

River Valley TIA Program

August 22, 2012



Overview

Introduction – Todd Long, Deputy Commissioner

TIA reminders – Russell McMurry, Director of Engineering

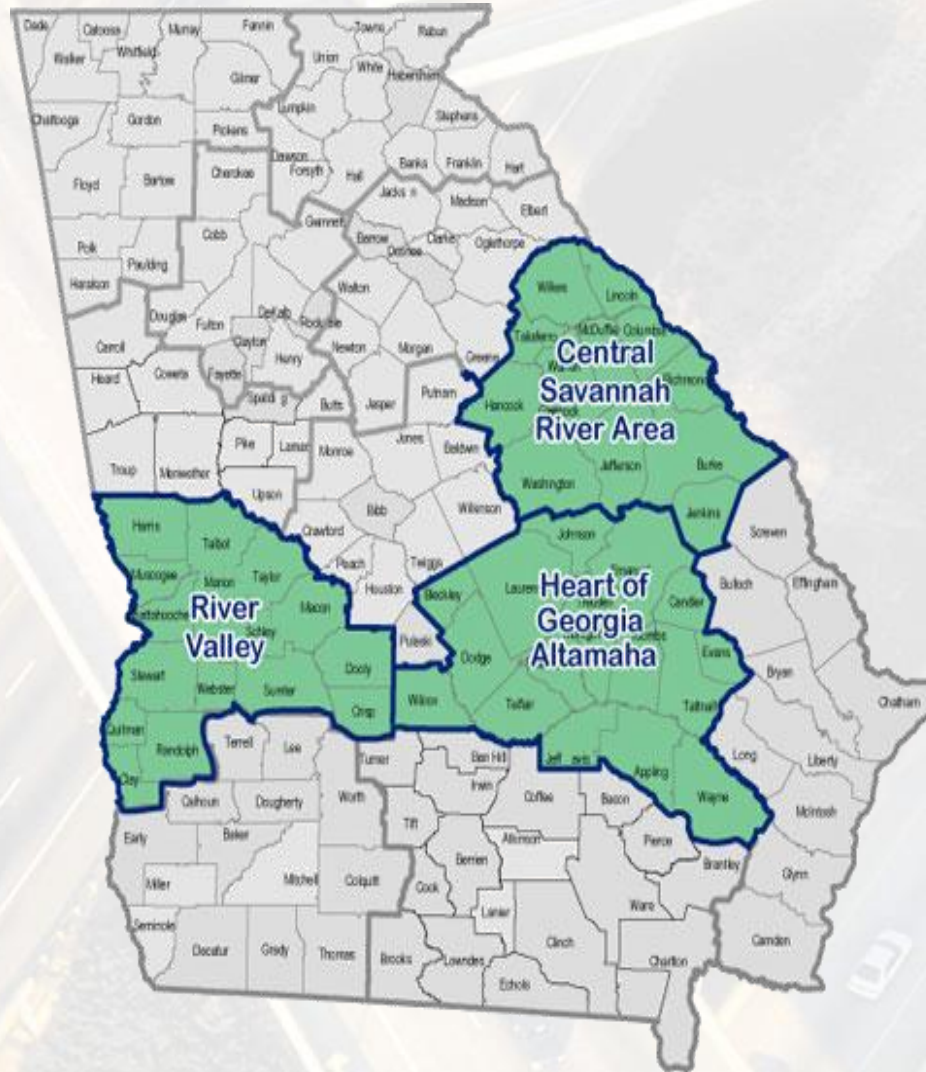
GSFIC overview – Susan Hart Ridley, Director of Finance & Investment

TIA program delivery – Mike Dover, TIA Administrator

LMIG update- Todd Long

Questions

Success!



