

**Three Rivers Regional Commission  
Regional Transportation Roundtable Meeting  
February 17, 2011**

**AGENDA**

1. Welcome and Introduction
2. Review of January 13, 2011 Meeting Minutes
3. Chairman's Report
4. Public Comment
  - a. Butts County Chamber of Commerce
  - b. Carroll County Chamber of Commerce
  - c. Heard County Chamber of Commerce
  - d. Meriwether Chamber of Commerce
5. Staff Report
  - a. Regionally Significant Transit Projects
  - b. Project Submission Form Discussion
6. Other Business
7. Adjourn



TO: MEMBERS OF THE REGIONAL ROUNDTABLE

FROM: MS. JAN EDENS, SECRETARY, THREE RIVERS REGIONAL COMMISSION

SUBJECT: MINUTES OF MEETING HELD FEBRUARY 17, 2011

The Regional Roundtable held its meeting at 9:00 a.m. on Thursday, February 17, 2011 at the Turin Community Center in Turin, Georgia.

WELCOME AND INTRODUCTION

Chairman Maurice Raines called the meeting to order and asked Mayor Hays Arnold to give the invocation. After the invocation, Chairman Raines welcomed the roundtable members as well as the representatives from the chambers of commerce and the industrial development authorities. He asked that the members take a few minutes and introduce themselves to everyone.

Regional Roundtable Members in Attendance

Butts County: Mr. Roger McDaniel, Chairman, Butts County  
Dr. Alan White, County Administrator for Butts County, representing  
Mr. Harvey Norris, Mayor, City of Flovilla

Carroll County: Mr. Charles Pope, Public Works, representing Mr. Bill Chappell,  
Chairman, Carroll County  
Mr. Rick Ford, Mayor, City of Temple

Coweta County: Mr. Rodney Brooks, Chairman, Coweta County

Heard County: Ms. June Jackson, Chairperson, Heard County  
Mr. Denney Rogers, Mayor, Town of Ephesus

Lamar County: Ms. Nancy Thrash, County Commissioner, representing Mr. Jay  
Matthews, Chairman, Lamar County  
Mr. Peter Banks, Mayor, City of Barnesville

Meriwether County: Ms. Nancy Jones, Chairperson, Meriwether County  
Mr. Ron Garrett, Mayor, City of Woodbury

Pike County: Mr. Doug Mangham, Chairman, Pike County  
Mr. Mike Beres, Mayor, City of Zebulon

Spalding County: Mr. Eddie Freeman, Chairman, Spalding County  
Ms. Joanne Todd, Mayor, City of Griffin

Troup County: Mr. Richard Wolfe, Chairman, Troup County

Upson County: Mr. Jeff Lukken, Mayor, City of LaGrange  
Mr. Maurice Raines, Chairman, Upson County  
Mr. Hays Arnold, Mayor, City of Thomaston

Other attendees:

Mr. Kenny Smith, City Manager, City of Griffin  
Mr. Daniel Jackson, Carroll County Chamber of Commerce  
Ms. Carol McKinley, Meriwether County Chamber of Commerce  
Ms. Melinda Atha, Butts County Chamber of Commerce  
Mr. Joe Brown, Butts County Development Authority  
Mr. Wayne Kennedy, Coweta County  
Ms. Sarah Campbell, Newnan Times-Herald  
Mr. Gordon Kenna, Georgians for Passenger Rail  
Mr. Bill Rountree, Georgia Department of Transportation  
Mr. Jack Reed, Georgia Department of Transportation

Three Rivers Regional Commission staff present:

Mr. Lanier Boatwright, Executive Director  
Mr. Robert Hiatt, Governmental Services Director  
Mr. Anthony Dukes, Transportation Planner  
Ms. Jan Edens, Secretary

REVIEW OF JANUARY 13, 2011 MEETING MINUTES

Chairman Raines asked the members if there were any corrections or amendments that needed to be made regarding the January 13, 2011 meeting minutes. When nothing was mentioned, Chairman Raines stated that he would entertain a motion to adopt the January 13<sup>th</sup> meeting minutes. Mr. Richard Wolfe made the motion to adopt the minutes; Mr. Peter Banks seconded the motion and it was carried unanimously.

CHAIRMAN'S REPORT

Chairman Raines stated that he was aware that the Three Rivers RC staff has sent notices to the various media outlets regarding today's meeting. He urged the members to ask their local media to attend and participate in the roundtable meetings.

Chairman Raines also stated that he wanted to review the members of the Executive Committee and what areas they represented. The members of the Executive Committee are as follows:

Ms. June Jackson – representing Heard and Carroll Counties  
Mr. Hays Arnold – representing Upson and Pike Counties  
Ms. Joanne Todd – representing Spalding and Butts Counties  
Mr. Rodney Brooks – representing Coweta and Lamar Counties  
Mr. Richard Wolfe – representing Troup and Meriwether Counties

Legislative members have also been appointed to the Executive Committee. These individuals are as follows:

- Mr. Billy Horne – House of Representatives, District 71
- Ms. Lynn Smith – House of Representatives, District 70
- Mr. Bill Hambrick – State Senate, District 30

Chairman Raines wanted the roundtable members to recognize the individuals that were on the committee and who would be doing the “legwork” of compiling what the roundtable wants regarding the projects and of course, reporting back to the roundtable.

The regional roundtable has changed somewhat regarding new members that have been elected and officially seated. The roundtable is now comprised of the following individuals:

- Butts County: Roger McDaniel, Chairman  
Harvey Norris, Mayor of Flovilla
- Carroll County: Bill Chappell, Chairman  
Rick Ford, Mayor of Temple
- Coweta County: Rodney Brooks, Chairman  
Keith Brady, Mayor of Newnan
- Heard County: June Jackson, Chairperson  
Denney Rogers, Mayor of Ephesus
- Lamar County: Jay Matthews, Chairman  
Peter Banks, Mayor of Barnesville
- Meriwether County: Nancy Jones, Chairperson  
Ron Garrett, Mayor of Woodbury
- Pike County: Douglas Mangham, Chairman  
Mike Beres, Mayor of Zebulon
- Spalding County: Eddie Freeman, Chairman  
Joanne Todd, Mayor of Griffin
- Troup County: Richard Wolfe, Chairman  
Jeff Lukken, Mayor of LaGrange
- Upton County: Maurice Raines, Chairman  
Hays Arnold, Mayor of Thomaston

Chairman Raines stressed that the mayors represented the various municipalities in their counties; they are the “voice” of all the cities in their counties. He wanted everyone to recognize the official roundtable as it stands now considering all of the adjustments that we have recently experienced. Chairman Raines took a moment to welcome Ms. Nancy Thrash, Lamar County commissioner, to the meeting; Commissioner Thrash is representing Lamar County at today’s meeting.

