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GEORGIA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION INVESTMENT ACT OF 2010
HOUSE BILL 277

IN RE: PROCEEDINGS OF THE

CENTRAL SAVANNAH RIVER AREA
REGIONAL TRANSPORTATION ROUNDTABLE #1
SAVANNAH RAPIDS PAVILION
AUGUSTA, GEORGIA

HELD JANUARY 6, 2011, 6:00 p.m.

Proceedings of Roundtable Meeting taken before Alice P.
Lazenby, Certified Verbatim Reporter, at the Savannah
Rapids Pavilion, Augusta, GA, commencing at 6:00 p.m.

ALICE P. LAZENBY, CCR, CVR
Certified Verbatim Reporter
1119 Rivershyre Drive

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Evans, Georgia 30809
(706) 228-5308

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APPEARANCES

NO COUNSEL

Meeting Facilitator: Mr. Morris Dillard

REPORTER'S CERTIFICATE.....63

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1 January 6, 2011, 6:00 p.m.

2 MR. ANDY CROSS: I'm Andy Cross, and this group I know
3 because they're my board, but some of you in the back I
4 haven't met yet, Director of the Regional Commission. We're
5 going to get our meeting started here in just a moment and
6 well do some introductions right before, but then we're going
7 to let the roundtable break, and I think we're going to try
8 to work over dinner, and let you all eat so you all will have
9 to eat quietly. Representative Anderson, it's good to have
10 you here. Horace, it's good to have you back. So we're
11 going to -- I'm going to turn it over to Todd Long, who is
12 the Planning Director of the Georgia Department of
13 Transportation, Governor Elect Nathan Deal has indicated he's
14 going to keep Todd on, so we'll be working with Todd as we
15 have this year and a half or two years. I'm going to let him
16 get us started and then well probably go around and do
17 introductions.

18 MR. TODD LONG: Yes, you said right. Nathan Deal is
19 keeping me on the Board; otherwise, tomorrow will be my last
20 day; I doubt I'd be here tonight. We're glad to be here
21 tonight. We've got a good agenda for you tonight and what
22 we're going to do first, just do quick introductions, and let
23 you bring your food back and eat and we'll get started.
24 We've got some critical items we've got to run on, and what I
25 want to do is introductions. Let's go around the roundtable

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1 first, and also just so we know who's in the crowd, let's say
2 who your name is and who you're with. So well start with
3 Rep. Anderson here.

4 REP. LEE ANDERSON: Representative Lee Anderson, Lee
5 Anderson. I represent part of Columbia County, all of
6 Lincoln County and part of Wilkes County.

7 MR. LONG: Just a side note. Rep. Anderson is on the
8 Executive Committee as a nonvoting member. He is technically
9 not part of the roundtable, but the other representative is
10 Barbara Sims, who is not here yet tonight; and then there
11 will be a Senate representative as well. The Senate
12 representative has not been named yet, Chairman Jeff Mullis
13 from Chickamauga -- he's the chair of the Transportation
14 Committee -- he has to name that person, and he's waiting
15 till the new senators all get sworn in, there's a gazillion
16 new senators and reps, you know -- so he's waiting to get
17 them sworn in to name who it's going to be for this region.
18 So, thank you.

19 MR. SAM MOORE: Sam Moore, Chairman of Wilkes County.

20 MR. JAMES ANDREWS: Jimmy Andrews, Mayor of Sandersville.

21 MR. HORACE DANIEL: Horace Daniel, Chairman of
22 Commissioners in Washington County.

23 MR. TONY MIMBS: Tony Mimbs, Mayor of City of Warrenton.

24 MR. JOHN GRAHAM: John Graham, Chairman of Warren County.

25 MR. DEKE COPENHAVER: Deke Copenhaver, Mayor of City of

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1 Augusta.

2 MR. KENNETH USRY: Kenneth Usry, Mayor of Thomson.

3 MR. CHARLIE NEWTON: Mr. Charlie Newton, Columbia County
4 Commission Chairman.

5 MR. HENRY BROWN: Henry Brown, Mayor of City of
6 Lincolnton.

7 MR. WADE JOHNSON: Wade Johnson, Chairman of Lincoln
8 County.

9 MR. ALBERT ROCKER: King Rocker, Mayor of City of Millen.

10 MR. JAMES HENRY: James Henry, Chairman of Lincoln
11 County.

12 MR. LESTER HADDEN: Lester Hadden, Mayor of City of
13 Wrens.

14 MR. WILLIAM RABUN: William Rabun, Chairman of McDuffie
15 County Commission.

16 MR. WILLIAM EVANS, JR.: William Evans, Jr., Mayor of
17 City of Sparta.

18 MR. SCOTT LAMB: Scott Lamb, Mayor of City of Mitchell.

19 MR. ANTHONY GRISWELL: Ant Griswell, Chairman of
20 Glascock County Board of Commission Chair.

21 MR. WAYNE CROCKETT: Wayne Crockett, Chairman of Burke
22 County.

23 MR. BOBBY CULPEPPER: Bobby Culpepper, City of Harlem.

24 MR. RON CROSS: Ron Cross, Chairman of Columbia County
25 Commission.

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1 MR. HORACE DILLARD: I'm Horace Dillard. I'm with the
2 team.

3 MR. WADE CARROLL: Wade Carroll, for the team.

4 MR. LONG: Our Court Reporter?

5 MRS. ALICE LAZENBY: I'm Alice Lazenby, Augusta/Evans
6 area, Court Reporter.

7 MR. LONG: I want to mention something. We have to use
8 court reporters in this function, because in the bill there's
9 a requirement that we produce a report for the General
10 Assembly of all the different twelve roundtable meetings.
11 And we figured the best way to do that is just to do a court
12 reporting of the occasion, so we're doing this around. So as
13 you speak, as a roundtable member, make sure you mention your
14 name again, and who you're with, and then make your comment,
15 and speak loud enough so she can hear you. Thanks. All
16 right, Gordon?

17 [Following were in an audience at back of facility, some
18 inaudible.]

19 MR. GORDON KENNETH: I'm Gordon Kenneth, and I'm for
20 Georgians for Passage of RTR [?].

21 MR. CHRIS HUDGENS: I'm Chris Hudgens, Washington County
22 Administrator.

23 MS. JUDY MCCORKLE: I'm Judy McCorkle, City
24 Administrator, for City of Sandersville.

25 MR. RUBEN WILLIS: Ruben Willis, GDOT Planning.

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1 MR. JOEL C. ** [?]: [INAUDIBLE] [?], Georgia DOT.