TIA Proceeds



75%

Approved Investment list



25%

Local discretionary



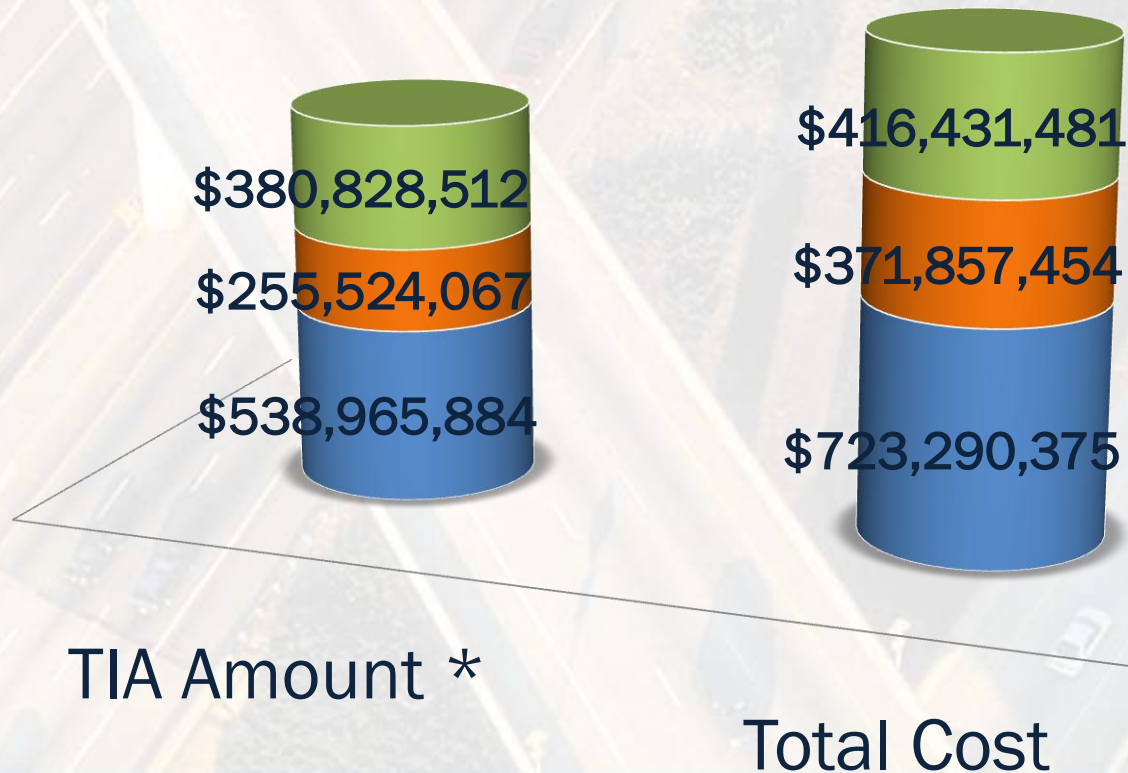
No GDOT involvement
GSFIC to each County & City

Use of Funds

Code 48-8-42(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.