## PUBLIC COMMENT

During last month's meeting, it was decided that the roundtable would invite representatives from the chambers of commerce/industrial development authorities to attend the next few meetings in order to make presentations to the roundtable. The members agreed to have the chambers/industrial development authorities from Meriwether, Butts, Carroll and Heard counties attend today's meeting and that three (3) entities each would attend the remaining roundtable meetings so that they can provide information to the members about projects. Chairman Raines advised the representatives that the roundtable definitely wants to hear what they think is important in their community and what they believe would improve the situation in their respective communities. He also stated that he did not want them to get into a "long, drawn-out dialogue about things that will come up down the road." He requested that the chamber representatives state what is happening in their community and what transportation could proactively do to enhance the region, not their communities, but the region. He stressed that the members need to see the "big picture" and that the "small pictures" would be taken care of with the discretionary funds. He advised the presenters that the roundtable needs to hear what the impact of projects would be on the ten (10) communities as a region and that comments and presentations will be limited to five (5) to ten (10) minutes. Chairman Raines recognized the Butts County Chamber of Commerce as the first to give its presentation.

- a. Butts County Chamber of Commerce-Dr. Alan White is the County Administrator as well as the Development Authority director. Dr. White began his presentation by introducing Ms. Melinda Atha, the executive director of the Butts County Chamber of Commerce; Ms. Atha provided the members with "goodie bags" filled with information about Butts County. Dr. White stressed that Butts County fits in with the region due to "commonalities" shared with other counties in the area. The members' "goodie bags" contained tourist attraction information such as material on Indian Springs State Park (which is the oldest state park in the nation), High Falls State Park, and Lake Jackson. Dr. White advised the members that there was a lot of activity with the development side of Butts County as well and took the opportunity to introduce Mr. Joe Brown, the vice chairman of the Development Authority. Dr. White also advised the members that the Butts County Development Authority currently owns three hundred (300) acres off of I-75. They have currently spent \$250,000 to prepare this land and they also have an agreement with Panattoni Development Corporation to market this property. This property is located near SR 36 (which runs through Lamar County and into Butts County) and the interstate. Highway 16 from Griffin is a four (4) lane that becomes a two (2) lane once you pass over I-75 and are headed into Jackson. Butts County would like to see Highway 16 expanded as a four (4) lane roadway in their area. Another idea for the ten (10) county areas to consider is how important these two (2) tracks would be for the flow of traffic into the surrounding counties in the roundtable's jurisdiction. Butts County reiterated that the Chamber of Commerce as well as the Development Authority fully supports the regional roundtable. Chairman Raines thanked Dr. White for his presentation and commented that he appreciates their support and that he believes that Butts County is "doing their homework by educating each entity" and making sure that the people understand that it will take everyone's support for the roundtable to succeed.

- b. Carroll County Chamber of Commerce-Mr. Daniel Jackson, President/CEO of the Carroll County Chamber of Commerce, addressed the members and advised them that Carroll County and its leadership will support and be a part of the roundtable and to consider them as partners; they will do what needs to be done in order to help. Mr. Jackson provided background information about the Carroll County Chamber and the public/private partnership, Carroll Tomorrow, whose key focus is economic development. Mr. Jackson stated that the three (3) focus areas for Carroll County are as follows: economic development; workforce education; and leadership and government. Mr. Jackson and his staff handle the duties for four (4) other development authorities in the region and travels frequently to various meetings and functions within the area. Mr. Jackson reiterated that Carroll County would support the roundtable. Chairman Raines thanked Mr. Jackson for his presentation and advised him that he was the person to be drafted in order to travel to the different areas to help convey the word about the roundtable's work.
- c. Heard County Chamber of Commerce- Representatives from the Heard County Chamber were unable to attend; they will be rescheduled for a future meeting.
- d. Meriwether County Chamber of Commerce-Ms. Carolyn McKinley, Executive Director of the Meriwether County Chamber, addressed the roundtable about the chamber's activities. The chamber is very involved in promoting workforce development, leadership development and economic development. Ms. McKinley stated that she was a representative of a united team as it relates to transportation priorities. She advised everyone that the roundtable had the full support of the Meriwether County team to promote the roundtable to the citizens. Ms. McKinley then presented a slideshow that reflected the transportation priorities for the Meriwether County area that they would like for the roundtable to consider. These projects include the following: East-West Corridor Route from Bibb County to Troup County (that would pass through Upson, Heard, Pike and Meriwether); widening GA 85 from Ellerslie to Harris/Meriwether County line (would help to promote economic development and tourism in the area); interchange I-85 Forrest Road (this project would promote economic development); and passenger rail (would promote regional, state and national competitiveness regarding development). Chairman Raines thanked Ms. McKinley for her presentation and stated that he was pleased to hear that everyone will support the roundtable.

Chairman Raines reminded the members that the next phase of HB 277 was nearing. Project lists must be prepared and submitted to the Franklin office of the Three Rivers RC by March 30, 2011. He also reminded the members that paper format must be submitted and not electronic copies.

Chairman Raines again thanked the chamber representatives for their informative presentations. He was very encouraged to hear that everyone was supportive of the roundtable initiative to move our region forward; he stated that he looked forward to the next round of chamber presentations.

## STAFF REPORT

Mr. Robert Hiatt presented this portion of the agenda. He advised the members that the Technical Advisory Committee (TAC) held its first meeting on January 28<sup>th</sup> and that Mr. Wayne Kennedy (of Coweta County) was elected as the chairman. The majority of the meeting was getting the TAC members acquainted with the information as well as the timelines associated with the process and the Georgia Department of Transportation (GDOT) submittal forms. The TAC will also have monthly meetings that will be held at the Sharpsburg Town Hall. The TAC members are presently talking with their cities/counties and identifying transportation projects since the project identification is the first step in the process. Mr. Hiatt further explained that the projects must be listed on the GDOT submittal forms and sent to the attention of Ms. Dorene Roeglin (at the Three Rivers RC Franklin office) by March 30, 2011. After March 30<sup>th</sup>, all project lists should be submitted and the TAC will review the universal projects list and determine the consensus of highest priority projects to be focused on. During the second phase of the process (between April 1 through June, 2011), the TAC will compile the list consisting of the highest priority projects and present, as well as recommend, this project list to the roundtable. The roundtable should be aware that funds will need to be matched to the priority projects and the TAC will be available to assist with these determinations.

