

*Pike County Area Transportation Committee  
P.O. Box 377  
Zebulon Georgia 30295*

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Mike Beres, Chairman  
Tom Morton, Vice Chairman  
Jim Roberts  
Gayle Burden  
Elizabeth Anne Barker  
Steve Fry  
Chuck Ledbetter  
Lanier Boatwright

Doug Mangham  
Parrish Swift  
Bill Sawyer  
David Allen  
Todd Goolsby  
Matt Wood  
Jeff Tharpe  
Robert Hiatt

**REGULAR MONTHLY MEETING AGENDA  
Thursday, September 1, 2011 – 8:30 a.m.  
Courthouse Annex Meeting Room**

- I. CALL TO ORDER..... Chairman Mike Beres**
- II. APPROVAL OF MINUTES**
- a. Regular Meeting of May 5, 2011.  
(The Thursday, July 7, 2011 meeting was cancelled.)
- III. PUBLIC COMMENTS**
- a. Comments by GDOT representative(s)
- IV. REPORT OF CHAIRMAN**
- a. Update on local transportation projects
- V. REPORT OF COMMITTEE MEMBERS**
- a. Report by Robert Hiatt, Governmental Services Director for Three Rivers RC
- Three Rivers Regional Commission Roundtable Update
  - Pike County Transportation Investment Act (TIA) 2010 Quick Facts
- b. Comments by Other Members
- VI. OLD BUSINESS**
- VII. NEW BUSINESS**
- VIII. ANNOUNCEMENTS**
- a. Next Meeting will be Thursday, November 3, 2011 at 8:30 unless otherwise stipulated.
- IX. ADJOURNMENT**

**Agenda subject to revision.**

*Pike Area Transportation Committee*

*P.O. Box 377*

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The Pike Area Transportation Committee (PATC) held its regular meeting on Thursday, May 5, 2011 at 8:30 a.m. in the Pike County Courthouse Annex Conference Room at 79 Jackson Street. The following attended: Mike Beres, presiding, Mayor for the City of Zebulon; Pike County Commission Chairman Doug Mangham; Pike County Planning and Development Director David Allen; Director of Pike County Public Works Todd Goolsby; Robert Hiatt of Three Rivers Regional Commission; Tom Morton of Morton, Morton & Associates; Chuck Ledbetter representing City of Zebulon Police Department; and Parrish Swift.

Also present were: Michael Presley, GDOT Engineer; Jack Reed, GDOT District 3; Kimberly Larson, GDOT; and Teresa Watson, Pike County Clerk, to record minutes.

Absent were: Pike Industrial Development Authority representative; Mayor Gayle Burden, City of Meansville; Pike County School System Transportation Director Jeff Tharpe; Mayor Elizabeth Anne Barker, City of Molena; Mayor Sonny Story, City of Concord; and Mayor Steve Fry, City of Williamson.

**I. CALL TO ORDER..... Chairman Mike Beres**

**II. APPROVAL OF MINUTES**

- a. Regular Meeting of January 6, 2011 – Motion/second by Messrs. Mangham/Allen was unanimously approved in a delayed vote at 9:05 a.m. since there was no quorum in attendance until that time.

**III. PUBLIC COMMENTS**

- a. Comments by Robert Hiatt, Governmental Services Director, Three Rivers Regional Commission.

Mr. Robert Hiatt of Three Rivers Regional Commission (TRRC) passed out a timeline for the Regional Roundtable Technical Committee to develop projects for submission by May 30, 2011. The project submittal phase encompassed January 25 to March 30. The single county prioritization encompassed April 1 to April 29. The paired county prioritization phase, and Pike County is paired with Upson County for whom the representation is Chairman Raines and Mayor Arnold, will encompass May 1 to May 27, 2011. Butts is paired with Spalding; Lamar is paired with Coweta; Heard is paired with Carroll; and Meriwether is paired with Troup.

During the month of May, the five sets of paired counties with their cities should meet to review their prioritized lists and develop a new list that reflects the top transportation priorities for the paired counties. This short list of top priorities needs to be submitted by May 27, 2011. Mr. Hiatt reported he has already received this prioritized list from the Butts-Spalding pairing.

All technical staff have been asked to discuss their paired county priority lists at the May 27, 2011 meeting of the Technical Committee. The TRRC staff will assemble a list of the final project recommendations and forward those to the Roundtable and/or the Roundtable Executive Committee.

GDOT will provide this final list to the Roundtable and between June 1 and 3. The first Executive Committee meeting will be June 7 and they will plan a meeting schedule and review staff project recommendations. The Executive Committee will receive a regional unconstrained list from GDOT and will consult with GDOT on state role/resource needs.