Regional Project Funds

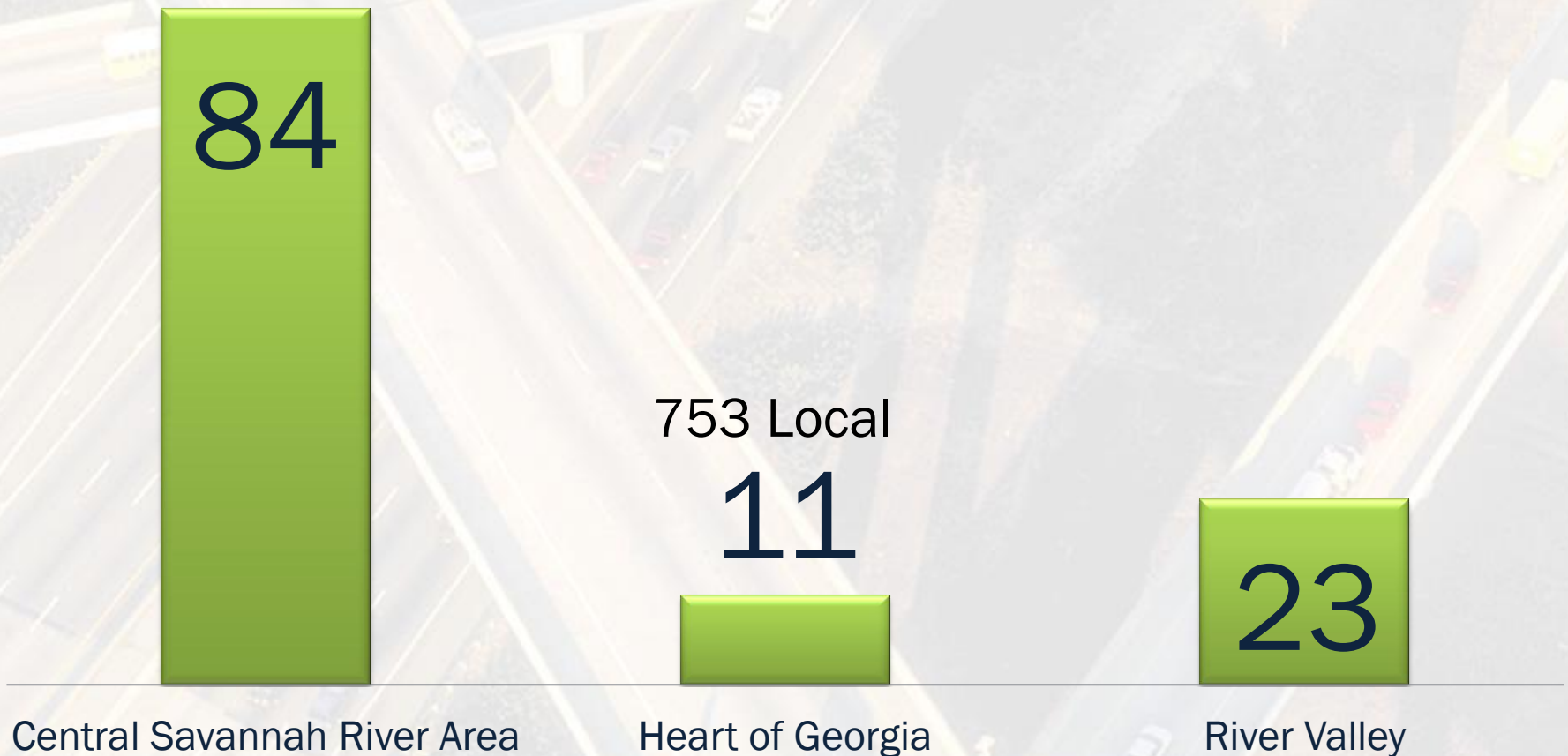
- Central Savannah River Area
- Heart of Georgia
- River Valley



