



TO: MEMBERS OF THE REGIONAL ROUNDTABLE

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

SUBJECT: MINUTES OF MEETING HELD NOVEMBER 11, 2010

The Regional Roundtable held its first meeting at 10:00 a.m. on Thursday, November 11, 2010 at the Turin Community Center in Turin, Georgia.

#### WELCOME AND INTRODUCTION

Mr. Robert Hiatt called the meeting to order. He asked the members to introduce themselves in order for everyone to get acquainted.

#### Regional Roundtable Members in Attendance

Butts County:	Mr. Harvey Norris, Mayor, City of Flovilla
Carroll County:	Mr. Bill Chappell, Chairman, Carroll County
Coweta County:	Mr. Theron Gay, County Manager, Coweta County representing Mr. Paul Poole, Chairman, Coweta County Mr. Michael Klahr, Engineering & Public Works Director, City of Newnan, representing Mr. Keith Brady, Mayor, City of Newnan
Heard County:	Ms. June Jackson, Chairperson, Heard County Mr. Denney Rogers, Mayor, Town of Ephesus
Lamar County:	No representative was in attendance
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:	Ms. Cynthia Ward, Mayor, City of Griffin
Troup County:	Mr. Richard Wolfe, Chairman, Troup County Mr. Jeff Lukken, Mayor, City of LaGrange
Upson County:	Mr. Maurice Raines, Chairman, Upson County Mr. Hays Arnold, Mayor, City of Thomaston

Other attendees:

Mr. Eddie Freeman, Commissioner, Spalding County

Mr. Bill Sawyer, County Manager for Pike County  
Mr. Mike Dobbs, County Manager for Troup County  
Mr. James Emery, Troup County  
Mr. Tavoires Edwards, Coweta County  
Mr. Todd Tentler, Troup County  
Mr. Robert Hiatt, Three Rivers RC  
Mr. Anthony Dukes, Three Rivers RC  
Ms. Dorene Roeglin, Three Rivers RC  
Ms. Kathy Barton, Three Rivers RC  
Ms. Jan Edens, Three Rivers RC

#### OVERVIEW OF REGIONAL TRANSPORTATION SALES TAX TIMELINE AND REVENUE ESTIMATES

Mr. Hiatt gave a brief presentation to the members as well as giving the members several documents for their records, copies of which are attached hereto and by reference made a part hereof. Mr. Hiatt began by presenting the timeline to the members and advising them of several upcoming dates that are important. He also advised them that some of the dates were set by legislation and could not be changed.

All areas were to submit their comments to the Georgia Department of Transportation (GDOT) regarding the draft selection criteria. GDOT is presently reviewing the comments and making any revisions. GDOT will ask the regional roundtables to vote on the draft criteria; there is a strong possibility that the criteria may be voted on at a meeting next month. (GDOT and its consultants are expected to organize the first “official” meeting of the roundtables next month with another meeting scheduled before October 15, 2011.)

Mr. Hiatt advised the members that they will need to appoint an Executive Committee to represent them in meetings with GDOT; the Executive Committee will have two (2) meetings with GDOT. (The Executive Committee will report back to the full Regional Roundtable.)

Mr. Hiatt stressed that the Three Rivers RC (TRRC) would welcome the opportunity to work with the Regional Roundtable to assist with determining projects or in any other needed capacity.

The revenue generated through this legislation is estimated to be between \$700 million - \$1 billion during a ten (10) year period; these figures are for the TRRC Regional Roundtable area.

Money was the next topic of the presentation. Mr. Hiatt informed the members that it would see one (1) pot of money for the region. It is expected that the figure would be \$74 million per year; twenty-five (25%) would be taken off the top and returned to each city/county government to be spent on transportation purposes however they (cities/counties) deemed necessary. The remaining seventy-five (75%), which amounts to \$50-60 million per year, will be the money that the Regional Roundtable will decide on what to match (if necessary with federal funds) and determine what projects are to be worked.

## ORGANIZATION OF REGIONAL ROUNDTABLE PROCEEDINGS

### Meeting Schedules

The Roundtable's consensus was to meet on a monthly basis. It was suggested that the Executive Committee meet as frequently as the Roundtable.

### Roundtable Structure and Committee Rules

Mr. Ron Garrett suggested that the Roundtable select five (5) members to be on the Executive Committee. At this time, there are no set roles and responsibilities for the Executive Committee; Mr. Hiatt was asked to draft a resolution regarding the roles and responsibilities. Suggestions for the responsibilities include that the Executive Committee has no authority to submit or approve projects without the Roundtable's approval; the Executive Committee must answer to the Roundtable, etc. It was established that the members of the Executive Committee must be members of the Regional Roundtable.

Mr. Bill Chappell made the motion that a proxy be allowed to attend the "informal" Roundtable meetings if the mayor or chairperson cannot attend and that the proxy have full voting authority; this motion was seconded by Mr. Hays Arnold and carried unanimously.

Mr. Chappell originally proposed that the counties be paired; it was revised to reflect the following:

Carroll/Heard  
Upson/Pike  
Spalding/Butts  
Coweta/Lamar  
Meriwether/Troup

(Mr. Chappell stated that Ms. Jackson would be the Carroll/Heard representative to the Executive Committee and Mr. Raines stated that Mr. Hays Arnold would be the Upson/Pike representative to the Executive Committee.)