The Roundtable activities will include conducting normal June meetings, review the unconstrained list from GDOT, and ask GDOT to be available for Q&A related to projects that did or did not make the unconstrained list.

In July 2011, the Executive Committee will match prioritized projects with possible funding, update the Roundtable at its normal July meeting, and complete project programming and produce a final draft project list for submission to GDOT by August 1. The Roundtable will receive progress updates from the Executive Committee and provide additional feedback or direction to the Executive Committee.

In the August to October time frame, a draft investment list is released by GDOT no later than August 15. The Roundtable is empowered to approve or amend the draft investment list. Two public hearings must be held two weeks prior to the final Roundtable meeting, and the final Roundtable meeting must be conducted by October 15, 2011 and the draft investment list must be voted on for approval.

Mr. Hiatt provided an overview of the Three Rivers Regional Commission Transportation Tax District Project Totals, of which Pike County's total cost and TSPLOST request accounted for \$18,429,545.10. Parrish Swift asked questions about the recommended project list for Pike County and Mr. Hiatt and Mr. Beres explained the process to date.

A range of \$782,000 to \$835,000 is the projected collection with which to work, along with about \$2,000,000 in federal funds expected during the ten-year cycle, and requests total almost \$2 billion. So, there will need to be a great deal of negotiation and prioritizing. Some discussion followed. There is still much work to be done, and the list will certainly be pared down. An updated transportation plan also needs to be performed in the next few years to help better identify these projects. If there are any projects that are not completed or at least well underway during this ten-year period, the remaining money will be reallocated to others' projects. This emphasizes the need to only submit projects that counties are sure can be completed within this time frame. This scenario could be beneficial for the more rural counties.

b. Comments by GDOT representative(s).

Mr. Reed detailed the three local projects:

-STP00-0001-00(565) from SR3/SR 7/US 41 from south of Barnesville (Lamar County) to CR 42/Spalding which is ready and needs funding.

-CSTEE-0009-00(122) in the Zebulon Downtown District, Phase II, is waiting on locals to begin this new TEA project.

-CSSTP-0006-00(972) which is SR362 from Kings Bridge Road to ST3/US 19 is in placeholder status with no act.

#### **IV. REPORT OF CHAIRMAN**

a. Update on local transportation projects.

GDOT has basically already detailed previously the three ongoing Pike County projects.

b. Update on HB 277 and the Regional Roundtable (RTR) meetings held in Turin with regional representatives from Three Rivers Regional Commission area and GDOT.

Mr. Beres advised much has transpired, and the Roundtable is working well together. The project, or "wish list", has been developed. There is an immediate need to set up an appointment with Upson County for a first meeting since they are part of our paired

county status. Mr. Beres felt this was a good funding mechanism, although some feel it has little chance of passing. His opinion was that the referendum has a chance if approached in a positive manner and education of the public occurs. A 50/50 match will be in place if TRRC does not put the TSPLOST on the ballot. If placed on the ballot and the referendum fails, the match will be 30/70. If on the ballot and the referendum passes, the match will be 10/90. Therefore, education of the public as to the consequences of the vote for matching funds on projects that must be done anyway will be critical. The projected collections should be conservatively estimated considering all but two counties grew according to the latest Census numbers. It is also important to realize that this money is over and above the regular funding of federal and state dollars, advised Mr. Reed. Mr. Morton felt public awareness was a key aspect of this entire program. A status report to the Pike county Lions Club this past week was interesting in that only one person present was aware of this issue. Perhaps work can begin with local civic clubs and organizations so that this public awareness can begin in earnest. Mr. Reed with GDOT said he had already done one speaking engagement on the issue and would be willing to do others. Local civic leaders could do much of this education, as well.

Mr. Beres noted the meetings each month in Turin with presentations of the individual counties' project list are interesting and Pike County's list will be handled at the next meeting by the County Manager Bill Sawyer. Rail transportation appears to be a project.

## **V. REPORT OF COMMITTEE MEMBERS**

- a. Report by Robert Hiett, Governmental Services Director for Three Rivers RC
  - Update on the Pike County Transit Plan 2011 in preparation for adoption of the Three Rivers Regional Commission plan in June 2011.

This regional transportation plan has been in place for ten years. GDOT tasks TRRC with updating the individual county transit plans which will help in preparation for adoption of the TRRC plan in June 2011. This helps make the public aware of the transportation plan and also helps ensure that available monies are held in reserve. TRRC is the contractor with GDOT, and the individual counties contract with TRRC. Pike County approved its contract and the last Board of Commissioners' meeting, and Pike's representative is Commissioner Don Collins, as well as city members.