2 MR. MATTHEW FOWLER: Matthew Fowler, Georgia DOT.

3 MR. TIM COSSA: Tim Cossa [sp?], Georgia DOT.

4 MR. DAN PINKSTON: Dan Pinkston, EMC Engineering.

5 MS. PAULA DANFORD [?]: Paula Danford, Georgia DOT.

6 MR. GEORGE RIVERS: I'm George Rivers, Georgia DOT.

7 MR. DON NORTON: Don Norton, McDuffie County Manager.

8 MR. DAVID POWELL: I'm David Powell, Wilkes County
9 Administrator.

10 MR. DAVE WILLS: Dave Wills with the Association of
11 County Commissioners of Georgia.

12 MR. JUSTIN CRITON: Justin Criton, Planning Director for
13 the CSRA Regional Commission.

14 MR. COLUMBUS JOHNSON: Columbus Johnson, Project Team.

15 MR. RAY SMITH: Ray Smith, Project Team.

16 MR. ALTON BELTON: Alton Belton, Mayor Pro Tem, City of
17 Thomson.

18 MR. ROGER RUSSELL[?]: Roger Russell, City Councilman,
19 City of Thomson.

20 MR. LARRY WARREN: Larry Warren, Mayor of Louisville,
21 Georgia.

22 MR. JASON RISNER [?]: Jason Risner, City Manager of
23 City of Mahoney [?].

24 MS. BECKY TAYLOR: Becky Taylor, Georgia Municipal
25 Association.

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1 MR. JOHN LONG: I'm John Long, I'm a resident of
2 Columbia County, and I'm Todd Long's father.

3 MS. MARIE LONG [?]: Marie Long [?], Walton Options for
4 Independent Living.

5 MR. ERIC HAMBERLIN [?]: Eric Hamberlin, with WRT
6 Engineers.

7 MR. BARRY FLEMING: Barry Fleming, a retired politician.

8 MR. STEVE SZABLEWSKI: Steve Szablewski, Columbia County
9 Administrator.

10 MR. CLAUDE HURST: My name is Claude Hurst [?] with
11 Columbia County [inaudible].

12 MR. SCOTT JOHNSON: And I'm Scott Johnson, Deputy of
13 Columbia County Construction [?].

14 MR. LONG: All right, that's everybody. We can turn the
15 house lights on or something. What we'll do, and you can
16 tell I'm embedded here in Columbia County -- I'm not from
17 Columbia County for those who want to know -- I'm actually
18 from Georgia, but my parents do live here and my mother is
19 from Lincoln County and my dad is from Wilkes County, so
20 we've known this area quite well and like this very great
21 part of the state and decided to be here. We're going to
22 stop and y'all go get your food, Roundtable.

23 [Recess.]

24 MR. LONG: All right, if I could have everybody's
25 attention. The first part of the meeting is not going to

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1 require you guys to talk, which means you can eat. Who are
2 we finding missing out of this group tonight?

3 VOICE: Mayor Burns was sick.

4 MR. LONG: Mayor Burns, City of Washington, OK. So
5 we've got one. That's not bad, good job. And who else? All
6 right, Mr. Duggan, Hancock County, OK.

7 Well, listen, I want to kind of go over an agenda first
8 and I'll tell you what we're doing. Obviously we've done our
9 introductions and I'm going to give you a quick overview of
10 the bill again. You guys probably have seen overviews,
11 detailed overviews in the past. [The overview was given at
12 this time up to a point where there were questions.]

13 MR. LONG: The LARA Program -- there's been a lot of
14 controversy, you brought this up about LARA -- about the LARK
15 Program and how it's affected by ultimately your behavior on
16 this Roundtable dictates the match requirements on another
17 program of funds.

18 T. MIMBS: We might have been good in Warren County then.

19 MR. LONG: The LARK Program and the State Aid Program
20 under Senate Bill 200 two years ago were actually merged
21 together into a program called Local Maintenance Improvement
22 Rent Program, and that also is a formula-based program based
23 on population and lane miles, and each city and county in the
24 state now get a proportion of whatever we budget for that
25 category in this year's roughly about \$96 million for the

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1 entire state, and you get your proportionate share of that
2 based on your population and center-line lane mileage. All
3 right, with that LARK money and State Aid Money combined
4 together in this program called Local Maintenance Improvement
5 Rent Program, you can do whatever you want with it; you've
6 just got to submit those projects to the DOT and the bill is
7 written, the commissioner has to sign off on. Now, remember,
8 that money is motor fuel money, which means by law it's got
9 to build roads and bridges. It can't be on these other
10 county projects. All right, now, your behavior in this
11 Roundtable, though, affects this totally separate pot of
12 money. Do you follow me? So if this body decides not to
13 bring to vote next October a list and decide, "We're going to
14 stop the process." Either you vote it down or you don't even
15 decide to vote on it, and you decide as a body that you do
16 not want to push this sales tax and you just decide not to
17 give the voters an opportunity to vote, it's called a
18 gridlock. All right, and if it's a gridlock, then your match
19 requirement on that other program is fifty percent. So if
20 you get \$10,000 you've got to match that with fifty percent.

21 Next slide. The flip side is if everything passes the
22 roundtable and the voters approve it, the match is only ten
23 percent, if the voters don't approve it, the match is 30
24 percent. This is a carrot stick the legislators put in in
25 the bill. Remember though, it's not a lot of money. I think

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1 you were fixing to make a point, your amount of money that
2 you get in Washington County is not a huge dollar amount.
3 This is not on all the projects that you get in the county.
4 Remember, we still have a federal aid program, right? This
5 is not match requirements on this part, this is just that
6 special program. Are there any questions about that, because
7 we get a lot of questions about this aspect of the bill.

8 R. CROSS: Tom, why would any roundtable or executive
9 committee vote -- or roundtable vote -- not to send it to the
10 voters, then? Would you just be so disorganized that you
11 couldn't agree on a program or how -- I don't understand how
12 that would take place.

13 MR. LONG: Well, you take -- if you present the list to
14 the voters and you vote it down --

15 R. CROSS: No, I'm talking about the first part where
16 you are gridlocked, that you agree not to do anything.

17 VOICE: Right.

18 R. CROSS: I mean, under what circumstance would that
19 happen?

20 MR. LONG: So, if we come to a final vote and say, it's
21 October 15, and you've got a list of projects --

22 VOICE: How many roundtables -- members have we got?

23 MR. LONG: Twenty-six. And for whatever reason, we have
24 13 yeses and 13 no's, then you've got a gridlock.

25 R. CROSS: Well, that would be counterproductive in the

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1 first place, wouldn't it?

2 MR. LONG: That's why there's a fifty-percent match on
3 the other ones.

4 D. COPENHAVER: [inaudible] ask one of our former
5 commissioners, how do you get to that point in [laughter]
6 [inaudible] --

7 MR. LONG: Well, we can't -- this is now our eighth
8 Roundtable, and honestly, just the momentum and the thought
9 process so far of the ones we've been to and my staff will
10 confirm this, I don't think there's any Roundtable that's
11 gone into any gridlock -- I really don't. There may be, but
12 I don't think there will be.