### a. Regionally Significant Transit Projects

Mr. Hiatt stated that the Regionally Significant Transit Projects' definition was discussed during last month's meeting when the Regionally Significant Roadways Projects definition was adopted by the roundtable. Mr. Hiatt presented the definition, a copy of which is attached hereto and by reference made a part hereof, to the members for their review and discussion. He also advised the members that there is an amendment for developing projects on the definition sheet and that Coweta County Transit has a route that crosses the county line; in essence, if the proposed definition is approved, it would also have to be amended to include Coweta County Transit. Mr. Hiatt advised the members that the transit definition included bus and rail and that aviation was a separate category and would receive separate funding due to the criteria that was previously established and adopted by the roundtable. Under the proposed definition, Mr. Hiatt recommends the identification of the transit projects (bus or rail) that operate across more than one county line, which would include Three Rivers Regional Transit; Coweta County GRTA Express Bus Line; Heard County Transit; Troup County Transit; and the Atlanta to Macon (Barnesville) Passenger Rail Project as well as adding Coweta County Transit to this list. Chairman Raines asked for discussion of the recommendation. Mr. Rodney Brooks asked if the definition could include local transit that has an end point (such as a park and ride lot) in another transit authority area; he wanted the definition broadened since it appeared that the county line issue could impose some limits. Chairman Raines asked if the members had any comments or suggestions to Mr. Brooks' idea. The proposed definition was read again and Mr. Hiatt reminded the members that \$0-74 million was available for transit (bus or rail) projects and that these projects must be identified before March 30<sup>th</sup>. After additional discussion, Chairman Raines asked if the roundtable had any objection in broadening the Regionally Significant Transit Project definition; since no opposition was voiced, Chairman Raines asked Mr. Brooks to state his

definition for the roundtable. Mr. Brooks' proposed definition is as follows: a bus or rail project that operates across more than one county line to include those local transit systems that provide connections to regional transit systems. The bottom line is that the definition be broadened to include local to regional. Mr. Brooks made the motion to broaden the definition; Mr. Ron Garrett seconded the motion and it was carried unanimously. Chairman Raines stated that he would entertain a motion to adopt the Regionally Significant Transit Projects definition. Mr. Brooks made the motion; Mr. Hays Arnold seconded the motion and it was carried unanimously.

b. Project Submission Form Discussion

Mr. Hiatt presented the Project Submission Form packet for the members to review and discuss. The deadline to submit the completed forms to the Franklin office of Three Rivers RC is March 30, 2011. Mr. Hiatt advised the members to review the regional criteria that was established and adopted on December 6, 2010 since they may have to reference this material when completing the forms. While reviewing the forms, Chairman Raines asked if GDOT was going to help with this information, such as the time analysis and cost analysis. Mr. Bill Rountree replied that the estimates (both time and money) need to be submitted and that the committees need to "do the best that you can." GDOT has a consultant that will review and verify the costs and the time frames that the committee provides. Mr. Rountree did indicate that GDOT will help, but that the forms must be filled out; he also indicated that the members could call him if they had any questions.

Mr. Hiatt stated that while a lot of the counties have transportation plans, the projects will not automatically "roll over" to the unconstrained project list; the plans must be reviewed for projects that match the regional criteria and the decision made regarding priority of these projects. It was reemphasized that paper copies of the forms must be submitted. The question of cost and time estimates continue to be a concern for several of the counties, including Meriwether and Heard Counties. Per Mr. Garrett, it will be a monumental task to provide cost estimates for projects that include widening lanes, straightening out curves and flattening hills. Chairman Raines asked if GDOT would assist the counties that are asking for help. Chairman Raines asked that Mr. Rountree and Mr. Lanier Boatwright get back with Mr. Garrett and Meriwether County Chairperson, Ms. Nancy Jones, regarding the issue. Mr. Rountree advised everyone that other regional commissions, such as River Valley, are facing the same situation. Mr. Hays Arnold advised the roundtable that he was pleased to announce that the Thomaston/Upson area has compiled their list and the information is in the process of being transferred to the submission forms. He also advised the members that that the Thomaston/Upson transportation subcommittee was very aggressive in compiling the list and that they had assistance from Mr. Boatwright, Mr. Hiatt and GDOT. Chairman Raines stated that as chair, "we are not going to leave any community out" and that "it is all of us as a team effort" to get the projects prioritized. He asked that any areas that could help their neighbors with this situation, to please do so. He also stressed that if any area is having trouble with these issues, convey them to Mr. Boatwright and Mr. Hiatt and "the roundtable will figure out what needs to be done to help." Mr. Garrett thanked the chairman for his comments and stated that Mr. Arnold and Mr. Boatwright have indicated that they will assist him with the issue.



Chairman Raines asked if there were any questions about what Mr. Hiatt had presented to the roundtable. Mr. Jeff Lukken stated that if the voters pass to implement the sales tax, GDOT serves to gain dramatically by hundreds of millions dollars statewide which would take the financial pressure off of them concerning any projects that they may have had to fund themselves. Has GDOT considered matching funds, maybe a 25% or 50% match for the regions that vote for these initiatives? Mr. Hiatt responded that the incentives are the 50, 30 or 10% match for either passing or not passing it and that this was in the legislation. Mr. Lukken asked if suggestions could be passed back up the line at GDOT; Mr. Hiatt stated that we could pass the suggestions on to the planning director. Mr. Brooks stated that it may also work to contact their local legislators to amend HB 277. Mr. Lukken also advised that it may be quicker to contact the Transportation Board. Mr. Boatwright stated that the Commission on Regional Planning recently met and that the governor stated that he was committed to two (2) issues for the next two (2) years: water and HB 277. The governor indicated that he was putting all his effort behind HB 277 until 2012; key legislators attending the meeting also indicated that they were backing HB 277 since they were the ones that voted for it.

#### OTHER BUSINESS

Mr. Peter Banks asked if all chambers and IDAs have been invited to attend the meetings. Chairman Raines replied that the roundtable had established that four (4) chambers/IDAs would attend each of the next meetings and that the members needed to decide on which entities to invite. Mr. Banks wanted to have the Barnesville-Lamar County Chamber present at the next meeting. Mr. Banks also asked whether Mr. Gordon Kenna with Georgians for Passenger Rail could make a presentation. It was decided by the members that Mr. Kenna would be on the March agenda and that the following chambers would make presentations during the April meeting: Barnesville-Lamar, Heard, Spalding and Upson.

Ms. Nancy Thrash, Lamar County commissioner, addressed the members and apologized for the Lamar County commissioner's lack of representation at the past few meetings. She stated that there would be a representative at the meetings from now on.