Mr. Jeff Lukken made the motion that the Roundtable accept the county pairings; Mr. Norris seconded the motion and it was carried unanimously.

Mr. Chappell made the motion that Mr. Maurice Raines be the chairman of the Regional Roundtable; it was seconded by Mr. Richard Wolfe and carried unanimously.

Mr. Mike Beres made the motion that Mr. Garrett be the vice-chairman of the Regional Roundtable; Mr. Norris seconded the motion and it was carried unanimously.

### Procedures on Public Comment

### Technical Advisory Committee Roles

Mr. Chappell made the motion that each county appoint one (1) member to the Technical Advisory Committee; it was seconded by Ms. June Jackson. The members discussed this and were not satisfied with this particular motion. Mr. Chappell amended his motion to state that each member be able to appoint a member to the Technical Advisory Committee; it was seconded by Ms. Jackson and carried unanimously.

### OTHER BUSINESS

Ms. Jackson asked if it was possible to change the December 2, 2010 date to another date. We are presently checking on a new date and will notify the members of the date and location of the meeting.

### ADJOURN

Mr. Hiatt adjourned the meeting.

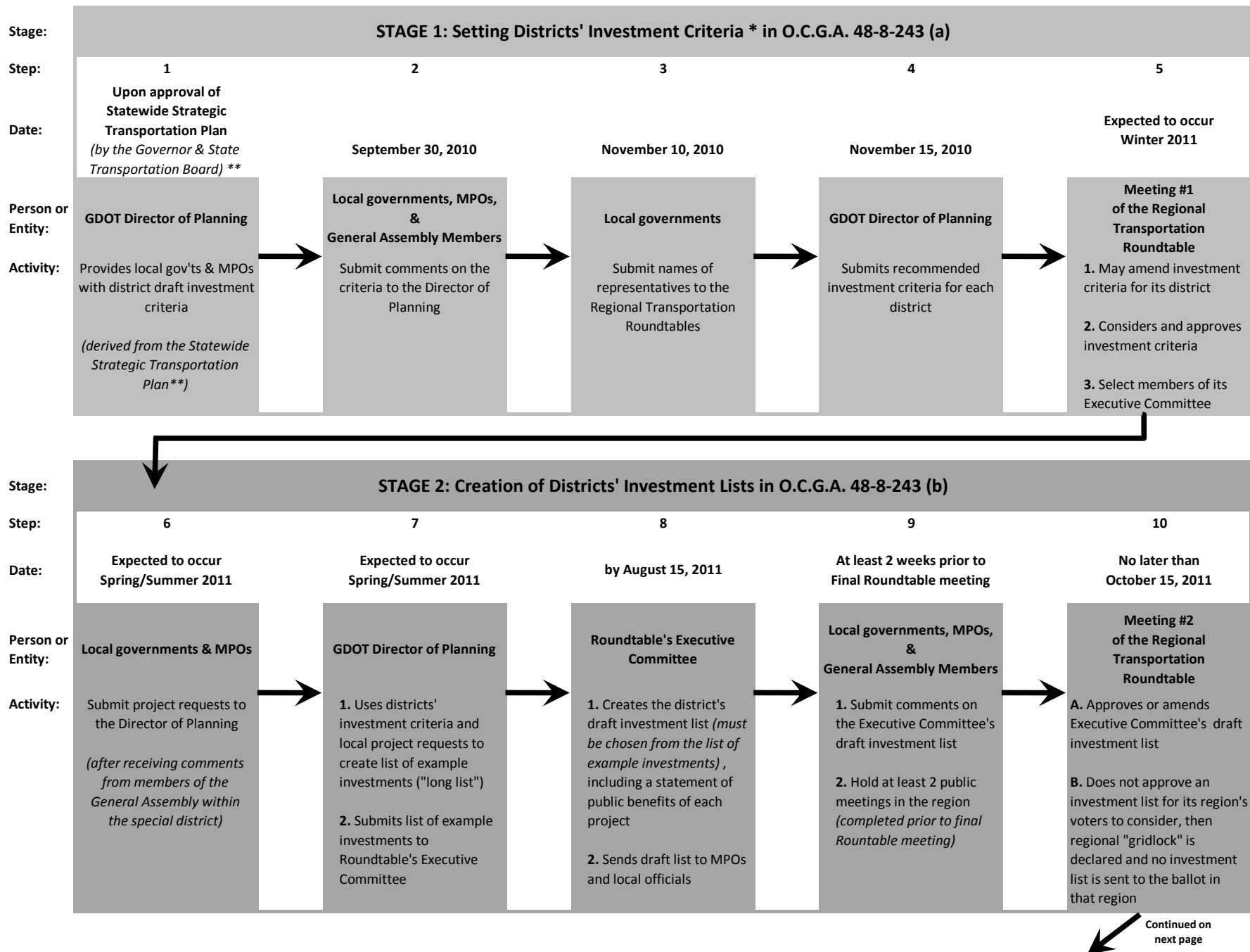
**Three Rivers Regional Commission  
Regional Transportation Roundtable Meeting  
November 11, 2010**

