

---

**MINUTES**  
**TECHNICAL COORDINATING COMMITTEE**  
**September 16, 2010**

**MEMBERS**

**PRESENT:**

Mary Teter, Interim Planning & Development Services Director  
Larry Cook, Dougherty County Public Works Director  
Bill Bradley, County Public Works  
Don Cheek, Dougherty County Chief of Police  
Richard Bramlett, Deputy Director of Albany Public Works  
Bob Alexander, Lee County Director of Planning & Engineering  
Joe Sheffield, GDOT District Engineer  
Brent Thomas, GDOT  
Radney Simpson, GDOT  
Audrey Johnson, GDOT  
Bruce Maples, Engineering Director  
Ken Breedlove, Albany Signal Engineer  
Randy Casagrande, Albany Traffic Engineering Manager  
Dwain Cosby, Transit Director  
Yvette Aehle, Airport Director  
Bob Takash, Albany Recreation Department  
Gerald Goosby, Southwest Georgia Regional Commission  
Orlando Rambo, Destiny Tours  
David Hamilton, Transportation Planner

**NON-VOTING**

**MEMBERS**

**PRESENT:**

Shane Prigden, GDOT  
Cindy Vandyke, GDOT Planner  
Dr. Charles Gillespie, CTC Chairman  
Jennifer Newton, Administrative Secretary, SR

**OTHERS**

**PRESENT:**

Al Crace, Interim Lee County Administrator  
Gloria Gaines, County Commissioner

**CALL TO ORDER**

Ms. Teter called the meeting to order at 9: 02 a.m.

**APPROVAL OF MINUTES**

A motion was made by Mr. Maples to approve the June 17, 2010 minutes. Ms. Aehle seconded the motion, and the minutes were approved with the following votes:

Mary Teter	yes
Larry Cook	yes
Bill Bradley	yes
Don Cheek	yes
Richard Bramlett	yes
Bob Alexander	yes

John Proctor	absent
Joe Sheffield	yes
Brent Thomas	yes
Audrey Johnson	yes
Bruce Maples	yes
Ken Breedlove	yes
Randy Casagrande	yes
Dwain Cosby	yes
Yvette Aehle	yes
Bob Takash	yes
Gerald Goosby	yes
Orlando Rambo	yes
David Hamilton	yes
MCLB Rep	absent

**TOPIC I – Administrative Modifications for FY 2011-2014 TIP**

Mr. Hamilton stated that since the DARTS MPO approved the FY 2011-2014 Transportation Improvement Program on June 17, 2010 that it has become necessary to make minor administrative modifications to the program. The modifications are: the Leesburg North Bypass right-of-way phase moved from FY11 to FY12, utility cost of \$345,896 was added to FY13, and the construction cost was reduced to \$6,024,427; the SR 133 Road Widening right-of-way phase was moved from FY13 to FY14; the Bridge Maintenance project was added to FY11-14 TIP; the Albany Streetscape project was added to FY11-14 TIP; the Albany Project Cost Detail was updated; the Albany Project Cost Summary was updated, and the Albany Total Expected Highway STIP Funds were updated. Handouts were passed around to illustrate.

A motion was made by Mr. Simpson to recommend approval of the Administrative Modifications for the FY 2011-2014 TIP to the Policy Committee. Mr. Alexander seconded the motion, and the approval of the Administrative Modifications for the FY 2011-2014 TIP was recommended with the following votes:

Mary Teter	yes
Larry Cook	yes
Bill Bradley	yes
Don Cheek	yes
Richard Bramlett	yes
Bob Alexander	yes
John Proctor	absent
Joe Sheffield	yes
Brent Thomas	yes
Audrey Johnson	yes
Bruce Maples	yes
Ken Breedlove	yes
Randy Casagrande	yes
Dwain Cosby	yes
Yvette Aehle	yes
Bob Takash	yes
Gerald Goosby	yes

Orlando Rambo	yes
David Hamilton	yes
MCLB Rep	absent

## **TOPIC II – Transit Report**

Mr. Hamilton introduced Dwain Cosby as the new Transit Director. Mr. Cosby stated that there was nothing new to report at the time.

Mr. Alexander introduced the Interim Lee County Administrator, Al Crace.

## **TOPIC III – Topics Report**

Randy Casagrande distributed the Topics Report and reported that there was nothing new to update.

## **TOPIC IV – House Bill 277**

Mr. Simpson stated that he would discuss the following concerning House Bill 277: draft criteria for project selection, Regional Transportation Roundtable, Executive Committee, draft investment list, final investment list, Citizen Review Panel, and Georgia State Financing and Investment Commission. The Transportation Sales and Use Tax creates 12 special tax districts based on RC boundaries. Each district can levy a 1% sales tax for ten years. Individual counties cannot opt out. The money raised in the District, stays in the District. The money is not subject to Congressional District Balancing. The House Bill 277 also includes elements regarding MARTA, Rural and Human Services Transportation, and Transit Governance Study for Metro Atlanta area. In August 2010, via a letter, the Director of Planning, Todd Long, provided the draft criteria for the development of a draft investment list of projects and programs to be considered by local governments and MPO's within all 12 districts. The draft criteria were developed using four investment goals noted in the current Statewide Strategic Transportation Plan – support Georgia's economic growth and competitiveness, ensure safety and security, maximize the value of Georgia's transportation assets, and minimize the impact of transportation on the environment. Comments on the recommended criteria are due to the Director of Planning by September 30, 2010. The non-Atlanta draft criteria are: 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%, and roadway and bridge maintenance (asset management) 0-5%.