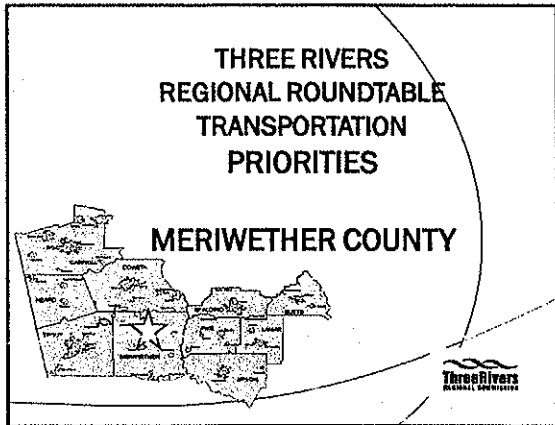
Chairman Raines advised the roundtable that the next meeting would be held on Thursday, March 17, 2011.

#### ADJOURN

Chairman Raines adjourned the meeting after receiving a motion to adjourn from several members.

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Jan Edens, Secretary



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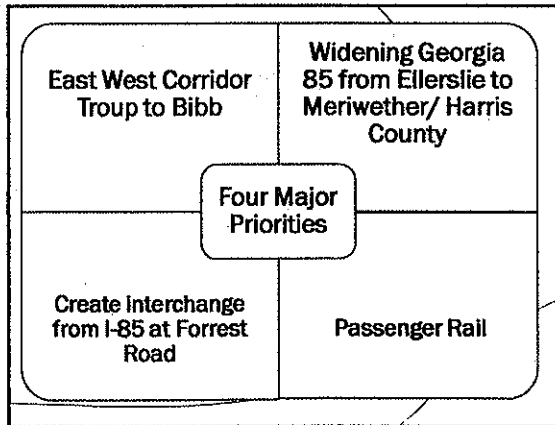
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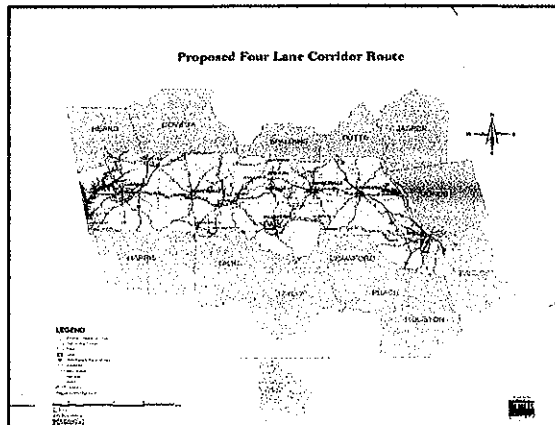
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- Discussion stages – several years
- KIA Motors adds leverage
- Alleviate congestion in and around Atlanta corridor
- Movement –inter and intrastate freight
- Increase regional and state competitiveness



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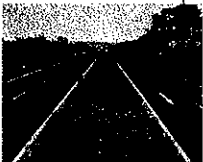
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### Widening Georgia 85 Ellerslie to Harris/Meriwether County Line

- GDOT Project STP-074-1(47)
- Existing 4-lane S. of Ellerslie
- Terminate at split SR 85 E/W
- 44 depressed median
- Total project length 7.18 miles
- Estimated cost \$20 million



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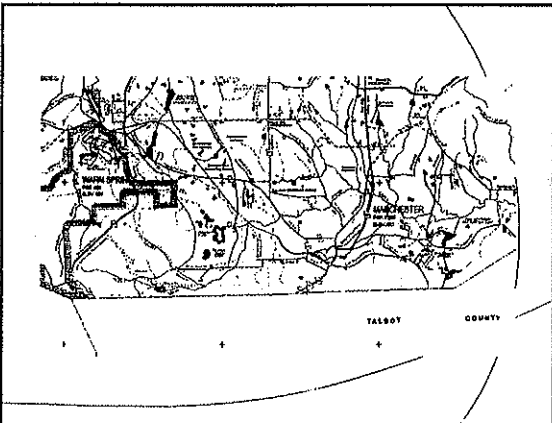
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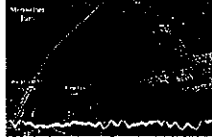
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### Interchange I-85 Forrest Road

- 4 Miles – through MP
- Preliminary Interchange Feasibility Study
- Feasibility - industrial park
- 800+ acres – 3 industries
- Water & sewer infrastructure



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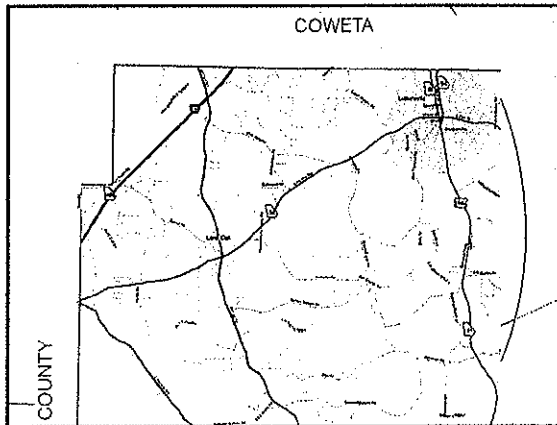
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### Passenger Rail

- Faster-safer-direct access
- Alleviate traffic congestion (air and auto)
- Increase competitiveness
- GPR – Macon & Atlanta
- GDOT – Atlanta – Chattanooga
- \$2.5 billion federal budget
- \$53 billion – six years



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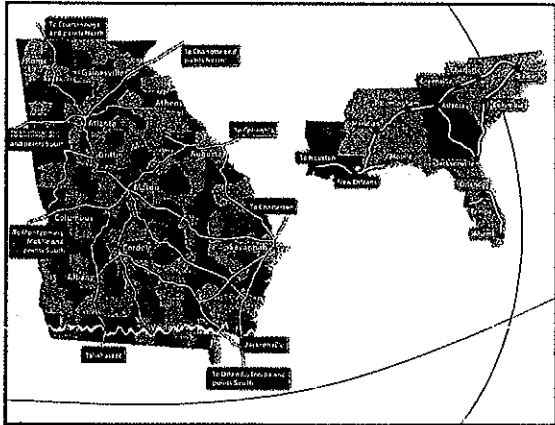
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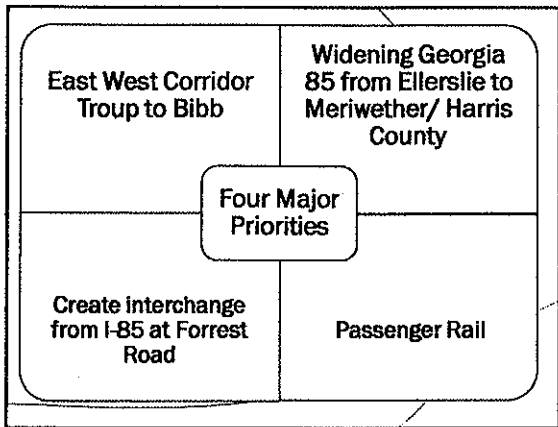
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## Jan Edens