**AGENDA**

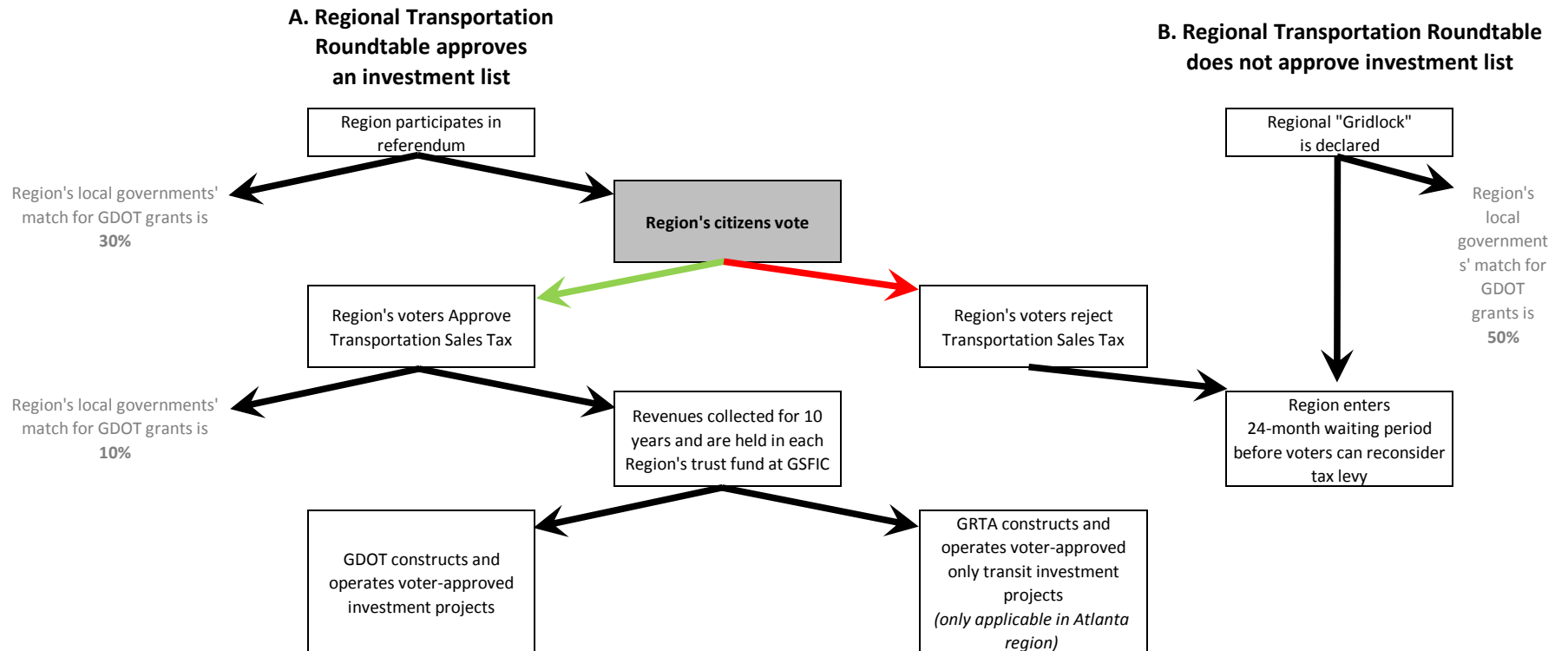
1. Welcome and introduction
2. Overview of regional transportation sales tax timeline and revenue estimates
3. Organization of regional roundtable proceedings
  - a. Meeting schedules
  - b. Roundtable structure and committee rules
  - c. Procedures on public comment
  - d. Technical advisory committee roles
4. Other business
5. Adjourn

# **Transportation Investment Act of 2010: Attachment B** **Timeline for Creation of Investment Criteria and Lists**

LC 34 2763ERS - As Passed Version (see Section 6 of the legislation for more detailed information)



### STAGE 3: Regional Participation and Vote in O.C.G.A. 48-8-244



\* Criteria is specified as transportation network performance goals, allocation of investments to programs that can deliver the performance goals, and execution of projects.

\*\* The Statewide Strategic Transportation Plan is based on the state's transportation investment policies in Georgia law and includes multiple economic development goals such as growth in private sector employment, reliable commutes, and freight movement efficiencies. The Strategic Plan is currently in final as of April 10, 2010, and was approved by the Governor on June 2, 2010 when HB 277 was signed into law. The State Transportation Board subsequently approved the Strategic Plan at the June Board meeting.



## **Summary of HB 277 - Regional Transportation Sales Tax**

- **Referendum by region on a 1% percent sales tax for any transportation purpose**

1. This includes all modes of transportation, as well as maintenance and operations.
2. 10 year sunset
3. Approved by majority vote within each region
4. Increases state match for state aid for local transportation projects
5. Reserves up to 25% of regional sales tax revenues for Discretionary Local Projects
  - a. Reduced to 15% for the 10 county ARC area

- **First statewide vote in 2012, results counted by region and tax imposed only in regions where approved. The vote would be on the date of the July primaries.**

There is concern in various circles both that this date is too far in the future and that the July primary is not the optimal time. However there are milestones in the legislation to setup the local committees, identify projects, and create a citizens review panel so the 2012 date does make sense.