13 REP. ANDERSON: Todd, I don't think this one will be in
14 no gridlock.

15 MR. LONG: I don't think so either.

16 REP. ANDERSON: You might go --

17 MR. LONG: I think you want to pass that on to the
18 voters and give them an opportunity to vote.

19 C. NEWTON: Todd, there's a question I've got to -- the
20 ELMIG [?] that we get now with zero match -- it used to be
21 LARK, it's called now ELMIG --

22 MR. LONG: Yes.

23 C. NEWTON: -- is that going to continue at zero match
24 or is that what we're talking about here --

25 MR. LONG: Yes, this is what -- starting in, I guess,

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1 2013, after we know --

2 C. NEWTON: So that's not in addition to --

3 MR. LONG: So the program today right now, ELMIG, was
4 started off, we said was resurfacing money at zero percent
5 and something else is ten percent, but that will all change
6 effective in 2013 based on, like I said, the behavior or how
7 these roundtables function --

8 C. NEWTON: I guess I sort of had it in my mind the LARK
9 from the State Aid deal where we will be matching State Aid
10 stuff, but the LARK might --

11 MR. LONG: No, they're combined together now. Now, you
12 want to point out something. A lot of folks are real alarmed
13 and it sounds like punitive damages -- the State Aid -- who
14 has done a State Aid project before, anybody? OK. Who does
15 the engineering on State Aid projects? The --

16 VOICES: Seventy-thirty deals.

17 MR. LONG: Who does the right-of-way? The locals? How
18 much Construction? About fifty percent? You probably pay
19 seventy percent before, so actually on your -- you actually
20 do better now on the projects.

21 S. MOORE: So, now your money can be used for
22 engineering and right-of-way?

23 MR. LONG: That's right.

24 C. NEWTON: The thing about it, though, there's so
25 little money, though, we -- not all resurfacing -- so we

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1 haven't had any.

2 MR. LONG: Because the needs are so great, unless we
3 were doing resurfacing --

4 C. NEWTON: That's right.

5 MR. LONG: -- and that's what you should do, that's a
6 wise move at the moment.

7 C. NEWTON: And we haven't done any engineering because
8 we were lucky to get a mile or two paid.

9 MR. LONG: Right, right. But now, this discretionary
10 money, you get more, and you could combine them together, you
11 could get some mileage, which is good. Any other questions?
12 Yes, you have some?

13 VOICE: Yes, I think we were not here in the very
14 beginning; do we need to state our name?

15 MR. LONG: Yes, the folks who were not here in the very
16 beginning, let's do introductions.

17 MR. CHARLES WARE: Charles Ware, Talliaferro County.

18 MR. LONG: Who was not here?

19 MR. JOE JACKSON: Joe Jackson, Augusta/Richmond County.

20 MR. HERMAN MILNER: Herman Milner, City of Crawfordville.

21 MR. LONG: Anybody else not here during opening? All
22 right. Great. Just quickly about Project Delivery. The
23 bill spells out that GDOT -- somebody's got to be responsible
24 ultimately -- GDOT is responsible for project delivery.
25 However, we will be working with locals -- locals that are

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1 certified to do work and that have people that can help us
2 administer projects. We'll make use of that particularly in
3 this area -- you've got Richmond County and Columbia County
4 -- for sure we'll be asking you guys to help us out in that
5 regard, just like we do now. We have project agreements to
6 work with. Ultimately there'll be a web site published that
7 shows the project's status, and you know, how the project is.

8 Let's talk a little bit about citizen involvement. This
9 Bill doesn't spell out a lot about citizen involvement, but
10 it does spell out some key items that are required by law.
11 During the -- after the vote, if the vote is yes -- OK, there
12 is a citizen advisory or citizen's review panel. So if
13 there's a yes vote, that review panel is from the region;
14 these are citizens. Three of them will be picked by the
15 Speaker of the House; two of them will be picked by the Lt.
16 Governor; and they will be responsible for just making sure
17 that we're all doing what we're supposed to be doing, and
18 they have got to produce a report annually to the General
19 Assembly to make sure we're following the rules.

20 Now, backing up a second, during the process I failed to
21 mention this, when the Executive Committee has their list
22 kind of finalized about what they want to submit to the full
23 Roundtable, there's a requirement to hold two public hearings
24 on those list of projects, and that will be very vital for
25 you guys to get involved in these public meetings because

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1 that will give you a sense of are we choosing the right
2 projects. Because choosing the right projects, I'll mention
3 this later, is going to be vital. You can choose all these
4 projects you want to, that's great; but you've got to choose
5 projects too that are appealing to the public, because at the
6 end of the day if the public says no, you're back to square
7 one, right? All right. I want to remind everybody, take
8 this opportunity, we're here today because the revenues we
9 have for transportation are not enough in Georgia. Our
10 economic advantage we've had for years and years has not
11 steadily increased -- it has gone down. We are actually not
12 as competitive as a state as we should be. Other states are
13 doing more in transportation than us. In fact, every state
14 in this country is spending more on transportation per person
15 than Georgia except one state -- we're forty-ninth. That's
16 not good. That's not one of those you want to brag about --

17 VOICE: Who is below --

18 MR. LONG: -- Tennessee. So, we as a country are not
19 spending enough as a whole, but then in Georgia we're
20 spending less than everybody else. Now, we've got great
21 roads where we've invested in years gone past; we've got
22 great court; we've got a great airport in Atlanta -- the best
23 airport in the world, right? One of the best ports in the
24 world, really -- Savannah. You've got a good [inaudible]
25 state system. Our roads are well-maintained. But what have

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1 we really done in the last twenty years or so to make major
2 investments? Now, Augusta has been lucky -- right? You've
3 got the major investment in Bobby Jones and Twenty; but,
4 outside of that, let's think about big freeway expansions in
5 our network in Georgia. We haven't really had any, have we?
6 We haven't made those investments to make us competitive. We
7 want to recruit businesses and have businesses stay here.
8 We've got to invest in transportation. We were doing a study
9 a couple of years ago, and that study was just as clear as a
10 bell. If you invest it equals jobs. And we're not the only
11 state finding this out, but if you invest in infrastructure
12 -- I'm saying infrastructure -- because it's not just roads
13 and bridges -- because you know if you add sewage, you've got
14 water, you can grow as a county. Same principle involving
15 transportation. If you build it, it will happen. I actually
16 live in a county now that has invested a lot of money in
17 transportation, and that county has grown a lot. They invest
18 almost seventy percent of their SPLOST in transportation
19 because they see that linkage. Not everybody sees that
20 linkage and not everybody is able to do that because you
21 don't raise enough in the SPLOST. But I'm just telling you
22 here today, if you invest in transportation, it will benefit
23 Georgia and we'll become one of the states companies not only
24 want to stay at, they want to come to and base their
25 businesses.

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1 C. WARE: Is it Cobb County the county that you live?

2 MR. LONG: It is not Cobb.

3 VOICE: Grant?

4 MR. LONG: Next slide. Guys, if we're successful in
5 this program, just like a SPLOST, guess what you can do. You
6 can reinitiate the process and go at it another ten years,
7 but it involves another roundtable, it involves another
8 executive committee; it involves the same process we have
9 here the way the law is written. Thank you.

10 So now, the next step in this -- any questions about the
11 Bill? Because that's our Bill discussion.

12 REP. ANDERSON: Todd, explain to them a little bit about
13 how all the districts -- all the puzzles would come together.

14 MR. LONG: The regional commissions?

15 REP. ANDERSON: Right. So all the districts -- so the
16 whole state will benefit from this and not just this district.

