Homeless Assessment Committee is charged with forming strategies for understanding the current extent of chronic homelessness in Athens-Clarke County and determining the services utilized, services needed, and the impact of the chronic homeless community on our local hospitals and prison system through a cost-benefit analysis.

Mainstream Services Access Committee is charged with finding ways to improve access to mainstream service agencies for our homeless population, specifically targeting Department of Family and Children Services, Social Security Administration, Department of Labor, Workforce Investment Board, and Veterans Services through increased training and collaborative efforts.

Base Realignment and Closure Committee pursues the development of a proposal for homeless services to be implemented by the Athens Resource Center for the Homeless (ARCH).

These subcommittees are the foundation of community efforts to develop a comprehensive 10-year plan to end chronic homelessness. As a result of the development of these new subcommittees the Continuum of Care has begun to concentrate on developing and implementing permanent supportive housing programs for chronically homeless persons and increasing access to mainstream services (i.e. TANF, Food Stamps, SSI).

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

Athens-Clarke County is an ESG recipient but does pursue other homeless assistance funding.

The Continuum of Care Plan is updated annually through a public process coordinated by the Homeless and Poverty Coalition and HCD. The Plan was most recently updated in February 2015. The development of the Continuum of Care planning process has increased in scope and knowledge so that participants have been able to develop a system that allows for effective collaborative efforts to facilitate the development of programs focusing on both the chronic and general homeless population. With this in mind, the lead entity that generates this collaboration and homeless service provider planning process is the Northeast Georgia Homeless and Poverty Coalition in close collaboration with HCD. The Northeast Georgia Homeless and Poverty Coalition, an umbrella organization which has continuously expanded its participants to 60 community organizations and individuals, holds bi-monthly meetings for its members to share information about services, resources, and community needs. These meetings include speakers who are given the opportunity to address relevant issues affecting the local homeless population. The monthly meetings allow the coalition to provide an important forum for Athens-Clarke County Continuum of Care agencies and regional partners participating in the Georgia Continuum of Care. HCD, the administrative entity for the Continuum of Care, works hand in hand with the Coalition to support the continuum by providing technical assistance, grant writing, and by acting as a liaison to the local government and elected officials. The Northeast Georgia Homeless and Poverty Coalition and HCD have worked expansively within the community to develop collaborative relationships among local homeless service agencies, mainstream organizations, local housing providers, and community and neighborhood groups. This cohesive relationship allows these two entities to draw from consolidated plan activities and coalition resources to empower them with the necessary structure and legitimacy to successfully implement the continuum planning process. The planning body continues to develop and modify the

Continuum of Care to provide support towards self-sufficiency for the homeless. The Coalition, with assistance from HCD, has continued to recruit active community members and organizations into the planning process. The collaborative planning body has evolved into one comprised of service providers, homeless and formerly homeless persons, the faith-based community, individual advocates and the public and private sector. Members of this collaborative planning body attend monthly meetings and participate in the CoC planning sessions and other public meetings, including those sponsored by the Georgia Department of Community Affairs. The Northeast Georgia Homeless and Poverty Coalition Executive Committee meets monthly to handle the organizational aspects of the Coalition and is responsible for overseeing the development of new initiatives targeting our homeless population.

When a person becomes homeless in Athens and enters the network of shelters and service providers, they are entered into the Homeless Management Information System (HMIS) through local participating HMIS users and receive referrals to appropriate agencies. Case managers routinely contact service providers on their client's behalf. A referral or voucher is sent to the provider who initially assesses the client's needs and provides assistance based on the intake and assessment. Once a homeless person is able to find housing, many homeless service providers operate follow-up programs through which they maintain contact with their formerly homeless clients to help ensure that they maintain housing stability and prevent future episodes of homelessness.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

(see following table)

Table 2 – Agencies, groups, organizations who participated

1	**Agency/Group/Organization**	ADVANTAGE BEHAVIORAL HEALTH SYSTEMS
	Agency/Group/Organization Type	Housing Services-Persons with Disabilities Services-homeless Services-Employment Other government - State Regional organization
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Non-Homeless Special Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Advantage provided information about homeless and mental health care services and housing for the Con Plan. Anticipated outcomes include better collaboration and alignment with shared goals.
2	**Agency/Group/Organization**	AIDS ATHENS
	Agency/Group/Organization Type	Housing Services - Housing Services-Children Services-Persons with Disabilities Services-Persons with HIV/AIDS Service-Fair Housing Regional organization
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Non-Homeless Special Needs HOPWA Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	AIDS Athens provided information about HOPWA and HIV/AIDS services and housing for the Con Plan. Anticipated outcomes include better collaboration and alignment with shared goals.

3	**Agency/Group/Organization**	ATHENS HOUSING AUTHORITY
	Agency/Group/Organization Type	Housing PHA Services - Housing Services-Elderly Persons Services-Persons with Disabilities Service-Fair Housing Other government - Federal
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	AHA provided information about Affordable Housing and PHA services and housing for the Con Plan. Anticipated outcomes include better collaboration and alignment with shared goals.

Identify any Agency Types not consulted and provide rationale for not consulting

Participation in planning and assessment meetings for Athens-Clarke County is publically announced and all meetings and processes are open to the public. Agencies not consulted through direct out-reach are those agencies that have little or no direct involvement in the development of affordable housing, the provision of public services, shelter, or economic development.

Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	Northeast Georgia Homeless and Poverty Coalition	The plan supports the national objectives to end chronic homelessness and reduce the number of homeless through prevention, shelter, and rapid rehousing programs
Athens-Clarke County Comprehensive Plan	Athens-Clarke County Planning and Zoning Department	The plan supports a viable community with diverse housing options
Athens-Clarke County Urban Redevelopment Plan	Athens-Clarke County Housing and Community Development Department	The plan assists the development of a viable community with economic opportunity

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Athens-Clarke County Analysis of Impediments to Fa	Athens-Clarke County Housing and Community Development Department	The analysis identifies barriers to fair housing choice

Table 3 – Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

Athens-Clarke County is a consolidated government. The county coordinates with the State of Georgia Department of Community Affairs (DCA) through non-profit partners in the Continuum of Care that receive CDBG and Homeless Assistance grants through Athens-Clarke County and DCA.

Narrative (optional):

The Consolidated Plan was made available during the 30-day public review and comment period at the Northeast Georgia Regional Commission (NEGRC). NEGRC serves 12 counties and 54 municipal governments in the Northeast Georgia Region.

PR-15 Citizen Participation

1. Summary of citizen participation process/Efforts made to broaden citizen participation
Summarize citizen participation process and how it impacted goal-setting

HCD uses a variety of methods to involve citizens in the decision-making process for the Consolidated Plan. The purpose is to encourage citizen participation, with particular emphasis on participation by persons of low and moderate income and residents of slum and blighted areas and areas in which community development funds are proposed to be used. All aspects of citizen participation are conducted in an open manner and every reasonable effort is made to include low and moderate income persons, minorities, the elderly, handicapped, project area residents, and civic groups. Notice of all public hearings are published as a block ad in the non-legal section of the newspaper of general circulation (in this case, the Athens Banner-Herald) approximately 10 days prior to the time of any public hearing. Special effort is made to include participation by minority groups including African-Americans and those of Hispanic origin. The Athens-Clarke County Consolidated Plan Citizen Participation Plan can be found at the end of this document.

In May 2014 HCD published a series of radio advertisements announcing six community needs and resources assessment meetings scheduled for May through June. Ads were run on three radio stations HCD bought print advertisements from Athens Banner Herald and Flagpole Magazine. HCD utilized the Athens-Clarke County Neighborhood Notification list. The list includes 31 neighborhoods. HCD also notified sub-recipients staff, volunteers, and board members about the citizen participation opportunities via e-mail and posted meeting announcements on the departmental web site http://athensclarkecounty.com/hcd.

Eighty people participated in the six community needs meetings. All meeting participant comments and concerns were documented. Draft goals and strategies were then developed from the information gathered. Information from the community needs and resource assessment meetings and a proposed Annual Action Plan schedule was presented at an advertised public meeting on October 7, 2014. The schedule and process for the development of Annual Action Plan II was presented at an advertised meeting on October 15, 2015.

Citizen Participation Outreach

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Public Meeting	Minorities Persons with disabilities Non-targeted/broad community Residents of Public and Assisted Housing	Eighty people participated in the community assessment meetings. Twenty-five people attended the October 15, 2015 meeting.	HCD sorted participant comments and concerns into four topics: social services, business and employment services, housing related services, and community improvements and identified Consolidated Plan goals and examples of CDBG eligible objectives from the information gathered.	All comments were accepted during the needs assessment meetings. Identify comments received during the 30 day review period.	athensclarkecounty.com/hcd

Table 4 – Citizen Participation Outreach

Needs Assessment

NA-05 Overview

Needs Assessment Overview

The planning process included a needs assessment, a resource review, and a gaps analysis to assign housing and community development resources to assist the development and sustainability of affordable housing, economic development, public facilities and improvements, and the delivery of public services.

The needs assessment included a thorough review of community indicators and a series of six community meetings to identify community resources and neighborhood needs. The data provided in the community indicators served as the statistical basis for the needs assessment. Misinterpretation of population data can have a significant impact on the accuracy of current condition assessments regarding housing, economic development, and public service planning.

There are nearly 56,000 male residents and nearly 62,000 female residents living in Athens-Clarke County. The median age is 25.9 and 65.7% of the residents are white and 26.2% are black and just over 10% are Hispanic or Latino. The citizens who participated in the Community Assessment meetings are generally representative of the broader community.

The Community Assessment results include a wide range of need including:

- Small and micro-business assistance – programs that support economic security, employment, small and micro-business development, and training
- Affordable housing and shelter – programs assisting housing development and sustainability and shelter
- Social Services – all aspects of social service needs fall into this category, including childcare, training, case management, medical assistance, senior services, shelter, and counseling
- Public infrastructure – projects that support a suitable living environment
- Other – any other issues that do not fall into one of the above categories

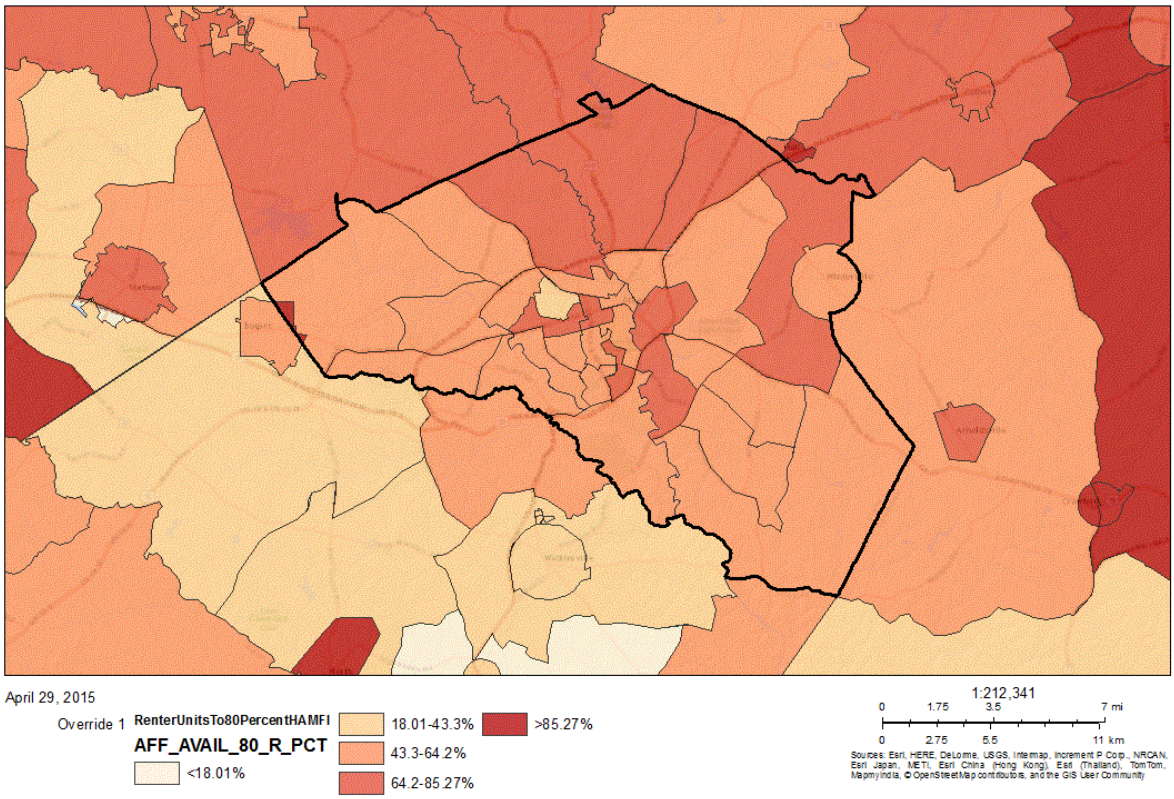
Business and job development assistance are identified as the most important need in the community.

Affordable housing development and redevelopment were also identified as important goals to pursue during the 3-year Consolidated Plan period. Though there are home-owners with housing problems, the greatest housing need is assisting renter households with a housing cost burden greater than 30%-50% of income.

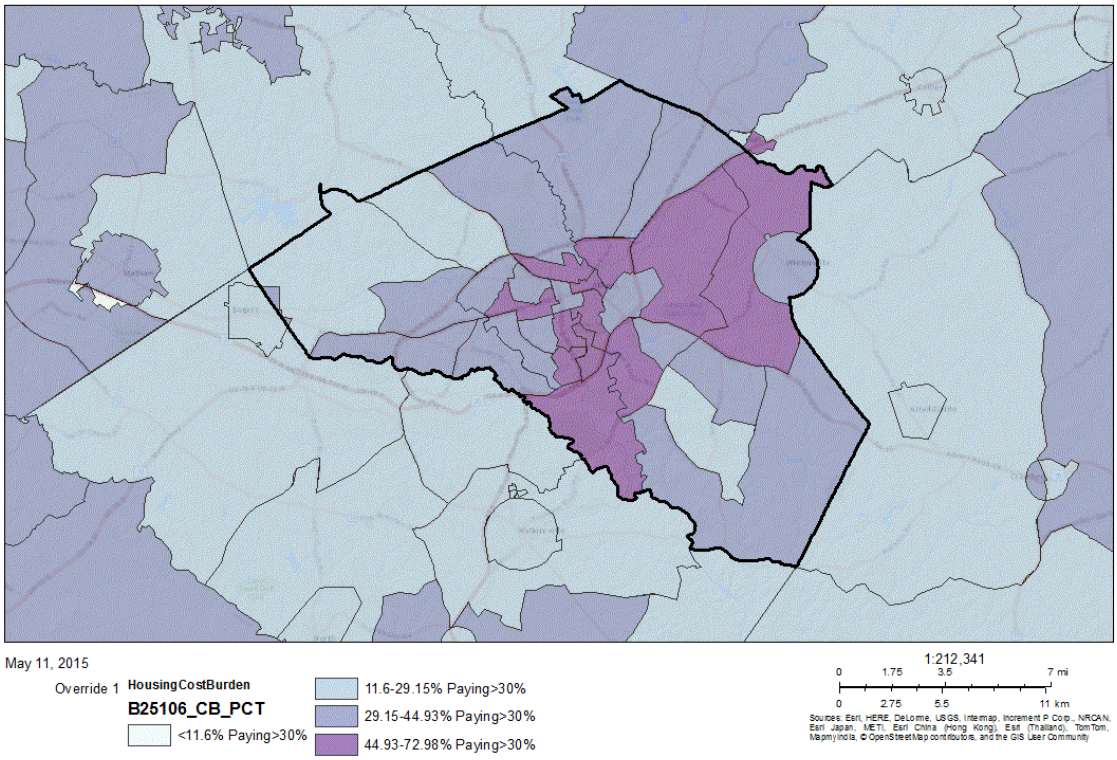
Housing services including shelter and re-housing financial assistance for the homeless, housing counseling, financial literacy, and fair housing services are also considered important objectives.

Community improvements such as the demolition of dilapidated structures, the elimination or reduction of factors that encourage crime and blight in neighborhoods, assistance with neighborhood preservation and enhancement of areas in transition or in need of repair, rehabilitation and redevelopment are also important areas of concern.

Percent Renter Units Affordable to 80% AMFI -



Housing Cost Burden - By Census Tract



NA-10 Housing Needs Assessment - 24 CFR 91.205 (a,b,c)

Summary of Housing Needs

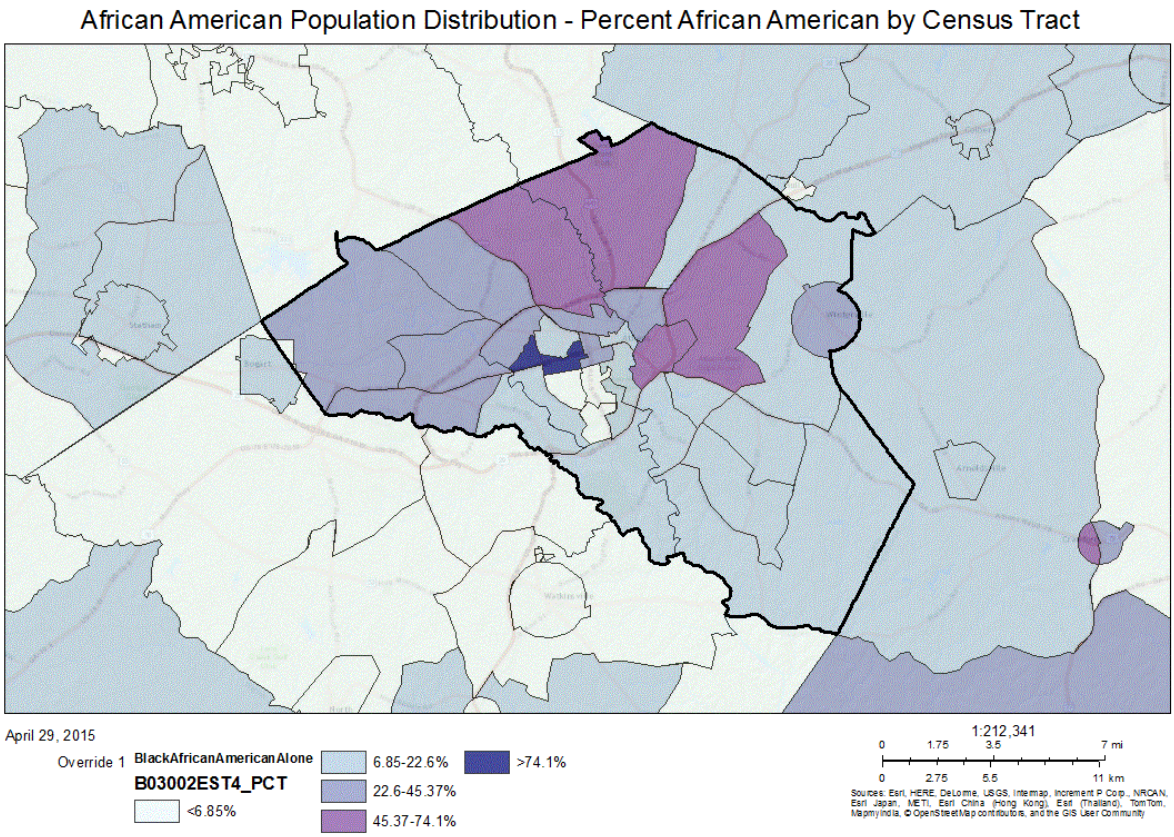
Housing needs cut across all areas within the jurisdiction and include all racial and ethnic groups, regardless of whether they lived in Athens, suburbs, or rural areas within the county. Housing needs are found across various household types including families with children, senior citizens, and persons with disabilities. Affordable Housing, as defined by HUD, is when the cost of housing related expenses (mortgage/rent and utilities) does not cost more than 30% of a family's income. Family's that pay more than 30% of their income on housing related expenses are considered cost burdened. In order for a family within ACC to afford a two bedroom apartment at Fair Market Rent (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost. The number of cost burden homes does not include households within Public Housing or receiving Section 8 Vouchers; student housing is included within households that are cost burdened. According to the U.S. Department of Housing and Urban Development (HUD) "custom tabulations" of data from the U.S. Census Bureau known as the "CHAS" data (Comprehensive Housing Affordability Strategy), based on the 2007-2011 and 2009-2011 ACS for the jurisdiction, there are 7,979 households making 30% of Area Median Income, with one or more of four housing problems; unit lacks complete kitchen facilities, lacks complete plumbing facilities, has more than one person per room, or cost burden greater than 30% of household income. There are 4,249 households making 30 to 50% of Area Median Income, with one or more of four housing problems.

Though there are home-owners with housing problems, the greatest housing need is assisting renter households with a housing cost burden greater than 30%-50% of income. There are over 10,500 cost burdened households; over 25% of all households in Athens and renter households classified as "other", (as opposed to family and elderly households) with a housing cost burden greater than 30% of household income, are more affected than family households.

Demographics	Base Year: 2000	Most Recent Year: 2010	% Change
Population	101,489	115,070	13%
Households	39,678	41,980	6%
Median Income	$33,086.00	$0.00	-100%

Table 5 - Housing Needs Assessment Demographics

Data Source: 2000 Census (Base Year), 2006-2010 ACS (Most Recent Year)



African American Population Distribution - Percent African American by Census Tract

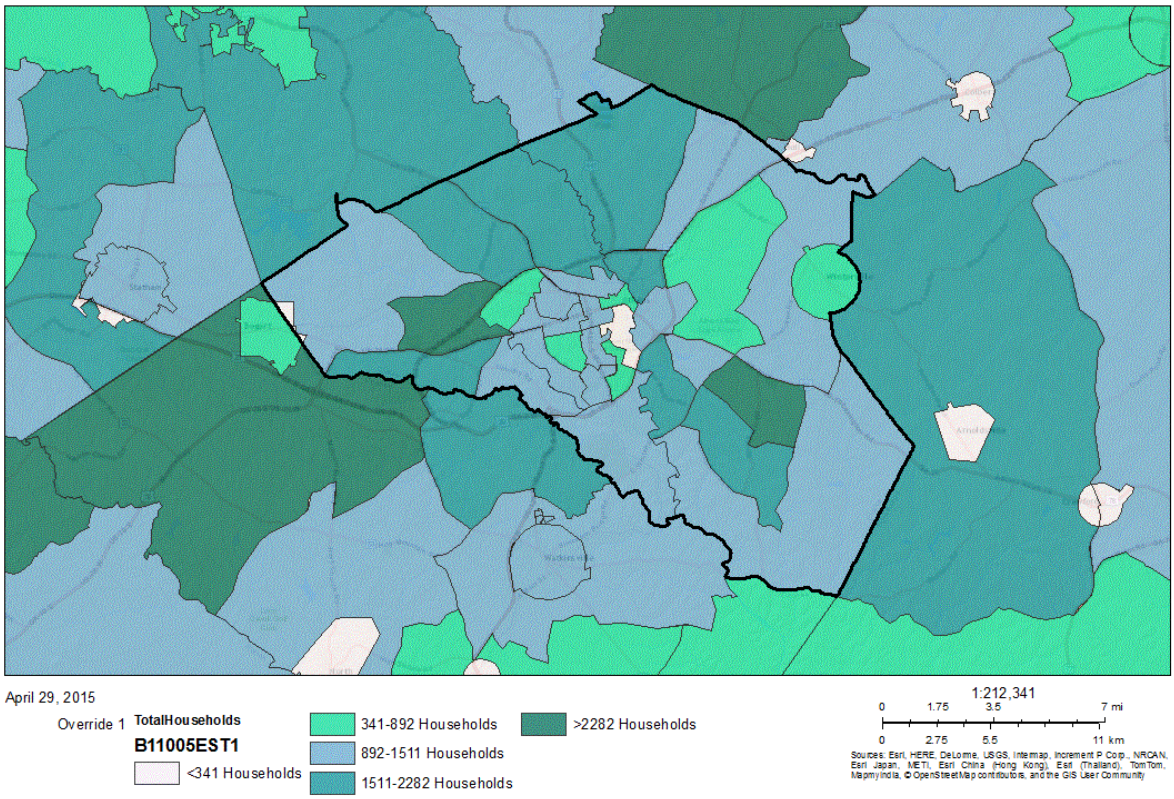
Number of Households Table

	0-30% HAMFI	>30-50% HAMFI	>50-80% HAMFI	>80-100% HAMFI	>100% HAMFI
Total Households *	9,554	5,569	6,519	3,820	16,525
Small Family Households *	1,785	1,735	2,220	1,374	7,955
Large Family Households *	475	389	375	268	750
Household contains at least one person 62-74 years of age	568	719	667	478	2,750
Household contains at least one person age 75 or older	409	414	564	329	1,359
Households with one or more children 6 years old or younger *	1,204	1,054	943	591	1,623
* the highest income category for these family types is >80% HAMFI					

Table 6 - Total Households Table

Data Source: 2006-2010 CHAS

Total Households by Census Tract -



Housing Needs Summary Tables

1. Housing Problems (Households with one of the listed needs)

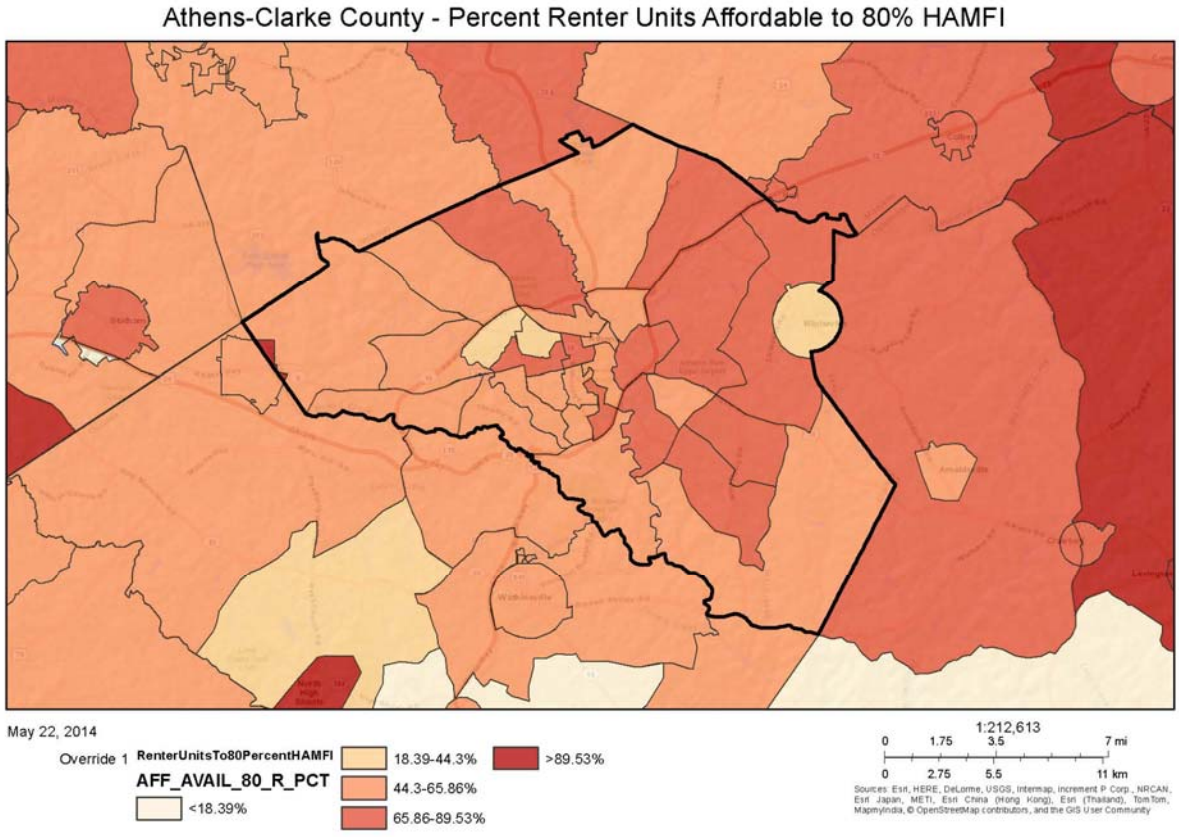
	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Substandard Housing - Lacking complete plumbing or kitchen facilities	70	130	40	20	260	10	0	19	4	33
Severely Overcrowded - With >1.51 people per room (and complete kitchen and plumbing)	79	105	0	30	214	10	0	0	0	10
Overcrowded - With 1.01-1.5 people per room (and none of the above problems)	170	80	135	10	395	0	80	95	19	194
Housing cost burden greater than 50% of income (and none of the above problems)	5,350	1,424	209	15	6,998	779	540	505	105	1,929

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
Housing cost burden greater than 30% of income (and none of the above problems)	359	1,720	1,919	295	4,293	235	340	790	515	1,880
Zero/negative Income (and none of the above problems)	1,615	0	0	0	1,615	129	0	0	0	129

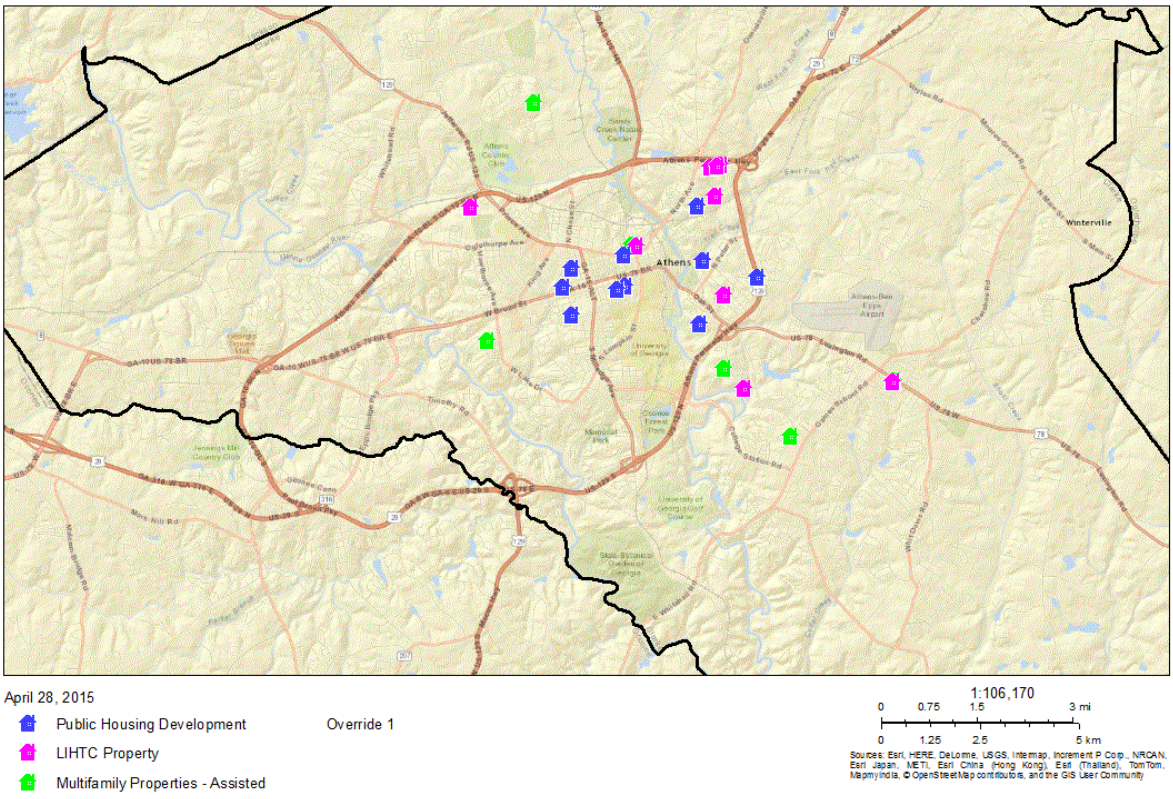
Table 7 – Housing Problems Table

Data Source: 2006-2010 CHAS

Percent Renter Units Affordable to 80% HAMFI -



HUD Assisted Housing map -



2. Housing Problems 2 (Households with one or more Severe Housing Problems: Lacks kitchen or complete plumbing, severe overcrowding, severe cost burden)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Having 1 or more of four housing problems	5,665	1,729	385	70	7,849	794	625	619	124	2,162
Having none of four housing problems	1,029	2,485	3,560	1,899	8,973	319	725	1,955	1,715	4,714
Household has negative income, but none of the other housing problems	1,615	0	0	0	1,615	129	0	0	0	129

Table 8 – Housing Problems 2

Data Source: 2006-2010 CHAS

3. Cost Burden > 30%

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	950	975	713	2,638	165	270	414	849
Large Related	305	139	45	489	30	85	205	320
Elderly	373	315	85	773	380	343	254	977
Other	4,253	1,869	1,354	7,476	459	180	489	1,128
Total need by income	5,881	3,298	2,197	11,376	1,034	878	1,362	3,274

Table 9 – Cost Burden > 30%

Data Source: 2006-2010 CHAS

4. Cost Burden > 50%

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
NUMBER OF HOUSEHOLDS								
Small Related	895	285	4	1,184	155	210	84	449
Large Related	265	59	0	324	30	65	55	150
Elderly	283	180	20	483	250	129	105	484
Other	4,039	934	194	5,167	364	135	264	763
Total need by income	5,482	1,458	218	7,158	799	539	508	1,846

Table 10 – Cost Burden > 50%

Data Source: 2006-2010 CHAS

5. Crowding (More than one person per room)

	Renter					Owner				
	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	>80-100% AMI	Total
NUMBER OF HOUSEHOLDS										
Single family households	235	145	50	40	470	10	80	0	19	109
Multiple, unrelated family households	0	0	80	0	80	0	0	95	0	95
Other, non-family households	14	40	0	0	54	0	0	0	0	0
Total need by income	249	185	130	40	604	10	80	95	19	204

Table 11 – Crowding Information – 1/2

Data Source: 2006-2010 CHAS

	Renter				Owner			
	0-30% AMI	>30-50% AMI	>50-80% AMI	Total	0-30% AMI	>30-50% AMI	>50-80% AMI	Total
Households with Children Present	0	0	0	0	0	0	0	0

Table 12 – Crowding Information – 2/2

Data Source Comments:

Describe the number and type of single person households in need of housing assistance.