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**From:** Robert Hiett  
**Sent:** Tuesday, January 25, 2011 4:55 PM  
**To:** Bill Chappell; Billy Horne; Denney Rogers; Douglas Mangham; Eddie Freeman; Harvey Norris; Hays Arnold; Hays Arnold; Jay Matthews; Jeff Lukken; Joanne Todd; June Jackson; Keith Brady; Lynn Smith; Maurice Raines; Mike Beres; Nancy Jones; Peter Banks; Richard Wolfe; Rick Ford; Rodney Brooks; Ron Garrett; Ron Garrett  
**Cc:** Alan White; Anthony Dukes; Bill Sawyer; Charles Pope; Cleatus Phillips; Darold Wiggins; David Brown; Dorene Roeglin; James Emery; Jan Edens; Kathy Barton; Kathy Birney; Kenny Roberts; Kenny Smith; Kyle Hood; Lanier Boatwright; Michael Klahr ; Mike Dobbs; Patrick Comiskey; Paul Jarrell; Rita Rainwater; Robert Hiett; Ron Garrett; Tavoires Edwards; Theron Gay; Tim Whalen; Tom Hall; Tommy Holland; Wayne Kennedy; Wayne Phillips  
**Subject:** Transportation Project Submittal Form and Instructions - Regional Sales Tax  
**Attachments:** HB\_277\_Notice\_regarding\_project\_submittals\_Jan 25.doc; HB\_277\_project\_submittal form-PDF.pdf; HB\_277\_project\_submittal form-TRRC.doc; TRRC-Final-Draft-Criteria-with-Changes.pdf

**Importance:** High

GDOT has released the project submittal form for transportation projects that may be placed on the unconstrained (wish list) project list for the regional transportation sales tax. This summer the regional roundtable executive committee will work with the TRRC roundtable and GDOT to match the unconstrained project list up with what the region can fund. Attached to this email are the instructions and timelines for submittal, and a PDF and Word version of the project submittal form.

GDOT will only accept paper copies of these project submittal forms so do not submit anything electronically. Please submit paper copies of project submittals to the Three Rivers Regional Commission by **March 30, 2011** at the address below:

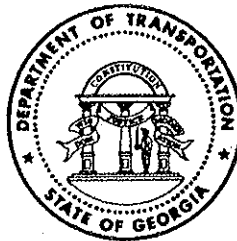
**Three Rivers Regional Commission**  
**Attention: Dorene Roeglin**  
**13273 Highway 34 East**  
**P.O. Box 1600**  
**Franklin, GA 30217**

Please let me know if you have any questions or concerns so that we can get answers for you from GDOT.

Robert Hiett  
Governmental Services Director  
Three Rivers Regional Commission  
Phone: (678) 692-0510  
Fax: (678) 692-0513  
[rhiett@threeriversrc.com](mailto:rhiett@threeriversrc.com)



*Serving Butts, Carroll, Coweta, Heard, Lamar, Meriwether, Pike, Spalding, Troup and Upson Counties.*



## Transportation Investment Act of 2010 Notice (HB 277)

DATE: January 25, 2011

ATTN: All local governments, regional commissions and MPOs

SUBJECT: Protocol for submitting projects for the unconstrained list of projects for TIA 2010

We have concluded the first round of regional roundtables for the entire state and overall it was a success. Each respective region adopted its criteria as well as elected its executive committee members. Following our first round of regional roundtable meetings, the next step is identifying projects for the unconstrained list of projects. Ensuring quality and consistency is paramount during this phase of HB 277. Please comply with the following protocol when submitting projects for the unconstrained list:

- Please submit all of your projects by **March 30, 2011**.
- Please submit projects that comply with your adopted criteria for your region. Your adopted criteria is located on GDOT's web page for HB 277 ([www.it3.ga.gov](http://www.it3.ga.gov)).
- Each project submitted needs to be placed on a HB 277 project submittal form. Please be sure to provide all of the requested data referenced in the form. The project submittal form is attached to this notice and is posted on the HB 277 web page ([www.it3.ga.gov](http://www.it3.ga.gov)).
- When submitting projects, please send hard copies of your project submittal forms to your respective regional commission (RC) by **March 30, 2011**. Your respective RC will perform a quality check of your forms and then will submit them to the Georgia DOT Planning Director, Todd Long. **For the areas within an MPO boundary, please submit your projects to your MPO and to your RC.**
- The court reporter's transcript for each meeting will be posted on the HB 277 web page ([www.it3.ga.gov](http://www.it3.ga.gov))

If you have any questions regarding HB 277 or about this notice, please call Tim Kassa at (404) 631-1745 or your regional commission



*TRANSPORTATION INVESTMENT ACT OF 2010  
Unconstrained Investment List Project Submittal Form*

1. Project Name: \_\_\_\_\_

2. Project Applicant: (Lead Agency Name/Address): \_\_\_\_\_

3. Program Area (Select all that apply):

- Roadway Capital
- Roadway & Bridge Maintenance (Asset Management)
- Safety and Traffic Operations
- Freight & Logistics
- Aviation
- Bicycle and Pedestrian
- Transit Capital
- Transit Operations & Maintenance

4. Project Purpose:

\_\_\_\_\_

5. How does project meet criteria?

\_\_\_\_\_

6. Public Benefit (Check all that apply and explain how the project can achieve that goal):

- Enhance safety: \_\_\_\_\_
- Congestion relief: \_\_\_\_\_
- Economic development: \_\_\_\_\_
- Increase modal options: \_\_\_\_\_
- Other (describe): \_\_\_\_\_

7. Project Description Summary:

On an attached sheet and limited to 250 words, provide a detailed description of the project that includes location/limits (especially city and county limits), project components and functional improvements. Please provide an 8½" x 11" black & white or color map of the project location noting project limits or service area. Map must be clear and legible and include street detail.



