

## **FINAL CRITERIA FOR SPECIAL TAX DISTRICTS WITHIN THE RIVER VALLEY REGION**

*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 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 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.

## **Criteria for Special Tax Districts Within the River Valley Region**

### **1. 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. 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.)

## Revenue Projections from State Economist

### Overview

10-Year revenue projections were preliminarily provided from the State Economist during July of 2019. The Executive Committee plans to emend this forecast for improved accuracy and will set the final date for the projection from the State Economist.

The 25% local discretionary amount was subtracted from the total forecast. The remainder was also reduced due to inflation of 3.6% and a program administration cost of 4.8%. After those reductions, the remaining amount is what is available for development of a regional transportation investment list.

### 10-Year Revenue Projections for the River Valley Region (2023-2032)

<b>10 Year TIA Forecast (2023-2032)</b>	<b>\$ 540,290,751.54</b>
Local Discretionary 25%	\$ 135,072,687.89
Administration of the Program 4.8%	\$ 19,450,467.06
Reduction due to Inflation 3.6%	\$74,133,972.31
<b>Present Value for Investment List</b>	<b>\$ 311,633,624.29</b>