17 MR. LONG: The vote on August 21 is not just this
18 regional commission; it's really every regional commission
19 will be voting the same day; so, yes, there will be campaigns
20 here in this region, and there will be campaigns in the
21 counties and cities, but there will be a statewide campaign
22 as well. And we hope all twelve pass it; they may not, but
23 working in concert if we get enough of them pass it, it will
24 make a difference. It will move the needle in the State. So
25 the same process you're going through here today, I went last

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1 night, I had a meeting in Dahlonega from Georgia Mountains
2 Regional Commission, and Atlanta had one; so we're all having
3 the same kind of meetings. You guys aren't acting it alone.
4 Is that kind of where you're going with that?

5 T. MIMBS: Has there been a model of this plan enacted
6 in any other states?

7 MR. LONG: No. That's a great question because
8 everybody in this country bases their revenue for
9 transportation mostly on the gasoline tax. You pay -- when
10 you pump up -- you take your car -- you pay 18.4 cents a
11 gallon to the federal government, and then we get that back
12 from them in apportionments from Congress. We don't get all
13 of it back; we get some of it back. But ultimately that 18.4
14 cents a gallon has been in place, I guess, since 1991 when
15 George Bush increased the gas tax back in 1991 -- had races
16 then. In Georgia, you also pay a state gas tax -- you pay a
17 7-1/2 cents per gallon gas tax, and you pay 4 percent sales
18 tax. That 4 percent sales tax, they changed it to a set
19 pennies per gallon every six months but it's equivalent to us
20 for transportation purposes at about 7-1/2 cents as well; so
21 total in Georgia you're paying about I think 15.1 or .2 cents
22 per gallon, plus the 18.4, so you're paying roughly 33, 34
23 cents a gallon for gas tax -- for transportation. The gas
24 tax is probably the best tax this country has ever initiated,
25 because it's a user tax; the complaint level of taxation for

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1 gas tax has always been low, because people see what they
2 ride on and benefit from it. You pay, you ride, you need it
3 -- it's been a great resource. The problem is, gas tax is
4 not a sustainable tax in the future. And the reason it's not
5 sustainable is because of more fuel-efficient cars.

6 You guys all know that -- you've heard talk that
7 President Obama and others about the café standards and fuel-
8 efficient fleet -- right now, the fleet in America gets
9 roughly 20 miles per gallon in their cars. They're talking
10 about really within about six to ten years that being 35 to
11 40 miles per gallon and then there was a report a couple of
12 weeks ago that said somewhere, we're going to be up to 60-
13 something miles per gallon. You guys know people buying
14 hybrids, people buying electric cars. You hear and think
15 about that, then you top that with the fact that, as a
16 country we're driving less than we used to. The vehicle
17 miles driven in this country used to steadily go up, so this
18 fuel efficiency increase was kind of masked because you're
19 still driving more. You didn't notice the decrease.

20 But if fuel efficiency goes up and if vehicle miles
21 traveled stays steady, then ultimately what are you going to
22 have? You have a problem. And I always tell this story --
23 my dad's in the crowd now -- but I drove a Silverado pickup
24 truck twenty years. I got 16 miles per gallon. All right,
25 last spring I bought my dad's old Toyota car. I get 24 miles

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1 per gallon. All right. Well, my personal contribution to
2 transportation in Georgia just went down 33 percent. And you
3 guys all know people that have bought more fuel-efficient
4 cars and I suspect as you buy your next car, you're thinking
5 about buying something more fuel efficient, especially if the
6 gas prices go up to four dollars; guess what happens? Yeah,
7 we reap the benefits a little bit as part of our sales tax,
8 gas tax is sales tax, but on the whole the country -- most
9 everybody has got a set rate and if people will buy less gas,
10 actually there is less revenues, ten years from now we'll
11 have less revenues for transportation than we have today.

12 T. MIMBS: The only reason I ask that question, you may
13 have heard a form of the question before -- but if we're
14 promoting this as new money --

15 MR. LONG: Yes.

16 T. MIMBS: -- in addition to money that we already get
17 -- whatever that may be -- from DOT --

18 MR. LONG: And federal aid program, right.

19 T. MIMBS: -- then won't that make DOT budget a target
20 in the future for budget cutting, if budgets are just fed
21 into other arenas.

22 MR. LONG: It could. Now, the way the budget is written
23 today is, you know, the state budget is only about 15 or 16
24 big one, total. All right? Fortunately for us, the gas tax
25 we collect in Georgia is restricted constitutionally to roads

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1 and bridges, so you can't use it for education, you can't use
2 it for other things. I mean, I think most legislators would
3 not want to anyway, but during tight budget times, it would
4 be nice to dip into that, and that's what's happened in
5 Congress. For years and years, our federal gas tax was put
6 in the Highway Trust Fund and they weren't releasing money
7 out of the trust fund, because they were using the trust fund
8 to balance the books, or the numbers. They weren't using it
9 for other purposes but they were using it to balance. And
10 now we're going the opposite way; we've sucked all the gas
11 tax out of the Highway Trust Fund and there's not enough
12 money going in to equal the revenue, so actually they've been
13 filling up the trust fund in Congress with the regular
14 general fund money -- and not just gas tax, so there's not
15 enough gas tax coming in to serve all the needs. In fact, in
16 the Stimulus Program for transportation, all that money came
17 from the General Fund in Congress; it didn't come from gas
18 tax, because there wasn't enough gas tax.

19 S. MOORE: Can I ask a question about how the process is
20 going to work?

21 MR. LONG: Yes.

22 S. MOORE: All right, we're going to get \$700 million
23 over ten years.

24 MR. LONG: Right.

25 S. MOORE: OK, say, Richmond County wants to do

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1 Riverwatch Parkway and Highway 17 is in there and US One is
2 in there, and all these different projects that the different
3 counties come up with. How are we going to estimate a cost-
4 on, when we -- before -- when we get ready to approve what
5 the list is -- how are we going to know what that cost is and
6 how are we going to know what project is done first and
7 whether it's going to be over; what if it runs over, and who
8 gets left at the end?

9 MR. LONG: Well, every project will have to do -- we'll
10 do as best we can a cost estimate -- OK?

11 S. MOORE: Right.

12 MR. LONG: Some projects, the cost estimates wait for the
13 vote --

14 S. MOORE: Well, how -- how are we going to be doing
15 those cost estimates, though? Say this Board meets and we
16 come up with a list of projects. All right, how quick are we
17 going to know what the cost of those projects are going to
18 be? Is the State going to do that engineering? Is --

19 MR. LONG: The cost estimates that we provided on the
20 unconstrained --

21 S. MOORE: Is that going to come out of the \$700
22 million? Or is that going to come out of state funds that
23 they're engineering on?