The American Community Survey indicates that 13,267 (32.4%) Athens residents live alone. Housing cost burden is the single most important housing problem faced by Athenians. Over 25% of all households in Athens are cost burdened so at least 3,000 single person households may face significant problems in paying rent or mortgages for housing.

According to the study, “America’s Families and Living Arrangements: 2012” by the U.S. Census Bureau, Current Population Survey, Annual Social and Economic Supplement, selected years, 1970 to 2012,there have been significant changes in the composition of American households: Households and families are smaller. Married households tended to be older and made up a smaller share of all households. Living alone is more common as the number of married households with children has decreased. There are approximately 31,886,794 single-person households in the U.S.; 14,119,225 males (12.3%) and 17,767,569 (15.2%) females. According to the report, “the proportion of one-person households increased by 10 percentage points between 1970 and 2012; from 17% to 27%”. Between 1970 and 2012, the average number of people per household declined from 3.1 to 2.6.The national increase in one

person households is attributed to one-person households headed by men aged 15 to 64, which increased from 23% in 1970 to 34% in 2012.

Estimate the number and type of families in need of housing assistance who are disabled or victims of domestic violence, dating violence, sexual assault and stalking.

About 11% of the county's population has a disability with nearly 4,000 who are 65 years or older and who have a disability. Only 3% of the disabled population are 18 years or younger. The Georgia Bureau of Investigation reports that there were 2,180 family violence incidents in 2013 resulting in 719 arrests. In 2013 1,024 women, children, and men were served in outreach offices at the Athens-Clarke County Family Protection Center. This Family Protection Center is a single facility for collaborative services between multiple agencies that work with child abuse, sexual assault, and domestic violence cases including a forensic medical examinations space, a protective services space, interview rooms, counseling rooms, a victim / witness services space, administrative space, and other public spaces. 259 people were separated due to family violence.

What are the most common housing problems?

The most common housing problem identified in the 2006 - 2010 CHAS is housing cost burden. The data suggests the highest priority for unmet need is associated with severe housing cost burden. Though there are home-owners living with housing problems, the greatest area of need is assisting the 6,657 renter households with a housing cost burden greater than 50% of income and the 4,024 households with a housing cost burden greater than 30% of income. There are over 10,500 cost burdened households; over 25% of all households in Athens. Worst Case Housing Needs are defined as renters with very low incomes (below half the median in their area) who do not receive government housing assistance and who either paid more than half their monthly incomes for rent, lived in severely substandard conditions, or both.

See Percent Renter Units Affordable to 80% HAMFI map.
See HUD Assisted Housing map.

In East Athens' Census Tract 301 there are 1,065 low income households, 44.60% of the low income households are severely cost burdened, as are 37.26% of the moderate income households. In tract 302 38.46% of the low income households are severely cost burdened and 32.35% of the moderate income residents.

For tract 6 in the Hancock Corridor, 25% of the low income households are severely cost burdened and 21% of the moderate income households are severely cost burdened. For tract 9, 42.74% of the low income households are severely cost burdened and 35.48% of the moderate income households are severely cost burdened.

There are 7,482 renter households making 80% or less of the area median income that have one or more of the four standard housing problems and 1,893 home owners making 80% or less of the area median income that have one or more of the four standard housing problems. That totals 9,375 households making 80% or less of the area median income living with at least one of the standard housing problems.

There are 6,873 renter households classified as "other", (as opposed to family and elderly households) with a housing cost burden greater than 30% of household income. There are also 2,494 small related

renter households with a housing cost burden greater than 30% of household income. 9,367 renter households in Athens have a housing cost burden greater than 30% of household income.

As with renter households classified as other with a housing cost burden of 30% of household income, the 4,909 other households with a housing cost burden of 50% of household income compose the largest segment of the housing cost burdened population in this category at nearly 12% of all households in the jurisdiction.

There are 14,276 households composed of non-related individuals considered housing cost burdened. That is 35% of all households in Athens-Clarke County.
Crowding is not a significant problem in Athens households as most are composed of just slightly more than 2 people per household on average.

Are any populations/household types more affected than others by these problems?

The 6,873 renter households classified as “other”, (as opposed to family and elderly households) with a housing cost burden greater than 30% of household income are more affected than other households.

As with renter households classified as other with a housing cost burden of 30% of household income, the 4,909 other households with a housing cost burden of 50% of household income compose the largest segment of the housing cost burdened population in this category at nearly 12% of all households in the jurisdiction.

There are 14,276 households composed of non-related individuals considered housing cost burdened. That is 35% of all households in Athens-Clarke County.

Describe the characteristics and needs of Low-income individuals and families with children (especially extremely low-income) who are currently housed but are at imminent risk of either residing in shelters or becoming unsheltered 91.205(c)/91.305(c)). Also discuss the needs of formerly homeless families and individuals who are receiving rapid re-housing assistance and are nearing the termination of that assistance

About 13% of Athens households have one or more children 6 years old or younger. That is 1,415 extremely low income households. CHAS data indicates that the greatest housing need is assisting cost burdened renter households. There are over 10,500 cost burdened households in Athens; over 25% of all households in Athens. The 2014 Point In Time Count of sheltered and unsheltered homeless people in Athens-Clarke County revealed that 12% of the homeless population are children.

The 2010 ACS reflects that 35.1% of ACC homeowners with a mortgage pay more than 30% of their income on monthly housing expenses. The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at FMR (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost.

The basic reason for homelessness is a scarcity of affordable housing. Low-income families may become homeless due to an unexpected financial crisis: a medical emergency, or employment problems that prevent families from maintaining safe housing. Consolidated Plan and Continuum of Care strategies include assisting with funding for homeless prevention services, emergency shelter, rapid re-housing,

transitional housing, supportive services, and permanent supportive housing to assist those in need of shelter.

Families with children who are at imminent risk of becoming homeless are in need of prevention and stabilization services, including but certainly not limited to financial assistance for housing. Such families need intensive case management - a commitment by the client to the case manager to create a comprehensive service plan addressing the underlying issues contributing to the family's housing crisis. Most often, the head of household is in need of financial literacy education, credit and budget counseling, as well as referrals to other service agencies in the community to address mental and physical health stability. Families should be linked as soon as possible to the appropriate school social worker, to ensure that attendance and course work is minimally impacted. Generally speaking, families in a housing crisis need calm, professional, client centered intervention that seeks to stabilize the family through comprehensive service goals and set them on a course to sustained independence.
Families that are nearing the end of rapid rehousing assistance are in need of a comprehensive exit plan that includes a viable budget, referral information for more permanent or future community supports and preferably an identified safety net of family and friends. To best meet family needs, program discharge should be gradual, not abrupt, allowing the client to adjust to the idea of and realistically prepare, with the case manager's input and support, for independence. After program discharge, follow up services greatly increase the likelihood of permanence and sustained client success. To best meet family needs, follow up care should include limited case management support and referrals for any needed community services.

If a jurisdiction provides estimates of the at-risk population(s), it should also include a description of the operational definition of the at-risk group and the methodology used to generate the estimates:

Athens-Clarke County does not provide estimates of the at-risk population.

Specify particular housing characteristics that have been linked with instability and an increased risk of homelessness

Residential instability is defined as frequently moving to a different place.

The Georgia Department of Community Affairs (DCA) states that there are two main factors that contribute to homelessness in Georgia: extreme poverty and personal vulnerability. People experiencing extreme poverty can become homeless due to lack of income, unemployment, or scarcity of available affordable housing. Many low-income individuals and families have personal vulnerabilities that place them at significant risk of becoming homeless. These factors include mental illness, substance abuse, developmental disabilities or brain injury, physical disabilities or chronic medical problems, family violence, prior evictions or poor credit, or a criminal background.

Poor housing conditions such as overcrowding, housing cost burden, or poor relationships with landlords creates stress that affects one’s health. Physical and mental health problems interfere with the ability to work and deplete financial resources. Physical and mental problems may isolate individuals and often reduce social support creating instability and placing the individual or family at risk for homelessness.

The prevalence of certain risk factors in individuals such as low levels of educational attainment, lack of work history, teen motherhood, and unmarried with children, poor health, domestic violence, mental illness, and chronic drug use across housing groups are linked to housing instability.

The majority of clients are substantially in debt, do not budget effectively and do not use utilities economically. Additionally, a substantial number of clients allocate too much of their income to rent/housing, and opt to pay it last when there is not enough money to meet the monthly bills. They then get caught in a cycle of late fees, evictions and debt that keep them from stabilizing without financial assistance. From a programmatic perspective, these characteristics indicate the imperative nature of including financial literacy education, fair housing counseling, budget counseling and holistic, comprehensive case management support to clients. From a community perspective, these characteristics emphasize the need for more safe and affordable housing options.

Discussion

Families and household composition change along with changes in the economy and labor markets. A household is composed of one or more people living in a housing unit. The householder is someone who owns or rents the residence. Family and household composition includes two types of households: family and nonfamily. A family household has two or more related members, one of whom is the householder. A nonfamily household is either a person living alone or a householder who shares the house with nonrelatives or roommates. Family households are maintained by married couples or by people living with other relatives, with or without children. A nonfamily household is maintained people with no relatives in the home. The average household size in Athens is 2.35 and the average family size is 2.95. Household size has remained consistent in Athens at below 3 persons per household despite national changes in household size.

The CHAS reports a total of 41,342 households. Nearly 24% of all households make 30% or less of the median family income for the community. 12.44% of all households make between 30% to 50% of the median family income and 14% make between 50% and 80% of the median family income for Athens. Half of the households living in Athens are eligible for CDBG and HOME assistance while the other half of all households makes 80% or more of the median family income. Athens-Clarke County's household income figures are lowered by the significant college student population. The majority of these students do not work full-time. While the large number of students explains the low income relative to other areas, the relatively slow rate of income growth is a concern Household income for Clarke County increased over the last several decades but at a slower rate than the state of Georgia and other MSA counties. The Athens-Clarke County economy is heavily dependent upon public sector employment through the University of Georgia and other local government agencies, but Athens-Clarke County still has a diverse and healthy manufacturing base. The county’s unemployment rate is consistently less than most of the surrounding counties and less than the State of Georgia as a whole.

NA-15 Disproportionately Greater Need: Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

A disproportionately greater need exists when the members of racial or ethnic groups at a specific income level experience housing problems at a greater rate (10 percentage points or more) than the income level as a whole. The interpretation of this data is complex due to the atypical composition of the Athens-Clarke County population, due in part to the high percentage of residents in the 15-24 age group, and local economic trends. Misinterpretation of the demographic data can have a significant impact on the accuracy of current condition assessments regarding housing problems.

HUD's 2010 Median Family Income for ACC is estimated at $58,600; the 2010 American Community Survey (ACS) reported ACC median home value at $160,200 with a median home sales price at $118,500. Additionally, the 2010 ACS reflects that 35.1% of ACC homeowners with a mortgage pay more than 30% of their income on monthly housing expenses. The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at FMR (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost.

CHAS data indicates that over 66% making 0%-30% of Area Median Income, with one or more of the four housing problems, are white while 25% are black.

For those making 30%-50% of Area Median Income nearly 58% are white and 30% are black.

For those making 50%-80% of Area Median Income 55% are white while 32% are black.
Minority populations often experience a greater likelihood of having more housing problems and a greater cost burden than white residents.
See African American Households map.
See Housing Cost Burden map.

0%-30% of Area Median Income

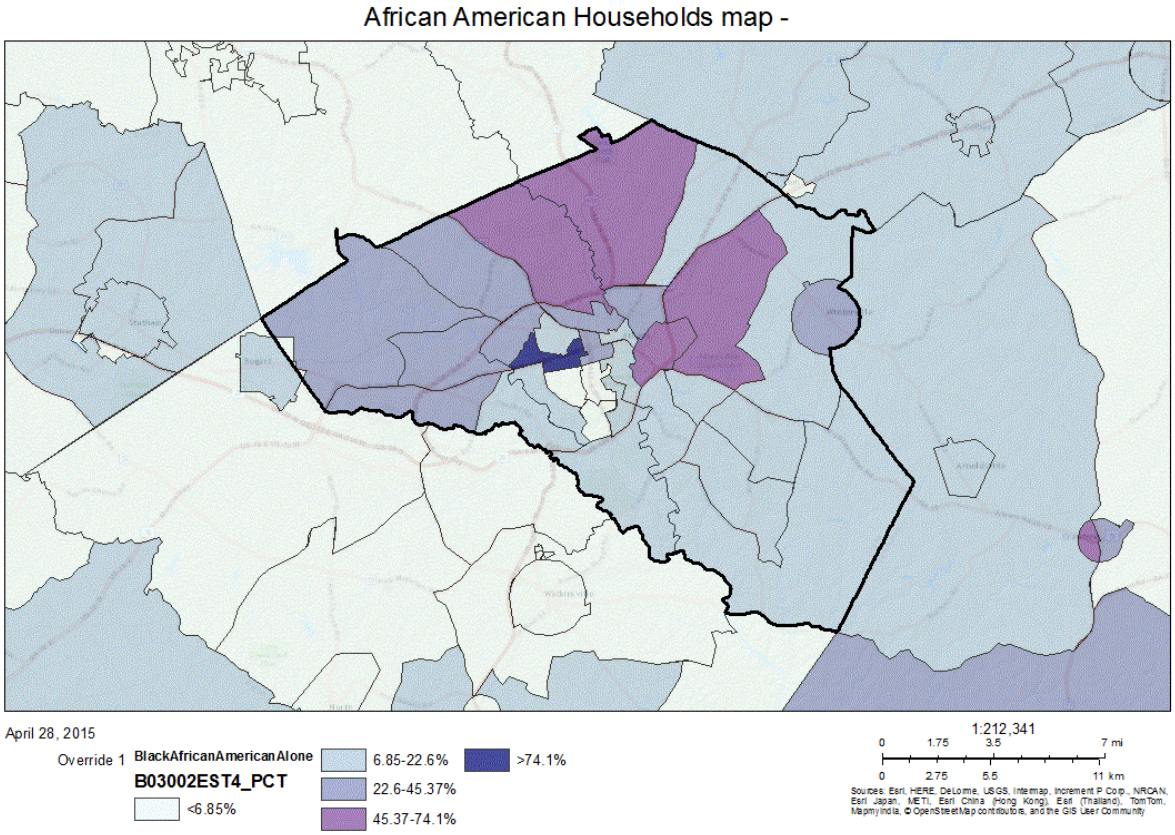
Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	7,979	930	1,444
White	5,303	310	1,044
Black / African American	1,999	585	300
Asian	158	0	35
American Indian, Alaska Native	15	0	0
Pacific Islander	0	0	0

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Hispanic	389	14	70

Table 13 - Disproportionally Greater Need 0 - 30% AMI

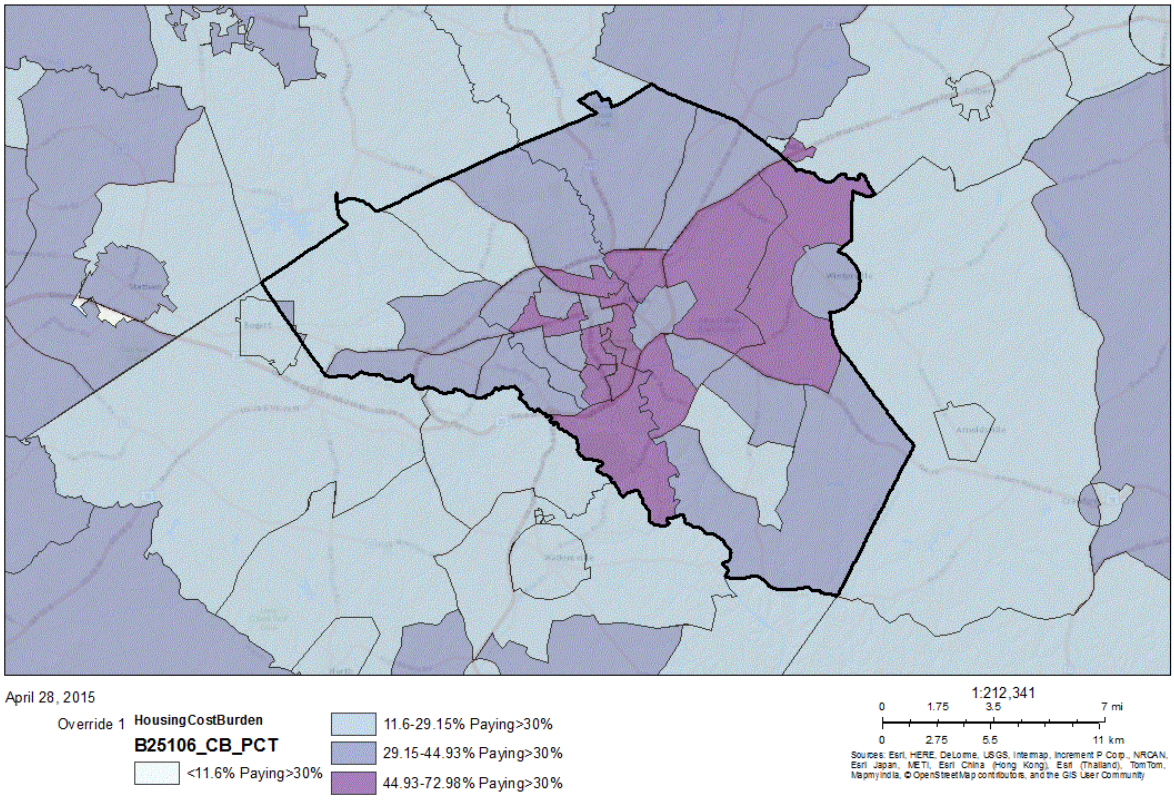
Data Source: 2006-2010 CHAS

*The four housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%



African American Households map -

Housing Cost Burden map -



30%-50% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	4,249	1,153	0
White	2,457	462	0
Black / African American	1,284	575	0
Asian	119	10	0
American Indian, Alaska Native	0	4	0
Pacific Islander	0	0	0
Hispanic	339	73	0

Table 14 - Disproportionally Greater Need 30 - 50% AMI

Data Source: 2006-2010 CHAS

*The four housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%

50%-80% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	3,639	3,119	0
White	2,009	1,705	0
Black / African American	1,180	1,084	0
Asian	145	110	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	280	170	0

Table 15 - Disproportionally Greater Need 50 - 80% AMI

Data Source: 2006-2010 CHAS

*The four housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%

80%-100% of Area Median Income

Housing Problems	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	1,005	2,605	0
White	740	1,515	0
Black / African American	185	810	0
Asian	45	49	0
American Indian, Alaska Native	4	4	0
Pacific Islander	0	0	0
Hispanic	24	209	0

Table 16 - Disproportionally Greater Need 80 - 100% AMI

Data Source: 2006-2010 CHAS

*The four housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than one person per room, 4.Cost Burden greater than 30%

Discussion

Sixty-six percent of Athens-Clarke County residents are white and 26.2% are black and just over 10% are of Hispanic or Latino heritage. Sixty-six percent of those making 30% or less of the area median income are white while 25% are black. Nearly 58% of those only making between 30% and 50% of the area median income are white while 30% are black. Fifty-five percent of those making 50% to 80% of the area median income are white while 32% are black.

HUD's 2010 Median Family Income for ACC is estimated at $58,600; the 2010 American Community Survey (ACS) reported ACC median home value at $160,200 with a median home sales price at $118,500. Additionally, the 2010 ACS reflects that 35.1% of ACC homeowners with a mortgage pay more than 30% of their income on monthly housing expenses. The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at FMR (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost.

The African American Households map indicates that the two Neighborhood Revitalization Plan areas and rural areas in the center and northern half of the county have significant concentrations of African American Households.

See African American Households map.

When reviewing the housing cost burden map for Athens we see high concentrations of cost burdened households in the Neighborhood Revitalization Plan areas that are predominately black and in areas around the University of Georgia and south with mostly white student residents.

The maps indicate that a majority living in the south and western part of the county are white and a majority who are black live in the north and eastern parts of the county. The central and southeastern portion of the county is home to the University of Georgia and many large, predominantly white college student oriented apartment complexes. Roughly 25% of Athens-Clarke County residents are students, mostly white and poor in terms of actual income. When students are removed from the analysis data indicates a significant number of black residents (especially renters) have a greater need for assistance in comparison to the needs of general population and non-college student residents.

NA-20 Disproportionately Greater Need: Severe Housing Problems – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction

A disproportionately greater need exists when the members of racial or ethnic groups at a specific income level experience housing problems at a greater rate (10 percentage points or more) than the income level as a whole. The interpretation of this data is complex due to the atypical composition of the Athens-Clarke County population, due in part to the high percentage of residents in the 15-24 age group, and local economic trends. Misinterpretation of the demographic data can have a significant impact on the accuracy of current condition assessments regarding housing problems.

HUD's 2010 Median Family Income for ACC is estimated at $58,600; the 2010 American Community Survey (ACS) reported ACC median home value at $160,200 with a median home sales price at $118,500. Additionally, the 2010 ACS reflects that 35.1% of ACC homeowners with a mortgage pay more than 30% of their income on monthly housing expenses. The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at FMR (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost.

CHAS data indicates that over 66% making 0%-30% of Area Median Income, with one or more of the four housing problems, are white while 25% are black.

For those making 30%-50% of Area Median Income nearly 58% are white and 30% are black.

For those making 50%-80% of Area Median Income 55% are white while 32% are black.
Minority populations often experience a greater likelihood of having more housing problems and a greater cost burden than white residents.

See African American Households map.

See Housing Cost Burden map.

0%-30% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	7,429	1,474	1,444
White	5,033	575	1,044
Black / African American	1,779	795	300
Asian	153	4	35
American Indian, Alaska Native	15	0	0
Pacific Islander	0	0	0
Hispanic	365	43	70

Table 17 – Severe Housing Problems 0 - 30% AMI

Data Source: 2006-2010 CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4.Cost Burden over 50%

30%-50% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	2,024	3,374	0
White	1,213	1,713	0
Black / African American	555	1,299	0
Asian	20	109	0
American Indian, Alaska Native	0	4	0
Pacific Islander	0	0	0
Hispanic	185	227	0

Table 18 – Severe Housing Problems 30 - 50% AMI

Data Source: 2006-2010 CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4.Cost Burden over 50%

50%-80% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	883	5,874	0
White	452	3,260	0
Black / African American	219	2,043	0
Asian	90	165	0
American Indian, Alaska Native	0	0	0
Pacific Islander	0	0	0
Hispanic	125	325	0

Table 19 – Severe Housing Problems 50 - 80% AMI

Data Source: 2006-2010 CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4.Cost Burden over 50%

80%-100% of Area Median Income

Severe Housing Problems*	Has one or more of four housing problems	Has none of the four housing problems	Household has no/negative income, but none of the other housing problems
Jurisdiction as a whole	209	3,400	0
White	124	2,140	0
Black / African American	45	950	0
Asian	15	85	0
American Indian, Alaska Native	4	4	0
Pacific Islander	0	0	0
Hispanic	20	209	0

Table 20 – Severe Housing Problems 80 - 100% AMI

Data Source: 2006-2010 CHAS

*The four severe housing problems are:
1. Lacks complete kitchen facilities, 2. Lacks complete plumbing facilities, 3. More than 1.5 persons per room, 4. Cost Burden over 50%

Discussion

Sixty-six percent of Athens-Clarke County residents are white and 26.2% are black and just over 10% are of Hispanic or Latino heritage. Sixty-six percent of those making 30% or less of the area median income are white while 25% are black. Nearly 58% of those only making between 30% and 50% of the area median income are white while 30% are black. Fifty-five percent of those making 50% to 80% of the area median income are white while 32% are black.

HUD's 2010 Median Family Income for ACC is estimated at $58,600; the 2010 American Community Survey (ACS) reported ACC median home value at $160,200 with a median home sales price at $118,500. Additionally, the 2010 ACS reflects that 35.1% of ACC homeowners with a mortgage pay more than 30% of their income on monthly housing expenses. The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at FMR (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost.

The African American Households map indicates that the two Neighborhood Revitalization Plan areas and rural areas in the center and northern half of the county have significant concentrations of African American Households.

See African American Households map.

When reviewing the housing cost burden map for Athens we see high concentrations of cost burdened households in the Neighborhood Revitalization Plan areas that are predominately black and in areas around the University of Georgia and south with mostly white student residents.

The maps indicate that a majority living in the south and western part of the county are white and a majority who are black live in the north and eastern parts of the county. The central and southeastern portion of the county is home to the University of Georgia and many large, predominantly white college student oriented apartment complexes. Roughly 25% of Athens-Clarke County residents are students, mostly white and poor in terms of actual income. When students are removed from the analysis data indicates a significant number of black residents (especially renters) have a greater need for assistance in comparison to the needs of general population and non-college student residents.

NA-25 Disproportionately Greater Need: Housing Cost Burdens – 91.205 (b)(2)

Assess the need of any racial or ethnic group that has disproportionately greater need in comparison to the needs of that category of need as a whole.

Introduction:

In assessing the need of any racial or ethnic group that has disproportionately greater need with regards to housing cost burden in comparison to the needs of that category of need as a whole, the White group at the 0% to 30% AMI and 30% to 50% AMI levels has a disproportionately greater need. This is due to the group's overrepresentation, including the predominantly White college student population, in having housing cost burdens at those income levels in comparison to the percentage of the White population to the overall jurisdiction's population in the 2010 U.S. Census.

In assessing the needs of the respective racial or ethnic groups that have disproportionately greater needs with regards to severe housing problems in comparison to the needs of that category of need as a whole, one racial group has disproportionately greater needs identified in ACS and CHAS data across income levels ranging from 0% to 100% of the Area Median Income. Black/African American residents have a disproportionately greater need for housing assistance.

Housing Cost Burden

Housing Cost Burden	<=30%	30-50%	>50%	No / negative income (not computed)
Jurisdiction as a whole	23,161	7,623	9,876	1,474
White	15,090	4,599	6,802	1,044
Black / African American	5,739	2,340	2,304	300
Asian	659	194	223	35
American Indian, Alaska Native	62	0	15	0
Pacific Islander	0	0	0	0
Hispanic	1,393	419	410	100

Table 21 – Greater Need: Housing Cost Burdens AMI

Data Source: 2006-2010 CHAS

Discussion:

Sixty-six percent of Athens-Clarke County residents are white and 26.2% are black and just over 10% are of Hispanic or Latino heritage. Analyzing housing cost burden by race indicates that most people living in the south and western part of the county are white and those who are cost burdened and black live in the north and eastern part of the county including the urban areas around the central business district. The southern and eastern portion of the county is home to the University of Georgia and many large, predominantly white college student oriented apartment complexes. Roughly 25% of Athens-Clarke County residents are students, mostly white and poor in terms of actual income. When students are considered in the analysis it becomes clear that black residents (especially renters) have a disproportionately greater need for assistance in comparison to the needs of the general community.

NA-30 Disproportionately Greater Need: Discussion – 91.205(b)(2)

Are there any Income categories in which a racial or ethnic group has disproportionately greater need than the needs of that income category as a whole?

A disproportionately greater need exists when the members of racial or ethnic groups at a stated income level experience problems at a greater rate (10 percentage points or more) than the income level as a whole. A comparison of the Low Income Households map with the African American Households map reveals a correlation between the two data sets. Census tracts with the highest density of African American residents correspond to Census tracts with the highest density of low income households if areas south of downtown and the University of Georgia are excluded. This suggests that low income African American residents have a disproportionately greater need than others in the category

If they have needs not identified above, what are those needs?

The primary need related to housing is assisting cost burdened minority households.

Are any of those racial or ethnic groups located in specific areas or neighborhoods in your community?

There is a higher concentration of African American residents in the two neighborhood Revitalization Plan areas than in other parts of the jurisdiction. On average the concentration of African Americans is approximately 7 – 23% of an area, however it is significantly above that level in Census Tracts 6, 9, 301, and 302. See the African American Households map.

NA-35 Public Housing – 91.205(b)

Introduction

The Athens Housing Authority (AHA) is constantly striving to improve both its routine operations and the living environment of its residents. A six-member Board of Commissioners governs the Athens Housing Authority. Commissioners are volunteers from the community. The Athens-Clarke County Mayor appoints five of the Commissioners for staggered five-year rotating terms. A Resident Commissioner, with full voting rights, is appointed for a one-year term. The Board of Commissioners acts independently from local government. The Athens Housing Authority neighborhoods are divided into property management groups. With property-based management, each neighborhood grouping has an assigned property manager, assistant property manager, and maintenance staff to oversee the day-to-day needs of the property. Admissions and Occupancy, Resident Support, Construction and Affordable Housing, Communications, and Rent Collection, and Finance are handled through the central office administration. All departments, including property management offices, are housed at the Athens Housing Authority, 300 S. Rocksprings St.

The Athens Housing Authority is recognized by HUD as a "HIGH PERFORMER" under the Public Housing Assessment System. Therefore, no major plans are necessary to improve the management and operation of public housing. The Athens Housing Authority continually refines all areas of its operation to promote the best possible service to its customers. The Authority utilizes a combination of Capital Fund Program (CFP) and Operating Budget funds to achieve these positive outcomes. Details for the CFP have been previously submitted to HUD and are on file at the AHA's Central Office. All of their neighborhoods are located near community services such as schools and shopping areas. The Athens Transit bus line services all neighborhoods and, in many areas, the bus stop is located at or within the neighborhood.