- **Creation of 12 special transportation tax districts along the lines of the regional commissions**

Regional Sales Tax Projects will be selected based on performance and cost criteria, and multi-jurisdictional projects will need to be identified, evaluated, etc. It may be advantageous for the Three Rivers Regional Commission (TRRC) district to develop a comprehensive regional transportation plan (CTP) that will identify, prioritize, and provide cost and modeling data to recommend to GDOT. Study funding can be requested from GDOT, but local match would need to be provided by local governments. If there is no time for a study in the first 10 year tax cycle, the Regional Roundtable could recommend regional sales tax funds be used to fund a study for future use.

A standing regional transportation advisory committee could also be established to maintain coordination between the TRRC, local governments, and GDOT for transportation projects.

- **Regional opt out**

1. No single county opt out
2. Regional opt out is possible in two ways
  - a. Regional Roundtable does not approve a regional sales tax project list
  - b. Voters reject the referendum
3. Incentives for regional sales tax approval LMIG Program match (Old State Aid/LARP)
  - a. **50%** local match for maintenance or transportation improvement projects will be required for regions that do not approve a regional sales tax project list for a ballot initiative.
  - b. **30%** local match for maintenance and transportation improvement projects will be required for regions that approve a regional sales tax ballot initiative, but have it rejected by voters.
  - c. **10%** local match for maintenance and transportation improvement projects will be required for regions that approve a regional sales tax project list for a ballot initiative AND the voters approve a regional sales tax.





- **Director of Planning “drives” Regional Sales Tax project list creation and the ballot planning process**

The regional sales tax referendum will have projects identified and placed on the ballot using a combination of State/GDOT input, and local governments will be involved through a Regional Roundtable.

**Regional Roundtable Membership**

1. 2 representatives from each county
  - a. 1 County Commission Chairperson
  - b. 1 Mayor (elected by all cities within a county)
  - c. Counties with 90% of their population located within cities may have 1 additional representative
2. Regional Roundtable Executive Committee
  - a. 2 members from the GA House of Representatives appointed by the Speaker
  - b. 1 member from the GA Senate appointed by the Lt. Governor
  - c. 5 members from the Regional Roundtable

**GDOT Planning Director Role**

1. Develops project selection criteria for each region
  - a. Performance goals
  - b. Funding will be aligned with performance goals
  - c. Responsible for project execution
2. Develops draft project list
  - a. Proposes a draft project list to the roundtable
  - b. Works with the roundtable to develop a final list
3. Coordinates public hearings
  - a. Two public hearings must be held prior to the regional sales tax being placed on the ballot

If a project list is not approved by the roundtable or voters, then another attempt can be made after 24 months have passed.

- **Citizens Review Panel**

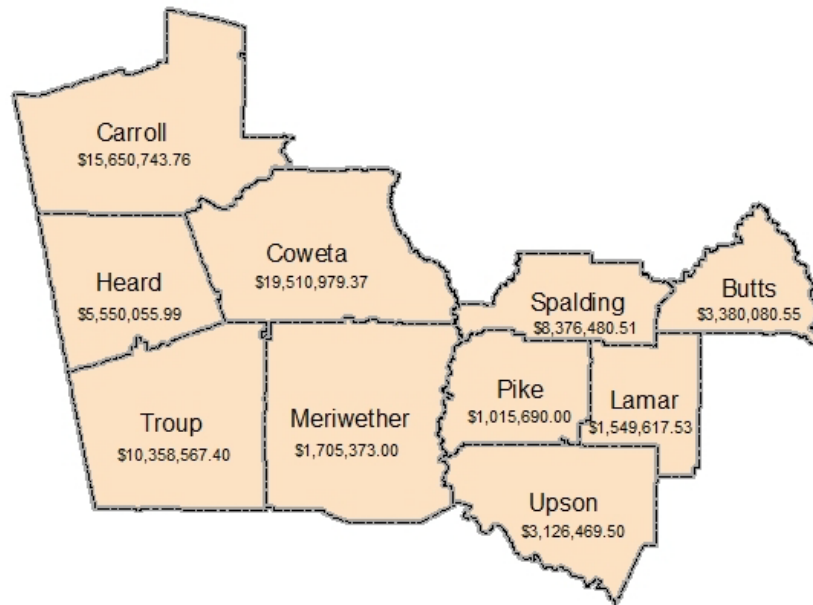
This panel is intended to be a local oversight committee, and is charged with evaluating the progress of projects. The panel will meet at least three (3) days per year, and issue an annual report on its findings.

**Citizen Review Panel Appointments**

- a. 3 citizens appointed by the Speaker of the House
- b. 2 citizens appointed by the Lt. Governor

Three Rivers Regional Commission would like to recommend that the Regional Roundtable submit a list of potential Citizen Review Panel candidates, preferably with some transportation background, to the Speaker and Lt. Governor for their consideration.

## Estimated Annual Regional Sales Tax Revenue Three Rivers Regional Commission




**Total Estimated Annual  
Regional Sales Tax Revenue  
for Three Rivers Regional Commission Counties  
\$70,224,057.61**

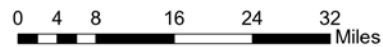
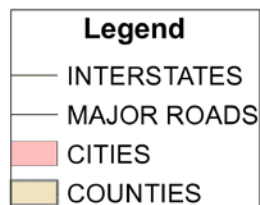
0 5 10 20 30 40  
Miles



### Legend

 TRRC Counties

Source of Map: U.S. Census Bureau - 2008; Monetary Estimates from Georgia Department of Revenue - 2009.