Population and demographics are great tools for the overall plan, and one thing the local transportation plan identified was a greater need for transit in future years. Some of the old Census data is still being used as new numbers from the 2010 Census are still coming into use. He had emailed in advance to PATC members the Pike County Rural Transit Development Plan as prepared by TRRC which was discussed. He reviewed ridership numbers and the demographics for same which emphasized the importance of the transit system to locals. Seniors account for 38% of total trips which provides much needed access for the elderly who might otherwise be homebound or institution-bound; 53% was employment based which could rise drastically as fuel costs continue to rise dramatically and unemployment numbers remain high. One van did 33,000 service miles and 5400 total trips last year in Pike County. The average distance per trip is six miles. TRRC buys down about 95% of the county's cost; others pay revenue to the system to transport our citizens. There are routine trips such as to the Senior Center, but it also serves citizens who need to plan a trip by calling our service number. The van will pick up and return according to that planned trip for random, unscheduled needs. Some advance planning may need to be taken into consideration. Riders aged 17-54 years typically use the system for employment; those aged 55-59 are securing some type of social service or work;

and those 60 and older typically use the van for senior activities and access to medical services. There is no requirement to demonstrate a need financially; it is available to everyone on a first-come, first-serve basis. The van is a 14-passenger vehicle with a wheelchair lift that reduces the number to 11 available passengers. Most trips in peak times see the van filled, but not so much in the off-peak times. Plus, with pickup locations about six miles apart, riders come and go on the vehicle as it travels over the county. For the period through 2016, a capital and operating plan need updating. The Pike County vehicle was replaced in 2009, so in 2014 a normal operating assistance request will be forthcoming to replace the vehicle in order to keep riders safe and the van relatively maintenance free. TRRC does a government press release once a year and a flyer that he showed PATC members is placed in the community to make the public aware of the transit system. A benefit of participation in the regional system means a greater flexibility because sometimes a van in Upson County or Spalding County, for instance, might be traveling through Pike and could pick up a citizen that might otherwise not have transportation. Vans are flexible within the service area of five counties, but the vans do not go out of the service area. The TRRC Council will adopt in June and the plan will be available on the website. Mr. Hiatt is always available for questions and is willing to speak on the matter at any time.

b. Comments by Other Members

Mr. Morton noted that of the workforce, 72% work outside of Pike County, which interpolates into sales tax revenue spent in other counties if they were to be driving vehicles. This data helps to make the County aware of such instances as this when trying to determine why SPLOST and LOST collections might have fallen short. Mr. Hiatt said one of the chambers has started a "Buy Local" campaign which might help. With only one van in the county, the Journey to Work Data will not adjust these numbers by much.

**VI. OLD BUSINESS**

**VII. NEW BUSINESS**

Kimberly Larson, with GDOT, stated some local jurisdictions were instructing citizens to put storm debris from the recent tornado activity on rights-of-way, but she noted that no storm debris should be placed on state routes that have already been cleared.

**VIII. ANNOUNCEMENTS:**

a. Next Meeting will be Thursday, July 7, 2011 at 8:30 unless otherwise stipulated.

**IX. ADJOURNMENT**

*Meeting was adjourned at 9:49 a.m.*

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Chairman, Mike Beres

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Committee Secretary, Teresa Watson

## Teresa Watson

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**From:** Robert Hiatt [RHiatt@threeriversrc.com]  
**Sent:** Monday, August 29, 2011 9:26 AM  
**To:** Teresa Watson  
**Subject:** PATC Meeting Materials  
**Attachments:** Three Rivers RC-Roundtable-Report-8-25-11.doc; Pike-TSPLOST-Quickfacts-8-16-11.doc

I'm going to forward the update we provided our roundtable because that is the most current, and I've updated the Pike Quick Facts sheet based on decisions made through Aug 15<sup>th</sup>.

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Three Rivers Regional Commission  
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*Serving Butts, Carroll, Coweta, Heard, Lamar, Meriwether, Pike, Spalding, Troup and Upson Counties.*

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## Three Rivers RC: Roundtable Update Report