24 MR. LONG: OK, hang on a second. Need a break. We
25 can't spend any money -- we don't have the money yet. So, a

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1 lot of the cost estimates that have been done or because
2 we've already started the process on projects, got them
3 underway in some form or fashion -- our local governments
4 have done some engineering on them -- but you can do cost
5 estimates without having complete engineering done on them.
6 But we'll do as good a cost estimate as we can over the next
7 4-5 months. And now, the schedule of the projects -- every
8 project will be looked at from deliverability standpoint,
9 when it can be delivered in a ten-year timeframe -- and that
10 will probably dictate more than anything else whether it gets
11 delivered in a ten-year period. You'll try to use as much
12 strategic thought and that as you can, but deliverability
13 will probably drive that train. There will be projects that
14 have to be -- you may want them real bad, but because of the
15 funding stream you may have to wait until years 7, 8, 9, 10
16 -- see? No different than regular SPLOST --

17 S. MOORE: And those funds, the funds could go down for
18 different reasons --

19 MR. LONG: That's right.

20 S. MOORE: And some of the projects may not even get
21 funded.

22 MR. LONG: Well, the way the bill is written, we're --
23 you know, it's like a SPLOST -- it's no different than the
24 SPLOST -- OK? Folks who wrote the legislation are the same
25 folks that worked on SPLOST legislation. OK? So, the same

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1 -- you've got SPLOST in Wilkes County?

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S. MOORE: Right.

3

MR. LONG: And you've got a project list?

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S. MOORE: That's right.

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R. CROSS: Why can't we have the tier system like we --
6 can executive -- we may have a tier system like with do with
7 the normal SPLOST?

8

MR. LONG: Well, the bill is -- the law is not written
9 that way now. That may be something later down the road --
10 of course, we've got ten years before that problem comes to
11 hand -- but what he's suggesting is the tier system --
12 however, if you finish your projects and there's still money
13 in the account, the bill does specify what happens with it.
14 It gets distributed back to the cities and counties by
15 appointment.

16

S. MOORE: OK, what formula is that using -- the same
17 LARA formula or --

18

MR. LONG: It's the formula specified, one-fifth
19 population, four-fifty lane miles.

20

S. MOORE: The money that's left out of the \$700
21 million, if it goes over, if you collect more, will be split
22 back amongst counties at the end of the ten years?

23

MR. LONG: That is what's written in the bill; yes.

24

R. CROSS: Even if you continue another program?

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MR. LONG: Well, if you continue with the program, you

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1 start from scratch again.

2 R. CROSS: But if you have any left over you --

3 MR. LONG: If you have any left over, it gets
4 distributed by formula.

5 S. MOORE: Well, what if you collect a lot more than you
6 anticipated? Say, where you anticipate \$700 million, and we
7 collect a billion -- so that would be distributed back
8 amongst all the counties on that formula?

9 MR. LONG: Cities and counties in the region; that's
10 right. You don't make up another list.

11 CHARLIE NEWTON: Charlie Newton, McDuffie County -- so,
12 what it sounds like to me is -- it would behoove us for the
13 State to be very conservative when you do cost estimatings so
14 that we ensure that we come in under -- we get all our
15 projects done and have money left over -- because I can see a
16 real train wreck if what Sam said happened. If you have
17 three or four projects to get done, and one of them's
18 Charles' and one of them's mine -- the next go-round, my
19 voters aren't going to be real happy about it.

20 MR. LONG: Theoretically, you need to be watching that
21 real closely. You're required under the law to build all
22 projects on the list -- so you've got to scale back projects
23 to meet the funding, too -- it may behoove you to value the
24 engineering project down to something a little bit less than
25 what you initially envisioned it.

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1 C. NEWTON: I think we need to start with a smaller list.

2 R. CROSS: Well, at least the list is prioritized, let
3 the number one that you want in your particular locale, and
4 then the number two, and then the committee has got to put
5 together the list and take all that into consideration.

6 S. MOORE: Can you put -- let's say the number is \$700
7 million -- can you take money out of that instead of doing,
8 say, a road -- can you split that money back up amongst the
9 counties to do with it what they want, or do they have to do
10 specific projects?

11 MR. LONG: The bill clearly says it's for projects. So,
12 you can't split it back up. Say --

13 S. MOORE: Well, what if you said you're going to pave
14 dirt roads throughout the region? You can't do that?

15 MR. LONG: You've got to identify the project -- it says
16 "project."

17 S. MOORE: OK, what if you identified those roads
18 throughout the region?

19 MR. LONG: If you identified those roads throughout the
20 region --

21 S. MOORE: You could do it.

22 MR. LONG: -- but it's got to meet your criteria. That
23 may not meet your criteria though.

24 WILLIAM RABUN: Are they going to have the multi-year
25 contract back on the ballot? [inaudible words]

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1 MR. LONG: I can't predict that. We could ask, I guess,
2 our State Rep, the multi-year contract, do you think, will be
3 back on a ballot one day?

4 REP. ANDERSON: I don't think it will be on this one, on
5 twelve.

6 W. RABUN: Well, that would really help. DOT and this
7 project --

8 MR. LONG: It would help us and give us some flexibility
9 in the bigger projects, for sure.

10 W. RABUN: -- it would help on big projects.

11 MR. LONG: Yes. We're going to ask for Attorney
12 General's ruling on that next week, so we'll see what happens
13 with it. Maybe we'll get a different ruling, but we've had a
14 ruling in the past that differed from, I guess, the more
15 current ruling, that caused the need for the ballot -- all
16 right, any other questions?

17 All right, the next part of the meeting I want to talk
18 about -- we'll do this very quickly. How do you want to
19 operate as a Roundtable? Every region has been a little bit
20 different. Do you want to have a chairman? Do you want to
21 use Roberts Rules of Order, those kinds of things? And we've
22 asked -- we've got a facilitator who's going around -- Morris
23 is helping me out -- and Morris is helping facilitate -- it's
24 Morris Dillard, and he's with a firm in Atlanta, but Morris
25 has been all over the state and is a good friend of mine, and

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1 in fact, he and I worked together back before the Olympics on
2 some projects, and he worked with ACOG, and is a great
3 fellow, and he's going to walk us through this process, which
4 you've actually done a lot of pre-work on -- and I just want
5 to quickly step back and say it's been a pleasure working
6 with the Regional Commissions that have done a lot of work
7 ahead of time. And you're going to see the value of that in
8 a moment, but Andy here and his staff have done a lot of work
9 ahead of time, you guys had about three meetings -- that
10 helps a lot. It helps us in the process and helps these
11 meetings go a lot smoother. So Morris, come on up.

12 MORRIS DILLARD: Thanks a lot. The cane is for
13 sympathy. I have a broken knee, but the cane is for
14 sympathy. That's a fascinating discussion I just listened to
15 there, and the part that caught my attention is, what happens
16 if we raise a billion dollars rather than seven hundred
17 million dollars -- that's a good problem there. That's a
18 very good problem. The first thing I'd like to do and need
19 to do, is to deal with the administrative guidelines -- that
20 Todd sent out in his communication to you on November 9, a
21 set of guidelines. Those guidelines have been taken by the
22 Regional Commission Staff, reformatted, some things have been
23 added, and that's the document that we want to talk about, in
24 front of you, and it's entitled, "Recommended administrative
25 guidelines," and we would like for you to adopt those

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1 guidelines. They would essentially govern how you would do
2 your business over the next six to nine to twelve months.