The Athens Housing Authority provides secure, affordable, quality housing, and resources which encourage and sustain independence for wage earners, the elderly, and their families. The Athens Housing Authority manages and administers 1,226 units of public housing in the community. In addition, AHA is involved in a number of local affordable housing initiatives. Their experience in housing finance and construction enhances and augments housing options for all residents of Athens.

AHA manages and administers 1,226 dwelling units. The demand and need for affordable rental housing far outweighs the availability.

Totals in Use

Program Type									
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers in use	0	0	1,226	0	0	0	0	0	0

Table 22 - Public Housing by Program Type

***includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition**

Data Source: PIC (PIH Information Center)

Characteristics of Residents

Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers				
				Total	Project - based	Tenant - based	Special Purpose Voucher	
							Veterans Affairs Supportive Housing	Family Unification Program
Average Annual Income	0	0	10,128	0	0	0	0	0
Average length of stay	0	0	6	0	0	0	0	0
Average Household size	0	0	2	0	0	0	0	0
# Homeless at admission	0	0	0	0	0	0	0	0
# of Elderly Program Participants (>62)	0	0	271	0	0	0	0	0
# of Disabled Families	0	0	246	0	0	0	0	0

Program Type								
	Certificate	Mod-Rehab	Public Housing	Vouchers				
				Total	Project - based	Tenant - based	Special Purpose Voucher	
							Veterans Affairs Supportive Housing	Family Unification Program
# of Families requesting accessibility features	0	0	1,226	0	0	0	0	0
# of HIV/AIDS program participants	0	0	0	0	0	0	0	0
# of DV victims	0	0	0	0	0	0	0	0

Table 23 – Characteristics of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

Race of Residents

Program Type									
Race	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
White	0	0	127	0	0	0	0	0	0
Black/African American	0	0	1,086	0	0	0	0	0	0
Asian	0	0	5	0	0	0	0	0	0
American Indian/Alaska Native	0	0	0	0	0	0	0	0	0
Pacific Islander	0	0	8	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0
***includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition**									

Table 24 – Race of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

Ethnicity of Residents

Program Type									
Ethnicity	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project - based	Tenant - based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
Hispanic	0	0	14	0	0	0	0	0	0
Not Hispanic	0	0	1,212	0	0	0	0	0	0
*includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition									

Table 25 – Ethnicity of Public Housing Residents by Program Type

Data Source: PIC (PIH Information Center)

Section 504 Needs Assessment: Describe the needs of public housing tenants and applicants on the waiting list for accessible units:

Relating to 504 accessible units, of the 1,235 families on the waiting list of the Athens Housing Authority, only two (2) families have reflected that they need a 504 mobility accessible unit on their pre-application and none are requesting accessible features for the hearing and visually impaired.

Of the 1,122 current households, only three (3) are currently on the waiting list for a mobility accessible unit and none are requesting features for the hearing and visually impaired.

A person who meets the above definition, and who is otherwise qualified for the program, service or activity, is covered under Section 504. To be otherwise qualified means the individual meets the essential eligibility requirements, including, for example, requirements for tenancy, if the program is a housing program.

The Athens Housing Authority meets the needs of individuals and families searching for affordable rental options. However, it is important to note that the AHA is unable to provide immediate, emergency assistance housing. In addition, although many housing authorities manage the Section 8 Housing Choice Voucher Program in their communities, the Athens Housing Authority does not. The Section 8 Housing Choice Voucher Program is administered by the Georgia Department of Community Affairs for the Athens area.

When qualifying for a housing unit applicants must be a family as defined in the Athens Housing Authority's Admission and Continued Occupancy Policy (ACOP) or as superseded by the U.S. Department of Housing and Urban Development (HUD) regulations. Applicants must also meet the HUD requirements for citizenship and immigration status. Housing assistance is available only to individuals who are U.S. citizens, nationals, or noncitizens that have eligible immigration status. At least one family member must be a citizen, national, or noncitizen with eligible immigration status in order for the family to qualify for any level of assistance. Applicants must also have an annual income at the time of admission that is not more than the income limits established by HUD. Athens Housing Authority's standards for tenant selection criteria also include, but are not limited to, a credit report, criminal background, and past rental history and applicants must have no outstanding debt with another housing authority or other subsidized housing program. The housing authority accepts applications for housing year round but there is a waiting list. In general, the Athens Housing Authority administers a centralized wait list organized by bedroom size. However, separate, site-specific wait lists will be administered for any AHA public housing units that are incorporated into mixed-finance properties.

Most immediate needs of residents of Public Housing and Housing Choice voucher holders

Of the 1,235 families on the housing authority wait list, 88% have incomes of less than 30% of median; 2% have incomes of greater than 30%, but less than 50% of median; and 10% have incomes of greater than 50% but less than 80% of median. The waiting list also reflects that the elderly (age 62 or greater) comprise 3% of the total number needing affordable housing with 17% listed as "non-elderly and/or disabled" families. The Georgia Department of Community Affairs administers the Section 8 rental assistance program in Athens-Clarke County.

How do these needs compare to the housing needs of the population at large

The needs identified by the housing authority waiting list reflect similar needs in the private housing market. The average household size in the jurisdiction is less than 3 people per unit reflecting a need for affordable, one and two bedroom units. HUD's 2010 Median Family Income for ACC is estimated at $58,600; the 2010 American Community Survey (ACS) reported ACC median home value at $160,200 with a median home sales price at $118,500. Additionally, the 2010 ACS reflects that 35.1% of ACC homeowners with a mortgage pay more than 30% of their income on monthly housing expenses. The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at Fair Market Rent (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost. The number of cost burden homes does not include households within Public Housing or receiving Section 8 Vouchers; student housing is included within households that are cost burdened. Though there are home-owners with housing problems, the greatest housing need is assisting renter households with a housing cost burden greater than 30%-50% of income. There are over 10,500 cost burdened households; over 25% of all households in Athens and renter households classified as "other", (as opposed to family and elderly households) with a housing cost burden greater than 30% of household income, are more affected than family households.

Discussion

Section 504 regulations define an individual with a disability as any person who has a physical or mental impairment that substantially limits one or more of the major life activities of an individual, has a record of such impairment, or is regarded as having such impairment.

A disability is someone having difficulty with any of the six types of disability collected in the American Community Survey: vision, hearing, ambulatory, cognitive, self-care, and independent living. Analysis of Census and CHAS Data reveal that the overwhelming need is for affordable rental housing for people with low and very low incomes, including people with disabilities.

Major life activities includes, but is not limited to, caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working. The law also applies to individuals who have a history of such impairments as well as those who are regarded as having such impairment. Of the 1,235 families on the housing authority wait list, the percentage of "elderly and/or disabled" families on the list does not necessarily translate to a strong need for accessible units. An evaluation of the housing need related to bedroom size reveals that the greatest need is for one and two bedroom units. Forty-seven percent of those on the waiting list are eligible for an efficiency or one-bedroom unit and 43% are eligible for a two bedroom unit. Only 10% of those on the list are eligible for a three bedroom unit. Those who are eligible for a four, five, or six bedroom apartment are most often, immediately housed.

Census reports 631,345 disabled Georgians, or about 10% of the population. Clarke County, GA CHAS Data reveal there are 940 elderly renter households with housing problems and 775 renter households where a member is disabled. It is estimated that 11,170 Athens-Clarke County residents are in need of some form of supportive housing. Combining supportive services, such as counseling, transportation, medical care, supervised living situations, and personal care are identified as part of the housing continuum to assist people with disabilities.

NA-40 Homeless Needs Assessment – 91.205(c)

Introduction:

Since 2003, the Athens-Clarke County Continuum of Care (CoC) has advanced from simply identifying the chronically homeless population (the 2003 application goals) to confronting the challenge to end chronic homelessness by developing strategies and strategic partnerships. The development of the Athens-Clarke County continuum of care has increased in scope and knowledge so that participants have been able to develop a system that allows for effective collaborative efforts to facilitate the development of programs targeting both the chronic and general homeless population. With this in mind, the lead entity that generates this collaboration and homeless service provider planning process is the Northeast Georgia Poverty and Homeless Coalition in close collaboration with Athens-Clarke County Housing and Community Development Department.

The Northeast Georgia Poverty and Homeless Coalition, an umbrella organization which has continuously expanded its participants to 60 community organizations and individuals, holds bi-monthly meetings for its members to share information about services, resources, and community needs. These meetings include speakers who are given the opportunity to address relevant issues affecting the local homeless population. The monthly meetings allow the coalition to provide an important forum for Athens-Clarke County Continuum of Care agencies and regional partners participating in the Georgia Continuum of Care. The Athens-Clarke County Housing and Community Department (HCD), the administrative entity for the Continuum of Care, works hand in hand with the Coalition to support the continuum by providing technical assistance, grant writing, and by acting as a liaison to the local government and elected officials.

One of the most significant aspects of the planning process continues to be determining how to fill gaps in the Continuum of Care for homeless services. One way to determine where gaps are is to determine need. HCD and the Northeast Georgia Homeless Coalition administer an annual point in time count of the sheltered and unsheltered homeless people in Athens-Clarke County. The overall numbers of homeless people are trending downward; from 407 total respondents in 2011 to 367 total respondents in 2012. The 2014 count identified 268 homeless people in ACC. Unsheltered homeless numbers dropped significantly from 200 in 2013 to 85 in 2014. The 2014 Point In Time Homeless Count identified 85 unsheltered homeless people and 183 sheltered homeless people. 25% are considered chronically homeless and 119, 44% are considered mentally ill and 80 have substance abuse problems. Veterans compose 6% of the homeless population and 27% were fleeing domestic violence. A slight majority (53%) of the homeless population are males. The count also revealed that 12% of the homeless are children.

The unduplicated count is the foundation of the homeless services planning for the provision of emergency shelter, transitional housing, substance abuse counseling, and job training to assist homeless people and families become self-sufficient.

Homeless Needs Assessment

Population	Estimate the # of persons experiencing homelessness on a given night		Estimate the # experiencing homelessness each year	Estimate the # becoming homeless each year	Estimate the # exiting homelessness each year	Estimate the # of days persons experience homelessness
	Sheltered	Unsheltered				
Persons in Households with Adult(s) and Child(ren)	0	11	44	0	0	0
Persons in Households with Only Children	0	0	0	0	0	0
Persons in Households with Only Adults	91	86	708	0	0	0
Chronically Homeless Individuals	27	5	32	0	0	0
Chronically Homeless Families	0	0	0	0	0	0
Veterans	9	11	20	0	0	0
Unaccompanied Child	0	0	0	0	0	0
Persons with HIV	2	0	2	0	0	0

Table 26 - Homeless Needs Assessment

Alternate Data Source Name:
2016 Athens Point in Time Count

Data Source Comments:

Indicate if the homeless population is: Has No Rural Homeless

If data is not available for the categories "number of persons becoming and exiting homelessness each year," and "number of days that persons experience homelessness," describe these categories for each homeless population type (including chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth):

Approximately 10% of the homeless population in Athens are chronically homeless individuals and families. These are often people who have severe mental health and addictive diseases that prevent them from maintaining housing.

Athens maintains at least nine family rooms in shelters at any given time to accommodate homeless families.

During the latest homeless count, we did not count any veteran families or unaccompanied youth. The VA outreach staff are active in the Athens Homeless and Poverty Coalition, our Continuum of Care governing board to work with homeless service providers to identify veterans and give them VASH housing vouchers. The Clarke County School District Liaison works with teachers and staff at the schools to identify and find housing solutions for unaccompanied youth.

Nature and Extent of Homelessness: (Optional)

Race:	Sheltered:	Unsheltered (optional)
White	0	0
Black or African American	0	0
Asian	0	0
American Indian or Alaska Native	0	0
Pacific Islander	0	0
Ethnicity:	**Sheltered:**	**Unsheltered (optional)**
Hispanic	0	0
Not Hispanic	0	0

Data Source Comments:

Estimate the number and type of families in need of housing assistance for families with children and the families of veterans.

There are 96 beds available for families with children and 20 VASH vouchers available for Veterans with an additional 20 VASH vouchers to be added to the inventory this year.

During the most recent homeless count, Athens counted 11 homeless families and O homeless veteran families on the night of January 28, 2015. These numbers do not take into account the 400 families who are tenuously housed at any given time according to the Clarke County School District Homeless Liaison.

Describe the Nature and Extent of Homelessness by Racial and Ethnic Group.

African Americans (51% of the homeless population) are over represented in the homeless population in comparison to the general population (27%). This indicates that African Americans are disproportionately economically disadvantaged in Athens.

The percentage of Hispanics (1% of homeless) is underrepresented in comparison to the general population (11%). This indicates that better outreach to Hispanics and more bilingual staff at homeless service agencies is needed.

Describe the Nature and Extent of Unsheltered and Sheltered Homelessness.

According to the most recent homeless count, Athens had 126 sheltered individuals and 91 unsheltered individuals on the night of January 28, 2015. That same night there were at total of 156 beds available. 30 beds were not used.

In addition, according to records maintained by the Clarke County School District Homeless Liaison, there are about 400 families who are tenuously housed at any given time. These are families who do

not meet the HUD definition of being literally homeless but who are living doubled up with other families or in hotels/motels.

Therefore the number of shelter beds need to accommodate everyone may be as high as 461 beds.

Discussion:

Overall the number of homeless individuals and families has been reduced from last year's count. However the number of unsheltered homeless has remained the same and the number of tenuously housed families remains high therefore there is a need to increase the number of shelter beds for individuals and families.

NA-45 Non-Homeless Special Needs Assessment - 91.205 (b,d)

Introduction:

Although the non-homeless special needs population is difficult to enumerate, it is estimated that over 10,000 Athens-Clarke County residents may need some form of supportive housing based on disability data in the 2013 ACS. Other types of families in need of housing assistance include victims of domestic violence, dating violence, sexual assault and stalking. People with drug and alcohol addictions are also included as those with special needs along with people with mental disabilities, mental retardation, and severe emotional disabilities.

One of the outcomes of the Continuum of Care meeting was to establish supportive housing for all sub-populations of the homeless community as a high priority need and important resource within this community. This includes the elderly, frail elderly, persons with mental and physical disabilities, persons with drug or alcohol addictions, persons with HIV/AIDS and persons living in public housing.

Another problem faced by the population is that individuals who have been convicted of crimes are prohibited from living in public housing, which might otherwise be a clean, safe, and ideal option for clients. Many individuals with mental illnesses do have criminal records, often for crimes such as vagrancy or breaking into an abandoned home for shelter. There is an apparent need for the community to increase the stock of affordable rental housing for persons with mental illnesses and disabilities.

Describe the characteristics of special needs populations in your community:

Over 7,000 people with a disability are between 18 and 64 years old including the elderly, frail elderly, persons with mental and physical disabilities, persons with drug or alcohol addictions, persons with HIV/AIDS, and persons living in public housing. There are 5,292 households containing at least one person 62-74 years of age. There are 3,068 households containing at least one person age 75 or older. About 11% of the county's population has a disability with nearly 4,000 who are 65 years or older and who have a disability. Only 3% of the disabled population are 18 years or younger. These figures, based upon the Census Bureau definition of disability, include a wide range of disabilities and a precise figure for persons with physical disabilities is difficult to determine.

The Georgia Bureau of Investigation reports that there were 2,180 family violence incidents in 2013 resulting in 719 arrests. In 2013 1,024 women, children, and men were served in outreach offices at the Athens-Clarke County Family Protection Center. This Family Protection Center is a single facility for collaborative services between multiple agencies that work with child abuse, sexual assault, and domestic violence cases including a forensic medical examinations space, a protective services space, interview rooms, counseling rooms, a victim / witness services space, administrative space, and other public spaces. 259 people were separated due to family violence.

The jurisdiction has no direct data upon which to reliably estimate the number of persons with alcohol/other drug addiction problems. However, various organizations and bodies have supplied figures on this topic from a national perspective. The National Institute of Alcohol Abuse and Alcoholism

estimates that 16 to 17 percent of the male population over the age of 18 has a drinking problem and that six percent of women over the age of 18 have this problem. These estimates mean that in Athens-Clarke County an estimated 8,960 males and 3,720 women are in need of supportive services for alcohol alone.

What are the housing and supportive service needs of these populations and how are these needs determined?

The elderly, especially in very low-income households, face housing difficulties based on housing needs (size of units, and types of fixtures and amenities), and on the basis of the cost burden and the fact that most live on limited by fixed incomes. The Frail Elderly, those 75 and over, may need additional assistance to live independently and have additional requirements for their housing, such as elevators, grab bars in the bathroom, and special types of kitchen and bathroom fixtures. Private-sector corporations continue to build assisted living establishments to serve the nearly 10% of the population that is over 55 in the area. Currently, a majority of the assisted living establishments take private pay clients only and have spaces available. Homes, typically nursing homes, that serve the oldest and more debilitated elderly, however, are commonly filled to capacity.

The Association for Retarded Citizens (ARC) indicates that the base definition of developmentally disables is an IQ score less than 70. ARC indicates that the nationally accepted percentage of the population that can be categorized as developmentally disabled is two and one-half to three percent of the population. By this calculation, there are an estimated 3,484 developmentally disabled persons in the jurisdiction. The preferred housing options for the developmentally disabled are those that present a choice and integrate them into the community. This includes supervised apartments, supported living, skilled development homes, and family care homes.

Persons with physical disabilities may require assistance with daily living, and additional requirements for their housing including, for example, special types of kitchen and bathroom fixtures and special fire alarms.

Additional programs and strategies addressing the needs of the county's elderly and frail elderly population are centered in the Athens Community Council on Aging, which provides services including; outreach and counseling, Home Health Aides, Home Delivered Meals, Transportation, a Senior Center, a Retired Senior Volunteer Program, Senior Companions, Adult Day Care, Long Term Care Counseling, Senior Community Service Employment Program, and Community Education.

Advantage Behavioral Health Center currently operates several facilities throughout the Athens-Clarke County area which cater to men, women, and women with children suffering from drug and alcohol addictions. In addition, there exist several transitional facilities specifically for single men.

Discuss the size and characteristics of the population with HIV/AIDS and their families within the Eligible Metropolitan Statistical Area:

Figures for HIV/AIDS are not available for the jurisdiction specifically. However, data from AIDS Athens, which serves the 10 counties in Health District 10 - Barrow, Clarke, Elbert, Greene, Jackson, Madison, Morgan, Oconee, Oglethorpe and Walton - reports there are approximately 680 people in the region that the Northeast Health District reported are infected with the disease. In 2012 approximately 1259 people are living with HIV/AIDS in this health district (799 diagnosed with HIV and 460 diagnosed with

AIDS). AIDS Athens serves 291 consumers each year. Slightly fewer than half (48.93%) of the agency's consumers are Athens-Clarke residents; the next-largest group is from Walton County, where 14.36% of the consumers live. Half are African American; 62 percent are men. The agency employs 10 people and a host of volunteers who support people with HIV and AIDS and their families.

Discussion:

In addition to private residential developments, the Athens Housing Authority designated Denny Tower and Vine Circle for the exclusive use of the elderly. The recently completed 100 units in phase one of the Jack R. Wells Public Housing redevelopment now known as Columbia Brookside is for seniors only. Athens-Clarke County invested over $1,000,000 in HOME funds to assist the redevelopment of phase one. Currently, over 35% of the AHA units are occupied by elderly or near elderly residents.

NA-50 Non-Housing Community Development Needs – 91.215 (f)

Describe the jurisdiction's need for Public Facilities:

The public facilities and improvements component of the community development strategic plan is to improve the quality of life in neighborhoods by constructing or improving public infrastructure that directly supports affordable housing, economic development, or neighborhood revitalization initiatives.

How were these needs determined?

Athens-Clarke County's non-housing community development needs were determined through citizen participation in the community resources and needs assessment meetings held in May-June 2014. The primary needs identified by the community are youth services and employment assistance.

HCD initiated a series of six community meetings to identify community resources and needs. Each meeting was held in a different location, on a different day of the week, at a different time of day over a four-week period. Eighty people participated in the community assessment meetings. Upon completion of the six meetings, HCD staff sorted and consolidated the comments and concerns of all meeting participants into four topics: social services, business and employment services, housing related services, and community improvements. Draft goals and objectives were then developed from the information gathered.

Business and Job Development was determined as the priority goal for the entire three-year period, consistent with both citizen comments from the needs assessment meetings and with the Vision Committee's recommendation.

Describe the jurisdiction's need for Public Improvements:

Community Improvements was identified as a non-housing goal. Objectives include the elimination or reduction of factors that encourage crime and blight in neighborhoods, assistance with neighborhood preservation and enhancement areas in transition or in need of repair, rehabilitation and redevelopment, and the construction of accessibility enhancements including the removal of material and architectural barriers that restrict the mobility and accessibility of elderly or severely disabled persons.

How were these needs determined?

These needs were determined through the public input meetings described above.

Describe the jurisdiction's need for Public Services:

The public service component of the Consolidated Plan provides services to assist those with barriers to employment, to become economically self-sufficient including financial literacy training, microenterprise training, job training and placement, youth services, medical services, and shelter.

How were these needs determined?

These needs were determined through the public input meetings described above.

Housing Market Analysis

MA-05 Overview

Housing Market Analysis Overview:

The Regional Housing Market Area is defined as the Athens, Georgia Metropolitan Statistical Area, which includes Clarke, Madison, and Oconee Counties. The central city for the metropolitan area is Athens, known as Athens-Clarke County Unified Government, has a population of 116,131 according to the American Community Survey 2007-2011. Using the Census 2000 population figure as the base year, 101,489 the Athens population grew by 14%.

Although moderate employment growth and increasing student enrollment at the University of Georgia in the past fueled population growth, the university has approached its maximum size though other issues associated with the university student population continue to have an effect on the local housing market. The University of Georgia (UGA) and its large student population have a major impact on the housing market in Athens-Clarke County. UGA reported their population in 2014 at 34,536 students which is approximately 30% of Athens-Clarke County's total population.

The American Community Survey indicates that 45.2% of the housing units are owner-occupied and 54.8% are renter occupied. 4.8% of the owner units are vacant and 17% of the rental units are vacant according to American Community Survey estimates. About half of all owner units are valued between $100,000 and $150,000. Nearly 24% of the housing units were built prior to 1970 and over 75% were built since 1970.

With over 42,000 housing units, and a median house value near $150,711, Athens house prices are near the national average. Single-family detached homes are the most common housing type in Athens, accounting for nearly half of all housing units. Other types of housing that are prevalent include apartment complexes or high rise apartments (29.04%), duplexes, homes converted to apartments or other small apartment buildings (15.72%), and a few mobile homes or trailers (4.70%).

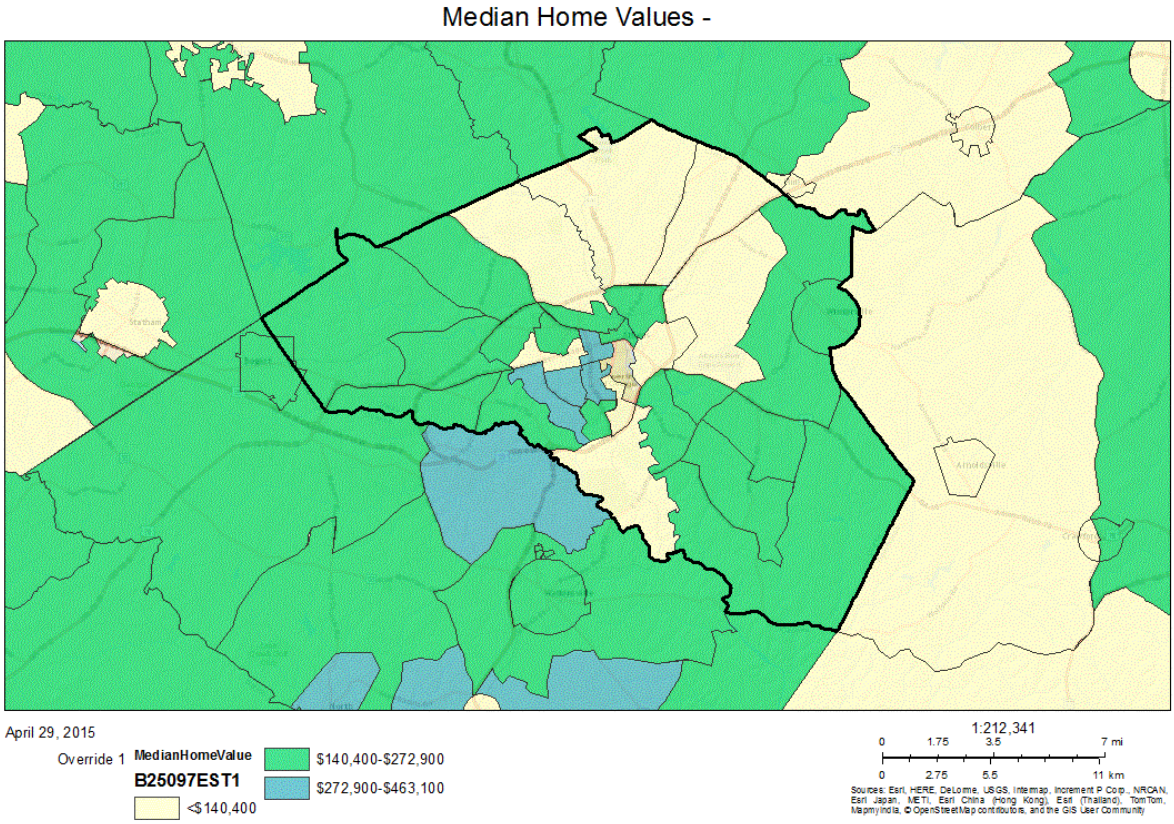
People in Athens primarily live in small (one, two or no bedroom) single-family detached homes. A significant amount of housing was built from 1970 to 1999. There is also a large number of homes built between 1940-1969 (19.62%). A lesser amount of the housing stock also was constructed between 2000 and later (18.80%) and there is also housing built before 1939 (4.97%).

The median sales price for homes in Athens in fall 2014 was approximately $140,000. Sales prices have appreciated 2.9% over the last 5 years in Athens. The median home value in Athens is $124,000. Athens home values have gone up 2.3% over the past year and realtors predict values will rise 2.8% within the next year. The median list price per square foot in Athens is $90, which is lower than the Athens Metro average of $94. The median price of homes listed in October 2014 in Athens was $154,900 while the median price of homes that sold was $144,715. The median rent price in Athens is $750, which is lower than the Athens Metro median of $799. The percent of delinquent mortgages in Athens is 2.7%, which is lower than the national value of 6.9%.

Over the previous five years, the average sales price of a new home dropped from $182,108 in 2009 to $166,641 in 2014. The 2007 – 2011 American Community Survey (ACS) reports the Median Home Value went from $145,900 in 2000 to $234,400 in 2011, resulting in a 61% increase in media value. ACS also

reports the Median Contract Rent in 2000 was $485 and in 2011 it was $650 representing a 34% increase in median rents.

Real estate appreciation rates in Athens's track near the national average. Looking at the 2014-2015, Athens appreciation rates continue to be some of the highest in the country, at 7.23%, which is higher than appreciation rates in 77.34% of the cities and towns in the nation. Athens appreciation rates in the latest quarter of 2014 were at 2.54%, which equates to an annual appreciation rate of 10.54%.



MA-10 Number of Housing Units – 91.210(a)&(b)(2)

Introduction

The ACS table below indicates there are 48,534 housing units in Clarke County and developers continue to build. The largest group of housing units is single-family detached, accounting for 47% of the occupied housing stock. Multifamily follows with 22,269 units and the construction of new multi-family complexes focusing on the student population continues at a fast pace in the downtown and central business district. A variety of amenities included in student oriented new housing developments entice students to the newer developments, and the older complexes that are vacated begin a cycle of deterioration through deferred maintenance.

According to Athens-Clarke County Tax Assessor data, the average home size in Clarke County is six (6) rooms, with three (3) bedrooms and two (2) baths. Census information does not distinguish between bedrooms and rooms. According to that data, the median number of rooms is 4.8. Over 90% of the population is occupying households. (The remaining residents are institutionalized occupants.) The majority living in households are grouped in 1-2 and 3-5 persons per households with the average household size at approximately 2.35.

All residential properties by number of units

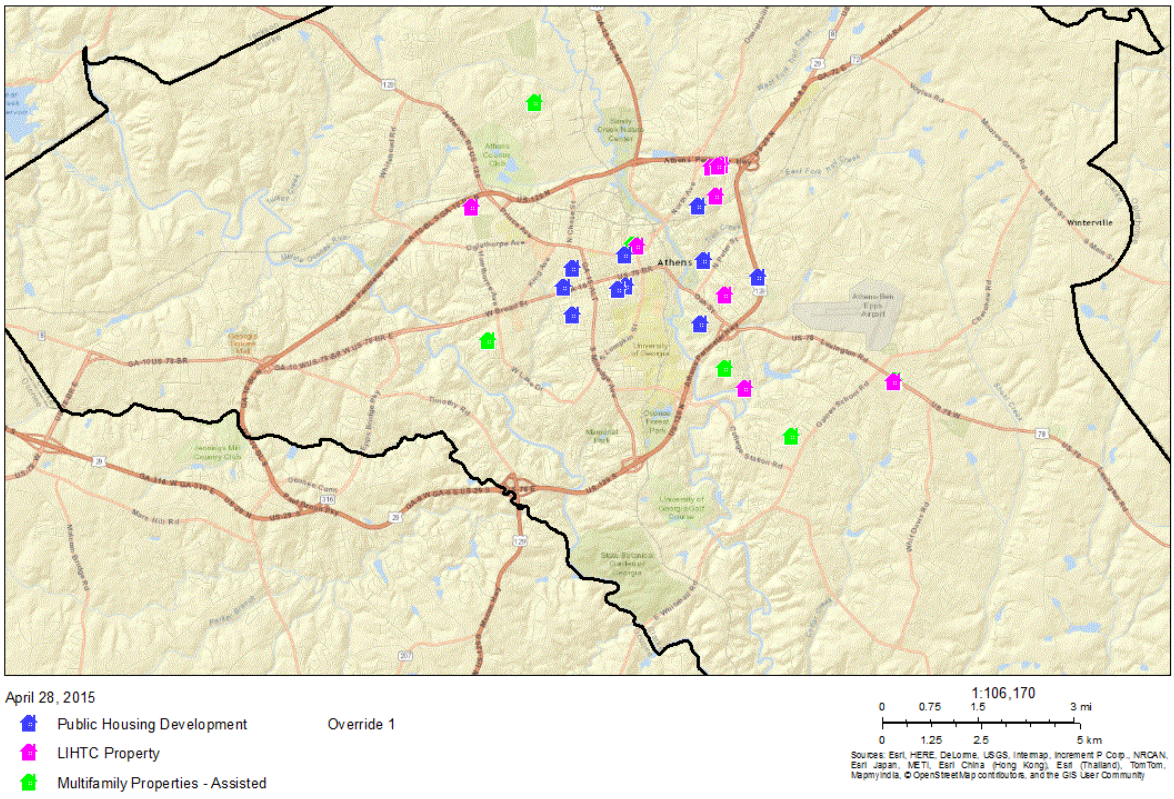
Property Type	Number	%
1-unit detached structure	24,339	48%
1-unit, attached structure	2,036	4%
2-4 units	7,580	15%
5-19 units	9,056	18%
20 or more units	5,345	11%
Mobile Home, boat, RV, van, etc	2,337	5%
Total	***50,693***	***100%***

Table 27 – Residential Properties by Unit Number

Data Source: 2006-2010 ACS

Assisted Housing map -

Assisted Housing map -



Unit Size by Tenure

	Owners		Renters	
	Number	%	Number	%
No bedroom	20	0%	364	2%
1 bedroom	381	2%	4,740	21%
2 bedrooms	2,604	14%	10,973	48%
3 or more bedrooms	16,253	84%	6,645	29%
Total	***19,258***	***100%***	***22,722***	***100%***

Table 28 – Unit Size by Tenure

Data Source: 2006-2010 ACS

Describe the number and targeting (income level/type of family served) of units assisted with federal, state, and local programs.