1. The Roundtable Executive Committee approved a draft project list on August 8<sup>th</sup>, and after inflation was taken into account the regional amount left over to fund projects was \$613,025,202. The next step is for a Roundtable Steering Committee to work with Three Rivers to program project implementation years, and GDOT estimated start dates will play a huge role in what projects begin in which year. The Roundtable members can make changes to their county lists until a vote on a final project list is taken on September 29, 2011.
2. Robert is working with all local governments to finalize the mapping of project locations within the region, and those maps will be available at the two public meetings scheduled to take place sometime during September 8<sup>th</sup> through September 15<sup>th</sup>. The roundtable asked to hold the public meetings in counties that did not have a SPLOST on the ballot coming up so the public meetings will be held in Spalding and Upson Counties.
3. The Three Rivers Website ([www.threeriversrc.com](http://www.threeriversrc.com)) (Downloads Section / Transportation Investment Act Area) has been updated with the most recent information related to general information, meeting summaries, and reference information about projects, costs, etc. Please feel free to go there if you want information about project costs, discretionary funding estimates, etc.
4. Robert has worked with each government to create one page "Quick Fact Sheets" which are designed to help people who are not familiar with the TSPLOST. It is a simple 5 bullet point handout that explains the TSPLOST, outlines important dates, lists the representatives from each county, estimates how much funding will be available, and potential consequences if the TSPLOST does not pass. These quick fact sheets are also available on the Three Rivers Website.
5. The legislature is moving the TSPLOST referendum date to November 2012, and between October 15, 2011 and November 2012 Three Rivers RC, Roundtable Representatives, Local Chambers, and the Georgia Chamber will be going around the region to improve public awareness about the TSPLOST and the projects in each county.

- Note – I've provided overall funding numbers below for reference if anyone is interested instead of using the complex methodology sheets that are hard to follow for non-roundtable members.

GDOT Unconstrained and Constrained List Cost Estimates - Three Rivers RC Tax District

	Unconstrained		Constrained TIA Revenues	
	Project Costs/ Funding Requests		25%	
	Total Cost	TSPLOST Request	TSPLOST Funding	Discretionary
Butts	\$227,584,763	\$88,195,633	\$35,019,086	\$11,779,766
Carrroll	\$157,790,891	\$137,720,071	\$135,504,272	\$44,758,634
Coweta	\$376,251,345	\$276,170,950	\$167,545,694	\$43,255,737
Heard	\$37,709,351	\$37,709,351	\$37,709,351	\$11,169,755
Lamar	\$139,827,058	\$79,414,809	\$21,075,125	\$14,911,921
Meriwether	\$9,636,960	\$9,636,960	\$9,672,019	\$33,616,471
Pike	\$4,895,676	\$4,895,676	\$4,895,675	\$11,319,234
Spalding	\$428,258,150	\$221,220,802	\$74,905,330	\$22,988,229
Troup	\$489,612,083	\$412,044,793	\$94,133,913	\$26,707,992
Upson	\$213,810,430	\$173,428,884	\$32,564,737	\$16,254,091
<b>Totals</b>	<b>\$2,085,376,707</b>	<b>\$1,440,437,929</b>	<b>\$613,025,202</b>	<b>\$236,761,830</b>

A regional sales tax would address approximately the region during the project identification and prioritization process.

42.56%

of funding needs identified within



**Pike County**  
**Transportation Investment Act (TIA) 2010 Quick Facts**

**1. What is the purpose of the proposed regional sales tax?**

The purpose of the region-based tax (TSPLOST) is to allow citizens within the Three Rivers Regional Commission Special Transportation Tax District to vote on the approval of a 1% sales tax to fund transportation projects. Increased fuel efficiency of modern vehicles has caused gas tax revenues to decline, and those revenues are needed to maintain roads and bridges. While gas tax revenues have declined the travel patterns and road usage of average citizens has remained the same. The result has been that transportation funding cannot keep pace with the continued growth, and the need communities have for safe, efficient, economical transportation infrastructure improvements.

**2. How long does the tax last, how is it approved, and when do voters approve it?**

If the TSPLOST is approved the tax would last 10 years, but it could expire sooner if all the projected revenue needed for transportation projects is raised earlier. The tax must be approved by a majority of voters within the 10 county Three Rivers Regional Commission Special Transportation Tax District. The referendum will be presented to the voters for approval in July of 2012.

**3. Who decides the project list for Pike County?**

There is a regional roundtable of 20 elected officials that decides the overall project list. Each county within the TRRC district has one mayor to represent all the cities, and each county is represented by the county commission chairman. The roundtable members for Pike County are Chairman Doug Mangham, and Mayor Mike Beres from the City of Zebulon. The roundtable must approve a regional project list by October 15, 2011.

**4. What is Pike County's share of the TSPLOST?**

If the sales tax is approved, Pike County should receive approximately \$11.3 million in unrestricted transportation funding, and approximately \$4.8 million in funding designated for specific projects within the county. The total return to Pike County should be approximately \$16.1 million from the regional TSPLOST.

**5. What happens if the tax is not approved?**

Pike County and all of its municipalities would have to increase local matching funds by 30% on state transportation grants for at least two years. Without TSPLOST funding then routine transportation projects in Pike County would take longer to get underway, could be permanently postponed, or put Pike County at an economic development disadvantage when dealing with industries that require certain levels of transportation network access and connectivity.

If the TSPLOST is not approved by the voters within the region, then the region must wait at least two years to reconsider the referendum. More information can be found at <http://www.threeriversrc.com> in the "Downloads" section of the website.