***2011 dollars**

Projects to be Delivered

871



River Valley

Congressional Districts: 2, 3, 8

GDOT Districts: 3, 4

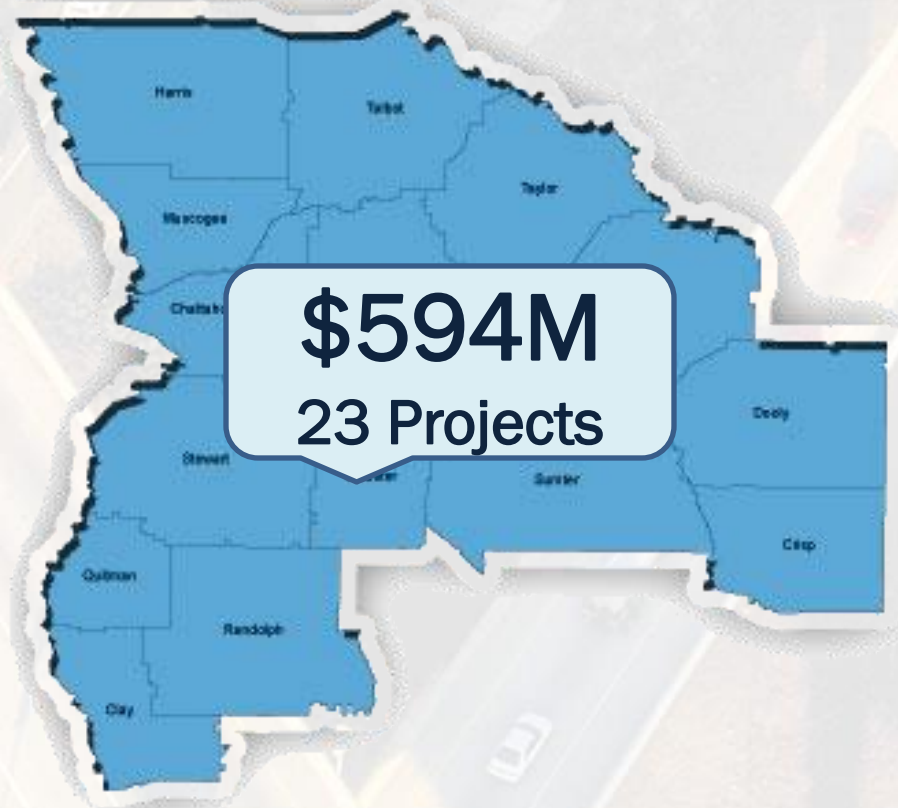
Counties: 16

Population:

- 377,877

Annual Revenue:

- \$50.7M



*** 2011 DOLLARS**

3 Fundamental Elements of Delivery

- Project budget driven program
- “Pay as you go”
- Design and Construct to available budget