There are eight assisted housing developments in Athens-Clarke County not managed by the Athens Housing Authority providing 824 affordable units. All of the units are affordable to low income residents with rents below fair market rates. The Athens Housing Authority owns 1,226 affordable units.

In addition to these developments, Athens-Clarke County assisted Habitat for Humanity with HOME funds to rehabilitate an affordable 16-unit apartment complex, The Foundation at East Broad, and with the rehabilitation of 2 duplexes on Simmons Street. Athens-Clarke County assisted also assisted the

Athens Land Trust with CDBG and HOME to acquire and rehabilitate a 6 unit apartment complex, four one-bedroom apartments and two two-bedroom apartments.

See the Assisted Housing map.

Provide an assessment of units expected to be lost from the affordable housing inventory for any reason, such as expiration of Section 8 contracts.

Athens-Clarke County is unaware of any plans to lose any units from the affordable housing inventory.

Does the availability of housing units meet the needs of the population?

ACC has an estimated 7,600 households with 3 or more persons. This translates to 29,257 renters or 56% of the total rental population that requires a unit with 3 or more bedrooms. The average poverty rate in ACC is 28% that translates to 2,128 households in ACC that may need rental assistance. There are over 1,200 units owned by the Athens Housing Authority. There are 515 2 and 3-bedroom units identified as assisted in the table above. This leaves a gap of 413 units to be covered by the Georgia Department of Community Affairs provision of rental subsidies to ACC residents through the Section 8 program.

Describe the need for specific types of housing:

The rate of household formation in Athens grew by 4% from 39,678 in 2000 to 41,349 in 2011 lagging behind the population growth rate by 10%. There are 14,276 households composed of non-related individuals considered housing cost burdened. That is 35% of all households in Athens-Clarke County. Though there are home-owners living with housing problems, the greatest area of need is assisting the 6,657 renter households with a housing cost burden greater than 50% of income and the 4,024 households with a housing cost burden greater than 30% of income. There are over 10,500 cost burdened households; over 25% of all households in Athens.

Discussion

With 25% of of all households paying more than 30% of their income towards housing, this is a priority housing need, but a need that cannot be met without private sector involvement. Through the utilization of low income housing tax credit developments, with emphasis placed on very low income families and households, an impact can be made in reducing this burden. This will in turn allow the CDBG and HOME funds to be used in “gap financing” to address the homeownership issue in Athens-Clarke County. While there is an adequate housing inventory to meet demand in Athens-Clarke County, the demand is increasing as market conditions improve, which has an increasing effect on the housing choices for low to moderate income families and households. Though there are home-owners living with housing problems, the greatest area of need is assisting renter households with a housing cost burden.

MA-15 Housing Market Analysis: Cost of Housing - 91.210(a)

Introduction

Median Home Values have increased by 61% between 2000 and 2011 while median contract rents have increased by 34% during that same period. Eighty-eight percent of rents are below $1,000 per month.

Cost of Housing

	Base Year: 2000	Most Recent Year: 2010	% Change
Median Home Value	73,600	0	(100%)
Median Contract Rent	413	0	(100%)

Table 29 – Cost of Housing

Data Source: 2000 Census (Base Year), 2006-2010 ACS (Most Recent Year)

Rent Paid	Number	%
Less than $500	8,066	35.5%
$500-999	11,946	52.6%
$1,000-1,499	2,082	9.2%
$1,500-1,999	552	2.4%
$2,000 or more	76	0.3%
Total	***22,722***	***100.0%***

Table 30 - Rent Paid

Data Source: 2006-2010 ACS

Housing Affordability

% Units affordable to Households earning	Renter	Owner
30% HAMFI	1,604	No Data
50% HAMFI	6,713	971
80% HAMFI	16,820	3,881
100% HAMFI	No Data	6,470
Total	***25,137***	***11,322***

Table 31 – Housing Affordability

Data Source: 2006-2010 CHAS

Monthly Rent

Monthly Rent ($)	Efficiency (no bedroom)	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Fair Market Rent	577	635	776	1,052	1,185
High HOME Rent	577	635	776	970	1,063
Low HOME Rent	520	557	668	772	862

Table 32 – Monthly Rent

Data Source: HUD FMR and HOME Rents

Is there sufficient housing for households at all income levels?

The ACS data indicates there are 48,534 housing units in Clarke County. There are 24,058 rental units affordable to those households making between 30% and 80% AMI while there are 24,527 households making 80% or less of the Area Median income. This indicates a shortfall of nearly 500 affordable units.

How is affordability of housing likely to change considering changes to home values and/or rents?

The 2007 – 2011 American Community Survey (ACS) reports the Median Home Value went from $145,900 in 2000 to $234,400 in 2011, resulting in a 61% increase in media value. ACS also reports the Median Contract Rent in 2000 was $485 and in 2011 it was $650 representing a 34% increase in median rents.

Increasing home values may spur an increase in rents as fewer households buy homes and more renters enter the market. More households are choosing to rent due to economic conditions, employment problems, and stricter mortgage guidelines increasing demand for rental units in the market. The increase in property values indicates an improving economy housing market, increased property values lead to increased acquisition costs to develop affordable housing.

How do HOME rents / Fair Market Rent compare to Area Median Rent? How might this impact your strategy to produce or preserve affordable housing?

The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at FMR (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses.

The 2011 area median rent is $650. Fair market rent for an efficiency unit or a one-bedroom unit is slightly less than the median rent as are the HOME rents. Fair market rent for a two-bedroom unit is 119% higher than the area median rent and 162% for a three-bedroom unit. The high HOME rent is about 110% higher than the area median rent for a two-bedroom unit and almost 150% for a three-bedroom unit.

The 2006-2008 ACS reports there were 42,000 households in Clarke County. The average household size was 2.5 people. Families made up 51% of the households. This figure includes both married-couple

families (31%) and other families (19%). Nonfamily households made up 49% of all households in Clarke County. Most of the nonfamily households were people living alone, but some were composed of people living in households in which no one was related to the householder.

Discussion

Zillow reports that the median home value in Athens is $128,200 in the listing and sales data for Athens through December 2014. Athens home values increased 3.4% over the year and Zillow predicts they will rise 3.7% within 2015. Zillow goes on to report that the median list price per square foot in Athens is $88, which is lower than the Athens Metro average of $92. The median price of homes currently listed in Athens is $142,000 while the median price of homes that sold is $156,365. Mortgage delinquency is the first step in the foreclosure process. This is when a homeowner fails to make a mortgage payment. The percent of delinquent mortgages in Athens is 2.3%, which is lower than the national value of 6.4%. With U.S. home values having fallen by more than 20% nationally from their peak in 2007 until their trough in late 2011, many homeowners are now underwater on their mortgages, meaning they owe more than their home is worth. The percent of Athens homeowners underwater on their mortgage is 22.5%.

The HUD User FY 2014 Income Limits Documentation System reports that the Athens-Clarke County Metropolitan Statistical Area median income is $55,500. The Extremely Low (30%) Income Limit is $23,850 and the Very Low (50%) Income Limit for a family of four is $27,750. The Low (80%) Income Limit is $44,400. The American Community Survey data reports the Median Contract Rent in 2000 was $485 and in 2011 it was $650 representing a 34% increase in median rents. Approximately 25.5% of all renter households are paying over 30% of their household incomes for housing as compared to nearly 8% of all owners.

Home listings for sale and apartments for rent are often comparable to the area's Fair Market Rents and Standard Mortgage Rates but continue to be priced out of range of those families earning 30% or less of the median area family income. Therefore, only those families earning at least 50%-80% of the median area family income are able to afford to buy a home at the average sales price.

The jurisdiction has an estimated 7,600 households with 3 or more persons. Over 50% of the rental market requires a unit with 3 or more bedrooms.

Athens-Clarke County will continue to assist local non-profit developers with acquisition, rehabilitation, and construction of affordable housing; both owner-occupied single-family homes and multi-family rental opportunities.

MA-20 Housing Market Analysis: Condition of Housing – 91.210(a)

Introduction

Over one quarter of the owner units in Athens are reported to exhibit one of the four selected conditions while over half of the renter units exhibit one of the conditions. Seventy-three percent of the owner units exhibit no condition problems as opposed to just under half of the rental units have condition problems. Fifty-three percent of the owner housing units were built after 1980 while about thirty-six percent are between thirty to sixty years old. Eighty-one percent of the rental units were built before 2000 but there is significant new construction of college student oriented rental housing under construction in the downtown area near the University of Georgia.

Athens-Clarke County administers a code enforcement program supported by CDBG and local funds to assist with the demolition of substandard properties. HCD uses CDBG to assist in the repair of owner-occupied homes and uses CDBG to acquire and rehabilitate affordable housing and HOME to construct new affordable housing.

Definitions

Athens-Clarke County defines standard condition as a housing unit that meets all local and state codes as applicable.

Condition of Units

Condition of Units	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
With one selected Condition	5,214	27%	12,003	53%
With two selected Conditions	107	1%	394	2%
With three selected Conditions	8	0%	57	0%
With four selected Conditions	0	0%	0	0%
No selected Conditions	13,929	72%	10,268	45%
Total	***19,258***	***100%***	***22,722***	***100%***

Table 33 - Condition of Units

Data Source: 2006-2010 ACS

Year Unit Built

Year Unit Built	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
2000 or later	3,897	20%	4,400	19%
1980-1999	6,204	32%	8,251	36%
1950-1979	7,101	37%	8,349	37%
Before 1950	2,056	11%	1,722	8%
Total	***19,258***	***100%***	***22,722***	***100%***

Table 34 – Year Unit Built

Data Source: 2006-2010 CHAS

Risk of Lead-Based Paint Hazard

Risk of Lead-Based Paint Hazard	Owner-Occupied		Renter-Occupied	
	Number	%	Number	%
Total Number of Units Built Before 1980	9,157	48%	10,071	44%
Housing Units build before 1980 with children present	10,484	54%	12,468	55%

Table 35 – Risk of Lead-Based Paint

Data Source: 2006-2010 ACS (Total Units) 2006-2010 CHAS (Units with Children present)

Vacant Units

	Suitable for Rehabilitation	Not Suitable for Rehabilitation	Total
Vacant Units	0	0	0
Abandoned Vacant Units	0	0	0
REO Properties	0	0	0
Abandoned REO Properties	0	0	0

Table 36 - Vacant Units

Data Source: 2005-2009 CHAS

Need for Owner and Rental Rehabilitation

The data suggests a continued need to provide CDBG and HOME funds to assist affordable housing development and rehabilitation projects. Over half of the renter units exhibit one of the housing condition problems. Nearly half of the rental units have condition problems associated with them and one-third of the owner units are between thirty to sixty years old. Eighty-one percent of the rental units are over 15 years old.

HCD's owner-occupied emergency home repair program assists elderly and/or disabled homeowners and homeowners with young children by assisting with the repairs of hazardous conditions in homes. Repairs are limited to $5,000 per unit. HCD also provides CDBG to assist owner-occupied rehabilitation and accessibility home-related repair projects.

Estimated Number of Housing Units Occupied by Low or Moderate Income Families with LBP Hazards

Athens-Clarke County will coordinate efforts for lead paint identification and abatement with other local agencies including the Athens Housing Authority, Athens Land Trust, and Habitat for Humanity, ACTION, Inc. and others. The primary focus of the housing activity in Athens-Clarke County is in the Neighborhood Revitalization Area Census Tracts 6, 9, 301 and 302. For all existing properties built prior to 1978, a survey of Lead-based Paint must be included in the environmental review. The investigation

must be completed according to EPA and HUD guidelines on properties that fall under the requirements of these agencies. If such materials exist on the properties a Qualified Environmental Professional must be consulted for recommendations for the management or abatement of these materials according to all EPA and HUD guidelines. The following table, utilizing 2000 census data, provides an estimated number of housing units in these census tracts built prior to 1980, the median family income (MFI) and number of children under the age of six. The federal government banned the use of lead-based paint in 1980 and children under the age of six are at most risk for long term health problems relating to lead-based paint.

Discussion

Of the 42,126 housing units in the County, nearly 11% were built prior to 1980 and are in the above census tracts meaning these units carry a risk of lead hazard. Prior to initiating housing activity involving CDBG and HOME funds, an assessment of the home is done to determine the presence and/or level of lead-based and work write-ups prepared to reflect this assessment. Housing providers such as Athens Housing Authority, East Athens Development Corporation, Athens Land Trust, Habitat for Humanity, and ACTION implement Interim Controls and Safe Work Practices for each project in order to reduce human exposure to lead-based paint hazards. The department consulted with the Clarke County Health Department and the Centers for Disease Control and Prevention (CDC) in Atlanta, Georgia.
The Centers for Disease Control and Prevention (CDC) Lead Poisoning Prevention Branch (LPPB) compiles state and county surveillance data for children age <72 months who were tested for lead at least once since January 1, 1997 of the 556 children in 2006 there 119 confirmed environmental blood level cases Georgia which Athens-Clarke County details see cbls county-level summary data GA http://www.cdc.gov/nceh/lead/data/state/gadata.htm

MA-25 Public and Assisted Housing – 91.210(b)

Introduction

There are eight assisted housing developments in Athens-Clarke County in addition to the 1,226 units owned by the Athens Housing Authority. See Public and Assisted housing map.

Between these eight developments and the Athens Housing Authority's 1,226 units there are 2,050 units affordable public housing units in the jurisdiction. ACC has an estimated 7,600 households with 3 or more persons. This translates to 29,257 renters or 56% of the total rental population that requires a unit with 3 or more bedrooms. The average poverty rate in ACC is 28% that translates to 2,128 households in ACC that may need rental assistance. There are over 1,200 units owned by the Athens Housing Authority. There are 360 2 and 3-bedroom units identified as assisted in the table above. This leaves a gap of 568 units to be covered by the Georgia Department of Community Affairs provision of rental subsidies to over 600 ACC residents through the Section 8 program. In addition ACC is assisted with HOME funds in the construction of the Fourth Street Village development that is a 120-unit mixed-income, multi-family community consisting of one, two and three bedroom units. The development targets families with incomes between 30% Area Median Income (AMI to 60% AMI. Market Rate units will also be available. Rents will range from $205/month (30% AMI – 1 bedroom) to $805/month (Market Rate – 1 bedroom).
There are 1,235 families on the housing authority's waiting list. Fifty percent of those families make 80% or less of area median income and the remainder are either low or very low income families. The greatest need is for one and two bedroom units.

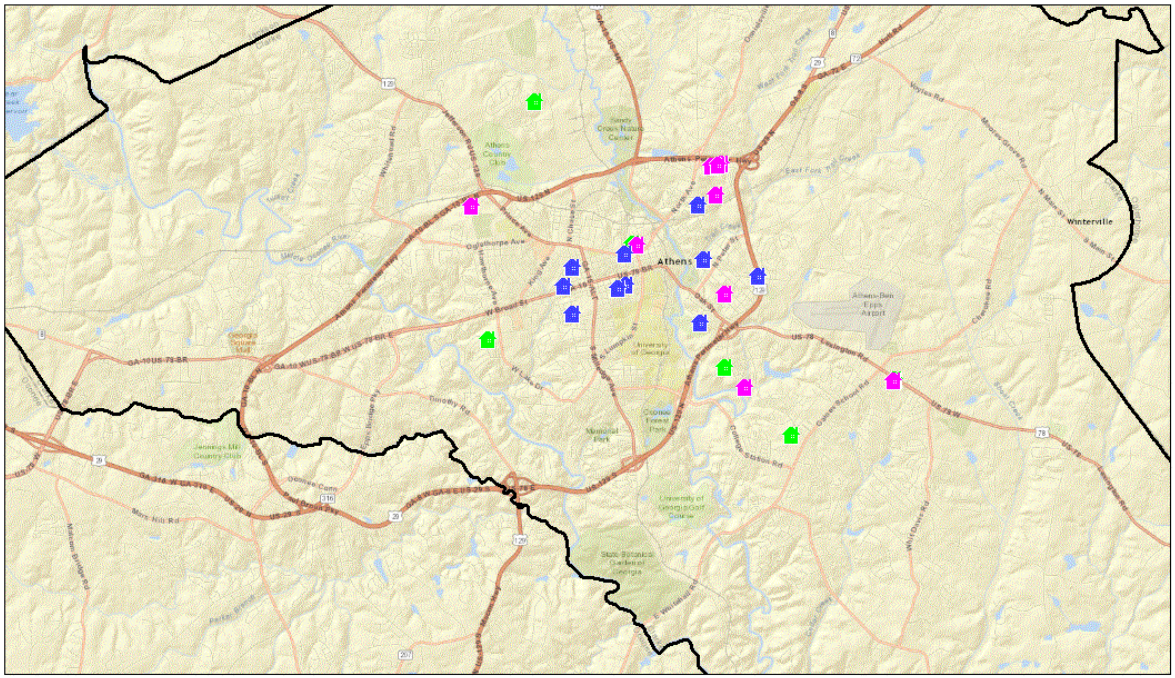
Totals Number of Units

Program Type									
	Certificate	Mod-Rehab	Public Housing	Vouchers					
				Total	Project -based	Tenant -based	Special Purpose Voucher		
							Veterans Affairs Supportive Housing	Family Unification Program	Disabled *
# of units vouchers available			1,255						
# of accessible units									
***includes Non-Elderly Disabled, Mainstream One-Year, Mainstream Five-year, and Nursing Home Transition**									

Table 37 – Total Number of Units by Program Type

Data Source: PIC (PIH Information Center)

Public and Assisted Housing -



Describe the number and physical condition of public housing units in the jurisdiction, including those that are participating in an approved Public Housing Agency Plan:

Athens Housing Authority (AHA) has 1,226 units. The Authority utilizes a combination of Capital Fund Program (CFP) and Operating Budget funds to achieve positive outcomes for residents and the community. Details for the CFP have been previously submitted to HUD and are on file at the AHA's Central Office. AHA uses Capital Fund Program monies to assist with a modernization program for AHA neighborhoods. AHA public housing units are in good to excellent condition due to their efficient use of Capital Fund Program monies.

Public Housing Condition

Public Housing Development	Average Inspection Score

Table 38 - Public Housing Condition

Describe the restoration and revitalization needs of public housing units in the jurisdiction:

Due to the Authority's use of Capital Fund Program and Operating Budget funds most public housing neighborhoods are in good condition.

Jack R. Wells Homes was scheduled for renovation but AHA officials decided to work with a private company to completely redevelop the 40-acre, 125-unit apartment complex built in 1967. The project includes three phases of mixed income housing. The Estimated Total Project Cost for Phase 1 is $16.8 million that will include Low Income Housing Tax Credit Net Equity of $11.6 million, HOME Loan of $1.3 million, AHA Funds and Special Programs of $3.9 million. The new development is called Columbia Brookside and Phase I is complete and leasing 100 units for senior living. Construction for phase II is underway.

Describe the public housing agency's strategy for improving the living environment of low- and moderate-income families residing in public housing:

The Athens Housing Authority is constantly striving to improve both its routine operations and the living environment of its residents.

The Athens Housing Authority approach to providing housing offers a variety of programs and services to aid residents while maintaining affordably- priced rents. Children and youth have access to computer labs, after- school tutoring, leadership development programs, and the Boys and Girls Club. Adults may participate in money management, GED, and job skills assessment classes as well as the Inter-Community Council, a resident-run organization. The Athens Housing Authority focuses on providing safe, well-maintained apartment communities for 1,255 families in Athens-Clarke County.

The Athens Housing Authority remains committed to customer service. This attitude is demonstrated through a variety of resident involvement activities and initiatives.
Athens Housing Authority residents remain actively involved in the management of their public housing. Each AHA development has a resident association. AHA staff members attend all meetings to assure good communication between residents and management. In addition, a resident has been hired to serve as a part-time Resident Liaison. This person also attends all resident association meetings providing information, encouragement and ideas for residents to become more active in their communities.

The Inter-Community Council comprised of all resident association officers meets the first Monday night of each month to discuss Authority-wide issues. The Executive Director attends these meetings to provide a regular update on Authority operations and to listen carefully to resident concerns.
The Presidents' Council is comprised of the presidents of all Resident Associations. This group meets on a quarterly basis with the Executive Director to discuss issues regarding their communities, HUD regulations, AHA policies, etc.

Since 1991, residents have had representation on the AHA Board of Commissioners—initially through two liaison resident members. In October 1999, immediately following the change in State law, the Board petitioned Local Government to increase the AHA Board membership to include a Resident Commissioner with all rights and privileges of board membership. Since that time, the Board has included a Resident Commissioner appointed by the Mayor.

A Resident Advisory Board is appointed each year to assist in the development of the Authority's Five-year and Annual Agency Plans. This board meets with AHA staff consistently during the months from September through February.

Discussion:

The Athens Housing Authority continues a comprehensive approach to promote affordable homeownership in Athens-Clarke County through various partnerships with Athens-Clarke County government, local lenders, and private organizations.

Several years ago, 120 Athens-Clarke County moderate-income families realized their dream of homeownership through the AHA First Home program. This program utilized proceeds from tax-exempt mortgage revenue bonds to provide low-interest mortgages and down-payment assistance to qualified families. Current interest rates in relation to the bond market make replicating this program infeasible at the present time. However, the AHA and local lenders are interested in utilizing this strategy again when market conditions are more advantageous.

Another homeownership strategy provides for the revitalization of older neighborhoods through new construction. During the summer of 2000, the Athens Housing Authority initiated a new homeownership program ACT I Homes. Athens-Clarke County granted the Authority funding through the CDBG and HOME programs. With these funds the AHA began building homes in targeted revitalization areas of the community. In addition, recognizing the unique lifestyle needs of both the elderly and disabled, the AHA was approved by HUD to designate 115 units comprising the entire Denney Tower high-rise and 25 units of Jack R. Wells known as Vine Circle for the elderly only. Within the same application, the AHA also requested the designation of 30 units located in various neighborhoods for the disabled.

The Athens Housing Authority has long-term experience and knowledge about affordable housing as evidenced by ACT I Homes, a CDBG and HOME assisted first time homeownership program. Through ACT I Homes, moderate-income families, who once thought homeownership was out of reach, are now able to purchase newly constructed houses in convenient in-town neighborhoods.

The Athens Housing Authority continues to coordinate its efforts with Athens-Clarke County to involve its residents in their infill housing construction program and future homeownership strategies. AHA programming will focus on jobs, economic development, financial management and homeownership readiness skills to prepare a larger portion of its resident population for participation in these programs.

To further ensure quality affordable housing in Athens-Clarke County, the Athens Housing Authority, through a partnership with Georgia HAP Administrators, performs HUD contract compliance administration for all of the privately owned Section 8 properties in the community.

MA-30 Homeless Facilities and Services – 91.210(c)

Introduction

There are several facilities available to assist homeless people and families in Athens-Clarke County. These include Athens Area Homeless Shelter for families, the Salvation Army shelter for men and women, the Bigger Vision Community Shelter for men, Advantage Behavioral Health Systems' Permanent Housing Leasing to assist those with mental illness and substance recovery problems, AIDS Athens' Permanent Housing Leasing, and the Project Safe domestic violence shelter. Recently the Athens Resource Center for the Homeless (ARCH) held a groundbreaking for a new facility to assist homeless people in Athens. ARCH is a new housing village and resource center for families at risk of homelessness. ARCH has four member agencies: the Athens Area Homeless Shelter, Advantage Behavioral Health Systems, AIDS Athens, and Athens Nurses Clinic.

Facilities and Housing Targeted to Homeless Households

	Emergency Shelter Beds		Transitional Housing Beds	Permanent Supportive Housing Beds	
	Year Round Beds (Current & New)	Voucher / Seasonal / Overflow Beds	Current & New	Current & New	Under Development
Households with Adult(s) and Child(ren)	36	0	0	0	0
Households with Only Adults	69	35	12	131	0
Chronically Homeless Households	0	0	0	67	0
Veterans	0	0	0	20	0
Unaccompanied Youth	0	0	0	0	0

Table 39 - Facilities and Housing Targeted to Homeless Households

Data Source Comments:

Describe mainstream services, such as health, mental health, and employment services to the extent those services are used to complement services targeted to homeless persons

Mainstream resources include food assistance though SNAP, WIC and other emergency food assistance programs; health care assistance through Medicaid, SCHIP and ACA insurance policies; housing assistance though PHA and Section 8, rapid-rehousing and VASH vouchers; income assistance through SSI, SSDI, and employment programs; and other assistance such as child care assistance, bus passes, clothing vouchers, refurbished computers, and bicycles. To assist in helping people access mainstream resources the Georgia Department of Community Affairs developed a single application form for multiple mainstream resources. In addition, most Athens homeless shelter and serve providers use the Homeless Management Information System which has the capacity to screen clients for mainstream programs and make referrals. The Athens Homeless and Poverty Coalition invites staff from mainstream resource service providers to present their programs at bi-monthly meetings to homeless service providers to help their clients receive non-cash mainstream benefits. The panel topics scheduled for first six months of 2015 meetings include mental health care resources and crisis intervention; extracurricular resources for homeless children; and the Housing First model.

List and describe services and facilities that meet the needs of homeless persons, particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth. If the services and facilities are listed on screen SP-40 Institutional Delivery Structure or screen MA-35 Special Needs Facilities and Services, describe how these facilities and services specifically address the needs of these populations.

For Chronically Homeless individuals and families, two agencies, AIDS Athens and Advantage Behavioral Health Systems (ABHS) provide permanent supportive housing apartments. In order to improve housing stability and positive outcomes for their Chronically Homeless clients, both agencies provide intensive care. The AIDS Athens residential coordinator meets weekly with residents and teaches mandatory classes such as credit counseling and budgeting to help tenants maintain their apartments. ABHS has created a tenant lead support group to assist chronically homeless clients with life skills, problem solving skills and skills to become self-sufficient while in the permanent housing program. Helping clients become proficient in these skills has yielded the tangible result of a higher percentage remaining in permanent housing. ACC HCD monitors these programs on an annual basis.

For families, the Going Home Rapid Rehousing program at Athens Area Homeless Shelter (AAHS) provides rapid-rehousing funds and ongoing support. Athens Area Homeless Shelter works with other agencies to identify appropriate clients for Going Home Rapid Rehousing and to increase awareness of the program in the community. Additionally, AAHS staff members meet weekly with staff from other regional agencies to discuss referrals, program openings and opportunities for outreach. For veteran families, ACC received 25 VASH vouchers for homeless veterans. The Oconee County DAV chapter has funded moving expenses for many Veterans with the DAV Veteran's Relief Fund and the Athens VA Clinic provides free van service to the VA hospital in Augusta. The local VA Advocate, an active member of the Continuum of Care, regularly meets with homeless veterans at the local soup kitchen, Our Daily Bread, to identify their needs and make referrals. The Athens Continuum of Care identifies homeless veterans using HMIS and non-VA programs including Habitat for Humanity's housing program, which has given preference to Veterans in Athens, and Advantage Behavioral Health's housing program, which has funded move-in expenses and several months of rent for several homeless Veterans.

MA-35 Special Needs Facilities and Services – 91.210(d)

Introduction

Athens-Clarke County funds several programs that provide direct housing and social services for low- and moderate-income persons and places high priority on services for persons living with HIV/AIDS, elderly persons, persons with disabilities and some other special needs populations.

Including the elderly, frail elderly, persons with disabilities (mental, physical, developmental), persons with alcohol or other drug addictions, persons with HIV/AIDS and their families, public housing residents and any other categories the jurisdiction may specify, and describe their supportive housing needs

The Athens Housing Authority (AHA) is a strong partner providing CDBG and HOME funds in the last five years for affordable housing and outreach. The AHA offers a variety of programs and services to aid the community while preserving well maintained multi-family housing and affordably priced rents. Children and youth have access to computer labs, after-school tutoring, and leadership development programs. Adults may participate in money management, GED, and job skills assessment classes as well as the Inter-Community Council, a resident-run organization. The AHA works closely with its residents to ensure that they remain housed and do not become homeless. Going beyond rental housing, they have developed the ACT I Homes program to promote first-time homeownership. Through ACT I Homes, low to moderate-income families are now able to purchase a home of their own.

AIDS Athens offers a wide range of housing programs. The homeless programs funded under HOPWA are Emergency Motel Shelter Voucher, Transitional Housing (TH)and Permanent Housing Placement. The agency also offers three permanent supportive housing programs for the homeless consumers: Shelter plus Care, HOPWA Master Leasing and Supportive Housing Program. Homeless prevention is provided through Short Term Rent Mortgage and Utility assistance and Tenant Based Rent Assistance helps households to increase their financial stability. AIDS Athens works very closely with Specialty Care Clinic, District 10 Public Health Ryan White Clinic and other providers to provide HIV health care for consumers. Consumers without health insurance can also receive primary care from the clinic as well.

Advantage Behavioral Health Center currently operates several facilities throughout the Athens-Clarke County area which cater to men, women, and women with children suffering from drug and alcohol addictions. In addition, there exists several transitional facilities specifically for single men such as The Hope House, The Unity House, The Freedom House, and The Jubilee House. The Shepherd House currently provides housing and services for single women suffering from chemical dependency. Overcomers Ministries Inc. currently runs a transitional program called the Harvest House, which primarily targets single women who have recently been de-institutionalized and are ready to make the transition back into society.

Describe programs for ensuring that persons returning from mental and physical health institutions receive appropriate supportive housing

The Continuity of Care Transition Planning Guidance is a statewide discharge policy implemented at all Georgia state mental health hospitals. The hospitals are asked to develop a transition plan for all

individuals being discharged which addresses the following areas: housing, residential support, outpatient treatment, case management services, access to prescribed medications, socialization and recreation, family support and education, rehabilitation and transitional employment, follow-up medical care, and transportation. In addition, the hospitals provide Case Expediters who work with consumers who have support needs that warrant additional resources. Hospital staff also conduct assessments with consumers in order to identify those individuals that are at risk of readmission, including whether or not they have been or will be homeless.

The following agencies collaborate to ensure that persons being discharged from mental health facilities are not discharged into homelessness: Advantage Behavioral Health Systems, The Clarke County Treatment and Accountability Court (an alternative sentencing program for repeat offenders with MH/SA diagnoses), the Department of Veterans Services, AIDS Athens, Athens Area Homeless Shelter, Interfaith Hospitality Network, ACTION, Inc., Department of Community Affairs, and Sparrow's Nest.

Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. 91.315(e)

The Athens-Clarke County Consolidated Plan includes activities to prevent homelessness by expanding housing choices, increasing the availability of safe, decent, affordable housing, and preserving the existing stock of affordable housing by ensuring that it is properly maintained. The Consolidated Plan also includes actions to help homeless individuals move into stable housing by providing employment, relocation services, and financial assistance.

Athens-Clarke County plans include continued collaboration with non-profit agencies to continue to assist with programs for senior citizens, including the Athens Community Council on Aging Center for Active Living Plus and ACTION, Inc. emergency repair program for elderly and disabled home-owners.