**8. Total Project Funding (current dollars) for:**

| Phase/Scope        | Total Cost (\$) | Total Amount Requested (\$) |
|--------------------|-----------------|-----------------------------|
| Design             |                 |                             |
| Right-of-Way       |                 |                             |
| Construction       |                 |                             |
| Other (describe)   |                 |                             |
| Transit Operations |                 |                             |
| Transit Capital    |                 |                             |

**9. Project Readiness:**

a. Programmed/adopted in local or regional plans (Check all that apply and include project ID # if applicable):

- GDOT Construction Work Program (CWP): \_\_\_\_\_
- GDOT State Transportation Improvement Program (STIP): \_\_\_\_\_
- MPO Long Range or Transportation Improvement Program (TIP): \_\_\_\_\_
- County Capital Improvement Plan: \_\_\_\_\_
- County/City Comprehensive Plan: \_\_\_\_\_
- Transportation Study: \_\_\_\_\_
- Other \_\_\_\_\_

b. Provide the percentage complete for the following:

i. Environmental documentation (if applicable)

\_\_\_\_\_

ii. Design plans (if applicable):

\_\_\_\_\_

iii. Right of way acquisition (if applicable):

\_\_\_\_\_

**10. If funding were available today, provide the estimated completion time for each phase:**

| Phase                        | Number of Months |
|------------------------------|------------------|
| Design (if applicable)       |                  |
| Right-of-Way (if applicable) |                  |
| Construction                 |                  |

## **Final Criteria for the Three Rivers Special Tax District**

*Final Criteria for the Development of an Investment List of Projects and Programs.  
Excludes 25% Local Share to be distributed by formula to Cities and Counties.*

The following performance goals, desired outcomes, guiding principles, and framework guided the design of the final criteria, as well as comments received from counties, cities, MPOs and others following their review of the draft recommended criteria:

### **Performance Goals as Adopted in the Statewide Strategic Transportation Plan (SSTP)**

- Support Georgia's economic growth and competitiveness.
- Ensure safety and security.
- Maximize the value of Georgia's assets, getting the most out of the existing network.
- Minimize the impact on the environment.

### **Outcomes**

- Strategic use of funds to achieve the best value for taxpayers' dollars and improvement of the region's transportation network.
- Transportation projects<sup>1</sup> delivered on time and on budget.
- Public support for projects funded by the regional sales tax and public trust that state and local governments will deliver on their promises.

### **Guiding Principles**

- Investment list is developed with a focus on deliverability.
- Projects are from existing plans and/or studies (for example, the GDOT work program, MPO long range plan and short range program, county transportation studies, etc.).
- Investment list is consistent with the policies of the SSTP and the MPO's plan if applicable.
- Investment list encourages effective multimodal solutions that appeal to a broad spectrum of the region's citizens.

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<sup>1</sup> "Project" means, without limitation, any new or existing airports, bike lanes, bridges, bus and rail mass transit systems, freight and passenger rail, pedestrian facilities, ports, roads, terminals, and all activities and structures useful and incident to providing, operating, and maintaining the same. The term shall also include direct appropriations to a local government for the purpose of serving as a local match for state or federal funding.

## Framework for Investment Criteria

### Definitions:

- ~~Unconstrained Example Investment List – developed by the Director of Planning~~
- Constrained *Draft* Investment List – developed from the Unconstrained Example Investment List by the Roundtable’s Executive Committee in collaboration with the Director of Planning
- Constrained *Final* investment List – developed from the Constrained *Draft* Investment List (and amended with projects from the Unconstrained Example Investment List, if needed) by the Roundtable and approved.

### Process:

The Constrained Final Investment List of projects to be funded by the Transportation Investment Act’s regional transportation sales tax referendum will be developed by first setting investment allocation target ranges for each program area (see #1 on page 3) based on the SSTP and the MPO long range plan, if applicable. These will be used to limit the Unconstrained Example Investment List for each program area within the revenue expected to be available. Next, projects being considered for support by the Transportation Investment Act revenue will be evaluated using qualitative screening criteria (see #2 on page 3) designed to allow further consideration of projects that align with the SSTP and MPO plans (if applicable) and can be delivered within the timeframe of the regional sales tax.

The Transportation Investment Act also requires that the criteria include performance goals and that projects on the investment list include a “statement of expected public benefits.” The performance goals were established by the SSTP and are listed on the prior page. A number of performance measures will be used to evaluate each project’s contribution toward achieving these goals. Performance measures and public benefits analysis are inter-related and become one of the many tools to assist the Director of Planning to formulate the Unconstrained Example Investment List. The performance measures and public benefits will be provided along with the Unconstrained Example Investment List at a later date. The types of metrics that will be used to determine the public benefit will come from the SSTP and MPO plans, if applicable. Ultimately, they are intended to assist the Roundtable in selecting the best projects and to allow the region’s citizens a solid evaluation of the use of their sales tax dollars.

After the criteria are approved by the Roundtable, the Director of Planning, in collaboration with the MPO and local jurisdictions, as applicable, will develop the Unconstrained Example Investment List in part by evaluating the extent to which submitted projects satisfy the approved screening criteria. Next, the Director of Planning will determine the specific public benefits to be expected upon the completion of each project included in the Unconstrained Example Investment List and how the special district’s investment criteria are furthered. This information along with the approved investment allocation target ranges will be used by the Executive Committee of the Roundtable in collaboration with the Director of Planning to create the Constrained Draft Investment List from the Unconstrained Example Investment List. The Roundtable may also use this information to amend the Constrained Draft Investment List with projects from the Unconstrained Example Investment List to create the Final Investment List. Finally, if the regional sales tax referendum is approved by the voters of a special district, the Director of Planning

will track and report on the funding, execution, and performance of the projects in the district's Constrained Final Investment List.

**1. Final Investment Allocation Target Ranges**

- a. Investment allocation target ranges (for the 10-year period) for program areas will support implementation of the SSTP and MPO plan, if applicable.
- b. Program areas and allocation target ranges:

| <b>Program Areas</b>   | <b>Investment Allocation Target Ranges (%)</b> | <b>Illustrative Estimate Over 10 Years Based on Draft Economic Projections<sup>2</sup> (\$)</b> |
|--|--|---|
| Roadways – Capital, Safety and Traffic Operations, Freight and Logistics, Roadway and Bridge Maintenance | 50% - 90%                                      | \$370 - \$668 Million   |
| Aviation   | 0% - 5%  | \$0 - \$37 Million  |
| Bicycle and Pedestrian   | 0% - 5%  | \$0 - \$37 Million  |
| Transit – Capital, Operations and Maintenance  | 0% - 10%                                       | \$0 - \$74 Million  |

**2. Final Screening Criteria by Program Area**

- a. **Applicable to All Program Areas**
  - i. Projects must be from existing plans and/or studies (for example, the GDOT work program, MPO long range plan and short range transportation program, county transportation studies, etc.).
  - ii. Emphasis will be on the construction phase or acquisition of capital equipment, however project phases other than construction can be included in the Unconstrained Example Investment List. Preference will be given for preliminary engineering, right-of-way, and environmental reviews which ultimately deliver a construction project within the 10-year sales tax period.
  - iii. Each project phase included in the investment list, and each phase necessary to complete the same, regardless of funding source, must demonstrate full funding.