Project Delivery

100% TIA

- TIA Manual (Process and Procedures)
 - Project Initiation



Project Close Out

Blended

Follows
current
Federal Aid
Process

Roles

Citizens Review Panel

Tax Collection

Financial

Program
Management

Project Delivery

Regional
Commissions

Dept. of
Revenue

GSFIC

GDOT

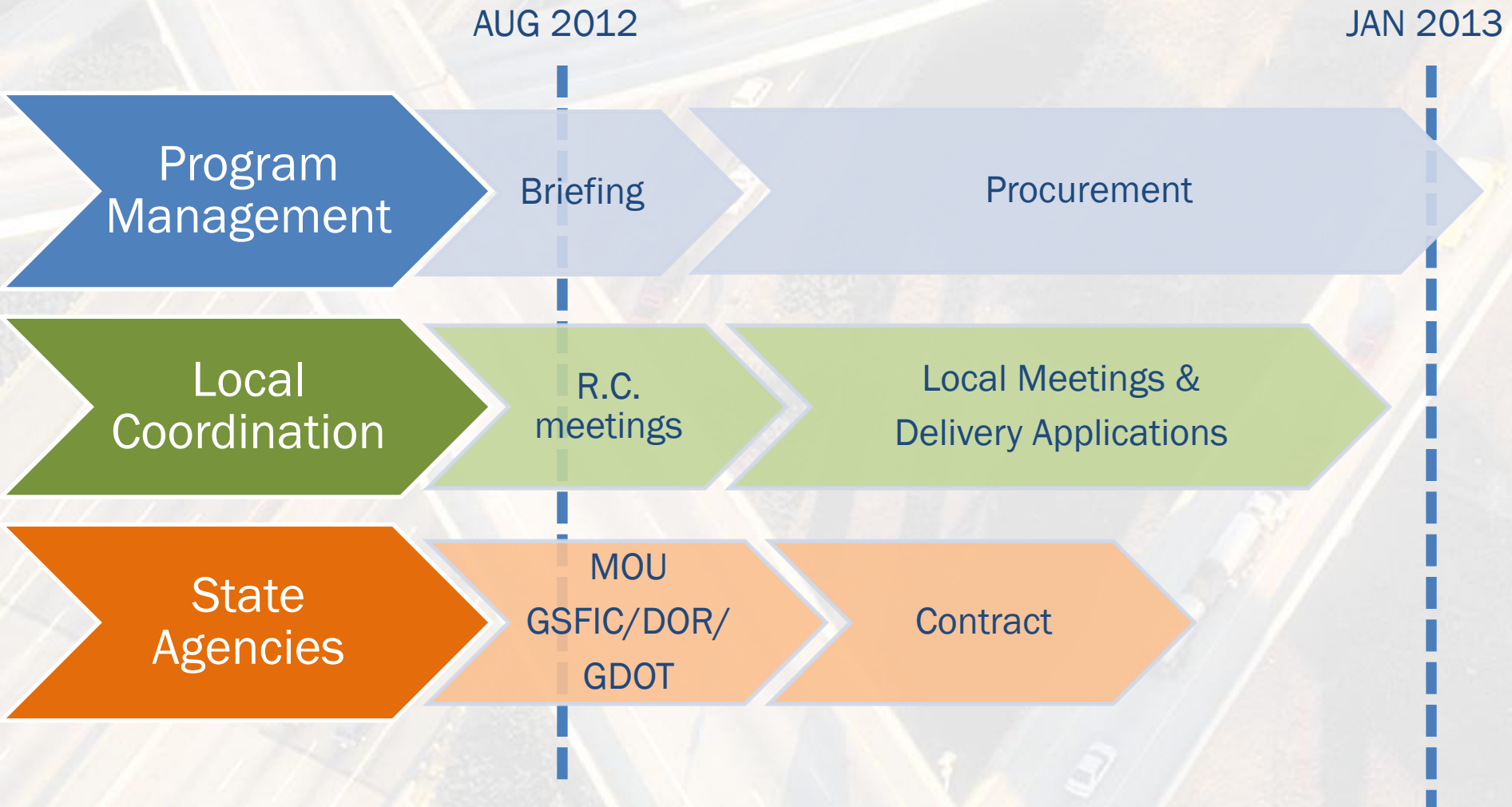
Consultant
or
Local
or
GDOT

JAN
2013

1st funds
available
March
2013

O.C.G.A
48-8-249

Pre Collections Time Line



Program Management Structure

1 Program Manager for all 3 Regions

Program management funds from approved investment list

• CSRA	\$ 10,270,562
• HOG	\$ 5,000,000
• River Valley	\$ 5,676,751
Total	\$ 20,947,313

Uses: Citizens Review Panel per diem, GSFIC Administrative Cost, Program Audits, RC meeting costs, Program Management

Program Manager can have program and project charges

Program Manager Role

Overall Management of the Program – Delegated Delivery approach

- Minimal role of GDOT in delivery
- Limited GDOT reviews and approvals
- GDOT reserves rights to audit and QA inspections

Program Manager Goals

- Deliver the Program
- Manage Schedules, budgets & quality
- Transparency
- Accountability
- Establish a Unified Framework
- Consistency in Methods & Procedures
- Provide Progress Reporting for 3 Regions

Program Management - Basic Roles

Financial Controls

- Budget mgmt
- Forecasting
- Scheduling
- Risk Mgmt
- Audits

Program Controls

- Schedule management
- Data integration
- Engineering Services
- Reporting
- Document Control
- Project audits

Technical

- Concept development
- Concept validations(local)
- Environmental approvals & permitting
- ROW approvals
- Utility coordination
- Mgmt of CEI/testing
- QC/QA

