## **Georgia Department of Transportation’s**

## **FINAL Criteria for TFA (2017) in the Southern Georgia Region**

## *Adopted July 13, 2017*

1. Applicable to All Program Areas
   1. 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.
      1. 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.
   2. 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.
   3. Each project phase included in the investment list, and each phase necessary to complete the same, regardless of funding sources, must demonstrate full funding.
   4. 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.)
2. Roadway Capital
   1. 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.
3. Roadway and Bridge Maintenance (asset management)
   1. 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.
   2. Bridge maintenance and replacement shall be determined based on ratings provided by GDOT and/or other ratings
4. Safety and Traffic Operations
   1. Safety
      1. Projects that align with the key emphasis areas of the Governor's Strategic Highway Safety Plan (SHSP)
      2. 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.
      3. 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.
   2. Traffic Operations
      1. Projects that improve or enhance the region's intelligent transportation system network, incident management program or signal coordination and timing.
      2. Projects addressing an existing operational issue resulting in an improved level of service or reduction in delay or other congestion costs.
5. Freight and Logistics
   1. Projects that address the demand for goods movement into, out of, and within the state as identified through the Statewide Freight and Logistics plan.
   2. Projects that enhance the flow of freight transported by trucks and/or rail (ex. railroad under/overpasses and other rail grade crossings).
   3. 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.
6. Aviation
   1. 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.
   2. Project consistent with the goals and objectives of Georgia's Statewide Aviation System Plan
7. Bicycle and Pedestrian
   1. Projects consistent with a Bicycle and Pedestrian Plan.
   2. Projects that provide connectivity to/from or within a major regional employment or activity center.
   3. 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.)
8. Transit Capital
   1. Capital expenditures may include new, systematic replacement, upgrades, refurbishment, and other capital project expenditures.
   2. 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).
   3. Transit service for the proposed project should ultimately connect to employment centers or activity centers in the 'region and provide increased mobility for individuals.
9. Transit Operations and Maintenance
   1. 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.