<sup>2</sup> These numbers may change based on the final projections to be provided by the State Economist.

- iv. Emphasis will be on delivery. All project phases funded with Transportation Investment Act revenue should be able to be completed or underway within ten years. The Director of Planning recommends that approximately 40% of the total expected Transportation Investment Act funding should be allocated to project phases that could be completed or underway within six years of the start of the regional sales tax, and the remaining funds should be allocated to projects that could be completed or underway within ten years of the start of the regional sales tax. (Excludes 25% discretionary local share to be distributed by formula to cities and counties.)

**b. Roadway Capital**

The projects that qualify under "roadway capital" serve origins or destinations of trips to/from and within major employment and activity centers throughout the region<sup>3</sup>. These projects could be new roads, roadway widenings, interchanges, interstate improvements, bridges, economic development corridors, etc.

**c. Roadway and Bridge Maintenance (asset management)**

- i. Priority for resurfacing/rehabilitation needs is on state routes or routes that are considered regionally significant as defined by roads that connect major regional employment or activity centers. Priority will be based on risk and on PACES ratings provided by GDOT. (Note: Off-system resurfacing should be pursued using the 25% discretionary share.)
- ii. Bridge maintenance and replacement shall be determined based on ratings provided by GDOT.

**d. Safety and Traffic Operations**

- i. Safety
  - a) Projects that align with the key emphasis areas of the Governor's Strategic Highway Safety Plan (SHSP).
  - b) Priority is given to projects that correct or improve a road location or feature with high potential for safety improvement, or addresses a specific highway safety deficiency. The objective of each project must be to reduce fatalities and serious injuries.
  - c) Projects may include intersection improvements to address safety concerns, shoulder widenings, pedestrian/bicycle safety improvements, hazard eliminations at rail-roadway

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<sup>3</sup> Major regional employment and activity centers may be identified at the discretion of the Roundtables.  
Final Criteria for the  
Three Rivers Special Tax District

crossings, traffic calming measures, installation of guardrails, crash attenuators, traffic signal upgrades, signage, and pavement marking improvement projects, etc.

**ii. Traffic Operations**

- a) Projects that improve or enhance the region's intelligent transportation system network, incident management program, or signal coordination and timing.
- b) Projects addressing an existing operational issue resulting in an improved level of service or reduction in delay or other congestion costs.

**e. Freight and Logistics**

- i. Projects that address the demand for goods movement into, out of, and within the state as identified through the Statewide Freight and Logistics Study (ongoing).
- ii. Projects that enhance the flow of freight transported by trucks and/or rail.
- iii. Projects that facilitate the transfer of freight between modes. In particular, projects that improve the flow of freight into/out of Georgia's existing ports.

**f. Aviation**

- i. Projects at new or existing airports that are contained in the airport's 5-year Airport Capital Improvement Program submitted annually to GDOT and FAA. The types of projects included in this area are runways, taxiways, aprons, and navigational aids.
- ii. Projects consistent with the goals and objectives of Georgia's Statewide Aviation System Plan.

**g. Bicycle and Pedestrian**

- i. Projects consistent with a Bicycle and Pedestrian Plan.
- ii. Projects that provide connectivity to/from or within a major regional employment or activity center.
- iii. Projects that provide connection to/from existing or planned transit including bus stops and multi-modal centers.

(Note: Projects such as landscaping and recreational paths should be pursued using the 25% discretionary share.)

**h. Transit<sup>4</sup> Capital**

- i. Capital expenditures may include new, systematic replacement, upgrades, refurbishment, and other capital project expenditures.
- ii. New fixed guideway facilities should also include a 20-year operating plan. Funds for the operations may come from any identified source including Transportation Investment Act transit operation funds and its authorized reserves under O.C.G.A. 48-8-241(c).
- iii. Transit service for the proposed project should ultimately connect to employment centers or activity centers in the region and provide increased mobility for individuals.

**i. Transit Operations and Maintenance**

Any funding must first serve to enhance the existing local or regional transit service in operation as of January 1, 2011. After the existing service is addressed, operations and maintenance funding from the regional sales tax would then be allocated to new transit projects.

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<sup>4</sup> Transit means any new or existing bus and rail mass transit systems, passenger rail, and all activities and structures useful and incident to providing, operating, and maintaining the same.

GOVT ESTIMATES ONLY--ALL NUMBERS BASED ON 2009 GOVT 441 and 449 REPORTS, 2009 CENSUS ESTIMATES, AND THE STATE ECONOMIST'S BASE CASE REGIONAL SALES TAX FORECAST. ALL NUMBERS ARE SUBJECT TO CHANGE AND REVISED ESTIMATES WILL BE PROVIDED IN THE FUTURE.