3 One of the first things that I would call to your
4 attention is the chairmanship. The House Bill, House Bill
5 277, does not require election of a chairman, but our
6 recommendation is that you do so for obvious reasons. In the
7 document before you, it spells out what the chairman's role
8 is, and it stipulates that the chairman will also be a member
9 of executive committee, which we will deal with shortly. Are
10 there any questions about the chairman? And we're going to
11 come back in a few minutes and address that particular issue
12 specifically.

13 The next category is the executive committee. The law
14 does require this body to elect an executive committee made
15 up of five members. You're to elect five members -- the
16 executive committee is actually made up of eight members --
17 three of which come from the legislature, from the general
18 assembly -- two appointed by the chairman of the house
19 committee; one appointed by the senate, as Todd indicated.
20 Those three legislators are nonvoting members of the
21 executive committee. So tonight we are asking you to elect
22 the five members from your group to serve on the executive
23 committee.

24 In the document before you, it is suggested that you
25 conduct your business in accordance to Roberts Rules of

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1 Order, and that goes without saying.

2 The document before you also deals with the question of
3 staffing for this group. You've got a significant task
4 before you over the next several months, selecting those
5 projects for the final list that will go to the voters is a
6 very complicated, tedious, process, and you'll need
7 professional staff helping you do that; and it is suggested
8 that the Regional Commission Staff serve in that capacity.

9 In the document before you it is also suggested that
10 there be a technical advisory committee and you see the
11 members suggested for that particular committee, and that
12 committee will also serve to aid you in carrying out your
13 legal responsibilities.

14 Are there any questions about the document -- about the
15 recommended guidelines?

16 You are essentially -- you are comfortable with them?

17 W. JOHNSON: I move that we adopt it.

18 MR. DILLARD: I hear a motion to adopt it.

19 VOICE: Second.

20 MR. DILLARD: I hear a second, and if it's OK with you,
21 I'll just carry the motion? Those who favor, would you raise
22 your hands, please? Any opposition? None? I see none. So
23 that is accomplished.

24 So the next issue is election of a chairman. I
25 understand you've done a fair amount of thinking about that

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1 question and actually have taken some preliminary votes on
2 that on that issue -- is there a nomination for a person to
3 serve as your chairman?

4 VOICES: I nominate Ron Cross --

5 VOICE: Second.

6 MR. DILLARD: I hear a nomination of Mr. Cross.

7 Chairman Cross? I hear a second. Any other nominations?

8 [none voiced] Hearing none, by acclamation Mr. Cross is --
9 is that OK? By acclamation Mr. Cross is the chairman of the
10 CSRA Regional Transportation Roundtable?

11 MR. CROSS: You might want to vote on that and give
12 somebody a chance to dissent.

13 MR. DILLARD: Any opposition to that? Then those in
14 favor, would you raise your hand? It's unanimous.
15 Congratulations.

16 The next item that you are required by the legislation
17 to do as a body is to elect five members of the executive
18 committee. Now, I understand you've done some work on that
19 -- you know, Mr. Chairman, you --

20 MR. CROSS: It would be just four additional, correct?

21 MR. DILLARD: It would be four additional, exactly,
22 you've voted to get the guidelines approved; the chairman is
23 automatically a member of the executive committee; so we're
24 talking about four more. How would you like to proceed with
25 that, Mr. Chairman? Would you like to call for nominations

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1 or --

2 C. NEWTON: Mr. Chairman, if it's in order, it would be
3 my recommendation that we caucus for a period of five minutes
4 and we come back with recommended --

5 R. CROSS: I think we should honor that, if it's OK with
6 you?

7 MR. DILLARD: That is fine. That is fine.

8 R. CROSS: You say five minutes?

9 MR. NEWTON: That should be plenty, shouldn't it?

10 R. CROSS: And come back at, say, 7:25? That's a little
11 bit longer than five, but --

12 MR. NEWTON: OK.

13 R. CROSS: OK, we are briefly adjourned until 7:22; how
14 about that?

15 [off record five minutes then continuing:]

16 R. CROSS: Before we do any actual voting, I would like
17 for you to affirm or reaffirm the division that we settled on
18 before, and you listen to what we did, and if there's any
19 complication we need to discuss it now and if there's not,
20 we'll call for the representative of those areas as to who
21 their nominee is. We agreed initially that there would be a
22 nominee from Richmond County; is that still the process?

23 VOICE: Yes.

24 R. CROSS: We agreed there would be a nominee from the
25 combination of Lincoln, Wilkes, and Talliaferro Counties; is

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1 that still the process?

2 VOICE: Yes.

3 R. CROSS: We agreed that there be a combination of
4 McDuffie, Warren, Glascock, and Hancock; is that still the
5 desire?

6 VOICE: Yes.

7 R. CROSS: And finally, Washington, Jefferson, Burke,
8 and Jenkins; that's all that's left, so I guess that last one
9 will work, won't it? All right, I would like to start with
10 Richmond County, that delegation; who is the nominee?

11 DEKE COPENHAVER: Our nominee is Commissioner Joe
12 Jackson.

13 R. CROSS: Commissioner Joe Jackson.

14 Our second group, Lincoln, Wilkes, Talliaferro; do we
15 have a settlement on that nominee?

16 HENRY BROWN: Our nominee is Sam Moore, Chairman, Wilkes
17 County.

18 R. CROSS: Sam Moore, Wilkes County.

19 Our third group, McDuffie, Warren, Glascock, Hancock
20 Counties; who is your nominee?

21 C. NEWTON: Charlie Newton, Chairman, McDuffie; our
22 nominee is Kenneth Usry, Mayor of City of Thomson.

23 R. CROSS: Kenneth Usry, Mayor of City of Thomson.

24 Our final group is Washington, Jefferson, Burke, and
25 Jenkins; who is your nominee?

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1 WM. RABUN: I nominate James Henry; I'm William Rabun of
2 Jefferson County.

3 R. CROSS: And the nominee is James Henry?

4 WM. RABUN: James Henry.

5 R. CROSS: And what is his position?

6 WM. RABUN: Chairman.

7 R. CROSS: Give us that again, please, so we can get it
8 recorded here.

9 WM. RABUN: James Henry, Chairman, Jenkins County.

10 R. CROSS: All right, so our Executive Committee is
11 completed. Mr. Long, is that satisfactory to you?

12 MR. LONG: Just need to vote.

13 R. CROSS: We don't need nominations; we have
14 nominations. We consider that to be seconds? All in favor
15 of this Executive Committee, please raise your right hand.
16 Is there -- I guess that's unanimous; so, I don't think
17 there's anybody opposed except maybe some of the nominees.
18 [laughter] OK, what is our next item?