**Attachment C**  
**Draft Criteria for Special Tax Districts outside of Atlanta Region**

*(Note: At this time, the draft criteria are the same for all 11 districts outside of Atlanta. We expect some variation as the process continues)*

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

**OVERVIEW**

**Outcomes** - The following desired outcomes drove the development of the draft investment criteria:

- Strategic use of funds to achieve the best value for taxpayers' dollars and improvement of the region's transportation network.
- Transportation projects 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** - The following principles guided the development of the draft investment criteria:

- 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 Statewide Strategic Transportation Plan and the MPO's plan if applicable.
- Investment list encourages effective multimodal solutions that appeal to a broad spectrum of the region's citizens.

**Framework for Investment Criteria**

The final investment list of projects to be funded by the Transportation Investment Act's (TIA) regional transportation sales tax referendum will be developed by first setting investment allocation target ranges for each program area (see #1 on page 2 ) based on the Statewide Strategic Transportation Plan (SSTP) and the MPO long range plan, if applicable. These will be used to align the Unconstrained Example Investment List (UEIL) with performance goals for each program area within the revenue expected to be available. Next, projects being considered for support by the TIA revenue will be evaluated using qualitative screening criteria (see #on page 2) 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." Performance goals 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 goals and public benefits will be provided along with the Unconstrained Example Investment List at a later date. The kind 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.

## **Draft Criteria for Special Tax Districts outside of Atlanta Region**

### **1. Draft Investment Allocation Target Ranges**

- a. Minimum and maximum investment goals (for the 10-year period) for program areas will support implementation of the Statewide Strategic Transportation Plan and MPO plan, if applicable.
- b. Program areas and allocation ranges:

<b>Program Areas</b>	<b>Target Ranges</b>
Roadway Capital	50-70%
Transit Capital	0-10%
Transit Operations and Maintenance	0-10%
Safety	15-30%
Traffic Operations	0-20%
Non-motorized (Bike/Pedestrian)	0-5%
Freight and Logistics	2-10%
Aviation	0-5%
Roadway and Bridge Maintenance(Asset Management)	0-5%

### **2. Draft Screening Criteria by Program Area**

#### **a. Roadway Capital**

- i. The projects that qualify under “roadway capital” serve origins or destinations of trips to/from employment and activity centers throughout the region. These projects could be roadway widenings, interchanges, interstate improvements, economic development corridors, etc.
- ii. Emphasis will be on the construction phase, but projects can be included in the Unconstrained Example Investment List which are able to demonstrate assurances of deliverability of any funded phase within the 10 year sales tax period, including preliminary engineering, environmental reviews, and right-of-way.
- iii. The Director of Planning recommends prioritization of the project selection as follows: *(Tiers reflect the level of certainty in deliverability)*
  - a) Tier One – Projects that have construction phases which can begin within six years of the start of the regional sales tax.
  - b) Tier Two – Projects which have an approved concept report with no other work completed.
  - c) Tier Three – Projects recommended and endorsed by the local governments, MPO, or legislators but which have not reached the milestones noted above.

**b. Transit Capital**

- i. Generally, projects included in the investment list should have shown considerable progress to assure deliverability within the 10 year sales tax period. Emphasis will be placed on the construction phase or acquisition of capital equipment.
- ii. Transit capital projects should have a contingency plan to operate or liquidate assets if future operating funds are based on a renewal of HB 277.
- 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.
- iv. Capital expenditures may include new, systematic replacement, upgrades, refurbishment, etc

**c. Transit Operations and Maintenance**

- i. Any funding must first serve to enhance the existing local or regional transit systems in operation as of January 1, 2011. After the existing systems are brought up to a state of good repair, operations and maintenance funding from the regional sales tax would then be allocated to new transit capacity projects.

**d. Safety**

- i. Projects which align with the key emphasis areas of the Governor's Strategic Highway Safety Plan (SHSP.)
- ii. 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 is to reduce fatalities and serious injuries.
- iii. Projects may include intersection improvements to address safety concerns, shoulder widening, pedestrian/bicycle safety improvements, projects that eliminate hazards at rail-roadway crossings, traffic calming measures, installation of guardrails, crash attenuators, traffic signals, signage, and pavement marking improvement projects, etc.

**e. Traffic Operations and High Tech Traffic Solutions**

- i. Projects which improve or enhance the region's intelligent transportation system network, incident management program, or signal coordination and timing where applicable.
- ii. Projects address an existing operational issue resulting in an improved level of service or reduction in delay or other congestion costs.

**f. Non-motorized**

- i. Projects which are identified in a Bike/Ped Plan.
- ii. Projects which provide connectivity to a regional employment or activity center.

- iii. Projects which provide connection to existing or planned transit including bus stops and multi-modal centers. (Note: Off-roadway paths/streetscapes, etc. should be pursued using the 25% discretionary share.)

**g. Freight and Logistics**

- i. Projects which 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 which enhance the flow of freight transported by trucks and/or rail.
- iii. Projects which facilitate the transfer of freight between modes. In particular, projects that improve the flow of freight into/out of Georgia's existing ports.