Additionally, Athens-Clarke County plans to increase the availability of affordable permanent rental housing units for elderly households through the new construction of a minimum of 100 units using a mix of public and private financial assistance for the redevelopment of the Jack R. Wells public housing complex now known as Columbia Brookside. The county also intends to provide supportive services to eligible senior citizens and those with special needs in the areas of housing, transportation, financial literacy training, Medical and Social Services Navigator to assistance, and Job skills education, case management, and job placement through participation with non-profit agencies.

For entitlement/consortia grantees: Specify the activities that the jurisdiction plans to undertake during the next year to address the housing and supportive services needs identified in accordance with 91.215(e) with respect to persons who are not homeless but have other special needs. Link to one-year goals. (91.220(2))

It is estimated that 11,170 Athens-Clarke County residents are in need of some form of supportive housing.

Supportive Housing and Services for the Elderly & Frail Elderly
Additional programs and strategies addressing the needs of the county's elderly and frail elderly population are centered in the Athens Community Council on Aging, which provides services including; outreach and counseling, Home Health Aides, Home Delivered Meals, Transportation, a Senior Center, a Retired Senior Volunteer Program, Senior Companions, Adult Day Care, Long Term Care Counseling, Senior Community Service Employment Program, and Community Education.

Supportive Housing for People with Drug & Alcohol Addictions
Advantage Behavioral Health Systems currently operates several facilities throughout the Athens-Clarke County area which cater to men, women, and women with children suffering from drug and alcohol addictions. In addition, there exist several transitional facilities specifically for single men such as The Hope House, Palm House, Infinity House, and Sunset. Freedom from Bondage currently provides housing and services for single women suffering from chemical dependency.

Supportive Housing for People with Mental Disabilities, Mental Retardation, and Severe Emotional Disabilities
Advantage Behavioral Health Systems maintains 61 apartments for people. They have seen a steady growth in the number of people who need service. The greatest area of need with respect to housing their clients is the availability of affordable rental properties. Another problem faced by the population is that individuals who have been convicted of crimes are prohibited from living in public housing, which might otherwise be a clean, safe, and ideal option for clients. Many individuals with mental illnesses do have criminal records, often for crimes such as vagrancy or breaking into an abandoned home for shelter. There is an apparent need for the community to increase the stock of affordable rental housing for persons with mental illnesses and disabilities.

Consumer Directed Community Support
Georgia Options is an agency founded in 1991 that supports people with disabilities to live in their homes and have typical life experiences. The organization grew from a group of people with disabilities, families, and advocates who were concerned about the living options available to people with developmental disabilities in Georgia. Counties served include Clarke, Oconee, Walton, Elbert, Greene, Madison, Oglethorpe, Jackson, Morgan, Barrow Where the people Georgia Options supports those who choose to live in their own apartments, condominiums, or houses. Georgia Options funding comes from Medicaid waivers, state funding, and private contributions.

Housing needs for victims of domestic violence, dating violence, sexual assault, and stalking
Project Safe is a local Athens-Clarke County, CDBG funded non-profit organization that works to end domestic violence through crisis intervention, ongoing supportive services, prevention and education, and systems change advocacy. In 2014, Project Safe answered 2,293 hotline calls and provided emergency shelter to 139 women and children, maintaining a 101% occupancy rate. The shelter is in a confidential location in Athens-Clarke County. ACC provides funding for housing for survivors of domestic violence to allow them to escape abuse without entering the shelter, or to move out of the shelter more quickly than would otherwise be possible. The purpose of this program is to provide housing to assist with victim safety, stability and economic security.

MA-40 Barriers to Affordable Housing – 91.210(e)

Negative Effects of Public Policies on Affordable Housing and Residential Investment

As defined by the Consolidated Plan regulations, a barrier to affordable housing is a public policy, such as land use plans, property taxes, zoning ordinances, building codes, fees and charges, growth limits, and other policies. Since cost reduction opportunities in housing can also be found in areas other than public policy, the HCD looked at all potential barriers to affordable housing construction. To distinguish a barrier to affordable housing from an impediment to fair housing choice, one must consider a barrier as activities or circumstances that are not necessarily unlawful. The lack of affordable housing stock, in and of itself, is a barrier to affordable housing.

There are barriers to affordable housing. These barriers combined with thin profit margins, explain why many developers choose not to build affordable housing. Such barriers also contribute to the reasons many property owners do not renew expiring rental subsidy contracts. Often, property owners instead choose to convert previously affordable units to market-rate sale or rental housing.

The affordable housing issue in Athens-Clarke County presents complex dynamics with several factors contributing to the lack of available units.
It is challenging for families earning $30,000 a year in ACC to find an apartment to lease or a home to buy. Housing experts have determined that families should not spend more than 30 percent of their income on rent or mortgage. For a family earning $30,000 a year, that is $9,000, or $750, a month.

The University of Georgia student market plays a significant role in making housing prices and rents unaffordable in Athens. Parents often buy their children in college homes to live in with three to four room-mates and then upon graduation, rent the units as income producing property. Single-family homes have become lucrative investment properties.

Our challenge is to create viable incentives to encourage construction of more affordable housing for the any people in the community who are not making enough money to purchase, or even rent, the majority of Athens' housing stock.

Athens-Clarke County is committed to helping reduce barriers to affordable housing. Despite Athens' strong economy and growing housing demands, the local market is not responding to the needs of lower-income households to the degree needed. The inventory of affordable housing continues to deteriorate, while the production rate of new affordable housing units cannot keep up with demand. Zoning regulations that prescribe minimum lot sizes, minimum setbacks, and other requirements may necessitate the need for larger lots, which drive up the cost of housing making it less affordable. Zoning regulations may prohibit the development of ancillary dwelling units, even if such units do not impose a significant cost on other community residents. Ancillary dwelling units—sometimes called "in-law apartments" or "grandparent apartments"—are an important tool to increase the supply of affordable housing for moderate-income households. Previous zoning practices have had the effect of increasing housing costs, and effectively excluding prospective moderate-income households from locating affordable housing for purchase or rent. Separation of residential from non-residential uses exacerbates traffic problems since most employees must then drive to work. Higher income residents, or college students, may bid up the price or rent of housing units that are near places of employment, primarily the University of Georgia, thereby forcing lower-income residents to live farther from centers employment or other amenities.

MA-45 Non-Housing Community Development Assets – 91.215 (f)

Introduction

Athens-Clarke County remains the industrial and retail center for northeast Georgia and accounts for over 60% of the MSA's Labor Force. Total Civilian Labor Force held steady at just over 113,000 in 2014. The Unemployment Rate continues to stay below average for the State of Georgia, falling from 6.2% in October of 2013 to 6.1% in September of 2014. Trends in the local economy indicate that the business outlook continues to improve. Athens-Clarke County's top five industry sectors are Education, Healthcare, Retail, Hospitality, and Manufacturing; growth was seen in all sectors.

Economic Development Market Analysis - Business Activity

Business by Sector	Number of Workers	Number of Jobs	Share of Workers %	Share of Jobs %	Jobs less workers %
Agriculture, Mining, Oil & Gas Extraction	224	87	1	0	-1
Arts, Entertainment, Accommodations	4,409	6,506	17	16	-1
Construction	961	1,194	4	3	-1
Education and Health Care Services	5,032	9,848	19	25	6
Finance, Insurance, and Real Estate	1,352	2,013	5	5	0
Information	556	735	2	2	0
Manufacturing	3,943	6,417	15	16	1
Other Services	941	1,568	4	4	0
Professional, Scientific, Management Services	1,809	1,903	7	5	-2
Public Administration	188	77	1	0	-1
Retail Trade	4,598	6,773	17	17	0
Transportation and Warehousing	777	904	3	2	-1
Wholesale Trade	1,504	1,925	6	5	-1
Total	26,294	39,950	--	--	--

Table 40 - Business Activity

Data Source: 2006-2010 ACS (Workers), 2010 Longitudinal Employer-Household Dynamics (Jobs)

Labor Force

Total Population in the Civilian Labor Force	56,634
Civilian Employed Population 16 years and over	52,950
Unemployment Rate	6.50
Unemployment Rate for Ages 16-24	11.33
Unemployment Rate for Ages 25-65	4.12

Table 41 - Labor Force

Data Source: 2006-2010 ACS

Occupations by Sector	Number of People
Management, business and financial	12,958
Farming, fisheries and forestry occupations	1,756
Service	6,055
Sales and office	8,188
Construction, extraction, maintenance and repair	3,211
Production, transportation and material moving	2,324

Table 42 – Occupations by Sector

Data Source: 2006-2010 ACS

Travel Time

Travel Time	Number	Percentage
< 30 Minutes	41,261	83%
30-59 Minutes	5,909	12%
60 or More Minutes	2,477	5%
Total	***49,647***	***100%***

Table 43 - Travel Time

Data Source: 2006-2010 ACS

Education:

Educational Attainment by Employment Status (Population 16 and Older)

Educational Attainment	In Labor Force		
	Civilian Employed	Unemployed	Not in Labor Force
Less than high school graduate	3,334	372	3,251
High school graduate (includes equivalency)	7,306	692	2,848
Some college or Associate's degree	8,066	552	2,137
Bachelor's degree or higher	17,344	431	3,164

Table 44 - Educational Attainment by Employment Status

Data Source: 2006-2010 ACS

Educational Attainment by Age

	Age				
	18–24 yrs	25–34 yrs	35–44 yrs	45–65 yrs	65+ yrs
Less than 9th grade	201	723	541	850	1,156
9th to 12th grade, no diploma	1,808	1,749	1,143	1,951	1,194
High school graduate, GED, or alternative	8,203	3,357	3,032	4,457	2,091
Some college, no degree	20,636	3,210	2,157	3,115	1,437
Associate's degree	752	705	531	1,084	312
Bachelor's degree	3,525	6,071	2,240	3,215	1,447
Graduate or professional degree	305	3,243	2,136	4,119	1,905

Table 45 - Educational Attainment by Age

Data Source: 2006-2010 ACS

Educational Attainment – Median Earnings in the Past 12 Months

Educational Attainment	Median Earnings in the Past 12 Months
Less than high school graduate	0
High school graduate (includes equivalency)	0
Some college or Associate's degree	0
Bachelor's degree	0
Graduate or professional degree	0

Table 46 – Median Earnings in the Past 12 Months

Data Source: 2006-2010 ACS

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

The retail sector shows improvement over the past year with an increase in year over year retail sales of 1.9% as of September 2014. The largest new retail development, Kroger on Highway 29, opened in August 2014 and represents an investment of $23M. The 123,000 square foot store is the largest in Georgia and will employ 150 employees.

Private sector construction has also continued to improve with the addition of developments such as the Standard and Georgia Heights in downtown Athens. The Standard, a $30M 190 unit student housing development, opened in the summer of 2014 in the northeast quadrant of downtown. Developers broke ground in January of 2014 on Georgia Heights, located along Broad Street. The $50M mixed use development will contain 292 luxury apartment beds and 40,000 square feet of retail space.

Athens-Clarke County's newest manufacturer, Caterpillar, continues to positively affect the local economy with its nearly 850 employees. In September 2014, the second manufacturing line in the plant became operational and began producing small track type tractors. The company continues to hire and will grow to 1,400 employees.

Ethicon, a subsidiary for Johnson & Johnson, is the world leader in the manufacture of surgical sutures and broke ground on the $185M Athens facility in September of 2012. The building received a Certificate of Occupancy in the summer of 2014. About 50% of the equipment has been delivered and installation and validation will continue for two more years. The plant will be fully operational in 2017.

In August of 2014, the Southern Brewing Company broke ground in the Athena Industrial Park on a brewery that will distribute beer throughout the southeast and the rest of the nation. The facility will also contain a tourism component. The brewery will create 30 jobs.

Describe the workforce and infrastructure needs of the business community:

Athens-Clarke County residents make up a diverse work force. Area Labor Force by the numbers

Athens-Clarke County: 63,278 workers
Oconee County: 18,366
Total Clarke Area: 166,235
Unemployment Rate: 6.8 percent

Education of Labor Force:
More than 75% of the labor force have a high school diploma
More than 60% went to college
More than 8% have post-graduate degrees

Occupational Profile of Athens-Clarke County residents:
Total civilian work force: 54,698
University and government industry: 32%

Professional industry: 16%
Service industry: 16%
Administrative support: 14%
Sales industry: 12%
Management, business and financial industry: 8%

The state of Georgia provides workforce training and assistance programs at little or no charge to help business develop their employees' skills. In addition, Athens-Clarke County benefits from the Small Business Development Center. This center offers assistance in the creation and expansion of small businesses throughout the area. It is comprised of four programmatic divisions: Business Expansion Support Services, Economic Development Services, Minority Business Development, and the Small Business Development Center.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

Athens-Clarke County has seven special tax zones for small businesses when they create two or more jobs. By creating these zones, Athens provides an opportunity for businesses to take advantage of the state's highest Job Tax Credit of $3,500 per job. The tax credit may be claimed up to five years as long as the jobs are maintained. This tax credit compliments the Growth Fund job creation requirements. HCD worked with the Georgia Department of Community Affairs (DCA), the Georgia Department of Economic Development to establish the Opportunity Zones.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Athens is a traditional college town and the University of Georgia is the major employer. Educational attainment levels for the general population are well suited to the needs of the major employer.

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

Athens-Clarke County is a Georgia Work Ready Community. The designation from the Governor's Office of Workforce Development indicates that the county has the skilled workforce needed to meet business demands and drive economic growth, as well as the educational foundation to provide employees to create business success. Work Ready communities must improve the high school graduation rate, improve its high school attendance rate and improve its post-secondary enrollment rate. Community leaders created a team of economic development, government and education partners to meet the certification criteria. Earning designation involved the collaboration of officials from the county government, the school district and Athens Technical College.

Several activities in the Consolidated Plan address business and job development and assistance programs such as the Athens Land Trust microenterprise training for the Young Urban Farmer Development program, the East Athens Development Corporation job training and placement program,

and the Salvation Army job skills education, case management, and job placement program. East Athens Development Corporation works closely with the Workforce Investment Board to offer training in the East Athens Neighborhood Revitalization Plan area.

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

Yes

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

Athens-Clarke County is a participant in the Northeast Georgia Comprehensive Economic Development Strategy administered by the Northeast Georgia Regional Commission.

Discussion

Goal A: Planning for these key elements, at the state, regional, and local levels of government, will be integrated and balanced so that strategies to enhance or improve one element do not negatively affect others.

Policy A-4: Economic development decisions should be made with consideration of their effect on affordable housing and the effects of the available housing market on them.

Policy A-5: Tools used to control growth should be developed with consideration of their effect on affordable housing.

MA-50 Needs and Market Analysis Discussion

Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

There are no areas in the community where there are concentrations of households with multiple housing problems.

When reviewing the housing cost burden map for Athens we see high concentrations of cost burdened households in the Neighborhood Revitalization Plan areas that are predominately black and in areas around the University of Georgia and south with mostly white student residents.

See Housing Cost Burden map.

Concentration for this section is defined as areas that report greater than 45% of households with housing problems reported as indicated by the Housing Cost Burden map.

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

The African American Households map indicates that the two Neighborhood Revitalization Plan areas (Census Tracts 6,9, 301, and 302) and rural areas in the center and northern half of the county have significant concentrations of African American Households.

See African American Households map

What are the characteristics of the market in these areas/neighborhoods?

Athens-Clarke County focuses on two areas for revitalization: East Athens and the Hancock Corridor. East Athens is identified as Census Tracts 301 and 302. Census Tracts 301 and 302 have 7,795 residents. 78% of the residents were considered to be of low or moderate incomes and over 78% are reported as minorities. Census Tracts 6 and 9, the Hancock Corridor, have 5,695 residents and approximately 60% are reported as minority. When the percentage is averaged between the two census tracts over 86% of the residents of Census Tracts 6 and 9 have low to moderate incomes.

These Census Tracts have large public housing complexes and significant concentrations of low income residents. Many of the homes are older and a large percentage of the residents are renters. Each Census Tract is considered to be low or moderate income since 70% or more of its residents earn low to moderate incomes.

These historically African-American neighborhoods have recently seen a lot real-estate pressure from investors and university students desiring housing near the University of Georgia and downtown Athens. Many families who have lived in these neighborhoods for generations are low to moderate income and cannot financially compete with investors and students. As the property taxes in this neighborhood have increased tremendously over time, many of these families have been forced to move.

Are there any community assets in these areas/neighborhoods?

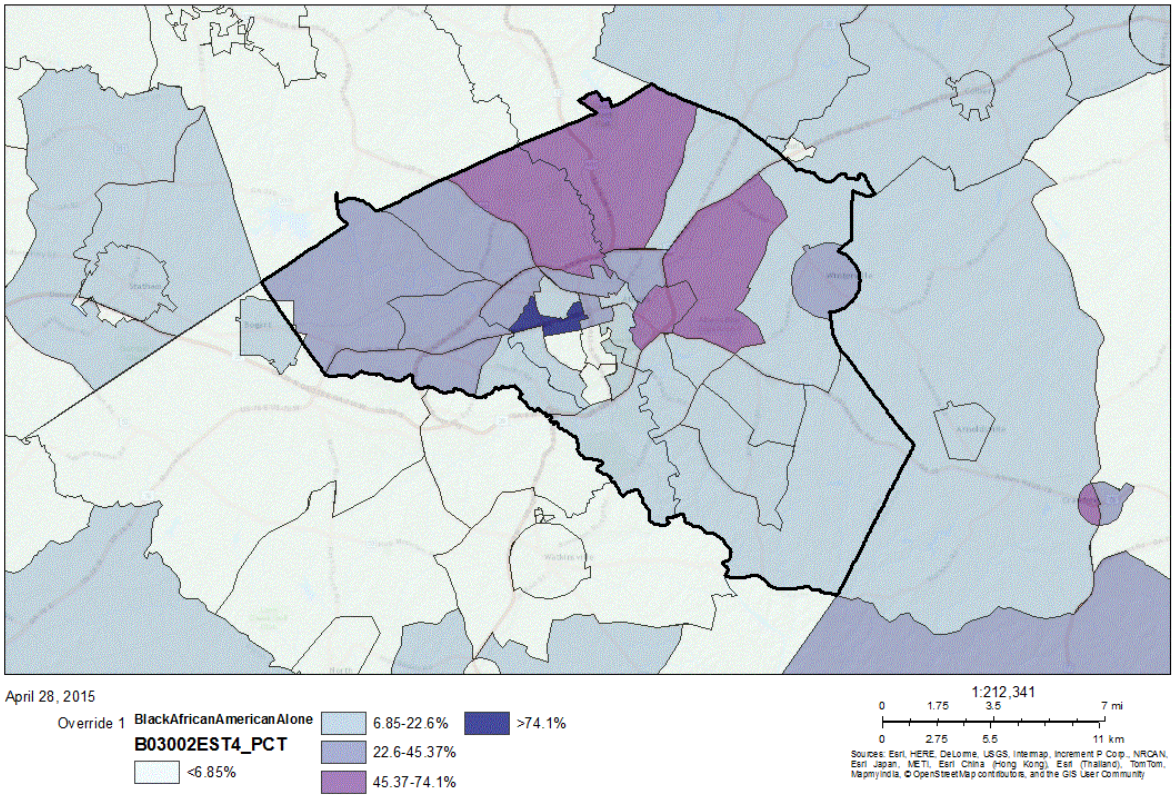
East Athens community assets include a rehabilitated commercial district at Nellie B and Vine Street and the East Athens Elementary School that was renovated into the Miriam Moore Community Service Center, now home to the East Athens Development Corporation, the Clarke County Health Department, and the Athens Tutorial Program. A community room was constructed in the renovated facility for neighborhood use and the Athens Neighborhood Health Center located in a new structure that is also on the campus near the new East Athens Dance Center. The East Athens Community Center is next door to the Miriam Moore Community Service Center and the Boys and Girls Club headquarters building on Fourth Street is another new asset in the area.

The Hancock community assets include St. Mary's hospital area, Clarke Central High School, the H. T. Edwards Building campus located on Dearing Extension that includes the Athens Community Career Academy, the Early Learning Center, the Classic City High School, and the Boys and Girls Club.

Are there other strategic opportunities in any of these areas?

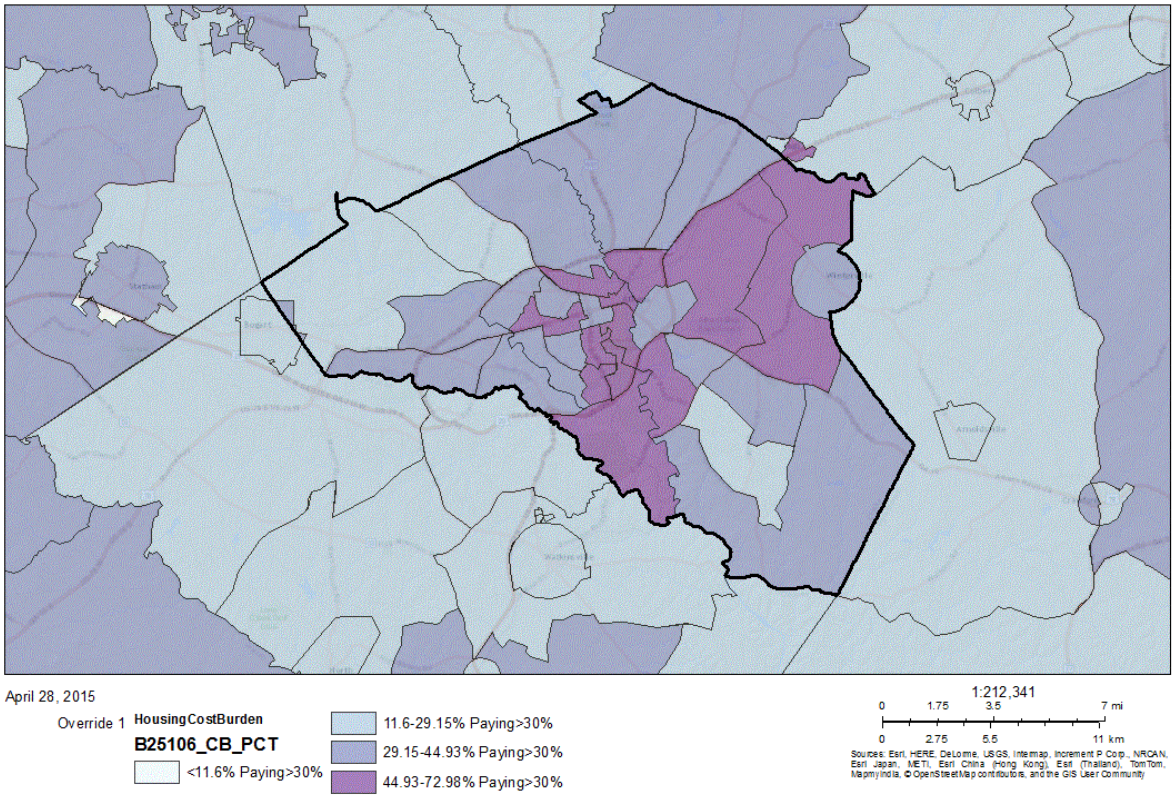
Both the East Athens and the Hancock Corridor Neighborhood Revitalization Plan areas have strategic opportunities for new infill housing construction, housing rehabilitation, street and sidewalk improvements, park improvements, and continued code enforcement efforts.

African American Households map -



African American Households map -

Housing Cost Burden map -



Strategic Plan

SP-05 Overview

Strategic Plan Overview

The Athens-Clarke County (ACC) Department of Housing and Community Development (HCD) is responsible for administering ACC's Housing and Urban Development (HUD) funded Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs. In doing so HCD partners with private developers and non-profit corporations to improve neighborhood viability by providing decent housing, a suitable living environment, and expanding economic opportunities for low to moderate income residents. CDBG and HOME funded programs assist Housing, Economic Development and Neighborhood Revitalization, Public Facilities and Improvements, and Public Services.

Each Annual Action Plan will assist job creation, home-ownership, and improved rental opportunities.

The following are priorities for Action Plan I:
• Business and Job Development
• Affordable Housing Development and Redevelopment
• Housing Services
• Community Improvements

HCD provides funding to local partners to address elements of the strategic plan. Community partners addressing Affordable Housing Development and Redevelopment include Athens Area Habitat for Humanity, Athens Housing Authority, and Athens Land Trust. These agencies will acquire vacant or dilapidated properties for development or redevelopment of owner-occupied sing-family housing and multi-family rental housing.

ACTION, Inc. and Athens-Clarke Heritage Foundation will provide Housing Services including repairs of owner-occupied homes. HCD administers a voluntary and court ordered demolition program to remove slum and blight from low and moderate income neighborhoods.

Community partners assisting Business and Job Development include Athens Land Trust and East Athens Development Corporation (EADC) that will provide microenterprise, job training, and job placement programs. HCD administers a small business revolving loan fund.

Several community partners will provide public services that address Business and Job Development, Affordable Housing Development and Redevelopment, Housing Services, and Community Improvements including Athens Community Council on Aging, Athens Area Homeless Shelter, Athens Nurses Clinic, AIDS Athens, Young Women's Christian Organization of Athens, YWCO Summer Girls Club, Athens Tutorial Program, Project Safe, The Salvation Army, ACTION, Inc., and Athens Land Trust. EADC will partner with Athens Tutorial and Chess and Community Conference to provide youth services beyond the 15% annual public service cap for youth residing in the East Athens Neighborhood Revitalization Plan area.

To maximize the impact of HOME program funds and leverage public and private resources, HOME funds will be available as "gap financing" for eligible housing activities under the HOME Investment

Partnership Program. In order to maintain compliance with HOME regulations and utilizing the maximum allowable subsidy for individual units, HOME funds may also be made available to open projects that are approaching non-compliance with portions of the recently revised HOME Final Rule.

Applications for HOME funds will be accepted on a “first come, funds available” basis on affordable housing developments where:

- the proposed property site has been identified,
- total development costs have been projected (including sales price and/or rental rates), and
- additional financial resources have been secured and committed

This will enable HCD to determine the actual investment of HOME funds required to make the development financially feasible and provide increased housing opportunities for decent, safe, and affordable housing for low to moderate income households in Athens-Clarke County.

SP-10 Geographic Priorities – 91.215 (a)(1)

Geographic Area

Table 47 - Geographic Priority Areas

1	**Area Name:**	East Athens Neighborhood Revitalization Plan
	Area Type:	Strategy area
	Other Target Area Description:	
	HUD Approval Date:	7/1/1993
	% of Low/ Mod:	
	Revital Type:	
	Other Revital Description:	
	Identify the neighborhood boundaries for this target area.	Census Tracts 301 and 302
	Include specific housing and commercial characteristics of this target area.	The area is primarily residential. Most of the housing is renter occupied. One of the largest public housing complexes in jurisdiction, Nellie B Homes, is located in the revitalization area. Commercial developments are limited to small retail outlets on the fringes of the neighborhood.
	How did your consultation and citizen participation process help you to identify this neighborhood as a target area?	Census Tracts 301 and 302 have 7,795 residents. 78% of the residents were considered to be of low or moderate incomes and over 78% are reported as minorities.
	Identify the needs in this target area.	Housing and public services.
	What are the opportunities for improvement in this target area?	Unemployment is the area is much higher than the level in the greater community.
	Are there barriers to improvement in this target area?	Low educational attainment and criminal histories keep many of the East Athens residents out of the job market.
2	**Area Name:**	Hancock Corridor Neighborhood Revitalization Plan
	Area Type:	Strategy area
	Other Target Area Description:	
	HUD Approval Date:	7/1/1995
	% of Low/ Mod:	
	Revital Type:	

	Other Revitalization Description:	
	Identify the neighborhood boundaries for this target area.	Census Tracts 6 and 9
	Include specific housing and commercial characteristics of this target area.	Most of the housing in the area is renter occupied. Rocksprings Public Housing, one of the jurisdiction's largest public housing communities is located in the neighborhood. There are very few business located in the area.
	How did your consultation and citizen participation process help you to identify this neighborhood as a target area?	Census Tracts 6 and 9, the Hancock Corridor, have 5,695 residents and approximately 60% are reported as minority. When the percentage is averaged between the two census tracts over 86% of the residents of Census Tracts 6 and 9 have low to moderate incomes.
	Identify the needs in this target area.	Affordable housing and employment opportunities.
	What are the opportunities for improvement in this target area?	Quality affordable housing.
	Are there barriers to improvement in this target area?	Low educational attainment of the residents and criminal histories keep many residents unemployed.

General Allocation Priorities

Describe the basis for allocating investments geographically within the jurisdiction (or within the EMSA for HOPWA)

According to federal regulations, 70% of CDBG funds must benefit residents with low to moderate incomes (less than 80% of the median income for the county). Historically, nearly 100% of Athens-Clarke County's CDBG and HOME funds directly benefit low to moderate income residents.
Assistance will be directed to low to moderate income residents and low to moderate income census tracts and block groups throughout the jurisdiction.

See Low to Moderate Income Census Tracts map.

In general, the lowest income households are found in and around the central business district in the four census tracts that have been the foci of Athens-Clarke County's CDBG and HOME housing and community development activities.

CDBG and HOME funds will be used to deliver housing and community development services on a county-wide basis with priority given for projects located in neighborhood revitalization areas.

See Low Income Households map.

Athens-Clarke County has two HUD approved neighborhood revitalization plans; one for East Athens and another for the Hancock Corridor. Each neighborhood revitalization plan area is considered to be low or moderate income with 70% or more of its residents earning low to moderate incomes. It is for these reasons that Census Tracts 301, 302, 6, and 9 have been designated as focus areas for CDBG and HOME investments. Along with the establishment of neighborhood revitalization areas, Athens-Clarke County has worked to improve capacity of non-profit organizations to deliver programs in the revitalization areas. Athens-Clarke County's two HUD approved Neighborhood Revitalization Plans are part of the Consolidated Plan. The East Athens and Hancock Corridor Neighborhood Revitalization Plans were approved by the Mayor and Commission in 1995 and 2000 respectively. Athens-Clarke County plans to continue neighborhood revitalization efforts in East Athens and the Hancock Corridor for the duration of this Consolidated Plan. These strategies allow ACC to allocate CDBG for public services, for the exclusive benefit of residents of these plan areas, which are not subject to the annual 15% public service cap.

General Allocation Priorities
Priorities within the Consolidated Plan were assigned by analyzing local housing and community development information, utilizing Census Data and Comprehensive Housing Affordability Strategy Housing Problem data, input provided by citizens who participated in the community resources and needs assessments meetings, and the Vision Committee, HCD's citizen advisory committee.

Investments are allocated based on the following priorities:

1. Invest in projects where the need for funds and the demand for the project design or service is demonstrated;

2. Invest in the types of projects identified as high priorities in this plan; and

3. Invest in fragile neighborhoods and those with a disproportionate concentration of low-income and minority populations.

SP-25 Priority Needs - 91.215(a)(2)

Priority Needs

Table 48 – Priority Needs Summary

1	**Priority Need Name**	Affordable Housing
	Priority Level	High
	Population	Low Moderate Families with Children
	Geographic Areas Affected	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Associated Goals	Affordable Housing Development and Redevelopment Housing Services
	Description	The rationale for establishing the allocation priorities relative to each priority need is based on information gathered through the Needs Assessment, the Market Analysis, and the information gathered during the six in the Community Resources and Needs Assessment meetings held as part of the consultation and citizen participation process. The most common housing problem identified in the 2006-2010 CHAS housing cost burden. The data suggests the highest priority for unmet need is associated with severe housing cost burden. Though there are home-owners living with housing problems, the greatest area of need is assisting the 6,657 renter households with a housing cost burden greater than 50% of income and the 4,024 households with a housing cost burden greater than 30% of income. There are over 10,500 cost burdened households; over 25% of all households in Athens.

