

Request for Board of Commissioners' Action

From: Faye Hughes Date: 7/28/2017

Subject: TSPLOST Projects Item Number: VIII-A

Southern Georgia Regional Commission and the TSPLOST Roundtable are working toward a TSPLOST Referendum. In order to prepare for the referendum the County is required to prepare a list of projects.

I have attached copies of information from the last TSPLOST that failed in 2011-2012. Also provided is the list of projects that were submitted for that referendum. Several of those projects are not longer valid, they are simply provided as an example.

The amount of funding disbursed to each County and its municipalities are based on centerline road miles and population. From the previous projections show Cook County would receive \$ 2,153,785 of the 75% TIA (Transportation Investment Act) funding and \$ 5,530,676 of 25% which is discretionary. The projects that have to be presented are those that would be paid for with the TIA funds or the portion of the 75% (\$2,153,785).

If the referendum is approved by the voters, then the funding would be coming into the county and municipal funds over ten (10) period.

The project list must be submitted for consideration by August 31, 2017.

Motion made by _____

Second made by _____

Any discussion: _____

Votes _____ yes _____ no

Motion carried/ failed

Project Key

Included in 75%

No.	Name		
1	Alabama Road from SR 37 to Old Quitman Road		\$ 2,323,010.00
2	Wood Road Extension and Paving	\$ 1,370,600.00	
3	County Road 204 North Union Road Resurfacing	\$ 693,375.00	
4	Intersection Improvement: SR 37 at SR 76 Roundabout		\$ 1,000,000.00
5	Intersection Improvement: SR 7/US 41 at CR 246/Central Ave.	\$ 1,000,000.00	
6	New Interchange: I-75 between Old Coffee Road (Exit 32) and Old Quitman Road (Exit 37)	\$ 20,800,000.00	
7	Bridge Replacement: Massee Post Rd over Brushy Creek	\$ 853,000.00	
8	Bridge Replacement: Antioch Rd over Little River Overflow	\$ 1,150,000.00	
9	Drainage Improvements: East Mitchell Street over Bear Creek	\$ 350,000.00	
10	Structure Repair: Futch Road over Lindsey Branch	\$ 35,000.00	
11	Bridge Repair: Rutland Bridge Road over New River	\$ 1,238,000.00	
12	Bridge Replacement: CR 240/Fellowship Road over Hutchinson Mill Creek	\$ 625,000.00	
13	Bridge Replacement: CR 243/Old Union Road over Morrison Creek	\$ 675,000.00	
14	Bridge Maintenance: CR 247/Massee Post Road over New River	\$ 90,000.00	
15	Bridge Maintenance: Lenox-Brookfield Road over New River	\$ 55,000.00	
16	Bridge Maintenance: CS 690/East Sixth Street over Bear Creek	\$ 90,000.00	
17	Structure Repair: Boyette Road over Bear Creek	\$ 45,000.00	
18	Drainage Improvements: S. Gordon Avenue over Bear Creek Tributary	\$ 25,000.00	
19	Drainage Maintenance: CR 240/Old Coffee Road over Franks Creek	\$ 25,000.00	
20	Cook County Airport Access Road	\$ 555,400.00	
21	Cook County Airport: Perimeter Fencing	\$ 935,000.00	
22	MIDS Public Transit System	\$ 3,516,897.00	
23	Barneyville Rd.	\$ 1,350,000.00	
24	Misc. Sparks Projects including 2nd Entrance to Fox Run Subdivision		
PROJECT TOTALS		\$	38,800,282.00



MEMO

TO: All SGRC Local Governments (Elected Officials, Managers and Clerks)

FROM: Corey Hull, Southern Georgia Regional Commission

DATE: January 3, 2012

RE: Transportation Investment Act of 2010 (TIA) 25% Local Discretionary Funds

On October 10, 2011 the Southern Georgia Regional Transportation Roundtable approved a regional transportation project list that contains 75% of the funds this region would receive if a transportation sales and use tax is approved by the voters on July 31, 2012.

The remaining 25% of the funds are allocated to local governments by formula (based on population and road centerline miles). While these funds are to be spent at the discretion of each local government on transportation related projects (see definition below), it is recommended that your local government begin to consider how these funds might be spent over the next 10 years. By identifying these projects now, your local voters will be able to know how all of the funds from this proposed sales and use tax will be spent in their local community. Please find attached the 10-year estimates for the 25% discretionary funding.

In order to have a central source for information about the proposed sales tax, we are asking local governments to submit your project lists for the 25% discretionary funding by March 31, 2012 to the below address:

If you have any questions regarding TIA or this notice, please call Corey Hull at 229-333-5277.

SGRC
ATTN: Corey Hull
327 W Savannah Ave.
Valdosta, Georgia 31601
Fax: 229-333-5312
Email: chull@sgrc.us

From the Official Code of Georgia 48-8-242:

“(10) "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.”