**h. Aviation**

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

**i. 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 regional employment centers. Priority will be based on PACES and bridge ratings provided by GDOT. (Note: Off-system resurfacing should be pursued using the 25% discretionary share.)



## **Regional GDOT STIP Funding FY 10 - 13**

TRRC Regional Sales Tax Estimate = **70.2 million per year**  
**702 million over 10 years**

Sales tax funds may be used as match for federal and state funds, and could significantly boost overall transportation funding allocated to the region for projects.

Current County GDOT Funding per 4 Year Cycle FY 2010 – FY 2013 STIP (**Transit/AARA Totals Excluded**)

<b>County</b>	<b>STIP Totals FY 10 – 13 Federal/State Funding Only</b>
Butts	\$7 Million + (9.9 Million AARA)
Carroll	\$13.7 Million + (2.7 Million AARA)
Coweta	\$27 Million + (10.5 Million AARA)
Heard	\$374,000
Lamar	\$5.3 Million + (3.7 Million AARA)
Meriwether	\$1.3 Million + (2.7 Million AARA)
Pike	\$2.9 Million + (2.7 Million AARA)
Spalding	\$23.2 Million + (2.1 Million AARA)
Troup	\$2.4 Million + (30 Million AARA)
Upton	\$0 + (4.6 Million AARA)
<b>Regional Total</b>	<b>\$83.1 Million over 4 years</b>
<b>Annual Average Allocation</b>	<b>\$20.7 Million per year</b>

**Note:** AARA funding required no match for shovel ready projects, and was a onetime funding source for projects.

Without local match dollars, such as those generated by a regional sales tax or local SPLOST, many transportation projects are either never constructed, or they are constructed over a long period of time (10-30 years).

Motor fuel tax revenues are declining drastically due to the increased fuel efficiency of the average vehicle, and inflation is further reducing the buying power of the dollars that are collected. In 2010 Americans are paying \$19 per 1,000 miles of motor fuel taxes, and that is half of what people paid in 1975 (adjusted for inflation). Americans spent \$69 billion per year on motor fuel taxes in the year 2000, and in 2010 they are on track to spend \$56 billion. Most of the \$13 billion drop is simply due to increased vehicle fuel efficiency, and new vehicles are required to become 30% more fuel efficient by 2015.

Without new sources of revenue GDOT will have even less funding in 2020 than they currently have in 2010, and critical local and regional transportation projects may never be constructed. In addition, regions that do not pass a regional sales tax will pay more for Local Maintenance Improvement Grants (LMIG), and see their state or federally funded transportation projects lose funding priority to regions that do pass a regional sales tax.

Lastly, the regional sales tax can be used for a wider variety of transportation purposes than a normal local SPLOST.





## **Regional Sales Tax Example Projects**

### **75% Non-Discretionary Funding**

#### **Planning Studies – (Identify Needs, Prioritize Projects, Estimate Costs)**

- Create or update single or multi-county transportation plans
  - A 10 county transportation plan is recommended
    - Identify projects
    - Prioritize projects
    - Identify project costs
- Conduct feasibility studies and project cost estimates
  - Roads
  - Bridges
  - Corridors
  - etc
- Conduct detailed historical or environmental studies on certain projects

#### **Roads – (Increase Local and Regional Mobility)**

- Improve Regional Mobility (leveraging sales tax and state/federal funds)
  - Improve state routes for better East-West and North-South travel
  - Improve local roads – rural major collector roads or higher
  - Improve local roads – urban collector roads or higher

#### **Intermodal Programs – (Transit, Rail, Aviation)**

- Improve or expand existing transit and aviation projects within the region
- Local Public Transit (In 9 of the 10 TRRC Counties)
  - Maintain or expand local public transit services
- GRTA Express Bus
  - Maintain or expand GRTA Express Bus service
- Commute Alternatives
  - Begin a regional commuter vanpool service for the TRRC 10 county area
  - Build and maintain commuter rail service/operations
- Aviation Improvements
  - Leverage sales tax funding with federal aviation funds to upgrade or maintain aviation centers

GDOT ESTIMATES ONLY--ALL NUMBERS BASED ON 2009 GDOT 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.