	Basis for Relative Priority	The planning process included a needs assessment, a resource review, and a gaps analysis to assign housing and community development resources to assist the development and sustainability of affordable housing, economic development, public facilities and improvements, and the delivery of public services. The needs assessment included a thorough review of community indicators and a series of six community meetings to identify community resources and neighborhood needs. The data provided in the community indicators served as the statistical basis for the needs assessment. The interpretation of this data is complex due to the atypical composition of the Athens-Clarke County population, due in part to the high percentage of residents in the 15-24 age group, and local housing and employment trends. Misinterpretation of population data can have a significant impact on the accuracy of current condition assessments regarding housing, economic development, and public service planning.
2	**Priority Need Name**	Homelessness
	Priority Level	High
	Population	Extremely Low Chronic Homelessness Individuals Families with Children Mentally Ill veterans Persons with HIV/AIDS Victims of Domestic Violence
	Geographic Areas Affected	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Associated Goals	Housing Services
	Description	The basic reason for homelessness is a scarcity of affordable housing. Low-income families may become homeless due to an unexpected financial crisis: a medical emergency, or employment problems that prevent families from maintaining safe housing. Consolidated Plan and Continuum of Care strategies include assisting with funding for homeless prevention services, emergency shelter, rapid re-housing, transitional housing, supportive services, and permanent supportive housing to assist those in need of shelter.

	Basis for Relative Priority	Although the non-homeless special needs population is difficult to enumerate, it is estimated that 11,170 Athens-Clarke County residents are in need of some form of supportive housing. One of the outcomes of the Continuum of Care meeting was to establish supportive housing for all sub-populations of the homeless community as a high priority need and important resource within this community. This includes the elderly, frail elderly, persons with mental and physical disabilities, persons with drug or alcohol addictions, persons with HIV/AIDS and persons living in public housing.
3	**Priority Need Name**	Non-housing Community Development
	Priority Level	High
	Population	Extremely Low Low Families with Children Elderly Public Housing Residents
	Geographic Areas Affected	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Associated Goals	Business and Job Development Community Improvement
	Description	Athens-Clarke County's household income figures are lowered by the significant college student population. The majority of these students do not work full-time. While the large number of students explains the low income relative to other areas, the relatively slow rate of income growth is a concern. Household income for Clarke County increased over the last several decades but at a slower rate than the state of Georgia and other MSA counties. The Athens-Clarke County economy is heavily dependent upon public sector employment through the University of Georgia and other local government. The county's unemployment rate is consistently less than most of the surrounding counties and less than the State of Georgia as a whole.

	Basis for Relative Priority	Athens-Clarke County's household income figures are lowered by the significant college student population. The majority of these students do not work full-time. While the large number of students explains the low income relative to other areas, the relatively slow rate of income growth is a concern. Household income for Clarke County increased over the last several decades but at a slower rate than the state of Georgia and other MSA counties. The Athens-Clarke County economy is heavily dependent upon public sector employment through the University of Georgia and other local government. The county's unemployment rate is consistently less than most of the surrounding counties and less than the State of Georgia as a whole. Although the non-homeless special needs population is difficult to enumerate, it is estimated that 11,170 Athens-Clarke County residents are in need of some form of supportive housing. One of the outcomes of the Continuum of Care meeting was to establish supportive housing for all sub-populations of the homeless community as a high priority need and important resource within this community. This includes the elderly, frail elderly, persons with mental and physical disabilities, persons with drug or alcohol addictions, persons with HIV/AIDS and persons living in public housing. The needs assessment results include a wide range of need including: Small and micro-business assistance – programs that support economic security, employment, small and micro-business development, and training Affordable housing and shelter – programs assisting housing development and sustainability and shelter Social Services – all aspects of social service needs fall into this category, including childcare, training, case management, medical assistance, senior services, shelter, and counseling Public infrastructure – projects that support a suitable living environment Other – any other issues that do not fall into one of the above categories Athens-Clarke County plans on using available resources described in the plan to address "high" priorities and expects other funding sources or community stakeholders to address "low" priorities. Community partners and HCD will provide Microenterprise training, Economic Development loans, and Public Services to assist business and employment opportunities.

Narrative (Optional)

The Strategic Plan identifies the priority needs of Athens-Clarke County and describes strategies the jurisdiction will undertake to serve the priority needs. CDBG and HOME are very important resources for Athens-Clarke County.

The strategic plan goals address:

- Business and Job Development
- Affordable Housing Development and Redevelopment
- Housing Services
- Community Improvements

The rationale for establishing the allocation priorities relative to each priority need is based on information gathered through the Needs Assessment, the Market Analysis, and the information gathered during the six in the Community Resources and Needs Assessment meetings held as part of the consultation and citizen participation process.

The planning process included a needs assessment, a resource review, and a gaps analysis to assign housing and community development resources to assist the development and sustainability of affordable housing, economic development, public facilities and improvements, and the delivery of public services. The needs assessment included a thorough review of community indicators and a series of six community meetings to identify community resources and neighborhood needs. The data provided in the community indicators served as the statistical basis for the needs assessment. The interpretation of this data is complex due to the atypical composition of the Athens-Clarke County population, due in part to the high percentage of residents in the 15-24 age group, and local housing and employment trends. Misinterpretation of population data can have a significant impact on the accuracy of current condition assessments regarding housing, economic development, and public service planning.

SP-30 Influence of Market Conditions – 91.215 (b)

Influence of Market Conditions

Affordable Housing Type	Market Characteristics that will influence the use of funds available for housing type
Tenant Based Rental Assistance (TBRA)	There are seven assisted housing developments in Athens-Clarke County comprising 824 housing units for low and extremely low income families. There are over 1,200 units owned by the Athens Housing Authority. The Section 8 Housing Choice Voucher Program is administered by the Georgia Department of Community Affairs (DCA) for the Athens area. Georgia DCA provides rental subsidies to over 600 ACC residents through the Section 8 program.
TBRA for Non-Homeless Special Needs	Relating to 504 accessible units, of the 1,235 families on the waiting list of the Athens Housing Authority, only two (2) families have reflected that they need a 504 mobility accessible unit on their pre-application and none are requesting accessible features for the hearing and visually impaired. Of the 1,122 current households, only three (3) are currently on the waiting list for a mobility accessible unit and none are requesting features for the hearing and visually impaired.
New Unit Production	There continues to be a high demand for subsidized rental units and the demand for home ownership is recovering. Athens-Clarke County will use CDBG and HOME funds to assist in the development of new owner and rental units.
Rehabilitation	Over half of the renter units have housing condition problems. Fifty-three percent of the owner housing units were built after 1980 while about thirty-six percent are between thirty to sixty years old. Athens-Clarke County will continue to prioritize CDBG to assist low income homeowners with emergency repair assistance and rehabilitate rental units when funding allows.
Acquisition, including preservation	The University of Georgia and its large student population have a major impact on the housing market in Athens-Clarke County. A large percentage of the students reside in the local housing market, affecting the potential availability of decent, fit and affordable rental units. Athens-Clarke County will continue to use CDBG and HOME to assist with the acquisition of vacant lots or those with dilapidated structures to secure land for rental and home owner opportunities.

Table 49 – Influence of Market Conditions

SP-35 Anticipated Resources - 91.215(a)(4), 91.220(c)(1,2)

Introduction

The Athens-Clarke County (ACC) Housing and Community Development Department (HCD) administers the jurisdiction's Housing and Urban Development (HUD) funded Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs to support and develop viable neighborhoods by providing decent housing, a suitable living environment, and expanding economic opportunities for low to moderate income residents. CDBG and HOME funded programs assist Housing, Economic Development and Neighborhood Revitalization, Public Facilities and Improvements, and Public Services.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 2				Expected Amount Available Reminder of Con Plan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	1,232,503	28,000	276,000	1,512,867	1,184,871	$180,000 Public Services $269,500 Neighborhood Revitalization and Economic Development $789,765 Affordable Housing Development $31,829 Public Facility Improvements $241,773 Administration and Planning

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 2				Expected Amount Available Reminder of Con Plan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
HOME	public - federal	Acquisition Homebuyer assistance Homeowner rehab Multifamily rental new construction Multifamily rental rehab New construction for ownership TBRA	394,281	0	0	394,281	330,401	$354,796 Affordable Housing Construction $39,442 Administration and Planning

Table 50 - Anticipated Resources

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

CDBG and HOME will leverage approximately $300,000 in general funds to assist the Housing and Community Development Department plan and administer the housing and community development department. CDBG will also leverage additional funds identified as match for public services identified as Challenge Grants.

The HOME allocation for the fiscal year is $394,281. The 12.5% match requirement will be fulfilled through donated properties and properties acquired below market value (donation of the difference in values for affordable housing). Sub-recipient agencies will fulfill match requirements through various means such as bond funded loans to low and moderate income residents, below market interest rate loans, donated buildings,

materials and supplies, and labor. $563,524 in general funds from the Unified Government of Athens-Clarke County Special Programs and Initiative Fund for Affordable Housing towards infrastructure costs for Columbia Brookside Phase III.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

N/A

Discussion

General funds, match for public services, and HOME matching funds will assist in delivering services identified in the Action Plans.

SP-40 Institutional Delivery Structure – 91.215(k)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
Unified Government of Athens Clarke County	Government	Planning	Jurisdiction
ACTION INC.	Non-profit organizations	Rental	Jurisdiction
ATHENS CLARKE HERITAGE FOUNDATION	Non-profit organizations	Ownership	Jurisdiction
ATHENS AREA HABITAT FOR HUMANITY	Non-profit organizations	Ownership	Jurisdiction

Table 51 - Institutional Delivery Structure

Assess of Strengths and Gaps in the Institutional Delivery System

The Homeless and Poverty Coalition Advocacy Subcommittee identifies gaps in services and conducts periodic assessments of the local homeless population. The surveys include questions needed for the annual homeless count and locally developed questions that help the Continuum of Care better understand community needs and gaps in services.

The Georgia Department of Community Affairs (DCA) administers ESG funds to Athens Continuum of Care agencies. The ACC Housing and Community Development Department (HCD) and the Homeless and Poverty Coalition (HPC) meet with DCA representatives to plan the annual public input meeting with the Athens Continuum of Care, surrounding Continuums of Care, and those agencies applying through Balance of State. The meeting consists of goal setting, gaps analysis, and ultimately, consensus on funding priorities. HCD and HPC will then assist local agencies in coordinating services and applying for ESG from DCA.

Availability of services targeted to homeless persons and persons with HIV and mainstream services

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X	X	X
Legal Assistance	X		X
Mortgage Assistance	X		X
Rental Assistance	X		X
Utilities Assistance	X		X

Street Outreach Services			
Law Enforcement	X		
Mobile Clinics			
Other Street Outreach Services	X		
Supportive Services			
Alcohol & Drug Abuse	X	X	X
Child Care	X	X	X
Education	X	X	X
Employment and Employment Training	X	X	X
Healthcare	X	X	X
HIV/AIDS	X		X
Life Skills	X	X	X
Mental Health Counseling	X	X	X
Transportation	X	X	X
Other			

Table 52 - Homeless Prevention Services Summary

Describe how the service delivery system including, but not limited to, the services listed above meet the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth)

The Athens-Clarke County Consolidated Plan includes goals and strategies that encourage agencies to apply for CDBG funds for programs that provide services to the homeless and people with HIV/AIDS. Current CDBG funding supports three programs for the homeless: a financial literacy program, a rapid-rehousing program for homeless victims of domestic violence, and a parenting program for people with HIV/AIDS.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above

The Homeless and Poverty Coalition Advocacy Subcommittee identifies gaps in services and conducts periodic assessments of the local homeless population. The surveys include questions needed for the annual homeless count and locally developed questions that help the Continuum of Care better understand community needs and gaps in services.

The Georgia Department of Community Affairs (DCA) administers ESG funds to Athens Continuum of Care agencies. The ACC Housing and Community Development Department (HCD) and the Homeless and Poverty Coalition (HPC) meet with DCA representatives to plan the annual public input meeting with the Athens Continuum of Care, surrounding Continuums of Care, and those agencies applying through Balance of State. The meeting consists of goal setting, gaps analysis, and ultimately, consensus on funding priorities. HCD and HPC will then assist local agencies in coordinating services and applying for ESG from DCA.

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

The Housing and Community Development partners with a variety of community groups to provide essential services to very low, low, and moderate income households in Athens-Clarke County to address potential gaps in its delivery system through the network of working relationships established with other not-for-profit organizations and units of government.

SP-45 Goals Summary – 91.215(a)(4)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Business and Job Development	2015	2018	Non-Housing Community Development	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Non-housing Community Development	CDBG: $352,286	Public service activities other than Low/Moderate Income Housing Benefit: 152 Persons Assisted
2	Affordable Housing Development and Redevelopment	2015	2018	Affordable Housing	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Affordable Housing	CDBG: $759,361 HOME: $326,107	Homeowner Housing Rehabilitated: 35 Household Housing Unit Other: 15 Other
3	Housing Services	2015	2018	Affordable Housing	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Affordable Housing Homelessness	CDBG: $71,303	Public service activities for Low/Moderate Income Housing Benefit: 160 Households Assisted

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
4	Community Improvement	2015	2018	Non-Housing Community Development	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Non-housing Community Development		

Table 53 – Goals Summary

Goal Descriptions

1	**Goal Name**	Business and Job Development
	Goal Description	The objectives for this goal are to fund programs that: - Provide job skills training such as literacy, ESL, GED preparation, and youth apprenticeship - Assist job placement programs, - Provide business planning assistance, and - Provide capital loans for small businesses.
2	**Goal Name**	Affordable Housing Development and Redevelopment
	Goal Description	The objectives of this goal are to fund projects that: - Construct affordable residential housing, - Rehabilitate dilapidated vacant residential property, and - Repair homes owned by low income elderly or disabled homeowners.
3	**Goal Name**	Housing Services
	Goal Description	The objectives for this goal are to fund projects to: - Provide shelter and re-housing financial assistance for the homeless, - Provide housing counseling, financial literacy, and fair housing services, and - Demolish dilapidated structures.
4	**Goal Name**	Community Improvement
	Goal Description	The objectives for this goal are to fund projects to: - Eliminate or reduce factors that encourage crime and blight in neighborhoods, - Assist neighborhood preservation and enhancement areas in transition or in need of repair, rehabilitation, and redevelopment, - Construct accessibility enhancements including the removal of material and architectural barriers that restrict the mobility and accessibility of elderly or severely disabled persons, and - Revitalize aging ACCUG park facilities in target areas

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

Athens Housing Authority will assist ten very low and low income renter households using HOME funds allocated to the Columbia Brookside Phase I development for senior citizens and three to five low income home buyers. Athens Land Trust will assist 6 very low and low income renter households in recently rehabilitated units on Waddell Street and three to five low income home buyers. Athens Land Trust is also constructing five new homes for ownership opportunities; 3 new units will be constructed at the Cottages at Cannontown and 2 new units will be built on Paris Street. Habitat will assist five low income home buyers. ACTION Inc. will repair 20 low income owner occupied units and Habitat will assist 15 low income home owners improve accessibility in their homes.

SP-50 Public Housing Accessibility and Involvement – 91.215(c)

Need to Increase the Number of Accessible Units (if Required by a Section 504 Voluntary Compliance Agreement)

There is no need to increase the number of accessible units at this time. The Athens Housing Authority meets the needs of individuals and families searching for affordable rental options. Section 504 regulations define an individual with a disability as any person who has a physical or mental impairment that substantially limits one or more of the major life activities of an individual, has a record of such impairment, or is regarded as having such impairment. Major life activities includes, but is not limited to, caring for oneself, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working. The law also applies to individuals who have a history of such impairments as well as those who are regarded as having such impairment. A person who meets the above definition, and who is otherwise qualified for the program, service or activity, is covered under Section 504. To be otherwise qualified means the individual meets the essential eligibility requirements, including, for example, requirements for tenancy, if the program is a housing program.

Relating to 504 accessible units, of the 1,235 families on the waiting list of the Athens Housing Authority, only two (2) families have reflected that they need a 504 mobility accessible unit on their pre-application and none are requesting accessible features for the hearing and visually impaired.
As indicated in the previous table, of the 1,122 current households, only three (3) are currently on the waiting list for a mobility accessible unit and none are requesting features for the hearing and visually impaired.

Activities to Increase Resident Involvements

The Athens Housing Authority provides a variety of resident involvement activities and initiatives. Athens Housing Authority residents are actively involved in the management of their public housing. Each AHA development has a resident association. AHA staff members attend all meetings to assure good communication between residents and management. In addition, a resident has been hired to serve as a part-time Resident Liaison. This person also attends all resident association meetings providing information, encouragement and ideas for residents to become more active in their communities.

The Inter-Community Council comprised of all resident association officers meets the first Monday night of each month to discuss Authority-wide issues. The Executive Director attends these meetings to provide a regular update on Authority operations and to listen carefully to resident concerns.
The Presidents' Council is comprised of the presidents of all Resident Associations. This group meets on a quarterly basis with the Executive Director to discuss issues regarding their communities, HUD regulations, AHA policies, etc.

Since 1991, residents have had representation on the AHA Board of Commissioners—initially through two liaison resident members. In October 1999, immediately following the change in State law, the Board petitioned Local Government to increase the AHA Board membership to include a Resident Commissioner with all rights and privileges of board membership. Since that time, the Board has included a Resident Commissioner appointed by the Mayor.

A Resident Advisory Board is appointed each year to assist in the development of the Authority's Five-year and Annual Agency Plans. This board meets with AHA staff consistently during the months from September through February.

Is the public housing agency designated as troubled under 24 CFR part 902?

No

Plan to remove the 'troubled' designation

Not applicable.

SP-55 Barriers to affordable housing – 91.215(h)

Barriers to Affordable Housing

As defined by the Consolidated Plan regulations, a barrier to affordable housing is a public policy, such as land use plans, property taxes, zoning ordinances, building codes, fees and charges, growth limits, and other policies. Since cost reduction opportunities in housing can also be found in areas other than public policy, the HCD looked at all potential barriers to affordable housing construction. To distinguish a barrier to affordable housing from an impediment to fair housing choice, one must consider a barrier as activities or circumstances that are not necessarily unlawful. The lack of affordable housing stock, in and of itself, is a barrier to affordable housing.

There are barriers to affordable housing. These barriers combined with thin profit margins, explain why many developers choose not to build affordable housing. Such barriers also contribute to the reasons many property owners do not renew expiring rental subsidy contracts. Often, property owners instead choose to convert previously affordable units to market-rate sale or rental housing.
The affordable housing issue in Athens-Clarke County presents complex dynamics with several factors contributing to the lack of available units.

It is challenging for families earning $30,000 a year in ACC to find an apartment to lease or a home to buy. Housing experts have determined that families should not spend more than 30 percent of their income on rent or mortgage. For a family earning $30,000 a year, that is $9,000, or $750, a month. The University of Georgia student market plays a significant role in making housing prices and rents unaffordable in Athens. Parents often buy their children in college homes to live in with three to four room-mates and then upon graduation, rent the units as income producing property. Single-family homes have become lucrative investment properties.

Our challenge is to create viable incentives to encourage construction of more affordable housing for the any people in the community who are not making enough money to purchase, or even rent, the majority of Athens' housing stock.

Athens-Clarke County is committed to helping reduce barriers to affordable housing. Despite Athens' strong economy and growing housing demands, the local market is not responding to the needs of lower-income households to the degree needed. The inventory of affordable housing continues to deteriorate, while the production rate of new affordable housing units cannot keep up with demand. Zoning regulations that prescribe minimum lot sizes, minimum setbacks, and other requirements may necessitate the need for larger lots, which drive up the cost of housing making it less affordable. Zoning regulations may prohibit the development of ancillary dwelling units, even if such units do not impose a significant cost on other community residents. Ancillary dwelling units—sometimes called "in-law apartments" or "grandparent apartments"—are an important tool to increase the supply of affordable housing for moderate-income households. Previous zoning practices have had the effect of increasing housing costs, and effectively excluding prospective moderate-income households from locating affordable housing for purchase or rent. Separation of residential from non-residential uses exacerbates traffic problems since most employees must then drive to work. Higher income residents, or college students, may bid up the price or rent of housing units that are near places of employment, primarily the University of Georgia, thereby forcing lower-income residents to live farther from centers employment or other amenities.

Strategy to Remove or Ameliorate the Barriers to Affordable Housing

Home Ownership-HUD's 2010 Median Family Income for ACC is estimated at $58,600; the 2010 American Community Survey (ACS) reported ACC median home value at $160,200 with a median home sales price at $118,500. Additionally, the 2010 ACS reflects that 35.1% of ACC homeowners with a mortgage pay more than 30% of their income on monthly housing expenses.

Renters-The Fair Market Rent (FMR) as determined by HUD for a two bedroom apartment is $768 monthly. In order for a family within ACC to afford a two bedroom apartment at FMR (rent & utilities), the family must earn at least $2,533 monthly/$30,400 annually; and according to results from the 2010 ACS, 61.44% of renters paid more than 30% of their income on monthly housing related expenses. Renters have the greatest burden in household cost.

The primary barrier to affordable housing in Athens-Clarke County —as cited through the citizen participation and consultation process—is the lack of affordable rental and homeownership units.

Athens-Clarke County's primary strategies for helping reduce barriers to affordable housing are the same as its strategies to meet affordable housing needs:

- Provide down payment assistance.
- Acquire vacant lots and construct new, quality, affordable housing.
- Acquire and rehabilitate dilapidated properties, returning the units to the housing stock as quality, affordable housing.
- Acquire and demolish dilapidated properties to allow for new affordable housing construction.
- Provide assistance for the restoration, rehabilitation, and accessibility of low-to-moderate income, owner-occupied properties.

The Mayor and Commission authorized the creation of an Affordable Housing Trust Fund to develop the funding mechanism, operational policies, and oversight compliance structure of an Affordable Housing Trust Fund for Athens-Clarke County. The primary mission of a Housing Fund is to support housing production – both rehabilitation and new construction – by non-profit community development organizations and through partnerships with for-profit developers. The creation of an Affordable Housing Fund through these partnerships will help to increase the availability of decent, safe, and accessible housing opportunities for low to moderate income families.

SP-60 Homelessness Strategy – 91.215(d)

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

At the ABHS Homeless Day Service Center (HDSC), the entry point for all unsheltered homeless persons into the services of the Continuum of Care, unsheltered individuals and families are able to take care of basic daily needs and are informed of additional Continuum of Care services and housing programs. Each day, the local soup kitchens Our Daily Bread and Sparrow's Nest, provide information about Continuum of Care resources to those who come for meals.

The Continuum of Care outreach plan covers 100% of the geography. The primary point of intake for unsheltered individuals is the Homeless Day Service Center where they can take showers, do laundry, and meet with mental health case managers who will assess their needs and make referrals.

The Clarke County School District Homeless Liaison works with teachers to identify homeless families. She attends weekly meetings with local shelters' case managers to discuss the families' needs.

Two organizations, Athens Latino Center for Education and Services (ALCES) and Casa de Amistad work with non-English speaking individuals and families to help them gain access to services and shelter.

HOME/CDBG funded housing programs are required to follow the local Fair Housing Policy to market programs to difficult-to-serve populations. One successful method has been to invite service providers to set up tables at Our Daily Bread, the local soup kitchen, where they can sign people up for programs and answer their questions.

The Continuum of Care has been successful in reducing the number of homeless families over the last few years by maintaining a strong partnership with schools and dedicating financial resources to rapid rehousing. The Clarke County School District Homeless Liaison attends weekly meetings with case managers from shelters to address each family's needs. After the highly successful HPRP funds were spent, the Continuum of Care continued to provide rapid-rehousing with CDBG, ESG, and local funds which enabled more families to quickly move into stable housing.

Addressing the emergency and transitional housing needs of homeless persons

To help meet the needs of people living in emergency and transitional shelter to help them access non-employment based income, case managers at all Continuum of Care shelters and service providers assess clients' eligibility for mainstream resource programs at program entry and assist clients in applying for benefits. The Continuum of Care hosts SOAR trainings every six months to teach case managers at local shelters how to assist their disabled clients with their SSDI applications. The local VA clinic is a strong partner organization that reaches out to Veterans to help them access VA services. Our local health clinic works with clients to help them receive free prescriptions and sign up for insurance through the Affordable Care Act. The two year plan to increase the percentage of program participants receiving non-employment benefits includes these current steps and to continue to involve mainstream resource partner agencies in CoC planning and resource coordination.

The AIDS Athens and Advantage Behavioral Health Systems residential services coordinators assist their permanent supportive housing residents with finding and keeping employment. Staff in these

Continuum of Care funded agencies assist clients with their job search and assist clients with retaining employment.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

The Continuum of Care's strategy to reduce the amount of time that families and individuals remain homeless includes four key components: Prevention for families through identifying at risk families in the Clarke County School System and providing coordinated case management for them to receive housing support; Rapid-Rehousing for families in shelters funded with ESG and CDBG funds; Increasing the number of PSH units for Chronically Homeless people with mental health disabilities and for people with AIDS; and supporting programs that provide employment support and assistance in accessing other financial resources such as SSDI, prescription assistance, VA benefits and the Earned Income Tax Credit to assist homeless individuals in increasing their incomes to move into stable housing. To assist clients in maintaining housing stability, the Athens Area Homeless Shelter's Financial Literacy Programs provides supportive services and money management training to help clients maintain housing stability.

Athens-Clarke County's Analysis of Impediments to Fair Housing identifies several action steps with timelines to market housing and supportive services to the most vulnerable populations such as those with disabilities and limited proficiency in English. The action steps include: Utilize HUD grants to fund new and existing housing development, rehab and TBRA projects; utilize county website to increase knowledge of fair housing rights and publicize affordable housing resources; annually set aside $60,000 in CDBG funds for housing counseling and personal budgeting; use the Affordable Housing Roundtable and Homeless and Poverty Coalition listserve to inform member organizations of affordable housing initiatives and programs.

To reduce barriers to affordable housing, the Homeless and Poverty Coalition (HPC), composed of service providers for homeless and low income people, meets bimonthly and shares information about streamlining programs--simplifying intake and assessment, coordinating case management, sharing information about available programs and their eligibility requirements. The HPC has focused on prioritizing Permanent Supportive Housing for people with the most barriers to housing – Chronically Homeless individuals with mental health diagnoses and people with AIDS. In 2013 the Continuum of Care focused on two barriers – providing emergency shelter to families with older boys and providing fair housing education for to prevent homelessness. The largest emergency shelter has begun renovations to their facility to provide families rooms for families with older boys. These rooms should be ready in the spring. The Continuum of Care is setting aside CDBG funds to provide fair housing education in low-income neighborhoods to aid in homeless prevention.

Help low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families who are likely to become homeless after being discharged from a publicly funded institution or system of care, or who are receiving assistance from public and private agencies that address housing, health, social services, employment, education or youth needs

One vulnerable group is people being paroled from prison who have many barriers to stable housing. To be paroled in the State of Georgia, parolees must have an approved and verified residence plan that is considered stable and suitable. A homeless shelter is not considered a valid place of residence therefore no individual is released on parole without a place to live. The Reentry Partnership Housing Program, a collaborative effort between the state Board of Pardons and Parole, the Department of Corrections, and the Department of Community Affairs, provides funds to agencies to provide three months of room and board for parolees in Athens. When inmates have a known upcoming release date, staff is required to have a release planning meeting with them to determine suitable living arrangements.

The collaborating agencies responsible for ensuring that persons being discharged from correctional facilities are not discharged into homelessness are: the Clarke County Jail, Reentry Housing Partnership Housing Program, Athens Justice Project, U.S. Department of Justice, Clarke County Mental Health Court, the Homeless Day Service Center, , the Athens-Clarke County Diversion Center and Clarke County Drug Court.

Another vulnerable group of people are people being discharged from hospitals and long term health care facilities. Along with the State mandated plan, Athens' two hospitals, Athens Regional Medical Center (ARMC), and St. Mary's Health System, have developed local policies to refer homeless patients to shelters when discharged from care. Social workers from each hospital are active members of the Continuum of Care who regularly attend Homeless Coalition meetings. At ARMC, social workers meet homeless emergency room patients before they are discharged, to place them into housing and give them a resource card with phone numbers for other Continuum of Care mainstream services. Social workers meet with admitted hospital patients who are homeless throughout their treatment to find housing placement after they are discharged. At St. Mary's Health System, social workers assist with housing placements as well. Homeless women who give birth at the hospital are referred to the Athens Pregnancy Center home for new mothers and referred to other services.

In addition to the social workers at the two area hospitals, there are several health care organizations that collaborate to provide assistance and referral to housing and services: the Athens Neighborhood Health Center, Athens Nurses Clinic, Mercy Health Clinic, Advantage Behavioral Health System, and Georgia Options for People with Disabilities, and the Clarke County Health Department.

SP-65 Lead based paint Hazards – 91.215(i)

Actions to address LBP hazards and increase access to housing without LBP hazards

Athens-Clarke County will coordinate efforts for lead paint identification and abatement with other local agencies including the Athens Housing Authority, Athens Land Trust, and Habitat for Humanity, and others. The Housing and Community Development implements a CDBG funded voluntary demolition program with an objective to demolish and clear dilapidated single-family structures. HCD manages both the CDBG funded voluntary demolition program and a General Fund court-ordered demolition program. Over thirty dilapidated single-family houses have been demolished. ACC departments work closely together to identify owners of blighted property and find ways to resolve the issues that may be preventing either the repair or demolition of troublesome units. ACC uses both an adjudicated, court-ordered demolition process and a voluntary process. Low to moderate income owners of blighted properties with clear titles may receive financial assistance in the demolition of dilapidated houses. To be eligible to benefit from CDBG funds the owner must make less than 80% of the Median Family Income for ACC. Hazardous materials testing and demolition costs are attached to the property through a Conditional Deferred Payment Loan. The department is planning ways to further streamline the program to increase efficiency and remove blighting influences and properties that may contain hazardous materials in our neighborhoods. The primary focus of the housing activity in Athens-Clarke County is in the Neighborhood Revitalization Area Census Tracts 6, 9, 301 and 302.

How are the actions listed above related to the extent of lead poisoning and hazards?

The following table, utilizing 2000 census data, provides an estimated number of housing units in these census tracts built prior to 1980, the median family income (MFI) and number of children under the age of six. The federal government banned the use of lead-based paint in 1980 and children under the age of six are at most risk for long term health problems relating to lead-based paint. Of the 42,126 housing units in the County, nearly 11% were built prior to 1980 and are in the above census tracts meaning these units carry a risk of lead hazard. Prior to initiating housing activity involving CDBG and HOME funds, an assessment of the home is done to determine the presence and/or level of lead-based and work write-ups prepared to reflect this assessment. Housing providers such as Athens Housing Authority, East Athens Development Corporation, Athens Land Trust, Habitat for Humanity, and ACTION implement Interim Controls and Safe Work Practices for each project in order to reduce human exposure to lead-based paint hazards. The department consulted with the Clarke County Health Department and the Centers for Disease Control and Prevention (CDC) in Atlanta, Georgia. The Centers for Disease Control and Prevention (CDC) Lead Poisoning Prevention Branch (LPPB) compiles state and county surveillance data for children age <72 months who were tested for lead at least once since January 1, 1997 of the 556 children in 2006 there 119 confirmed environmental level Georgia which Athens-Clarke County details see cbls county-level summary data GA

http://www.cdc.gov/nceh/lead/data/state/gadata.htm

How are the actions listed above integrated into housing policies and procedures?

For all existing properties built prior to 1978, a survey of Lead-based Paint must be included in the environmental review. The investigation must be completed according to EPA and HUD guidelines on properties that fall under the requirements of these agencies. If such materials exist on the properties a Qualified Environmental Professional must be consulted for recommendations for the management or abatement of these materials according to all EPA and HUD guidelines.