19 MR. LONG: I'll take care of it.

20 All right, the next topic I'm going to talk about is
21 criteria. I was going to give you a little backdrop of how
22 we developed the criteria. As most of you know, on August 3,
23 every city in this state and every county commission chair
24 got a copy of draft criteria. We in turn got comments back
25 from -- I don't know, forty to fifty local jurisdictions

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1 around the state about the criteria -- and talked to
2 countless folks about the criteria -- when we adjusted, based
3 on the comments and changes we thought were prevalent -- and
4 the criteria we've got to develop we sent out, I guess in
5 November -- November 9 we sent it back out -- and to the
6 Roundtable, you've had it for some time -- in fact, your
7 roundtable has met several times, even adjusted the criteria
8 slightly word-smithing here and there -- and we're going to
9 be talking about that today, but let me give you a backdrop
10 on how we got to that point. Several years ago we outlined a
11 business case, I mentioned this earlier, that said give it
12 your best, good things will happen -- well, out of that came
13 Senate Bill 200 and you have the Statewide Transportation
14 Plan that was actually signed by the governor and the DOT
15 Board this summer, back in the first part of June -- and that
16 plan helped drive really the requirements in HB 277 that
17 dictated you'd have to have some kind of compass or
18 guidepost as you're developing your list. If you were a
19 county doing SPLOST, you don't just go into it blindly, you
20 know what your needs are, but yet you kind of lay out a game
21 plan and complete the game plan on how you want to spend your
22 SPLOST money. That's what this is: this is a game plan of
23 generally how you want to spend your money on what types of
24 products and what are your emphasis areas are going to be for
25 SPLOST. Well, we obviously -- we started this process, we

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1 wanted to support the founding principles of the statewide
2 strategic plan that we adopted this summer. We want every
3 region to have that as a premise for that discussion. Well,
4 these are real simple; these aren't very complicated. In
5 fact, if you go to most states you're going to have similar
6 goals and objectives. You want to support Georgia's economy.
7 Think about all the projects you have. They all -- that's
8 what they're doing, right? -- to support the economic growth
9 and competitiveness.

10 Number two, you want to insure safety and security; you
11 want to provide safety -- public safety to the citizens that
12 live in the state. Third, you want to maximize the value of
13 what you're already got out there by maintaining it,
14 resurfacing it, taking care of it. In the urban areas, maybe
15 making better use of the lanes. In Atlanta, you know, we use
16 "hero trucks" [?]; right? That's making good use of what
17 you've got. Well, you've got the same thing here. You've
18 got a corridor on Washington Road right here in front of the
19 Masters every year, what happens, we bring Hero trucks in --
20 you're making use of an asset. So, all these things go into
21 that play -- minimizing impacts on the environment -- that's
22 got to be what everybody's mind as we go through it.

23 The good thing about this money, though, guys -- I will
24 tell you this -- is it's state money. If you're not using it
25 on a project that's got some federal money, a lot of the

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1 federal requirements aren't going to come into play. Have
2 you ever had a federal project in your county, you know what
3 I'm talking about. That will make these project delivery
4 issues, a lot of them, sort of go away -- we can do things a
5 lot faster. And George Brewer is back there shaking his
6 head, says, Amen. You know, some of the bigger projects
7 we're going to want to match out with federal money and
8 you're going to have the same rules apply to those no matter
9 what? If you use one dollar of federal money in the project,
10 you're going to hopefully follow federal guidelines.

11 R. CROSS: And that will add about two years to any
12 project.

13 MR. LONG: That's right. Two?

14 R. CROSS: Well, in our case it's been three on some of
15 them, but just to give them the benefit of the doubt.

16 MR. LONG: All right, so that's your performance goals.
17 What are the outcomes you want? What are the outcomes you
18 want are real simple, guys -- you want to achieve the best
19 value for the taxpayers' money; you know that, it's common
20 sense. You want projects delivered on time and on budget.
21 If you don't do that, guarantee you at the end of ten years,
22 you know, you'll get a lot of people upset at you, you don't
23 get another ten years, for sure.

24 The last thing is, outcome, is you want public
25 acceptance and trust in the whole process. You want them to

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1 like what we're doing as far as project selection; and then
2 ultimately, at the end of the game, you want them to like
3 what they've got on the ground -- can see a value for what
4 they've paid. Guiding principles: we're going to focus on
5 delivery; we're going to focus on projects that have already
6 been vetted to a certain degree. There's been thought behind
7 them before now. These aren't just new projects we're
8 picking out of the air; these are products we've vetted. In
9 Augusta and Columbia County, you're required to have a
10 transportation plan by federal law. A lot of counties here,
11 you've got transportation plans already. If you don't have
12 transportation plans, we have plans on projects in your
13 county, so we want these projects to be vetted to a certain
14 degree that come from existing plans. We want projects to be
15 consistent with the statewide plan -- and of course, in
16 Augusta and Richmond County, they need to be consistent with
17 your long-range transportation plan as well. Next slide.

18 So as we went through this, we divided how we want to
19 spend the money up in the program areas. All right. In
20 these program areas were like, once again, come from existing
21 plans, but we try to emphasize construction in projects that
22 you could get out the door. In other words, when you're
23 picking your list, really focus in on projects that there's
24 been some engineering work done maybe, or some preliminary
25 thoughts on that are down the path, so that you know and

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1 you're guaranteed for delivery. We were talking about that
2 during our break a minute ago -- delivery is going to be the
3 key. If you know you've got a project in the process already
4 maybe even you buying right-of-way on it, you know that
5 project is deliverable. The project you just start from
6 scratch, a major widening project, you've done no work on
7 whatsoever, you're in jeopardy a little bit. And that's
8 going to be out in the out years. Next.

9 So these are the areas we divided it in -- roadway,
10 capital, obviously these are like new roads, widenings,
11 interchanges, interstate improvements, bridges, economic
12 development corridors -- now, go back to that last slide. I
13 want to point out something a second. Look at that first
14 bullet there. These are projects from a regional -- when you
15 think regionalism think of this -- these are projects that
16 serve economic activity centers. They're collecting
17 employment centers helping people get to work, or get to
18 activities. Those are the kind of projects you can be
19 thinking of on a regional nature. Next slide.

20 Roadway/bridge maintenance. I do think there could be
21 some in that category. Remember, this is the Roundtable
22 projects, you still have your discretionary money for Roadway
23 maintenance. I think the public is going to expect a lot
24 more capital projects probably on your list that voters
25 received. But you may want to do some roadway maintenance;

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1 but in this case, since it's a roundtable, you need to focus
2 on corridors within state routes -- state routes or
3 regionally significant corridors. We're not talking about a
4 little side street here or there; we're talking about
5 corridors that carry traffic on them if you do maintenance;
6 in bridge program obviously, we've got a very extensive
7 bridge program in the state of Georgia where we rate bridges
8 and we have a priority system -- we have nine thousand
9 bridges in the state of Georgia.

10 VOICE: And about over half of them are in bad repair.

11 MR. LONG: No, we're actually not near as bad as a lot
12 of states, but if you want to say the country as a whole,
13 you're probably right -- but in Georgia we've got about half
14 of them that are below the fifty rating, but compared to
15 other states, we're actually OK, but we have way more needs
16 on the low end still than we have money.

17 VOICE: Well, don't we have some of the main
18 thoroughfares that are right at closing --

19 MR. LONG: We do.

20 VOICE: -- to heavy traffic?

21 MR. LONG: Certainly on county roads and city streets we
22 have some roads that are on the borderline of closing; that
23 is absolutely true. All right, safety and traffic operation.
24 Guys, I want to tell you, don't dismiss this category. This
25 is your bread and butter for what the public ultimately

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1 desires. These are good projects because can get them done
2 and deliver them and the public will like them.