Program Management - Basic Roles

Administrative

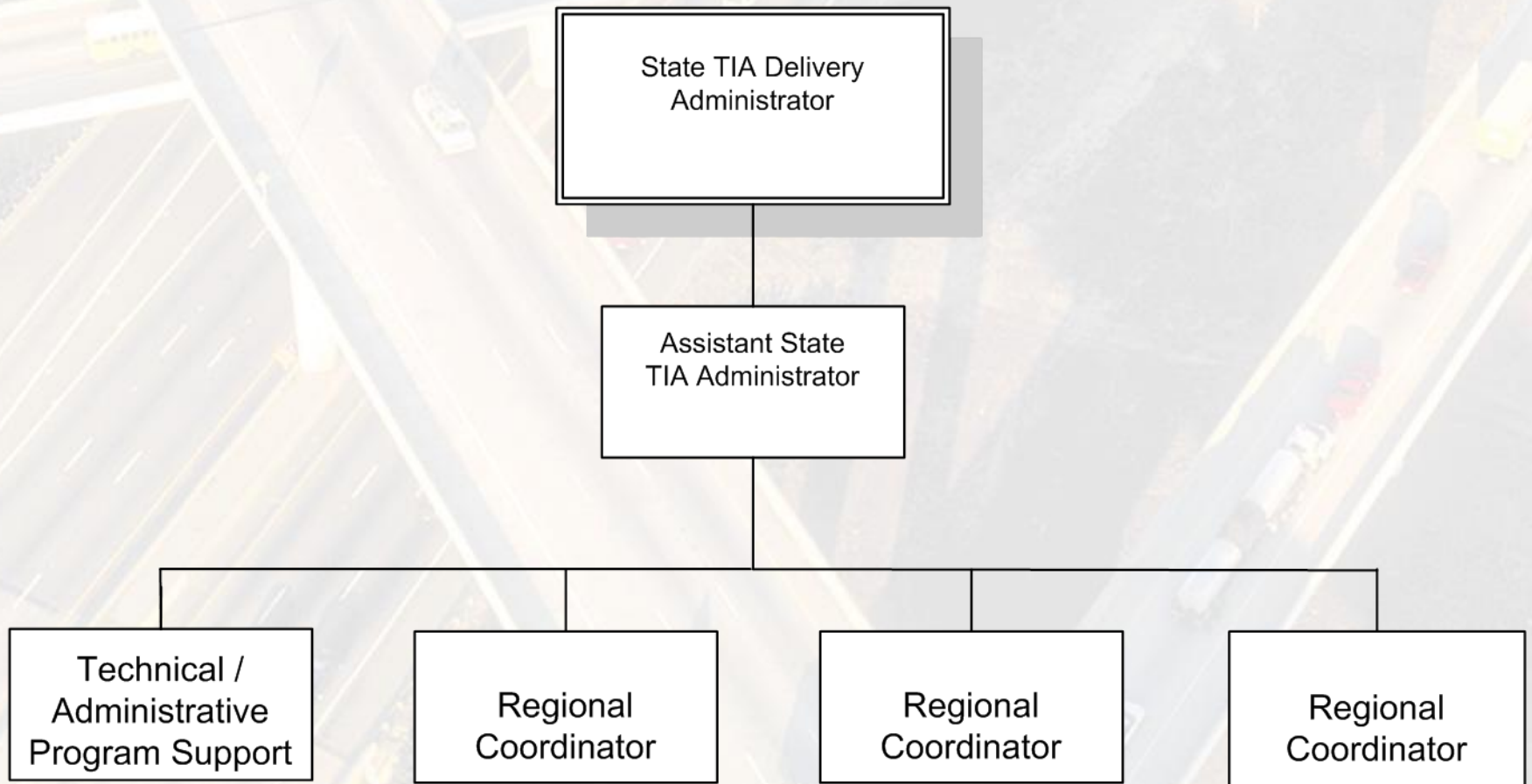
- Accounting
- Invoicing
- IGA coordination
- Procurement support

Communication

- Public Involvement
- Stakeholder Mgmt
- Dashboard Reporting
- Media Support
- Web/Social media

Georgia DOT Role

Oversight of the Program Manager



Local Maintenance and Improvement Grant Program



Local Maintenance and Improvement Grant Program

Restructured under SB 200 in 2009

Section 32-5-27 (d) dictates that former LARP and State-AID be combined to form LMIG. Must be at least 10% but not more than 20% of State Motor Fuel Tax receipts

Local Maintenance and Improvement Grant Program

Match for LMIG changes per HB 277 in 2010

Section 48-8-244(d) says that match on LMIG will be 10% for those jurisdictions that pass TIA and 30% for those jurisdictions that do not pass TIA

Local Maintenance and Improvement Grant Program

Per Section 32-5-27 (d) Such formula shall include considerations of paved and unpaved lane miles and vehicle miles traveled and may include population, employment, and local funding matches available, as well as other factors as may be determined by the division and the director.