SP-70 Anti-Poverty Strategy – 91.215(j)

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

The Athens-Clarke County anti-poverty strategy is to create an atmosphere conducive to employment as the vehicle through which those who are impoverished can best achieve self-sufficiency. Athens-Clarke County is the industrial and retail center for northeast Georgia and accounts for over 60% of the Metropolitan Statistical Area Labor Force. The Unemployment Rate continues to stay below average for the State of Georgia, falling from 6.2% in October of 2013 to 6.1% in September of 2014. Trends in the local economy indicate that the business outlook continues to improve.

Athens-Clarke County's top five industry sectors are Education, Healthcare, Retail, Hospitality, and Manufacturing; growth was seen in all sectors. The goal is to create an economic climate that leads to the availability of a wide range of possible jobs available for area residents including those living in poverty.

Athens-Clarke County created an Urban Redevelopment Plan in 2011. It is a general plan for redevelopment and targeting of public investments that provides municipalities with powers to rehabilitate, conserve, or redevelop a blighted area. It encourages involvement of private enterprise and public/private partnerships to redevelop neglected areas of the community. The plan also permits use of tax exempt bonds for redevelopment purposes.

Athens-Clarke County also has seven Opportunity Zones associated with the Urban Redevelopment Plan. An Opportunity Zone is a job tax credit program that offers businesses that create two or more jobs a tax credit of $3,500 per job. Opportunity Zones must be within or adjacent to one or more contiguous census block groups with a 15% or greater poverty rate and the area must display pervasive poverty, underdevelopment, general distress, and blight.

How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan?

All of the Opportunity Zones are located in low to moderate census tracts. Consolidated Plan project areas will be predominantly low-income census tracts (which also have high minority concentrations) with priority given to Census Tracts 301 and 302, 6 and 9. Over half of the available funding in Action Plan I is allocated to the development of affordable housing, improving accessibility in owner-occupied housing, or to assisting owners with the repair of dangerous conditions in their homes. Over thirty percent of the public services provided in Action Plan I directly assist access to affordable housing.

SP-80 Monitoring – 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

HCD has adopted HUD's recommended outcome performance measurements system and one of the following statutory goals will be selected for each activity: Creating suitable living environments, Providing decent housing, and Creating economic opportunities

Once the goal is selected, a program outcome (the expected result of the objective the grantee seeks to achieve) is then identified. One of the following outcomes will be selected for each activity: Availability/Accessibility, Affordability, and Sustainability

Monitoring Procedures
All Athens-Clarke County CDBG and HOME sub-recipient agencies are monitored on-site annually to provide technical assistance and ensure compliance with CDBG and HOME regulations. Agencies are also provided with on-going technical assistance as well as opportunities to attend work-shops regarding issues such as procurement and contracting. In addition, partner agencies are required to submit monthly expense and progress reports to help HCD identify programs or projects that may need adjustments or changes during the program year.

CHDO Monitoring Procedure
All Community Housing Development Organizations (CHDO) will be monitored on an annual basis by HCD to ensure that the organization has the legal status and organizational structure to maintain CHDO status. Included in this monitoring will be an evaluation of the CHDO's performance including, but not limited to, completion of funded projects, staffing levels, financial resources, board composition, record-keeping and compliance.

The County will continue to actively encourage participation by minority and women-owned among sub-recipients who may be procuring goods and services and ensure sub-recipient contract opportunities are incorporated into bid solicitations, requests for proposals, and sub-recipient contracts. Companies wishing to do business with Athens-Clarke County must register by completing a bidder's list application. The current procurement procedures incorporate MBEs into the process to the maximum extent possible given the goods and services purchased by ACC each year, allowing the Purchasing staff to assist MBEs that want to do business with ACC.

Section 3 Plan
Section 3 reporting is a means by which Athens-Clarke County fosters local economic development, neighborhood economic improvement, and individual self-sufficiency. Section 3 is the legal basis for providing jobs for residents and awarding contracts to businesses in areas receiving certain types of HUD financial assistance. Under Section 3 of the HUD Act of 1968, wherever HUD financial assistance is given for housing or community development, to the greatest extent feasible, economic opportunities are given to residents and businesses in that area. The Athens-Clarke County Section 3 policy ensures that the employment and other economic opportunities generated by Federal financial assistance for housing and community development programs shall, to the greatest extent feasible, be directed toward low and very low income persons, particularly those who are recipients of government

assistance for housing. This includes residents of public housing and low income persons who live in the area in which a HUD-assisted project is located. A Section 3 business is a business owned by Section 3 residents or one that employs Section 3 residents in full-time positions or subcontracts with businesses which provide economic opportunities to low income persons. Businesses are encouraged to recruit in the neighborhood and public housing developments to tell residents about available training and job opportunities. Contractors and subcontractors are expected to distribute flyers, post signs, place ads, and contact resident organizations and local community development and employment agencies to find potential workers. A Section 3 Summary Report of accomplishments is developed annually.

Expected Resources

AP-15 Expected Resources – 91.220(c)(1,2)

Introduction

The Athens-Clarke County (ACC) Housing and Community Development Department (HCD) administers the jurisdiction's Housing and Urban Development (HUD) funded Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs to support and develop viable neighborhoods by providing decent housing, a suitable living environment, and expanding economic opportunities for low to moderate income residents. CDBG and HOME funded programs assist Housing, Economic Development and Neighborhood Revitalization, Public Facilities and Improvements, and Public Services.

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 2				Expected Amount Available Reminder of Con Plan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	1,232,503	28,000	276,000	1,536,503	1,184,871	$180,000 Public Services $269,500 Neighborhood Revitalization and Economic Development $789,765 Affordable Housing Development $241,773 Administration and Planning

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 2				Expected Amount Available Reminder of Con Plan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
HOME	public - federal	Acquisition Homebuyer assistance Homeowner rehab Multifamily rental new construction Multifamily rental rehab New construction for ownership TBRA	394,218	0	0	394,218	330,401	$354,796 Affordable Housing Construction $39,442 Administration and Planning

Table 54 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

CDBG and HOME will leverage approximately $300,000 in general funds to assist the Housing and Community Development Department plan and administer the housing and community development department. CDBG will also leverage additional funds identified as match for public services identified as Challenge Grants.

The HOME allocation for the fiscal year is $394,218. The 12.5% match requirement will be fulfilled through donated properties and properties acquired below market value (donation of the difference in values for affordable housing). Sub-recipient agencies will fulfill match requirements through various means such as bond funded loans to low and moderate income residents, below market interest rate loans, donated buildings, materials and supplies, and labor. $563,524 in general funds from the Unified Government of Athens-Clarke County Special Programs and Initiative Fund for Affordable Housing towards infrastructure costs for Columbia Brookside Phase III.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

N/A

Discussion

General funds, match for public services, and HOME matching funds will assist in delivering services identified in the Action Plans.

Annual Goals and Objectives

AP-20 Annual Goals and Objectives

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Business and Job Development	2015	2018	Non-Housing Community Development	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Non-housing Community Development	CDBG: $277,376 HOME: $0	Public service activities other than Low/Moderate Income Housing Benefit: 1204 Persons Assisted Jobs created/retained: 40 Jobs Businesses assisted: 15 Businesses Assisted
2	Affordable Housing Development and Redevelopment	2015	2018	Affordable Housing	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Affordable Housing	CDBG: $709,361 HOME: $326,107	Homeowner Housing Added: 34 Household Housing Unit Homeowner Housing Rehabilitated: 35 Household Housing Unit

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
3	Housing Services	2015	2018	Affordable Housing	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Affordable Housing	CDBG: $56,303 HOME: $0	Tenant-based rental assistance / Rapid Rehousing: 25 Households Assisted Buildings Demolished: 4 Buildings
4	Community Improvement	2015	2018	Non-Housing Community Development	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan	Non-housing Community Development	CDBG: $0 HOME: $0	Public service activities other than Low/Moderate Income Housing Benefit: 120 Persons Assisted

Table 55 – Goals Summary

Goal Descriptions

1	**Goal Name**	Business and Job Development
	Goal Description	The objective of this goal is to provide funding to: - Provide job skills training such as literacy, ESL, GED preparation, and youth apprenticeship programs to reduce barriers to employment, - Assist job placement programs, - Provide business planning assistance, and - Provide capital loans for small businesses.
2	**Goal Name**	Affordable Housing Development and Redevelopment
	Goal Description	The objective of this goal is to provide funding to: - Construct affordable residential housing, - Rehabilitate dilapidated vacation residential properties, - Repair homes owned by low income, elderly, or disable homeowners.
3	**Goal Name**	Housing Services
	Goal Description	The objective of this goal is to provide funding to: - Provide shelter and re-housing financial assistance for the homeless, - Provide housing counseling, financial literacy, and fair housing services, and - Demolish dilapidated vacation structures.
4	**Goal Name**	Community Improvement
	Goal Description	The objective of this goal is to provide funding to: - Eliminate or reduce factors that encourage crime and blight in neighborhoods, - Assist neighborhood preservation and enhancement areas in transition or in need of repair, rehabilitation, and redevelopment, - Construct accessibility enhancements including the removal of material and architectural barriers that restrict the mobility and accessibility of elderly or severely disabled persons, - Revitalize aging ACCUG park facilities in target areas.

Projects

AP-35 Projects – 91.220(d)

Introduction

The Strategic Plan outlined four priorities identified during the community resources and needs assessment planning process and the strategies for addressing these priorities. The following is a summary of the priorities identified in the Strategic Plan:

- Business and Job Development
- Affordable Housing Development and Redevelopment
- Housing Services
- Community Improvement

CDBG will assist:
Affordable Housing Development, repair, and rehabilitation
Neighborhood Revitalization and Economic Development projects, and
Public Services
CDBG Administration and Planning

HOME:
Affordable Housing Construction
Administration and Planning

Projects

#	Project Name
1	ACTION, Inc. - Emergency Home Repairs
2	Athens-Clarke Heritage Foundation - Hands On Athens
3	Athens Housing Authority - ACT I Homes
4	Athens Land Trust
5	Athens Habitat for Humanity
6	Athens-Clarke County Housing and Community Development - demolition
7	Athens Land Trust (ALT) Farmers Market Vendor Development
8	East Athens Development Corporation (EADC) Job Coaching/Job Training Placement
9	East Athens Development Corporation youth service partnership
10	Goodwill of North GA micro enterprise training
11	The Athens-Clarke Growth Fund - Small Business Revolving Loan Fund
12	Athens Community Council on Aging - Center for Active Living Plus
13	Athens Nurses Clinic (ANC) - Happy Smiles, Better Life
14	Athens Tutorial Program
15	Education Matters Network
16	Project Safe Rapid Rehousing
17	The Ark Common Wealth Athens Program
18	The Salvation Army - Bridge Program
19	YWCO Summer Girls Club
20	Athens Land Trust - Housing Counseling
21	Athens-Clarke County Leisure Services Bishop Park Improvements
22	Athens-Clarke County Transportation and Public Works Rose Street sidewalk
23	CDBG Administration and Planning
24	HOME Investment Partnership
25	HOME Investment Partnership administration and planning

Table 56 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

Allocation priorities are based upon the Resources and Needs Assessment planning process and past demand for projects and services. For example, the need for more affordable rental housing far exceeds the amount of HOME and CDBG funding available and affordable housing efforts will continue receive a majority of available funding. The primary obstacle to addressing underserved needs is the limited resources available to reduce the housing cost burden Athens-Clarke County residents face. Athens-Clarke County encourages CDBG and HOME applicants to seek additional resources from other public and private entities in an effort to leverage the limited amount of HOME and CDBG funds available.

AP-38 Project Summary Project Summary Information (see following table)

1	**Project Name**	ACTION, Inc. - Emergency Home Repairs
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Housing Services
	Needs Addressed	Affordable Housing
	Funding	CDBG: $100,000
	Description	CDBG Objective: 570.202 14A single-unit residential rehabilitation. Provide emergency repairs for low to moderate income families focusing on elderly (65+ years) and disabled homeowners. The services will include restoration and rehabilitation for both historic and non-historic properties. Twenty (20) low-income homeowners will receive emergency assistance grants to eliminate emergency health and safety hazards.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	Twenty (20) low-income homeowners will receive emergency assistance grants to eliminate emergency health and safety hazards in their homes.
	Location Description	county-wide
	Planned Activities	Assist Twenty (20) low-income homeowners with emergency assistance grants of ($5,000 or less) to eliminate emergency health and safety hazards in their homes.

2	**Project Name**	Athens-Clarke Heritage Foundation - Hands On Athens
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Housing Services
	Needs Addressed	Affordable Housing
	Funding	CDBG: $40,000
	Description	CDBG Objective: 570.202(d) 16A Residential historic preservation. Provide basic repairs to historic homes owned by low-income residents. Repair 12-16 historic homes in neighborhood revitalization areas. This program focuses on historic homes in East Athens and the Hancock Corridor.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	Provide basic repairs to historic homes owned by 12 low-income residents.
	Location Description	county-wide
	Planned Activities	Provide basic repairs to historic homes owned by low-income residents. Repair 12-16 historic homes in neighborhood revitalization areas. This program focuses on historic homes in East Athens and the Hancock Corridor.

3	**Project Name**	Athens Housing Authority - ACT I Homes
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Affordable Housing Development and Redevelopment
	Needs Addressed	Affordable Housing
	Funding	CDBG: $190,992
	Description	CDBG Objective: 570.201 (a) (d) (m) Acquisition, demolition, new construction.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	CDBG Objective: 570.201 (a) (d) (m) Acquisition, demolition, new construction 5 low to moderate income families will eventually benefit from the new affordable homes that will be built on the lots.
	Location Description	county-wide
	Planned Activities	Acquire 3 vacant lots, 1 dilapidated house, and demolish 1 dilapidated structure for future development of affordable single-family housing. CDBG will fund soft-costs for development, i.e., property acquisition, and pre-development costs, including appraisals, title work, surveys, and infrastructure improvement. This program focuses on single-family housing construction in neighborhood revitalization areas. CDBG will also assist HOME funds ($1,000,000) in the construction of Columbia Brookside Phase III. which is underway, will include 138 units in 14 buildings consisting of a combination of two-story townhouses and stacked flat units and a 4,500 square foot Community Building facing the Town Green. Approximately 42% of the Phase III units will be Public Housing Units. Approximately 25% of the units will be for citizens with low to moderate incomes. The remaining 33% of the units will have no income restrictions and units will lease at market rates. Total development costs for Phase III is $20,610,403 or $149,350 per unit.

4	**Project Name**	Athens Land Trust
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Affordable Housing Development and Redevelopment
	Needs Addressed	Affordable Housing
	Funding	CDBG: $211,250
	Description	CDBG Objective: 570.201 (a) (d) (m), 570.202 14A and 14GCDBG funds will support the demolition, acquisition, new construction or rehabilitation of up to 12 new single-family homes.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	15 low to moderate income families will benefit from the activity once all of the homes are built.
	Location Description	county-wide
	Planned Activities	CDBG funds will support the demolition, acquisition, new construction or rehabilitation of up to 12 new single-family homes; to support the acquisition of dilapidated multi-family properties to increase the availability of affordable rental housing, to provide empowerment activities for residents of Fourth Street Village, to manage ALT's existing portfolio of 156 properties, to provide homebuyer assistance and to promote awareness for people ready to buy homes. CDBG assistance provides for property acquisitions and personnel costs to operate the program. CDBG will also assist $363,348 in HOME funds to construct 3 new homes at Cottages at Cannontown as well as $310,000 in HOME funds for the construction of 2 additional new homes on Paris Street.

5	**Project Name**	Athens Habitat for Humanity
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Affordable Housing Development and Redevelopment
	Needs Addressed	Affordable Housing
	Funding	CDBG: $216,250
	Description	CDBG Objective: 570.201 (a) (m), 570.202 14B Emergency Handicap Accessibility Ramp Program and complete construction on HOME funded units.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	Construct 9 accessibility ramps, repair 9 houses, acquisition of 20 rental apartment units
	Location Description	county-wide
	Planned Activities	CDBG funds to support 15 owner-occupied rehabilitation and accessibility home related repair projects. In addition, AAHFH propose to construct 9 accessibility ramps, repair 9 houses, and acquire a 20 rental apartment units. CDBG will fund soft-costs for development, i.e., property acquisition, and pre-development costs, including appraisals, title work, surveys, and infrastructure improvement.

6	**Project Name**	Housing and Community Development - demolition
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Housing Services
	Needs Addressed	Affordable Housing
	Funding	CDBG: $50,181
	Description	CDBG: 570.201 (d)Demolition program for dilapidated single-family structures in low income neighborhoods.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	4 dilapidates single-family houses will be demolished.
	Location Description	county-wide
	Planned Activities	The multi-year objective is the demolition and clearance of dilapidated single-family structures. HCD manages both the CDBG funded voluntary demolition program and the General Fund court-ordered demolition program. Over thirty dilapidated single-family houses have been demolished including the unit pictured here. ACC departments work closely together to identify owners of blighted property and find ways to resolve the issues that may be preventing either the repair or demolition of troublesome units. ACC uses both an adjudicated, court-ordered demolition process and a voluntary process. Low to moderate income owners of blighted properties with clear titles may receive financial assistance in the demolition of dilapidated houses. To be eligible to benefit from CDBG funds the owner must make less than 80% of the Median Family Income for ACC. Testing and demolition costs are attached to the property through a Conditional Deferred Payment Loan. The department is planning ways to further streamline the program to increase efficiency and remove blighting influences in our neighborhoods.

7	**Project Name**	Athens Land Trust (ALT) Farmers Market Vendor Development
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Business and Job Development
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $75,000
	Description	CDBG Matrix Code: 570.201 (o) Microenterprise Assistance. ALT will provide employment and entrepreneurial opportunities at the West Broad Market Garden in the Hancock Corridor, Business workshops, technical assistance, and coaching for up to 20 low-income vendors at the West Broad Farmers Market, Young Urban Farmer Development program entrepreneurship program, and develop additional need based infrastructure such as growing space and community kitchen. ALT will continue the Young Urban Farmer Development Program with a dozen students at Classic City High School. The program provides hands-on entrepreneurial and agricultural experience at the West Broad Market Garden. The program uses the curriculum, "Entrepreneurship: Owning Your Future" from the Network for Teaching Entrepreneurship. Other activities include provide employment and entrepreneurial opportunities micro-enterprise assistance to West Broad Market Garden and at the Williams Farm, direct marketing for low-income vendors at West Broad Farm Market and outreach marketing to community neighborhoods and churches.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	Up to 21 low-income vendors at the West Broad Farmers Market
	Location Description	1573 W Broad St, Athens, GA 30606
	Planned Activities	Employment and entrepreneurial opportunities

8	**Project Name**	East Athens Development Corporation (EADC) Job Coaching/Job Training Placement
	Target Area	East Athens Neighborhood Revitalization Plan
	Goals Supported	Business and Job Development
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $45,500
	Description	CDBG Matrix Code: 570.204. CDBG will assist EADC with their Job Coaching/Job Training Placement program to present 12 Career Readiness and Transition workshops for 80 people, and Computer Certification Training Program for 40 people
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	80 people
	Location Description	400 McKinley Drive, Athens, GA 30601
	Planned Activities	CDBG will pay for 12 Career Readiness and Transition workshops for 80 people, and Computer Certification Training Program for 40 people

9	**Project Name**	East Athens Development Corporation youth service partnership
	Target Area	East Athens Neighborhood Revitalization Plan
	Goals Supported	Business and Job Development
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $29,000
	Description	CDBG Matrix Code: 570.204. This is a collaborative program under the auspices of EADC, in partnership with Athens Tutorial Program and Chess and Community that will serve students in the East Athens Community who are experiencing academic, social, and behavioral problems. Most participants will be elementary and middle school students who live in East Athens. It will emphasize academic performance, parent involvement, life skill enrichment, financial literacy, critical thinking, and emotional intelligence. EADC will facilitate Athens Tutorial Program and Chess and Community directors and tutors provision of individualized instruction to youth in East Athens. CDBG will assist tutoring and social and behavioral program for 66 youth in partnership with Athens Tutorial and Chess and Community Conference.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	CDBG will pay for a tutoring and social and behavioral program for 66 youth
	Location Description	1573 W Broad St, Athens, GA 30606
	Planned Activities	Employment and entrepreneurial opportunities

10	**Project Name**	Goodwill of North Georgia – GoodBiz Program
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Business and Job Development
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $70,000
	Description	CDBG Matrix Code: 570.203(b) The GoodBIZ program offers a robust 15-week curriculum that integrates business feasibility development planning, one-on-one business coaching and technical assistance opportunities for aspiring entrepreneurs and existing micro-business owners. Goodwill of North Georgia has partnered with the University of Georgia J.W. Fanning Institute for Leadership and Development. This partnership will give participants workshops and trainings to develop a viable business that is sustainable. Topics include Market research/analysis, marketing strategies, business technology and financial literacy.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	Microenterprise program for 55 people to yield 40 business starts
	Location Description	4070 Lexington Rd, Athens, GA 30605
	Planned Activities	Microenterprise training

11	**Project Name**	The Athens-Clarke Growth Fund - Small Business Revolving Loan Fund
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Business and Job Development
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $50,000
	Description	CDBG Matrix Code: 570.203(b)The Athens-Clarke Growth Fund (ACGF) was established to assist small businesses with locating or expanding in Athens. Loan funds are available at the prime rate of interest to businesses that commit to creating new jobs for area residents. The ACGF is designed to leverage financing from area banks and can fill the gap between opening and expansion costs and the amount of funds committed by a bank and business owner. While credit terms for the ACGF are similar to that of a bank, the ACGF will accept a junior lien on collateral behind the bank. HCD operates the ACGF. The Small Business Revolving Loan Fund is a multi-year objective.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	1 business
	Location Description	375 Satula Ave, Athens, GA 30601
	Planned Activities	Gap financing for business expansion

12	**Project Name**	Athens Community Council on Aging - Center for Active Living Plus
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $15,000
	Description	CDBG Objective: 570.201 (e) Low Moderate Limited Clientele. Center for Active Living program provides supportive services to senior adults residing in Athens-Clarke County. The services include case management, health education and programs, nutrition services including a daily noon meal and supplemental food distributions, benefits counseling, group exercise and recreation and social activities. The goal of this program is to help keep senior citizens healthy, independent and living in their own homes. The agency plans to assist 90 by providing supportive services including 2,150 noon meals, access to community resources, education on preventing and managing chronic disease.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	90 elderly people
	Location Description	135 Hoyt St, Athens, GA 30601
	Planned Activities	The agency plans to assist 90 by providing supportive services including 2,150 noon meals, access to community resources, education on preventing and managing chronic disease

13	**Project Name**	Athens Nurses Clinic (ANC) - Happy Smiles, Better Life
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $20,000
	Description	CDBG Objective: 570.201 (e) Low Moderate Limited Clientele. CDBG will assist the expansion of the ANC Happy Smiles, Healthy Life Program which coordinates and provides basic dental care (cleanings, x-rays, restorations and extractions) for uninsured indigent (low income) residents in Athens-Clarke County. The Athens Nurses Clinic currently has a small dental component, with two volunteer dentists. The Nurse-Practitioners screen approximately over 125 patients annually who present with dental pain, abscesses, teeth rotten below the gum line, fused together and/or broken.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	dental assistance for 125 people
	Location Description	240 North Avenue, GA 30601
	Planned Activities	The Happy Smiles, Healthy Life Program increases dental providers and services with a dental coordinator and dental hygienist to oversee the program. The dental hygienist and dental assistant will assist the dentists, take dental x-rays, and help recruit additional dental volunteers. Additionally, the dental coordinator will provide a screening exam at the Patient Orientation and Intake and help prioritize the dental need. If acute inflammation, irritation, or abscess exists, the patient will be directed to a nurse-practitioner immediately for antibiotics or special dental rinse. The patient will then be placed in the Dental Waiting List for the appropriate dentist to be become available The second specific objective is to increase the number of dental appointments.

14	**Project Name**	Athens Tutorial Program
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $20,000
	Description	Athens Tutorial Program, Inc. (ATP) provides at-risk students tutoring, cultural enrichment opportunities, and other basic life skill enhancement as a means of preparing them to excel in school and become productive citizens. The Athens Tutorial Program operates four afterschool centers. Tutors are trained volunteers that provide academic instruction and role modeling. ATP Center Directors are educators retired from Clarke County School District and the University of Georgia. CDBG will assist Athens Tutorial Program to provide a six-week summer program for forty elementary and middle school students to expose them to careers in STEM fields - Science, Technology, Engineering, and Mathematics. This program will provide student-centered development of ideas and solutions through computer research, field trips to STEM companies (examples: AT&T, Baldor Electric, Caterpillar, Georgia Power, Athens Tech, Georgia Tech, UGA, and physicians), guest speakers, and hands-on projects.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	46 children
	Location Description	440 Dearing Ext, Athens, GA 30606
	Planned Activities	Tutoring and summer camp enrichment activities

15	**Project Name**	Education Matters Network
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $20,000
	Description	CDBG Objective: 570.201 (e) Low Moderate Limited Clientele. CDBG will assist the Education Matters, a weekly, 90-minute long radio program that emphasizes the importance of completing high school and seeking post-secondary education. It trains at least ten 14-18 year-old Athens-Clarke County High School students in the field of mass communications - covering events, writing, announcing, ad sales, marketing, program production, interviewing and research. The ultimate goal of Education Matters is to become a daily, youth operated internet radio station and thriving youth employing business. Education Matters is designed to provide job skill development, employment and internship opportunities to teenagers dreaming of careers in the fields of marketing and journalism. Simultaneously, radio and the internet are used as youth gang and high school dropout prevention tools that communicate to the general public that education matters and is the key to escaping poverty.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	10 students
	Location Description	562 Research Drive, Athens, GA 30605
	Planned Activities	Provide experience working in a 90-minute long radio program concerning completing high school and seeking post-secondary education for 10 students

16	**Project Name**	Project Safe Rapid Rehousing
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Housing Services
	Needs Addressed	Homelessness
	Funding	CDBG: $20,000
	Description	CDBG Objective: 570.201 (e) Low Moderate Limited Clientele. Project safe works to end domestic violence through crisis intervention, ongoing supportive services, and systems change advocacy and prevention and education in the community. Financial dependence on the abuser is one of the primary reasons why victims remain in abusive relationships. To help relieve this burden, Project Safe provides financial assistance to clients. To assist individuals exiting Project Safe's emergency shelter and getting case management assistance, the proposed program provides 3 months of financial assistance for rent. Staff provides budgeting assistance prior to staff approving any housing payments, and clients continue to meet with staff at least twice a month while receiving the housing payments. Staff provides follow-up support and case management for at least three months after the last housing payment to ensure that clients remain housed. CDBG funds are requested to pay for rents and deposits for 25 clients and to pay for a portion of the Executive Director's and Case Manager's salaries.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	25 homeless families who are survivors of domestic violence
	Location Description	P.O. Box 7532, Athens, GA 30604
	Planned Activities	Rent assistance

17	**Project Name**	The Ark - Common Wealth Athens Program
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Financial literacy
	Funding	CDBG: $20,000
	Description	CDBG Objective: 570.201 (e) Low Moderate Limited Clientele. The Ark is an outreach center providing emergency financial assistance to the low-income working population. The Common Wealth Athens (CWA) Program is an innovative emergency loan concept that combines best practices enhanced with a relevant financial literacy program. CWA provides:
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	Assist 75 low -income individuals and families.
	Location Description	640 Barber St # B, Athens, GA 30601
	Planned Activities	90% of the participants will improve financial literacy; (understanding financial barriers/pitfalls and the need to develop detailed spending plan/how to establish and build credit, how to decrease debt and build healthy savings habits) 75% of participants open a checking and/or savings bank account; 75% of participants create a viable budget to sustain their living costs; 60% will improve their credit score.

18	**Project Name**	The Salvation Army - Bridge Program
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Homelessness
	Funding	CDBG: $20,000
	Description	CDBG Objective: 570.201 (e) Low Moderate Limited Clientele. The Salvation Army of Athens provides emergency shelter to over 500 individuals each year. CDBG will assist a new employment program called the Bridge to provide job skills education, case management, apprenticeship, and job placement. Participants will attend four classes during the day and meet with the case manager once per week to help participants identify needs, set goals, and alleviate any barriers by providing drivers licenses, social security cards, bus passes, and work-clothes. Class topics will include resume and cover letter writing, interviewing, job searching, and computer skills such as typing, creating documents, and email etiquette. The Salvation Army will coordinate with Action Ministries to provide adult education/GED prep and financial literacy classes. The Bridge will also provide an apprenticeship program in which participants will be required to work 20 hours per week in specialized hands-on training at the Salvation Army thrift store, warehouse, kitchen, and garden while continuing to meet with their case manager once per week and attending two classes per week. The Salvation Army is partnering with Athens Tech to help participants earn certifications in CPR First Aid, Serve Safe, Georgia Work Ready, GED, Fork Lift Operating, Cosmetology, and Microsoft Office Proficiency. CDBG funds will be used to pay for partial staff salaries, employment documents, work clothes, Athens Tech certificates, and bus passes.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	90 homeless individuals
	Location Description	484 Hawthorne Ave, Athens, GA 30606
	Planned Activities	job skills education, case management, apprenticeship, and job placement

19	**Project Name**	YWCO Summer Girls Club
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $20,000
	Description	CDBG Objective: 570.201 (e) Low Moderate Limited Clientele. CDBG will assist the YWCO Summer Girls Club provide job training for 200 girls, 75% of those who are 11-14 will improve their basic employability skills, provide 20 reading lessons to at least 100 girls, and to provide youth enrichment to 110 girls, 75% of those 11-14 will increase their financial literacy. Success will be measured by pre- and post-tests and attendance. YWCO Summer Girls Club is a 6-week day camp for girls ages 5-14 from low-moderate income families. The educational and recreational program focuses on activities that increase self-esteem, promote success in academics, demonstrate career possibilities, teach job readiness, and encourage good nutrition and fitness. Girls Club seeks to help with education attainment by including a reading enrichment program directed by a teacher. The teacher meets daily with each girl in a small group. In the Girls Club Career Explorations unit, graduate students from the University of Georgia Department of Counseling and Human Development in the College of Education and local businesses women present a series of lessons to help 12 to 14 year old girls visualize new career opportunities and learn basic employability skills.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	110 girls
	Location Description	562 Research Drive, Athens, GA 30605
	Planned Activities	YWCO will provide job training for 200 girls, 75% of those who are 11-14 will improve their basic employability skills, reading lessons for at least 100 girls, youth enrichment for 200 girls, 75% of those 11-14 will increase their financial literacy.

20	**Project Name**	Athens Land Trust - Housing Counseling
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Housing Services
	Needs Addressed	Affordable Housing
	Funding	CDBG: $30,000
	Description	Provide General Housing Counseling and first time home buyer training for 300 clients.
	Target Date	6/30/2016
	Estimate the number and type of families that will benefit from the proposed activities	300 low-to-moderate income residents
	Location Description	685 N Pope Street, Athens, GA 30601
	Planned Activities	General Housing Counseling and first time home buyer training

21	**Project Name**	Athens-Clarke County Leisure Services Department - Bishop Park Pedestrian Accessibility Improvements
	Target Area	Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Non-housing Community Development
	Funding	CDBG: $12,500
	Description	Remove existing interior fencing between sections of the park to improve accessibility. Park patrons often report that this fencing impedes movement from one part of the park to another. At one time, the fencing helped with the park's operations but today that function is no longer needed. Not only does the fencing hinder pedestrian movement through the park, but also detracts from the view in the park. Removing the fencing will enable open movement and improve the aesthetics of the park.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	Park staff estimate that users visit Bishop Park almost 400,000 times per year.
	Location Description	705 Sunset Drive, Athens, GA 30606
	Planned Activities	Remove existing interior fencing between sections of the park to improve accessibility.