Mr. Alexander asked where economic development comments would fit into the criteria. Mr. Simpson suggested the component of freight and logistics. Mr. Sheffield also suggested that economic development could fit under roadway capital.

In consideration of the comments received, the recommended district criteria will be issued by the Director of Planning on or before November 15, 2010. The recommended criteria report must include notice of the first meeting of the Regional Transportation Roundtable. At the initial Roundtable meeting, the recommended criteria may be approved as written or amended by the Roundtable. The bill establishes a Regional Transportation Roundtable in each special district. It consists of two members from each county (14 counties) which are the County Commission Chairman plus one mayor from the county and a Mayor elected by mayors of the county. The bill establishes an Executive Committee which includes five members from the Roundtable committee selected by its members and two non-voting legislators selected by Transportation Chair of House and one non-voting legislator selected by Senate Transportation Chair. The first meeting will be held after November 15, 2010 and the final meeting will be held after August 15, 2011. After the final criteria is developed, the Director of Planning will provide an example investment list and provide to districts Executive Committee. The

draft list does not have to be fiscally constrained. Local governments, MPOs and members of the General Assembly whose districts are within or partially within the RC boundary may submit projects to the Planning Director. The Executive Committee and Planning Director creates a fiscally constrained draft investment list, which is approved by Executive Committee and Roundtable. By August 15, 2011 the Planning Director will provide a financially constrained draft investment list to local governments, MPOs, and members of the General Assembly. The draft list will include specific public benefits of the investment list, including congestion mitigation, increased lane capacity, public safety, and economic development. The draft list will also include a notice of the date, time, and location of each district's Executive Committee meetings and final Roundtable Committee meeting. Prior to the final Roundtable meeting, the Executive Committee must hold two public meetings on the final investment list. After the public meetings, the final project list goes to the Roundtable for approval. A majority vote is required. The Roundtable can approve the final project list as submitted or amend with substitute projects from the draft project list. The final project list is completed no later than October 15, 2011. By October 15, 2011, if the final investment list is not approved by the Roundtable, a "special district gridlock" is declared. The gridlocked district cannot call a new vote for 24 months. The local governments in the district must match 50% of their Local Maintenance and Improvement Grants (formerly known as State Aid/LARP). There will be a statewide vote in the general primary of 2012. If the tax is not approved in the district, then the local governments in the district must match 30% of their Local Maintenance and Improvement Grants. It cannot be revisited for 24 months. If the tax is approved in the district, then collection begins at least 80 days from election. The local governments in the district would then only match 10% of their Local Maintenance and Improvement Grants for the next ten years. A portion of each district's revenues will be designated for discretionary use by local governments within the district, based on the LARP formula. The discretionary portion is 15% in the Metro Atlanta Region and 25% in all other districts. The City of Albany would receive approximately \$905K for local projects in 2013. Unincorporated Dougherty County would receive approximately \$450K for local projects in 2013. 12% of the Southwest Georgia Region's discretionary money would be spent in Dougherty County (there are 14 counties in the region). Proceeds of the tax may only be used for projects identified on final project list, which includes construction, maintenance, and operations (excludes maintenance and operations of MARTA's existing system). The projects may include transit capital expenses and revenues may also be used to fund a 20-year reserve for a district's transit maintenance and operations requirements (includes new MARTA capital projects). Upon conclusion of the ten year levy, the list development process and ballot may be reinitiated per a majority of the district's counties and a special act of the General Assembly. A five member Citizens Review Panel will be charged with the review of the administration of the projects and programs included on the final investment list. Members of the panel must be residents of the region. The Speaker has three appointees and the Lt. Governor has two. Beginning January 1, 2013, this panel must annually report to the General Assembly on project progress and expenditures. The Georgia State Financing and Investment Commission (GSFIC) will serve as the trustee for each district's funds. GDOT will manage the budget, schedule, execution, and delivery of all projects in the state, except bus and rail mass transit systems and passenger rail in the Metro Atlanta Region, which will managed by GRTA. GDOT and GRTA are authorized to determine whether a project should be designed and constructed by the department, by a local government, or by another public or private entity. The DOR Commissioner will publish and maintain a website that shows a project's status and whether the project is over or under budget. Information on House Bill 277, the Statewide Strategic Transportation Plan, project criteria, revenue projections, and SB 200 can be found at [www.it3.ga.gov](http://www.it3.ga.gov).

Commissioner Gaines inquired about how the 12% was determined for Dougherty County – what was the formula to determine that percentage. Mr. Simpson said that he did not have that information but it could be found on the website.

Mr. Alexander asked what the advantages or disadvantages of utilizing these funds for the projects that are already in the TIP. Mr. Simpson noted that the House Bill 277 funds could be used to supplement projects that are already in the pipeline. The 277 funds are separate and above funding that we already get.

Commissioner Gaines asked what the total projected revenue for the entire area was. Ms. VanDyke thought it was \$45 million for the southwest region

#### **OPEN DISCUSSION**

There was no open discussion.

#### **ADJOURNMENT**

There being no further discussion, the meeting was adjourned at 9:37 a.m.