An Equal Opportunity Employer / Program

Table 1

Dollar Amount per Jurisdiction			
Est. 75% Pot:	\$ 503,239,020	Est. Total Rev.:	\$ 670,985,361
Jurisdiction	TIA 75% Pot Costs	10 yr. TIA 25%	Total Revenue
Atkinson	\$ 20,709,536	\$ 4,947,023	\$ 25,656,559
Pearson	\$ 2,557,579	\$ 391,574	\$ 2,949,153
Willacoochee	\$ 4,075,824	\$ 293,861	\$ 4,369,684
Bacon	\$ 4,624,597	\$ 7,829,928	\$ 12,454,525
Alma	\$ 2,708,740	\$ 778,241	\$ 3,486,980
Ben Hill	\$ 52,335,777	\$ 5,155,769	\$ 57,491,547
Fitzgerald	\$ -	\$ 2,290,816	\$ 2,290,816
Berrien	\$ 4,556,984	\$ 9,792,636	\$ 14,349,619
Alapaha	\$ -	\$ 156,860	\$ 156,860
Enigma	\$ 101,067	\$ 261,846	\$ 362,913
Nashville	\$ 511,759	\$ 989,928	\$ 1,501,687
Ray City	\$ 155,565	\$ 152,036	\$ 307,601
Brantley	\$ 1,738,717	\$ 8,244,314	\$ 9,983,030
Hoboken	\$ -	\$ 207,895	\$ 207,895
Nahunta	\$ -	\$ 318,916	\$ 318,916
Brooks	\$ 15,625,504	\$ 8,202,375	\$ 23,827,878
Barwick	\$ -	\$ 61,091	\$ 61,091
Morven	\$ 1,266,933	\$ 163,976	\$ 1,430,909
Pavo	\$ -	\$ 20,459	\$ 20,459
Quitman	\$ 635,876	\$ 826,516	\$ 1,462,392
Charlton	\$ 4,784,241	\$ 4,285,899	\$ 9,070,140
Folkston	\$ 2,285,427	\$ 474,840	\$ 2,760,267
Homeland	\$ -	\$ 353,355	\$ 353,355
Clinch	\$ 16,338,431	\$ 7,379,939	\$ 23,718,370
Argyle	\$ 230,697	\$ 66,286	\$ 296,984
Dupont	\$ -	\$ 69,550	\$ 69,550
Fargo	\$ -	\$ 107,733	\$ 107,733
Homerville	\$ 2,666,609	\$ 410,162	\$ 3,076,771
Coffee	\$ 20,162,768	\$ 14,569,250	\$ 34,732,018
Ambrose	\$ -	\$ 134,313	\$ 134,313
Broxton	\$ 39,740,924	\$ 291,593	\$ 40,032,517
Douglas	\$ 26,969,304	\$ 2,205,954	\$ 29,175,258
Nicholls	\$ -	\$ 366,651	\$ 366,651
Cook	\$ 2,153,785	\$ 5,530,676	\$ 7,684,462
Adel	\$ 530,604	\$ 1,243,325	\$ 1,773,929
Cecil	\$ -	\$ 94,354	\$ 94,354
Lenox	\$ -	\$ 292,841	\$ 292,841
Sparks	\$ -	\$ 419,162	\$ 419,162
Echols	\$ 1,220,389	\$ 2,327,439	\$ 3,547,828
Irwin	\$ 7,303,025	\$ 6,314,461	\$ 13,617,486
Ocilla	\$ -	\$ 916,070	\$ 916,070
Lanier	\$ 660,052	\$ 3,219,005	\$ 3,879,057

Table 1

Dollar Amount per Jurisdiction			
Est. 75% Pot:	\$ 503,239,020	Est. Total Rev.:	\$ 670,985,361
Jurisdiction	TIA 75% Pot Costs	10 yr. TIA 25%	Total Revenue
Lakeland	\$ -	\$ 583,582	\$ 583,582
Lowndes	\$ 93,846,751	\$ 13,903,867	\$ 107,750,618
Dasher	\$ -	\$ 310,084	\$ 310,084
Hahira	\$ -	\$ 526,799	\$ 526,799
Lake Park	\$ -	\$ 197,479	\$ 197,479
Remerton	\$ -	\$ 133,293	\$ 133,293
Valdosta	\$ 45,775,136	\$ 8,003,144	\$ 53,778,280
Pierce	\$ 12,611,961	\$ 8,593,421	\$ 21,205,382
Blackshear	\$ 1,356,839	\$ 809,932	\$ 2,166,771
Offerman	\$ -	\$ 186,439	\$ 186,439
Patterson	\$ -	\$ 207,235	\$ 207,235
Tift	\$ 58,465,994	\$ 8,691,987	\$ 67,157,981
Omega	\$ -	\$ 293,117	\$ 293,117
Tifton	\$ 9,182,914	\$ 3,058,233	\$ 12,241,147
Ty Ty	\$ -	\$ 265,985	\$ 265,985
Turner	\$ 1,707,659	\$ 5,127,990	\$ 6,835,649
Ashburn	\$ -	\$ 778,841	\$ 778,841
Rebecca	\$ -	\$ 108,753	\$ 108,753
Sycamore	\$ -	\$ 155,036	\$ 155,036
Ware	\$ 32,554,506	\$ 10,628,055	\$ 43,182,561
Waycross	\$ 3,945,190	\$ 3,024,250	\$ 6,969,440
Total	\$ 503,239,020	\$ 167,746,439	\$ 670,985,459
Project and Revenue Estimates are inflated			
Includes 7,141,355 in administration fees			