22	**Project Name**	Athens-Clarke County transportation and Public Works Department - Rose Street sidewalk construction
	Target Area	Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Community Improvement
	Needs Addressed	Non-housing Community Development
	Funding	$19,329
	Description	Design and construct a sidewalk and related facilities along the entire north side of Rose Street (a residential street in the Baxter area of Athens) between Magnolia Street and Evans Street. Rose Street and its surrounding neighborhood as a community consisting of more than 72% Low-Income Households.
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	N/A
	Location Description	Rose Street
	Planned Activities	Construct a 675-foot sidewalk, as well as a 100-foot retaining wall is an opportunity to provide functionality and aesthetic improvements to Rose Street. Accessibility benefits aside, the project would work to clear unsightly undergrowth and debris in the right-of-way, leaving a clean and welcoming frontage along the street.
23	**Project Name**	CDBG Administration and Planning
	Target Area	N/A
	Goals Supported	N/A
	Needs Addressed	Housing and community development
	Funding	$246,501
	Description	CDBG administration and planning
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	N/A
	Location Description	375 Satula Avenue, Athens, GA 30601

	Planned Activities	Twenty percent of the CDBG allocation will be used by HCD for administration and planning.
24	**Project Name**	HOME Investment Partnership
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Affordable Housing Development and Redevelopment
	Needs Addressed	Affordable Housing
	Funding	$354,796

	Target Area	To maximize the impact of HOME program funds and leverage public and private resources, HOME funds will be available as gap financing for eligible housing activities under the HOME Investment Partnership Program. In order to maintain compliance with HOME regulations and utilizing the maximum allowable subsidy for individual units, HOME funds may also be made available to open projects that are approaching non-compliance with portions of the recently revised HOME Final Rule. Applications for HOME funds are accepted on a first come, funds available basis on affordable housing developments where: the proposed property site has been identified; total development costs have been projected (including sales price and/or rental rates); and additional financial resources have been secured and committed. This enables HCD to determine the actual investment of HOME funds required to make the development financially feasible and provide increased housing opportunities for decent, safe, and affordable housing for low to moderate income households in Athens-Clarke County. The HOME Program provides funds specifically for use by nonprofit housing developers that qualify as CHDOs. Each HOME PJ must set-aside a minimum of 15 percent of each annual HOME allocation exclusively for housing that is owned, developed and/or sponsored by CHDOs. CHDOs can use HOME funds for any eligible HOME activity but only certain activities count toward the 15% minimum set-aside. HCD will also allocate 5%, of the HOME funds for CHDO operating expenses. HOME assistance for operating expenses in each fiscal year may not exceed $50,000 or 50% of the CHDO's total annual operating expenses for that year, whichever is greater. The remaining funds will be available to sub-recipients throughout the fiscal year as gap financing for eligible housing activities under this Action Plan. CHDO Set-aside: Up to ten percent of the CHDO set-aside may be used for activities specified under: 92.301, project-specific technical assistance and site control loans, and project specific seed money loans. PJs that reserve more than 15 percent of their HOME allocation for CHDOs may use up to 10 percent of their total CHDO set-aside for such loans. Athens-Clarke County will continue to set-aside a minimum of 15 percent of its annual HOME allocation for eligible housing development activities for qualified CHDOs. To be consistent in the process of accessing HOME funds, qualified CHDOs will follow the same HOME application and procedures. As projects are identified, applications will be submitted to HCD, and will include the total development budget, including all sources of funding, and the level of HOME funds needed for gap financing. Included in the

		application will also be the demonstrated experience of the CHDO in carrying out HOME-assisted projects. If funds remain they will be made available for affordable housing acquisition and construction during the next fiscal year.
	Goals Supported	6/30/2017
	Needs Addressed	Current HOME funded developments and responsible agencies: 1. Athens Land Trust Project Name and Location: Cottages at Cannon Project Name and Location: Paris Street 2. Athens Housing Authority Project Name and Location: Columbia Brookside Phase III.
	Funding	county-wide
	Planned Activities	Habitat for Humanity Magnolia Terrace acquisition and rehabilitation
25	**Project Name**	HOME Investment Partnership administration and planning
	Target Area	East Athens Neighborhood Revitalization Plan Hancock Corridor Neighborhood Revitalization Plan
	Goals Supported	Affordable Housing Development and Redevelopment
	Needs Addressed	Affordable Housing
	Funding	HOME: $36,234
	Description	HOME Investment Partnership administration and planning
	Target Date	6/30/2017
	Estimate the number and type of families that will benefit from the proposed activities	N/A
	Location Description	375 Satula Avenue, Athens, GA 30601
	Planned Activities	15 percent of the HOME allocation will be used by HCD for administration and planning.

AP-50 Geographic Distribution – 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

According to federal regulations, 70% of CDBG funds must benefit residents with low to moderate incomes (less than 80% of the median income for the county).

Eighty percent of CDBG funding will assist low to moderate income census tracts in Athens-Clarke County. The remaining twenty percent will be used for administration and planning.

Ninety percent of HOME funds will assist low to moderate income census tracts in Athens-Clarke County. The remaining ten percent will be used for administration and planning.

ACC has focused on 2 areas for revitalization: East Athens and the Hancock Corridor. East Athens is identified as Census Tracts 301 and 302. Census Tracts 301 and 302 have 7,795 residents. 78% of the residents were considered to be of low or moderate incomes and over 78% are reported as minorities. Census Tracts 6 and 9, the Hancock Corridor, have 5,695 residents and approximately 60% are reported as minority. When the percentage is averaged between the two census tracts over 86% of the residents of Census Tracts 6 and 9 have low to moderate incomes.

These Census Tracts have large public housing complexes and significant concentrations of low income residents. Many of the homes are older and a large percentage of the residents are renters. Each Census Tract is considered to be low or moderate income since 70% or more of its residents earn low to moderate incomes. It is for these reasons that Census Tracts 301, 302, 6, and 9 have been designated as focus areas for CDBG and HOME investments

Geographic Distribution

Target Area	Percentage of Funds
East Athens Neighborhood Revitalization Plan	15
Hancock Corridor Neighborhood Revitalization Plan	15

Table 57 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

Investments are allocated based on project need, on high priorities in this plan, and in fragile neighborhoods with a disproportionate concentration of low-income and minority populations. Projects in neighborhood revitalization are given priority over projects in other areas of the jurisdiction.

Discussion

Priorities within the Annual Action Plan concerning Economic Development, Neighborhood Revitalization, and Public Services were assigned by analyzing local housing and community development information, utilizing Census Data, Comprehensive Housing Affordability Strategy Housing Problem data, and input provided by citizens and the Vision Committee through the planning process, and community organizations through the application for funding.

Affordable Housing

AP-55 Affordable Housing – 91.220(g)

Introduction

The Athens-Clarke County Consolidated Plan for Affordable Housing fosters and maintains affordable housing in the community through several means. The most important prerequisite is an adequate supply of reasonably priced homes in Neighborhood Revitalization areas. The Athens Housing Authority, the Athens Land Trust, Habitat for Humanity, ACTION, Inc., and the Athens-Clarke Heritage Foundation all work to build new low-cost homes or repair deteriorated ones. To avoid relocation and displacement issues, only vacant homes are acquired for rehabilitation and resale. Fair, unbiased access to housing is also a priority, and HCD assists community partners in the provision of housing counseling services to inform citizens of their right to fair housing. Existing housing must be free of safety hazards such as lead-based paint, which has a devastating long-term impact on the community.

During the planning process unaffordable rental units was a constant theme. The greatest need is among renter households with very low incomes and families. As a result, affordable housing program activities include affordable housing construction, acquisition, rehabilitation, home repairs, in-fill housing, shelter, first-time home buying, fair housing, and housing counseling.

In addition to Community Development Block Grant (CDBG) and HOME funding, HUD offers opportunities for communities to compete nationally for Homeless Assistance Grant Program funding which is intended to be used to alleviate homelessness. As part of the Homeless Assistance Grant Application, HUD requires communities to develop or have already developed a Continuum of Care Plan which outlines the activities and services a community offers to assist homeless individuals move from homelessness to self-reliance. Athens' Continuum of Care Plan is updated annually through a public process coordinated by the Homeless and Poverty Coalition and HCD. The Homeless Assistance Grant funds the development of supportive services and housing that helps homeless persons transition from homelessness to independent living, permanent supportive housing, and services for disabled homeless persons. The Homeless Assistance Grant provides funding for rental assistance which gives applicants flexibility in obtaining appropriate housing. The grants are administered by HCD and service areas include case management, resettlement assistance for the homeless, and permanent supportive housing assistance for chronically homeless persons.

AP-60 Public Housing – 91.220(h)

Introduction

The Athens Housing Authority continually refines all areas of its operation to promote the best possible service to its customers. The Authority utilizes a combination of Capital Fund Program (CFP) and Operating Budget funds to achieve these positive outcomes. AHA manages and administers 1,226 dwelling units. The Athens Housing Authority meets the needs of individuals and families searching for affordable rental options. However, it is important to note that the AHA is unable to provide immediate, emergency assistance housing. In addition, although many housing authorities manage the Section 8 Housing Choice Voucher Program in their communities, the Athens Housing Authority does not. The Section 8 Housing Choice Voucher Program is administered by the Georgia Department of Community Affairs for the Athens area.

The demand and need for affordable rental housing far outweighs the availability.

Relating to 504 accessible units, of the 1,235 families on the waiting list of the Athens Housing Authority, only two (2) families have reflected that they need a 504 mobility accessible unit on their pre-application and none are requesting accessible features for the hearing and visually impaired.

Actions planned during the next year to address the needs to public housing

Homeownership Initiative
The Athens Housing Authority continues a comprehensive approach to promote affordable homeownership in Athens-Clarke County through various partnerships with Athens-Clarke County government, local lenders, and private organizations. Athens-Clarke County assists the Authority with funding through the CDBG and HOME programs. With these funds, the AHA builds homes for sale to first time home-buyers. Athens-Clarke County continues to provide financial resources to the housing authority to help manage and support their homeownership initiative. AHA programming focuses on jobs, economic development, financial management, and homeownership readiness skills to prepare a larger portion of its resident population for participation in these programs. Action Plan II allocates $190,992 to the Athens Housing Authority to assist with acquisition of 4 lots and demolition of 1 dilapidated structure for redevelopment of affordable single-family homes.

Jack R. Wells Redevelopment
The Athens Housing Authority sought local tax money to help redevelop Jack R. Wells Homes, commonly known as Pauldoe, off Hawthorne Avenue which was razed and a mixed-income community built in its place. Federal tax credits will pay for 70% of the $47 million project. Rather than renovating the 40-year-old Pauldoe complex, AHA proposed razing it and replacing it with 125 units of public housing, 125 subsidized units for low- and moderate-income residents, and 125 market-rate units. The first phase is a 100-unit apartment building for seniors near the front of the property. Later phases will include townhouses and parks. Athens-Clarke County allocated $1.3 million in HOME funds for Phase I and $1,000,000 in HOME funding for Phase III. Athens-Clarke County also allocated over $1,500,000 in general funds to the project.

Actions to encourage public housing residents to become more involved in management and participate in homeownership

Athens Housing Authority residents remain actively involved in the management of their public housing. Each AHA development has a resident association. AHA staff members attend all meetings to

assure good communication between residents and management. In addition, a resident has been hired to serve as a part-time Resident Liaison. This person also attends all resident association meetings providing information, encouragement and ideas for residents to become more active in their communities. The Inter-Community Council comprised of all resident association officers meets the first Monday night of each month to discuss Authority-wide issues. The Presidents' Council is comprised of the presidents of all Resident Associations. This group meets on a quarterly basis with the Executive Director to discuss issues regarding their communities, HUD regulations, AHA policies, etc. Since 1991, residents have had representation on the AHA Board of Commissioners—initially through two liaison resident members. A Resident Advisory Board is appointed each year to assist in the development of the Authority's Five-year and Annual Agency Plans. This board meets with AHA staff consistently during the months from September through February.

If the PHA is designated as troubled, describe the manner in which financial assistance will be provided or other assistance

The Athens Housing Authority is recognized by HUD as a "HIGH PERFORMER" under the Public Housing Assessment System. Therefore, no major plans are necessary to improve the management and operation of public housing.

AP-65 Homeless and Other Special Needs Activities – 91.220(i)

Introduction

The ACC Housing and Community Development Department (HCD) is working with Continuum of Care homeless service providers and other nonprofits to provide prevention and rapid-rehousing services and funds. Community Connection, the 211 information and referral agency provides prevention assistance by referring households to local charities that provide financial assistance to families facing eviction. Several agencies, including the SHP funded Homeless Day Service Center, Advantage Behavioral Health Systems (ABHS), Athens Area Homeless Shelter, AIDS Athens and Project Safe (domestic violence shelter) are providing rapid rehousing using ESG funds and CDBG funds to provide financial assistance and follow-up case management to homeless individuals and families moving into apartments.

Describe the jurisdictions one-year goals and actions for reducing and ending homelessness including

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

There are two places where unsheltered homeless can gain access to resources and services: at the help desk at Our Daily Bread which is a breakfast and lunch soup kitchen and at the Homeless Day Service Center operated by the regional mental health care provider. Our Daily Bread staff, interns, and volunteers at the help desk make referrals and give information about services and mental health care staff at the Homeless Day Service Center do intakes and make referrals.

Addressing the emergency shelter and transitional housing needs of homeless persons

There are 114 emergency and transitional shelter beds available in Athens year round and 35 seasonal beds.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

The number of rapid re-housing vouchers available for single adults and families has increased each year for the last two years to assist homeless individuals and families from exiting shelters to transition to permanent housing and to prevent people who are at risk of homelessness from becoming homeless. In addition, the VA has provided additional VASH vouchers to assist homeless veteran families. As a result, Athens agencies have been able to shorten the period of time that people are homeless and lessen the number of people who become homeless. The service provider network (Continuum of Care) intends to continue to seek ESG, CDBG, VASH, and other funding to provide additional rapid rehousing vouchers.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly

funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

The hospitals, jail, and regional mental health care provider are active members of the Athens Continuum of Care with representatives attending regular meetings and coordinating discharge placement.

AP-75 Barriers to affordable housing – 91.220(j)

Introduction:

The primary barrier to affordable housing in Athens-Clarke County —as cited through the citizen participation and consultation process—is the lack of affordable rental and homeownership units.

Many low- and moderate-income persons and households, especially the very low income households, the homeless, the physically and mentally disabled, the frail elderly, and other persons with special needs, have problems finding and obtaining affordable housing.

Therefore, Athens-Clarke County's primary strategies for helping reduce barriers to affordable housing are to work with community partners to:
• Provide down payment assistance.
• Acquire vacant lots and construct new, quality, affordable housing.
• Acquire and rehabilitate dilapidated properties, returning the units to the housing stock as quality, affordable housing.
• Acquire and demolish dilapidated properties to allow for new affordable housing construction.
• Provide assistance for the restoration, rehabilitation, and accessibility of low-to-moderate income, owner-occupied properties.

Actions it planned to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment

The Housing and Community Development Department conducted an Analysis of Impediments to Fair Housing Choice (AI) for Athens-Clarke County (ACC) in 2013 to affirmatively further fair housing and meet federal fair housing regulations. The AI analyzes and develops strategies to overcome any impediments to fair housing choice. The AI further analyzes the conditions in the private market and public sector that may limit the range of housing choices or impede a person's access to housing. An AI that identifies local impediments to fair housing choice and recommends action steps that address and/or alleviate those impediments meet the federal mandate to affirmatively further fair housing.

Impediments identified within the AI for ACC are based upon an analysis of ACC's zoning codes, fair housing complaints, interviews with nonprofit and for profit housing developers and responses from fair housing surveys completed by ACC housing developers, nonprofit organizations, ACC employees, and private citizens.

Discussion:

Community partners involved in reducing barriers to affordable housing in Action Plan I include providing funding to ACTION, Inc. to repair 23 homes owned by elderly or disabled people; to assist Athens-Clarke Heritage Foundation with funding to repair, landscape, or paint 12 historic homes; to assist Athens Area Habitat for Humanity with funding for acquisition, construction, and accessibility

improvements for 15 homes; assist the Athens Housing Authority with funding for acquisition of 4 lots and demolition of 1 dilapidated structure; and to assist Athens Land Trust with funding for acquisition, construction, and rehabilitation of 15 new single-family homes.

The primary impediment is an inadequate supply of affordable Housing in Athens-Clarke County due to percentage of residents considered cost burdened. ACC will continue efforts to address the need of residents being cost burdened through the allocation of federal grant resources that assist in lowering the cost of housing; forging strong partnerships with for profit & non-profit housing developers and other private entities that provide resources to reduce the cost of housing. ACC will also continue efforts to recruit major employers with higher paying jobs to raise the average household income and to collaborate with local industry and Athens Technical College to train and increase skill level of workers.

Land use and zoning also contributes to housing impediments regarding the zoning definition for a "family" that restricts more than two unrelated individuals from residing in any single dwelling unit located within Single Family-RS; and Agriculture-AR zoning districts. ACC zoning practices were evaluated in terms of exclusions/acceptability of certain types of single family housing, i.e. group homes, shelters, and family size. The definition for family prohibits the ability of residents to live with roommates or personal aides. This provides difficulties for those seeking to offset household and medical care cost by sharing resources. HCD recommends that further studies should be conducted to review and revise the Zoning Ordinance definition to include provisional zoning exceptions for families, group homes, and homeless shelters and for ACC to continue to assess and streamline processes for the issuance of zoning and building permits and variances that will remove constraints to building affordable housing and increase housing choice for ACC residents.

AP-85 Other Actions – 91.220(k)

Introduction:

Obstacles to meeting underserved needs vary depending on the program however, there are some commonalities jurisdiction-wide: The primary obstacle to meeting underserved housing and community development needs is financial. Over 32% of our population has household income of less than $35,000. In 2006, a recession began that cost people already struggling, their jobs and reduced government tax revenue. The downturn drove up Athens-Clarke County's poverty rate from an estimated 28 percent in 2006 to 31 percent in 2009. It also led to budget reductions at both the state and local level. When considering the population to be served, available funding for assistance is significantly below the level required to meet the needs of the community's low and moderate income households.

Actions planned to address obstacles to meeting underserved needs

The primary mission of the Athens-Clarke County Consolidated Plan for Housing is to foster and maintain affordable housing in the community. The County pursues several means of achieving this. The most important prerequisite is an adequate supply of reasonably priced homes in target areas; the Athens Housing Authority, the Athens Land Trust, Habitat for Humanity, and the Athens-Clarke Heritage Foundation all work to build new low-cost homes or repair deteriorated ones. Fair, unbiased access to housing is also a priority, and HCD funds housing counseling services.

Consolidated Plan housing activities for Action Plan I to foster and maintain affordable housing include affordable housing construction, acquisition, rehabilitation, home repair, in-fill housing, first-time home buying, down payment assistance, fair housing, and housing counseling.

Actions planned to foster and maintain affordable housing

The Housing and Community Development Department conducted an Analysis of Impediments to Fair Housing Choice (AI) for Athens-Clarke County (ACC) in 2013 to affirmatively further fair housing and meet federal fair housing regulations. The AI analyzes and develops strategies to overcome any impediments to fair housing choice. The AI further analyzes the conditions in the private market and public sector that may limit the range of housing choices or impede a person's access to housing. An AI that identifies local impediments to fair housing choice and recommends action steps that address and/or alleviate those impediments meet the federal mandate to affirmatively further fair housing.

Impediments identified within the AI for ACC are based upon an analysis of ACC's zoning codes, fair housing complaints, interviews with nonprofit and for profit housing developers and responses from fair housing surveys completed by ACC housing developers, nonprofit organizations, ACC employees, and private citizens.

HCD maintains a link on the Athens-Clarke County web page to HUD's Office of Fair Housing: http://www.athensclarkecounty.com/FAQ.aspx?QID=541

Individuals may also contact HUD's Office of Fair Housing and Equal Opportunity or file a housing discrimination complaint online. HUD's online complaint form is linked from HCD's webpage where it is prominently featured. HCD will thoroughly review any allegation to determine if the claims raised are

jurisdictional under the Fair Housing Act.

April is Fair Housing month and the Housing and Community Development Department partners with ACTION, Inc., Athens Housing Authority, Athens Land Trust, and Georgia Legal Services to hold a Fair Housing workshop to raise awareness of Fair Housing rights and responsibilities.

Actions planned to reduce lead-based paint hazards

Athens-Clarke County will coordinate efforts for lead paint identification and abatement with other local agencies including the Athens Housing Authority, Athens Land Trust, and Habitat for Humanity, and others. For all properties built prior to 1978, a survey of Lead-based Paint must be included in the environmental review. The investigation must be completed according to EPA and HUD guidelines on properties that fall under the requirements of these agencies. If such materials exist on the properties a Qualified Environmental Professional must be consulted for recommendations for the management or abatement of these materials according to all EPA and HUD guidelines. Prior to initiating housing activity involving CDBG and HOME funds, an assessment of the home is done to determine the presence and/or level of lead-based and work write-ups prepared to reflect this assessment. Housing providers such as Athens Housing Authority, Athens Land Trust, Habitat for Humanity, and ACTION implement Interim Controls and Safe Work Practices for each project in order to reduce human exposure to lead-based paint hazards.

Actions planned to reduce the number of poverty-level families

The Athens-Clarke County anti-poverty strategy is to create an atmosphere conducive to employment as the vehicle through which those who are impoverished can best achieve self-sufficiency. Athens-Clarke County's top five industry sectors are Education, Healthcare, Retail, Hospitality, and Manufacturing; growth was seen in all sectors. The goal is to create an economic climate that leads to the availability of a wide range of possible jobs available for area residents including those living in poverty and to provide services to help those living in poverty overcome barriers to employment.

Consolidated Plan project areas will be predominantly low-income census tracts (which also have high minority concentrations) with priority given to Census Tracts 301 and 302, 6 and 9. In addition to Community Development Block Grant (CDBG) and HOME funding, HUD offers opportunities for communities to compete nationally for Homeless Assistance Grant Program funding which is intended to be used to alleviate homelessness. As part of the Homeless Assistance Grant Application, HUD requires communities to develop or have already developed a Continuum of Care Plan which outlines the activities and services a community offers to assist homeless individuals move from homelessness to self-reliance. Athens' Continuum of Care Plan is updated annually through a public process coordinated by the Homeless and Poverty Coalition and HCD. The Homeless Assistance Grant funds the development of supportive services and housing that helps homeless persons transition from homelessness to independent living, permanent supportive housing, and services for disabled homeless persons. The Homeless Assistance Grant provides funding for rental assistance which gives applicants flexibility in obtaining appropriate housing. The grants are administered by HCD and service areas include case management, resettlement assistance for the homeless, and permanent supportive housing assistance

for chronically homeless persons.

Actions planned to develop institutional structure

The Housing and Community Development partners with a variety of community groups to provide essential services to very low, low, and moderate income households in Athens-Clarke County to improve the delivery system through the network of working relationships established with other not-for-profit organizations and units of government.

Actions planned to enhance coordination between public and private housing and social service agencies

Athens-Clarke County will continue to participate in the Homeless and Poverty Coalition planning processes for the Continuum of Care and to participate as a member of the One Athens Affordable Housing Team. Athens-Clarke county will continue to meet regularly with the One Athens Housing Team to foster collaboration and planning related to the development and sustainability of affordable housing in the jurisdiction.

Discussion:

Basic public service needs including health care, home health care, transportation, child care, elder services, homeless services, and other types of assistance was documented through the Partners for a Prosperous Athens community planning process. Housing needs include affordable rental and owner-occupied housing, housing rehabilitation, weatherization, and lead-based paint hazard control. The development of new affordable housing is limited by the availability of land near community resources and necessary infrastructure. Each activity in the Action Plan addresses obstacles to meeting underserved needs. ACC will continue to support non-profit agencies, the local housing authority, homeless service providers, and special needs groups to meet the needs of the underserved persons in the community.

Consolidated Plan housing activities for Action Plan I to foster and maintain affordable housing include affordable housing construction, acquisition, rehabilitation, home repair, in-fill housing, first-time home buying, down payment assistance, fair housing education, and housing counseling. Several non-profit partners assist with this mission. New and rehabilitated rental and homeownership opportunities will be focused in low to moderate income areas and marketed to low and moderate income people. Many low and moderate income families who rent are significantly cost burdened so Athens-Clarke County will continue to assist with the development of affordable rental opportunities along with home ownership opportunities. The East Athens and Hancock Corridor Neighborhood Revitalization areas will be given priority regarding housing developments. Home repair will focus on the neighborhood revitalization areas but will also be available county-wide.

Program Specific Requirements

AP-90 Program Specific Requirements – 91.220(l)(1,2,4)

Introduction:

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

Community Development Block Grant Program (CDBG)
Reference 24 CFR 91.220(l)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed	28,000
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan.	0
3. The amount of surplus funds from urban renewal settlements	0
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan	0
5. The amount of income from float-funded activities	0
Total Program Income:	**28,000**

Other CDBG Requirements

1. The amount of urgent need activities	0
2. The estimated percentage of CDBG funds that will be used for activities that benefit persons of low and moderate income. Overall Benefit - A consecutive period of one, two or three years may be used to determine that a minimum overall benefit of 70% of CDBG funds is used to benefit persons of low and moderate income. Specify the years covered that include this Annual Action Plan.	90.00%

HOME Investment Partnership Program (HOME)
Reference 24 CFR 91.220(l)(2)

1. A description of other forms of investment being used beyond those identified in Section 92.205 is as follows:

   Athens-Clarke County does not perform any activities not included in 92-205.

2. A description of the guidelines that will be used for resale or recapture of HOME funds when used for homebuyer activities as required in 92.254, is as follows:

   Athens-Clarke County or its Sub-recipients/CHDOs/Owners/Developers may use either a resale or recapture provision for HOME assisted housing, depending on the market conditions at the time of assistance to a homebuyer (whether through down payment assistance, new construction or rehabilitation activities including any projects funded with HOME program income). Either option is allowable, but must be designated in writing prior to assisting the homebuyer.

   These provisions are imposed for the duration of the period of affordability on all HOME-assisted homebuyer projects through a written agreement with the homebuyer, and enforced via lien, deed restrictions, or covenants running with the land.

3. A description of the guidelines for resale or recapture that ensures the affordability of units acquired with HOME funds? See 24 CFR 92.254(a)(4) are as follows:
   < $15,000 5 years
   $15,000 to $40,000 10 years
   > $40,000 15 years
   Sale during the affordability period results in repayment of the subsidy. The amount is limited to the proceeds from the sale. The original buyer is not required to sell the unit to a low-income buyer. If insufficient equity exists in the unit to allow for return on investment and recapture, the amount may be reduced based on the length of occupancy and the affordability period. If there are insufficient proceeds at sale, ACC is not required to repay the difference between the subsidy and the recaptured amount.

   To determine the recapture, divide the years they occupied the home by the affordability period, multiply by the subsidy.

   The recapture is the buyer subsidy and includes direct assistance reducing the price from fair market value.

   Net proceeds are the sales price minus the loan repayment and closing costs and applies to all units. A written agreement imposes the requirements in HOME-assisted projects under recapture provisions.

   If the unit is not the principal residence during the affordability period and is sold the subsidy minus

principal payments is due.

If the event of foreclosure the attempt to recoup proceeds may be available through the foreclosure sale.

Recaptured funds must be used to assist other HOME program beneficiaries.
If the unit is no longer the principal residence it will be available for sale. The subsequent purchaser must be income eligible and buy the unit at a reasonable price, occupy the property as a principal residence, and assume the remainder of the affordability period.

The repayment of the loan does not end the affordability period.

The requirement ensures the price at resale provides the original owner a fair return on investment and ensures the housing will remain affordable. "Affordable" is defined as monthly payments for principal, interest, property taxes and insurance not to exceed 30% of gross family income.
Resale provisions are waived during the affordability period if the owner defaults on the mortgage and foreclosure proceedings are initiated.

Appreciation during the term of ownership is shared by ACC and the owner.
The Athens Land Trust/CHDO, utilizing a community land trust model, secures the affordability period with a 99 year ground lease and a right of first refusal. In the event of sale or default by the buyer, and would acquire the unit and sell it to a qualified buyer. The purchase price uses a shared equity formula specified in the purchase agreement and ground lease.

4. Plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds along with a description of the refinancing guidelines required that will be used under 24 CFR 92.206(b), are as follows:
   ACC has no plans for using HOME funds to refinance existing debt secured by multifamily housing that is rehabilitated with HOME funds.

Discussion:

Housing prices will escalate at the same rate as personal incomes. Due to the stability of the housing market, the resale provisions reflect a market approach allowing the seller to receive a fair market return, and presumes a buyer will be able to afford the market price without subsidy.
Since the seller will obtain the proceeds, they are receiving a fair return. If adjustments are necessary to maintain the property as affordable to a new buyer, it will be ACC's responsibility.

The buyer will receive a return based on the market value at sale minus outstanding indebtedness, including the subsidy.

The assumption in stable markets is that the market allows the unit sale to proceed without subsidy. Should the property not be affordable at sale, ACC will reduce the subsidy due from the seller by the amount necessary to make the new mortgage principal, interest, taxes, and insurance affordable to the buyer. This market approach provides a high level of encouragement for homeowners to maintain and upgrade their property in order to obtain maximum return on investment. The forgiveness of some interest and/or principal and interest is more efficient for Athens-Clarke County to implement than committing new HOME funds for the subsequent purchaser.

If new HOME dollars are provided to the subsequent purchaser to render the PITI affordable it would require that the affordability period start again.

The primary drawback is that this market approach is not reliable in tight housing markets where, historically, market values tend to increase faster than incomes or where market values and/or median income levels fluctuate dramatically. Overall, however, since the entire risk associated with resale of the property during the affordability period rests with Athens-Clarke County, this clearly is the least intrusive approach for the homebuyer.

An updated analysis is not warranted by any changes in the community's market conditions. In the absence of significant changes to the housing market, ACC will continue its use of the presumption of affordability based on the housing market analysis in the Annual Action Plan.

Appendix - Alternate/Local Data Sources

1	**Data Source Name** 2016 Athens Point in Time Count
	List the name of the organization or individual who originated the data set. Athens-Clarke County Housing and Community Development Department
	Provide a brief summary of the data set. This is the annual point in time count required by HUD for the CoC funding. It was conducted on January 27, 2016
	What was the purpose for developing this data set? To count the number of homeless individuals and families in Athens
	Provide the year (and optionally month, or month and day) for when the data was collected. January 28, 2015
	Briefly describe the methodology for the data collection. Surveys to shelters, one-on-one interviews with unsheltered homeless, and HMIS (Homeless Management Information System) data.
	Describe the total population from which the sample was taken. The homeless count included the total population of homeless individuals and families in Athens-Clarke County
	Describe the demographics of the respondents or characteristics of the unit of measure, and the number of respondents or units surveyed. HCD released the results of the 2016 Athens-Clarke County Homeless Point-In-Time Count, a count of sheltered and unsheltered homeless persons on January 27th, 2016. HCD community development division staff and community partners conduct an annual count of homeless persons who are sheltered in emergency shelter, transitional housing, and Safe Havens on a single night. The 2015 count identified 226 people -- 135 sheltered homeless and 91 unsheltered homeless individuals. This year, a total of 225 unique individuals were counted – 155 sheltered homeless individuals (15% more people) and 70 unsheltered homeless individuals (22% fewer people).