| TRICOUNTY REGIONAL COMMISSION |                |         |         |             |             |                             |
|-------------------------------|----------------|---------|---------|-------------|-------------|-----------------------------|
| BUTTS (UNINCORPORATED)        |                | 324.15  | 18,857  | 0.048391039 | \$902,038   | Total TRRC MIsere*          |
| BUTTS                         | FLOVILLA       | 2.85    | 702     | 0.000646329 | \$12,063    | 6875.00                     |
| BUTTS                         | JACKSON        | 34.22   | 4,574   | 0.0061507   | \$114,795   | Total TRRC Population**     |
| BUTTS                         | JENKINSBURG    | 1.38    | 259     | 0.000278295 | \$5,194     | 492,775                     |
| BUTTS                         | TOTAL =        | 363     | 24,392  |             | \$2,034,091 |                             |
| CARROLL (UNINCORPORATED)      |                | 1009.45 | 71,146  | 0.155551732 | \$2,903,179 | 25% of Total TRRC Sales Tax |
| CARROLL                       | BOWDON         | 12.61   | 2,064   | 0.002420136 | \$45,169    | \$18,663,750.00             |
| CARROLL                       | BREMEN         | 0.47    | 152     | 0.000120672 | \$2,252     | Total TRRC Sales Tax***     |
| CARROLL                       | CARROLLTON     | 107.41  | 23,421  | 0.02298466  | \$428,960   | \$74,655,000                |
| CARROLL                       | MOUNT ZION     | 11.87   | 1,592   | 0.002135705 | \$39,860    |                             |
| CARROLL                       | ROOPVILLE      | 0.00    | 206     | 8.35081E-05 | \$1,560     |                             |
| CARROLL                       | TEMPLE         | 19.71   | 4,495   | 0.004297774 | \$80,213    |                             |
| CARROLL                       | WILKINSON      | 33.95   | 11,105  | 0.00876752  | \$163,635   |                             |
| CARROLL                       | WHITESBURG     | 4.41    | 597     | 0.000795713 | \$14,851    |                             |
| CARROLL                       | TOTAL =        | 1199.88 | 114,778 |             | \$3,678,699 |                             |
| COWETA (UNINCORPORATED)       |                | 976.22  | 86,375  | 0.157562607 | \$2,940,709 |                             |
| COWETA                        | GRANTVILLE     | 10.25   | 2,728   | 0.002393474 | \$44,671    |                             |
| COWETA                        | HAWKINS        | 1.88    | 164     | 0.000302483 | \$5,645     |                             |
| COWETA                        | LUTHERVILLE    | 0.00    | 819     | 0.000392403 | \$6,204     |                             |
| COWETA                        | MORELAND       | 1.91    | 444     | 0.00041989  | \$7,837     |                             |
| COWETA                        | NEWMAN         | 136.62  | 31,587  | 0.02996452  | \$559,250   |                             |
| COWETA                        | VALMETTO       | 1.77    | 511     | 0.000429515 | \$8,016     |                             |
| COWETA                        | SENIOA         | 24.21   | 3,720   | 0.004547935 | \$84,882    |                             |
| COWETA                        | SHARPSBURG     | 2.01    | 339     | 0.000389823 | \$7,476     |                             |
| COWETA                        | TURIN          | 4.43    | 424     | 0.000728008 | \$13,587    |                             |
| COWETA                        | TOTAL =        | 1159.30 | 127,111 |             | \$3,678,677 |                             |
| HEARD (UNINCORPORATED)        |                | 369.14  | 9,812   | 0.050505796 | \$938,895   |                             |
| HEARD                         | CENTRALHATCHEE | 3.98    | 387     | 0.00066521  | \$12,253    |                             |
| HEARD                         | EPHESUS        | 0.00    | 387     | 0.00015707  | \$2,932     |                             |
| HEARD                         | FRANKLIN       | 5.55    | 942     | 0.001078795 | \$20,134    |                             |
| HEARD                         | TOTAL =        | 378.67  | 11,528  |             | \$974,214   |                             |
| LAMAR (UNINCORPORATED)        |                | 313.50  | 10,430  | 0.043574346 | \$813,261   |                             |
| LAMAR                         | ALDORA         | 0.00    | 91      | 3.69337E-05 | \$689       |                             |
| LAMAR                         | BARNESVILLE    | 39.99   | 6,351   | 0.007596    | \$141,770   |                             |
| LAMAR                         | MILNER         | 10.89   | 678     | 0.001641765 | \$30,641    |                             |
| LAMAR                         | TOTAL =        | 364.38  | 17,550  |             | \$986,361   |                             |
| MERIWETHER (UNINCORPORATED)   |                | 601.80  | 15,565  | 0.081837285 | \$1,527,391 |                             |
| MERIWETHER                    | GAY            | 1.19    | 131     | 0.000202502 | \$3,779     |                             |
| MERIWETHER                    | GREENVILLE     | 8.67    | 918     | 0.001460584 | \$27,260    |                             |
| MERIWETHER                    | WALTON         | 0.00    | 1       | 4.05865E-07 | \$8         |                             |
| MERIWETHER                    | LONE OAK       | 0.00    | 96      | 3.8263E-05  | \$727       |                             |
| MERIWETHER                    | LUTHERVILLE    | 3.59    | 819     | 0.000782913 | \$14,612    |                             |
| MERIWETHER                    | LANCASTER      | 34.35   | 3,083   | 0.005805388 | \$108,350   |                             |
| MERIWETHER                    | PREMIER        | 0.00    | 22      | 8.2902E-06  | \$167       |                             |
| MERIWETHER                    | WARM SPRINGS   | 3.41    | 478     | 0.000621925 | \$11,607    |                             |
| MERIWETHER                    | WOODBURY       | 9.13    | 1,070   | 0.001580001 | \$29,489    |                             |
| MERIWETHER                    | TOTAL =        | 662.14  | 22,783  |             | \$1,728,990 |                             |
| PIKE (UNINCORPORATED)         |                | 342.74  | 15,034  | 0.04911228  | \$916,619   |                             |
| PIKE                          | CONCORD        | 1.97    | 412     | 0.000414432 | \$7,735     |                             |
| PIKE                          | MEANSVILLE     | 0.49    | 187     | 0.000137387 | \$2,564     |                             |
| PIKE                          | MOLENA         | 2.38    | 478     | 0.000491858 | \$9,180     |                             |
| PIKE                          | WILLIAMSON     | 3.69    | 384     | 0.000618911 | \$11,551    |                             |
| PIKE                          | ZEBULON        | 5.90    | 1,228   | 0.001238794 | \$23,121    |                             |
| PIKE                          | TOTAL =        | 357.17  | 17,721  |             | \$970,770   |                             |
| SPALDING (UNINCORPORATED)     |                | 519.49  | 40,442  | 0.081604884 | \$1,523,053 |                             |
| SPALDING                      | GRIFFIN        | 107.75  | 23,887  | 0.02321646  | \$433,906   |                             |
| SPALDING                      | ORCHARD HILL   | 0.00    | 245     | 9.94369E-05 | \$1,856     |                             |
| SPALDING                      | SUNNY SIDE     | 0.27    | 134     | 8.82682E-05 | \$1,647     |                             |
| SPALDING                      | TOTAL =        | 627.51  | 64,708  |             | \$1,959,859 |                             |
| TROUP (UNINCORPORATED)        |                | 543.28  | 30,543  | 0.080572641 | \$1,503,788 |                             |
| TROUP                         | HOGANSVILLE    | 20.37   | 2,921   | 0.003741766 | \$69,835    |                             |
| TROUP                         | LA GRANGE      | 149.93  | 28,437  | 0.030356321 | \$566,563   |                             |
| TROUP                         | WEST POINT     | 23.60   | 2,752   | 0.004078508 | \$76,120    |                             |
| TROUP                         | TOTAL =        | 737.18  | 64,653  |             | \$2,216,306 |                             |
| UPSON (UNINCORPORATED)        |                | 468.81  | 18,035  | 0.066151235 | \$1,234,630 |                             |
| UPSON                         | THOMASTON      | 54.55   | 9,180   | 0.010551035 | \$196,922   |                             |
| UPSON                         | YATESVILLE     | 2.78    | 385     | 0.000505121 | \$9,427     |                             |
| UPSON                         | TOTAL =        | 526.14  | 27,551  |             | \$1,440,979 |                             |