Local Maintenance and Improvement Grant Program

The decision was made to use centerline roads miles and population. Unfortunately, vehicle miles driven at the city level is not reliable. Also, as with LARP in the past, roads within the city limits maintained by the county will count as county roads. Also, state routes and interstates are not included in the mileage calculations.

FY 2013 LMIG Budget = \$110,642,250

$(\text{LG POPULATION} / \text{STATE POPULATION})(1/3) + (\text{LG MILE} / \text{STATE MILE})(2/3) = \text{FACTOR}$
 $\text{FACTOR} \times \text{ANNUAL ALLOCATION} = \text{LG FORMULA AMOUNT}$

Note: This is slightly different than LARP Factor under TIA which is 1/5 and 4/5

Local Maintenance and Improvement Grant Program

- *Each jurisdiction will be given a Formula Amount of LMIG money in form of check*
- *A Project List will be required at beginning of year that shows projects that total Formula Amount PLUS match required.*
- *Each jurisdiction has complete control of expenditures .*

Local Maintenance and Improvement Grant Program

- *While Local Governments have to actually generate a cash match, they get their full amount of LMIG.*
- *Per state statute, state motor fuel funds can only be used on improvements for roads and bridges that are within the county, city or state right of way. Therefore, the Local Grants office has developed applicable guidance for the management of all formula distributed funds.*

Local Maintenance and Improvement Grant Program

Per 32-5-27(d), “grants of such funds shall include provisions requiring adherence to adequate roadway standards, accounting practices, and applicable transportation plans.”

At end of year, the local jurisdiction will be required to show certification of work completed or underway.

Local Maintenance and Improvement Grant Program

Project types include but are not limited to: patching & resurfacing, new location, widening, turn lanes, rehabilitation, intersections, dirt road upgrades, safety upgrades, culvert/bridge repair or replacement, roadway signing and markings, engineering, construction inspection, etc.

NOTE: Any sidewalk/bike lane improvements must lie within the roadway right of way to be an eligible request.

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FY 2013 LMIG AND TIA FORMULA AMOUNTS

LMIG Formula Factor = (Local Gov. Pop./State Pop.) x 1/3 + (Local Gov. Mileage./Total State Mileage) x 2/3

