

If local governments are submitting projects that are currently on GDOTs' short or long range lists should they submit that project/phase exactly as that respective PI number lists it in TPRO or should they list the entire project/multiple phases? An example would be SR 107 in Turner and Ben Hill counties that is three or four phases, but really one corridor.

Generally speaking, it's best to submit the project(s) as one corridor and insert the PI numbers in parenthesis for the sake of posterity and identification. However, there will be instances where the local government may want to lengthen or shorten the existing project so in those cases the applicant needs to specify those limits and note accordingly that they wish to modify the length of the project.

Will there be any formal coordination between regions for projects that cross regional boundaries (like SR 133 – Albany to Valdosta)?

That primarily will fall on the shoulders of the respective regions as far as coordination is concerned. The Director of Planning will coordinate from his end to ensure "gaps" are properly addressed.

Many local communities are requesting that a more detailed timeline for the steps to be taken between now and October 2011 be produced. A more detailed timeline will be developed and distributed to the Regional Commissions and posted on the TIA 2010 website.

Are transit administrative staff eligible under the operations and maintenance criteria? Under the section 'cost of a project' in HB 277, "staff" is not really mentioned; instead it refers to 'technical personnel' which is more along the lines of engineering, attorneys, planners, accountants, architects, etc in relationship to the project itself. However, item (J) under the same section mentions 'administrative expenses'. *Administrative expenses of the special district and such other expenses as may be necessary or incidental to any project of the special district or the financing thereof...* It appears that administrative staff would be considered eligible provided it's demonstrated that their "work" is tied to the project and necessary to the operation of the project in question as well as documented/framed as 'administrative expenses'.

How is the money drawn down for the 25% pot? DOT staff plans to make contact with Department of Revenue and GSFIC in the near future to clarify the flow of funds. It is hoped that the distribution will be very quickly as with other local sales tax programs. The bill reads as follows: "*Proceeds described in this subsection shall be distributed to the local governments on an ongoing basis as they are received by the commission*". This Commission is GSFIC.

How are projects that are submitted by several jurisdictions going to be handled, or if several jurisdictions submit one project? The Director of Planning will coordinate to the extent possible that projects on the unconstrained list will have adequate continuity. As far as handling project submittals by multiple jurisdictions, each project will have its respective form and will be filed accordingly. How is this regional support going to be communicated to the Executive Committee and RTR? This question might imply that there is some sort of summary of submittals or degree of popularity for a project. If that is the case, then the RC can communicate this information or desire to the Director of Planning in April.

How long after the 10 year tax will these funds be available to finish projects, assuming that some that start construction in year 9 or 10 may not be complete? We believe that projects have to be complete or underway at the end of the collection period. However, there may be a case for a project that does not start until after all the proceeds are collected.

Who is going to work with the executive committee to go over the list of projects, GDOT or the RCs, assuming that several EC meetings will have to be had? GDOT/Todd Long will coordinate with the executive committee per the bill (i.e. "in collaboration with the director shall choose..."). However, we are very much desiring RC staff to help with coordination of meetings, staffing assistance, etc.

Will GDOT adjust timelines from what a local government submits? **GDOT will adjust scheduling and/or costs where appropriate to ensure that a project is delivered or started within the 10 year timeframe.**

Would a project existing in the current GDOT pipeline get a more favorable priority over other projects, since it already has work begun (Env., PE or ROW) on it? **It will depend on the project and the circumstances involving that particular project. Projects, regardless of whether they're GDOT programmed or locally sponsored/managed, that have had some significant work done on it will naturally lend themselves to being good candidates for the list, considering their higher probability of getting constructed within 10 years in comparison to projects that have not had any work done on them. However, a good project is considered a good project --- especially when it can be demonstrated it will/can be constructed within 10 years.**

If a community needs to replace water and sewer infrastructure under a road does this funding pay for that (like it does on some federal-aid project)? **Utility costs are eligible when they are consequent and/or associated with a project (i.e. as defined in the bill). Utilities are not considered eligible when they can be considered an independent undertaking. For instance, if a project can stand-alone without impacting utilities then utility costs are not eligible. This bill does not qualify infrastructure upgrades (i.e. betterment) as eligible costs which is similar to other projects.**

If a community wants to increase the water and sewer size while the roadway is the community only responsible for paying the additional cost or all of the cost associated with this type of utility improvement? **This is considered a "betterment". The extra costs would have to be shouldered by other funds.**

Is moving utilities an eligible expense? **See above. As long as it's tied to a project; however stand-alone utility work is not eligible.**

We understand that widening a road from 2 to 4 lanes is eligible, what about widening a road 2 feet to meet current design standards? Is this considered a road widening (roadway capital) project or a roadway maintenance project? **This type work would be considered either a maintenance activity or safety project. However, if the road is widened 2' for the sake of providing bike/ped, then it would fall under bike/ped. The nature, scope, and purpose of the project will help flush this out further.**

What design standards must these projects be designed for (local, state, federal), lower design standards are often have a lower up front capital expenditure? **For roadway projects, governments in Georgia are bound by the AASHTO Design Guideline. The use of Georgia Standards is still subject for debate. The plan development process will be discussed more fully at a later date. For projects that have federal monies, the formal GDOT Plan Development Process must be followed since our FHWA partners have approved that process. For state only funded projects, we will follow a process similar to our existing LMIG program.**

For the 25% discretionary pot is all roadway mileage (local, state, federal) calculated or is it just local roads? **This answer can be found on the website [www.it3.ga.gov](http://www.it3.ga.gov). After much discussion with the general assembly on legislative intent, we have set up the discretionary formulas based on the old LARP program. State route miles are NOT included in calculations.**

Many local communities are looking for a local or state champion for the marketing of the sales tax. **A statewide campaign, predominantly steered by the chamber of commerce(s), is underway and information regarding public outreach is forthcoming. We are clearly in the local official education process at the moment. Please stay tuned.**