County	Jurisdiction	Total Mileage*	Population**	LARP Factor	LARP Factor Distribution	LARP Factor = 1/5 Population and 4/5 Centerline Paved and Unpaved Lane Miles
*Based on 2009 GDOT 441 and 449 Reports						
**Based on 2009 Census Estimates						
***Based on 2013 State of Georgia Economist Base Case Regional Sales Tax Forecast - Net of All Special Exemptions						
<b>4. THREE RIVERS REGIONAL COMMISSION</b>						
BUTTS	(UNINCORPORATED)	324.15	18,857	0.048331039	\$902,038	Total TRRC Mileage*
BUTTS	FLOVILLA	2.88	702	0.000646329	\$12,063	6375.00
BUTTS	JACKSON	34.22	4,574	0.0061507	\$114,795	
BUTTS	JENKINSBURG	1.38	259	0.000278295	\$5,194	Total TRRC Population**
BUTTS	TOTAL =	363	24,392		\$1,034,091	492,775
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	
CARROLL	CARROLLTON	107.41	23,421	0.02298466	\$428,980	Total TRRC Sales Tax***
CARROLL	MOUNT ZION	11.87	1,592	0.002135705	\$39,860	\$74,655,000
CARROLL	ROOPVILLE	0.00	206	8.36081E-05	\$1,560	
CARROLL	TEMPLE	19.71	4,495	0.004297774	\$80,213	Cities are within multiple counties
CARROLL	VILLARICA	33.95	11,105	0.00876752	\$163,635	and/or multiple regional commissions
CARROLL	WHITESBURG	4.41	597	0.000795713	\$14,851	May need to use multiple RC
CARROLL	TOTAL =	1199.88	114,778		\$3,679,699	spreadsheets to determine total
COWETA	(UNINCORPORATED)	976.22	86,375	0.157562607	\$2,940,709	funding.
COWETA	GRANTVILLE	10.25	2,728	0.002393474	\$44,671	
COWETA	HARALSON	1.88	164	0.000302483	\$5,645	
COWETA	LUTHERSVILLE	0.00	819	0.000332403	\$6,204	
COWETA	MORELAND	1.91	444	0.00041989	\$7,837	
COWETA	NEWNAN	136.62	31,587	0.02996452	\$559,250	
COWETA	PALMETTO	1.77	511	0.000429515	\$8,016	
COWETA	SENOIA	24.21	3,720	0.004547935	\$84,882	
COWETA	SHARPSBURG	2.01	339	0.000389823	\$7,276	
COWETA	TURIN	4.43	424	0.000728008	\$13,587	
COWETA	TOTAL =	1159.30	127,111		\$3,678,077	
HEARD	(UNINCORPORATED)	369.14	9,812	0.050305796	\$938,895	
HEARD	CENTRALHATCHEE	3.98	387	0.000656521	\$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	HARALSON	0.00	1	4.05865E-07	\$8	
MERIWETHER	LONE OAK	0.00	96	3.8963E-05	\$727	
MERIWETHER	LUTHERSVILLE	3.59	819	0.000782913	\$14,612	
MERIWETHER	MANCHESTER	34.35	3,683	0.005805388	\$108,350	
MERIWETHER	PINE MOUNTAIN	0.00	22	8.92902E-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		\$1,723,390	
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	476	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	\$433,306	
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		\$1,959,863	
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	18,036	0.066151235	\$1,234,630	
UPSON	THOMASTON	54.55	9,130	0.010551035	\$196,922	
UPSON	YATESVILLE	2.78	385	0.000505121	\$9,427	
UPSON	TOTAL =	526.14	27,551		\$1,440,979	



## REGIONAL TRANSPORTATION ROUNDTABLE – THREE RIVERS RC

- Butts County:** Chairman Mitchell McEwen ([mmcewen@buttscounty.org](mailto:mmcewen@buttscounty.org))  
Mayor (of Flovilla) Harvey Norris ([harveynorris@bellsouth.net](mailto:harveynorris@bellsouth.net))
- Carroll County:** Chairman Bill Chappell ([billchap@bellsouth.net](mailto:billchap@bellsouth.net))  
Mayor (of Temple) Rick Ford ([rford@temple.ga.us](mailto:rford@temple.ga.us))
- Coweta County:** Chairman Paul Poole ([ppoole@coweta.ga.us](mailto:ppoole@coweta.ga.us))  
Mayor (of Newnan) Keith Brady ([kbrady@cityofnewnan.org](mailto:kbrady@cityofnewnan.org))
- Heard County:** Chairperson June Jackson ([junejackson@heardcountyga.com](mailto:junejackson@heardcountyga.com))  
Mayor (of Ephesus) Denney Rogers ([ephesustinman@aol.com](mailto:ephesustinman@aol.com))
- Lamar County:** Chairman Jay Matthews ([jrm323@yahoo.com](mailto:jrm323@yahoo.com))  
Mayor (of Barnesville) Peter Banks ([peterbanks@bellsouth.net](mailto:peterbanks@bellsouth.net))
- Meriwether County:** Chairman Freddie Hines ([r.rainwater@meriwethercountyga.gov](mailto:r.rainwater@meriwethercountyga.gov))  
Mayor (of Woodbury) Ron Garrett ([rgarrettwdby@bellsouth.net](mailto:rgarrettwdby@bellsouth.net))
- Pike County:** Chairman Douglas Mangham ([ncook\\_pikeco@bellsouth.net](mailto:ncook_pikeco@bellsouth.net))  
Mayor (of Zebulon) Mike Beres ([mberes@bellsouth.net](mailto:mberes@bellsouth.net))
- Spalding County:** Chairman Eddie Goss ([goss777@bellsouth.net](mailto:goss777@bellsouth.net))  
Mayor (of Griffin) Cynthia Ward ([ksmith@cityofgriffin.com](mailto:ksmith@cityofgriffin.com))
- Troup County:** Chairman Richard Wolfe ([rwolfe@troupco.org](mailto:rwolfe@troupco.org))  
Mayor (of LaGrange) Jeff Lukken ([jlukken@lagrange-ga.org](mailto:jlukken@lagrange-ga.org))
- Upson County:** Chairman Maurice Raines ([khoo@upsoncountyga.org](mailto:khoo@upsoncountyga.org))  
Mayor (of Thomaston) Hays Arnold ([harnold@cityofthomaston.com](mailto:harnold@cityofthomaston.com))