LMIG Formula Amount = Formula Factor x 2013 LMIG Allocation

TOTAL STATE POPULATION = 9,815,210

TOTAL STATE ROAD MILES = 105,528.73

2013 LMIG Allocation = \$110,642,250

Cities are within multiple regional commissions -

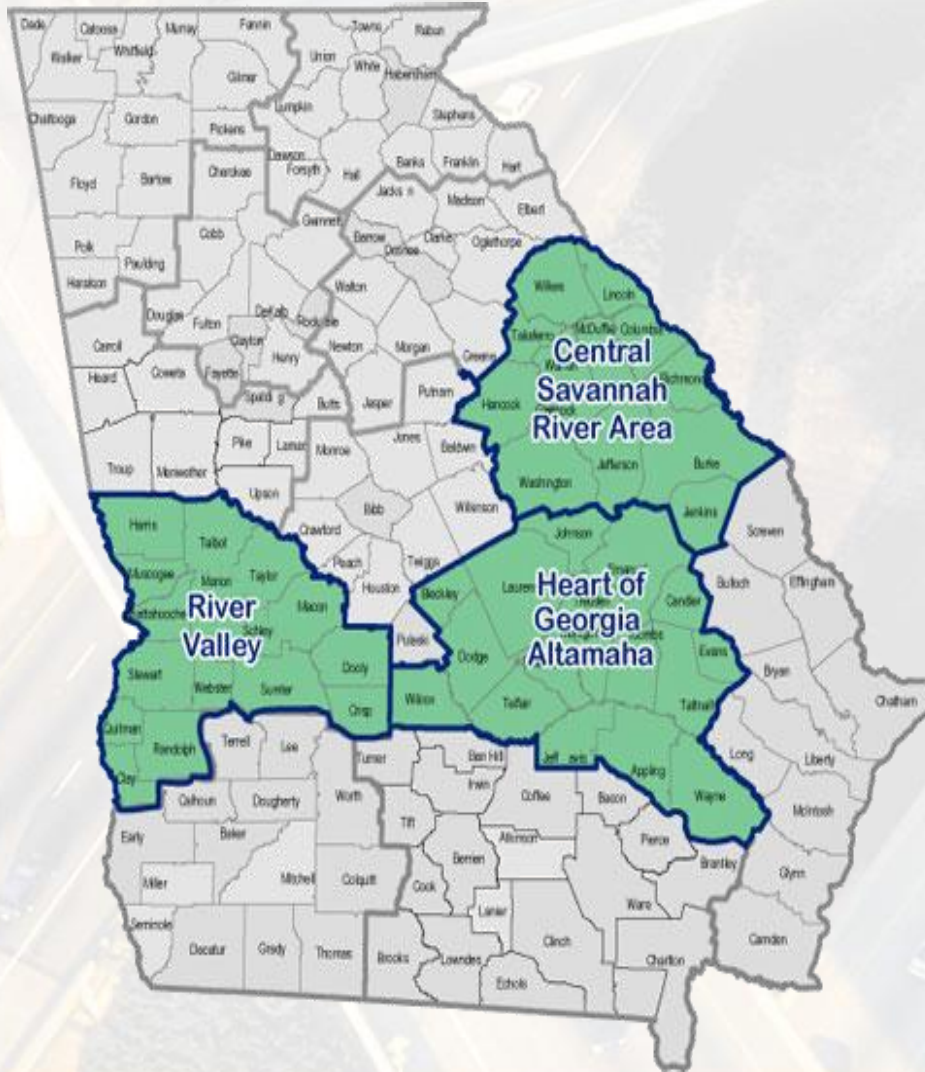
Cities are within multiple Counties in the same regional commissions -

** Based on 2011 Census Estimates

* Based on 2012 GDOT Report

REG. COMM.	COUNTY	CITY	Population**	Total Mileage*	2013 LMIG Formula Amount	Required LMIG Match	Estimated Annual TIA Discretionary Amount
9	APPLING	(UNINCORPORATED)	13,528	892.90	\$674,942.62	10%	\$616,115.70
9	APPLING	BAXLEY	4,398	60.94	\$59,120.81	10%	\$61,292.49
9	APPLING	GRAHAM	292	0.00	\$1,097.19	10%	\$1,617.09
9	APPLING	SURRENCY	202	6.29	\$5,155.54	10%	\$4,931.12
9	APPLING	TOTAL =	18,420	960	\$740,316.16	10%	\$683,956.39
11	ATKINSON	(UNINCORPORATED)	4,889	368.12	\$275,675.59	30%	
11	ATKINSON	PEARSON	2,127	17.77	\$20,412.93	30%	
11	ATKINSON	WILLACOOCHEE	1,397	14.68	\$15,510.13	30%	
11	ATKINSON	TOTAL =	8,413	400.57	\$311,598.66	30%	
11	BACON	(UNINCORPORATED)	7,700	590.23	\$441,486.36	30%	
11	BACON	ALMA	3,503	41.22	\$41,974.13	30%	
11	BACON	TOTAL =	11,203	631.45	\$483,460.49	30%	
10	BAKER	(UNINCORPORATED)	2,500	271.38	\$199,080.47	30%	
10	BAKER	NEWTON	585	9.40	\$8,768.47	30%	
10	BAKER	TOTAL =	3,085	280.78	\$207,848.94	30%	
6	BALDWIN	(UNINCORPORATED)	26,918	388.11	\$372,422.21	30%	
6	BALDWIN	MILLEDGEVILLE	17,499	120.00	\$149,629.16	30%	

Questions Welcomed





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