TSPLOST Project Submission Form

1. Local Government/Organization Name:

2. Project Name:

3. Project Description Summary:

* Provide a detailed description of the project that includes location/limits (especially city and county limits), project components and functional improvements. Please include beginning and ending location.

4. Program Area (Select all that apply): Roadway Capital, Roadway & Bridge Maintenance, Safety and Traffic Operations, Freight & Logistics, Aviation, Bicycle and Pedestrian, Transit Capital, Transit Operations & Maintenance

5. Public Benefit (Check all that apply and explain how project can achieve that goal below): Enhance Safety, Congestion Relief, Economic Development, Increase Modal Options, Other

6. Project Priority: High, Medium, Low

7. Total Project Funding (current dollars) for:

(Enter only whole numbers. Do not include commas, dollar signs, or decimal points.) Phases include: Design, Right-of-Way, Construction, Transit Operations, Transit Capital, Utility, Other. Also include total cost and total amount requested.

Estimate Provider:

* If the project is not fully funded by the Transportation Investment Act (TIA), please explain other sources of funding for the project:

Provide documentation of your estimate by uploading the documentation.

8. 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 Plan or Transportation Improvement Program (TIP), local Capital Improvement Plan, local Comprehensive Plan, other Transportation Study, other.
- b. Provide the percentage complete for the following: Environmental Documentation, Design Plans, Right-of-Way Acquisition,
- c. Will project be located in any designated corridor (GRIP, etc.)? Yes/No

9. If funding were available today, provide the estimated completion time (number of months) for each phase: Design, Right-of-Way, Construction, and Utility

10. Please include any additional comments or contact information below:

Georgia Department of Transportation's FINAL Criteria for TFA (2017) in the Southern Georgia Region

Adopted July 13, 2017

A. Applicable to All Program Areas

- I. Projects must be from plans and/or studies (for example, the GDOT work program, MPO long-range plan and short-range transportation program, county transportation studies, etc.) and needs as assessed by local governments and the Regional Roundtable.
 - i. The Final Constrained Project Investment List is required to expend at least 30 percent of the estimated revenue on projects included in the state-wide strategic transportation plan.
- 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 ten-year sales tax period.
- III. Each project phase included in the investment list, and each phase necessary to complete the same, regardless of funding sources, must demonstrate full funding.
- 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 four 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

- I. The projects that qualify under "roadway capital" serve origins or destination or trips to/from and within major employment and activity centers throughout the region. Consideration should be given to the daytime population of regional cities. These projects could be new roads, roadway widening, interchanges, interstate improvements, bridges/railroad under/overpasses, 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 (example: roadways functional classified as arterial or collector) that connect major regional employment or activity centers or high density residential areas. Consideration should be given to the daytime population of regional cities. Priority will be based on risk, on PACES ratings provided by GDOT or upon request by local elected officials.
- II. Bridge maintenance and replacement shall be determined based on ratings provided by GDOT and/or other ratings

D. Safety and Traffic Operations

I. Safety

- i. Projects that 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 improvements, or address a specific highway safety deficiency. The objective of each project must be to reduce fatalities and serious injuries.
- iii. Project may include intersections improvements to address safety concerns, shoulder widenings, pedestrian/bicycle safety improvements, hazard eliminations at rail-roadway crossings, traffic calming measures, installation of guardrails, crash attenuators, traffic signal upgrades, signage, and pavement marking improvement projects, etc.

II. Traffic Operations

- i. Projects that improve or enhance the region's intelligent transportation system network, incident management program or signal coordination and timing.
- ii. 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 plan.
- II. Projects that enhance the flow of freight transported by trucks and/or rail (ex. railroad under/overpasses and other rail grade crossings).
- 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, navigational aids, and safety improvements or enhancements.

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

H. Transit Capital

- I. Capital expenditures may include new, systematic replacement, upgrades, refurbishment, and other capital project expenditures.
- II. New fixed guide way 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

- I. Any funding must first serve to enhance the existing local or regional transit service in operations 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.