**Preliminary Draft – For Initial Planning Purposes Only**

**Base Case Regional Sales Tax Forecast – Net of All Special Exemptions**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Northwest Georgia	120,672,000	127,685,000	134,426,000	141,841,000	149,423,000	156,775,000	164,369,000	172,277,000	180,482,000	188,964,000	197,773,000
Georgia Mountains	93,871,000	100,665,000	107,147,000	114,294,000	121,675,000	128,965,000	136,568,000	144,560,000	152,932,000	161,676,000	170,842,000
Atlanta Regional Commission	714,867,000	747,763,000	779,965,000	815,645,000	851,800,000	886,127,000	921,277,000	957,573,000	994,915,000	1,033,178,000	1,070,956,000
Three Rivers	74,655,000	79,657,000	84,432,000	89,685,000	95,092,000	100,399,000	105,916,000	111,696,000	117,730,000	124,002,000	130,555,000
Northeast Georgia	76,527,000	81,991,000	87,203,000	92,937,000	98,858,000	104,703,000	110,796,000	117,200,000	123,905,000	130,903,000	138,236,000
Middle Georgia	78,893,000	82,492,000	86,014,000	89,918,000	93,873,000	97,625,000	101,467,000	105,432,000	109,510,000	113,683,000	117,978,000
Central Savannah River Area	69,900,000	72,957,000	75,957,000	79,278,000	82,637,000	85,815,000	89,064,000	92,414,000	95,855,000	99,371,000	102,987,000
River Valley	52,410,000	54,339,000	56,271,000	58,418,000	60,580,000	62,594,000	64,644,000	66,747,000	68,896,000	71,083,000	73,322,000
Heart of Georgia	35,267,000	36,868,000	38,433,000	40,165,000	41,920,000	43,585,000	45,290,000	47,049,000	48,857,000	50,706,000	52,610,000
Southwest Georgia	45,036,000	46,713,000	48,388,000	50,258,000	52,142,000	53,897,000	55,683,000	57,516,000	59,391,000	61,295,000	63,244,000
Southern Georgia	56,799,000	59,727,000	62,561,000	65,688,000	68,870,000	71,922,000	75,061,000	78,314,000	81,673,000	85,124,000	88,691,000
Coastal	130,944,000	137,321,000	145,850,000	155,063,000	164,642,000	174,160,000	184,071,000	194,473,000	205,351,000	216,684,000	228,544,000
	1,549,841,000	1,628,178,000	1,706,647,000	1,793,190,000	1,881,512,000	1,966,567,000	2,054,206,000	2,145,251,000	2,239,497,000	2,336,669,000	2,435,738,000

**Low Case Regional Sales Tax Forecast – Net of All Special Exemptions**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Northwest Georgia	114,578,000	120,755,000	126,958,000	133,620,000	140,492,000	147,269,000	154,296,000	161,731,000	169,446,000	177,340,000	185,506,000
Georgia Mountains	88,563,000	94,526,000	100,455,000	106,836,000	113,479,000	120,152,000	127,136,000	134,594,000	142,406,000	150,484,000	158,918,000
Atlanta Regional Commission	681,762,000	710,732,000	740,488,000	772,708,000	805,653,000	837,478,000	870,197,000	904,541,000	939,877,000	975,705,000	1,010,923,000
Three Rivers	70,630,000	75,028,000	79,406,000	84,108,000	88,987,000	93,858,000	98,940,000	104,348,000	109,994,000	115,804,000	121,850,000
Northeast Georgia	72,269,000	77,069,000	81,839,000	86,961,000	92,293,000	97,645,000	103,245,000	109,223,000	115,483,000	121,951,000	128,701,000
Middle Georgia	75,256,000	78,426,000	81,681,000	85,207,000	88,812,000	92,291,000	95,868,000	99,621,000	103,481,000	107,389,000	111,397,000
Central Savannah River Area	66,762,000	69,457,000	72,234,000	75,236,000	78,302,000	81,252,000	84,281,000	87,455,000	90,715,000	94,012,000	97,390,000
River Valley	50,210,000	51,910,000	53,702,000	55,650,000	57,629,000	59,506,000	61,423,000	63,423,000	65,468,000	67,526,000	69,625,000
Heart of Georgia	33,655,000	35,066,000	36,513,000	38,078,000	39,678,000	41,223,000	42,810,000	44,475,000	46,187,000	47,919,000	49,696,000
Southwest Georgia	43,116,000	44,591,000	46,145,000	47,840,000	49,564,000	51,198,000	52,868,000	54,611,000	56,393,000	58,184,000	60,010,000
Southern Georgia	54,065,000	56,646,000	59,259,000	62,077,000	64,970,000	67,792,000	70,706,000	73,775,000	76,945,000	80,167,000	83,485,000
Coastal	126,242,000	131,766,000	139,730,000	148,124,000	156,926,000	165,819,000	175,114,000	185,022,000	195,385,000	206,071,000	217,211,000
Total	1,477,108,000	1,545,972,000	1,618,410,000	1,696,445,000	1,776,785,000	1,855,483,000	1,936,884,000	2,022,819,000	2,111,780,000	2,202,552,000	2,294,712,000