3 HORACE DANIEL: Let me ask you one other thing about the
4 safety part of it. Will there be any money there for road
5 signs and all that in the same program?

6 MR. LONG: Yes.

7 H. DANIEL: Because you've got the visibility change on
8 how it's ---

9 MR. LONG: Yes.

10 H. DANIEL: -- on how it's got to have a sign you can
11 see so far on that; it's got to have reflection --

12 MR. LONG: That does qualify under this criteria. If
13 you go back and you guys obviously probably have not read the
14 governor's Strategic Highway Safety Plan, but it talks about
15 better signage -- better markings on the pavement -- in
16 there, so those are all certainly going to have to be a
17 project, remember -- can't just be signs all over the region.

18 C. WARE: And there's a grant already out there for
19 signage.

20 MR. LONG: We help out, we do -- the federal program
21 actually has a very low-level funding program and we help out
22 local governments with their signing and marking.

23 H. DANIEL: Yeah.

24 MR. LONG: You guys have benefitted from that. I think
25 you've got somebody on GDOT staff that works with you guys.

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1 H. DANIEL: We've got around \$300,000 on one of them.

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2 MR. LONG: That's good. All right, next slide. Freight
3 and Logistics. This sort of is a little bit of overlap in
4 Freight and Logistics and Roadway Capital. There is room in
5 the Roadway Capital -- we had an Economic corridors. The
6 Economic Corridor may also be Freight and Logistics Corridor,
7 you know. In your district, obviously 17 is the one that
8 comes up quite a bit. That's Economic Corridor plus it's a
9 Freight and Logistics Corridor. But certainly in other
10 districts this is a huge area, like in south Georgia,
11 particularly in Savannah, you've got some Freight and
12 Logistics projects around the port, and this category we
13 wanted to put in there specifically named now is Freight and
14 Logistics and we're developing now a Freight and Logistics
15 Plan for the State of Georgia. And Matthew Fowler -- he's
16 here, Matthew -- he's kind of heading that up for us out of
17 our planning office, and we're doing a lot of work trying to
18 identify the top freight routes in the state, and we've got
19 some good workings, some good data on that helping us do
20 that. Thanks a lot.

21

21 H. DANIEL: What about our Fall Line Freeway that goes
22 through Washington County and all?

23

23 MR. LONG: Yeah, Fall Line Freeway certainly falls in
24 that category. Absolutely. In fact, that's probably the
25 preliminary data we have shows Fall Line Freeway --

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1 completing that over toward Macon is probably one of the
2 higher priority projects in the state regarding that --

3 H. DANIEL: Isn't there some kind of military route?

4 MR. LONG: Well, it's -- I call it more of a logistics
5 route than -- it's -- all of the logistics routes are
6 military routes too --

7 H. DANIEL: Yeah, talking about bringing the troops from
8 Ft. Gordon to Columbia.

9 MR. LONG: Right. Aviation -- that may be a category --
10 how many airports you got?

11 VOICE: Nine airports. Well, guess what, if somebody is
12 coming to look at your county to put a job center, they don't
13 drive here, do they? They fly. So you either have good
14 airports. Taxiways -- runways, aprons, navigational aids --
15 those are all qualifying items. Bicycle and pedestrian:
16 We've got probably -- I'll be honest with you -- probably
17 gotten more comments on bike and ped activities than any
18 other comments on the whole criteria. The bike and ped will
19 be very much like to write. Yes, sir.

20 C. NEWTON: Charlie Newton, McDuffie County. Isn't the
21 DOT aviation money that's been there in the past -- has that
22 also changing or is that going to stay where it's at?

23 MR. LONG: We still have the aviation federal aid
24 program and, of course, if you want to put some money toward
25 -- this actually could go a long ways -- because the federal

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1 match on aviation is way higher than regular roadway. Here's
2 the problem and I'm going to say this out loud, not to offend
3 Lee Anderson, but we've got a lot of legislators who really
4 support airport aviation -- that money has to come out of a
5 general fund. All right? It can't come from a gas tax, and
6 as much as everybody wants to support it, last year for the
7 entirety of the state the general fund obligated \$1.6 million
8 to airports. We've got a hundred airports. Isn't that
9 right? So it's just -- there's just not enough money to do
10 it, so the point is, that's why we've kind of added it here
11 as a category because this could really help out--

12 C. NEWTON: That's why I asked that --

13 MR. LONG: -- to bring in more federal dollars.

14 C. NEWTON: -- the FAA entitlement money has always been
15 there, but then the --

16 MR. LONG: The match has been the problem.

17 C. NEWTON: -- well, we've taken advantage even because
18 of the match, but then you have to deal with Georgia DOT
19 aviation funding, and I was just asking, is that going to
20 stay in place after this comes about or do you see that going
21 away?

22 MR. LONG: No, I think there will still be some demand
23 to do it, because not all -- remember, we don't know if this
24 is going to pass all regions --

25 C. NEWTON: Right.

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1 MR. LONG: -- and we don't know which regions are going
2 to have airport projects or not -- and if everybody has lots
3 of airport projects, there may be some incentive not to fund
4 it out of the general fund, but I don't think it will keep
5 getting funded.

6 On bike and ped, it's a low percentage, but you guys can
7 actually do some pretty good things -- but on bike and ped
8 projects, these aren't supposed to be on little side streets.
9 Let's at least think strategically. Fund quarters that are
10 serving activity centers and employment centers, particularly
11 activity centers, right?

12 Transit: Obviously you do have transit in this region.
13 You've got transit right here in Richmond County, and we do
14 have some criteria in regards to that and it lets you spend
15 some money, and so obviously that's an area that typically
16 all over the state that severely lacks funding, and it allows
17 you to spend some money in that category. Next.

18 Now, in the criteria presented to you guys back in
19 December or November -- we actually laid out these
20 categories. Now, let's remember for a second. These
21 categories -- if you try to add them up to a hundred they
22 don't add up -- we give you a lot of flexibility in each
23 category -- so if you spend a lot of money on roadways and
24 safety and traffic operations, if you spend all your money,
25 you can spend all your money in those two categories, almost.

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1 And you won't have any other for the other categories. So we
2 were very flexible.

3 Now, I'm going to say this right now. These are
4 criteria if you go to 71 percent on roadway, or you're 49
5 percent on roadway, it's -- these are still, like I said,
6 this is a compass. It's not an exact science here on hitting
7 it exactly in the range, whatever you decide to choose.
8 There was some discussion, I think, in y'all's earlier
9 criteria -- that was saying let's do zero to a hundred
10 percent in all categories. I'm here to tell you I think that
11 is very unwise to do that. The reason it's unwise two-fold:
12 one is, if you want to do a SPLOST, you've got to have some
13 kind of plan how you're going to spend -- you're going to
14 spend this much on parks and recs; this much on roadway; this
15 much on jail, so you've got to -- so you've got to have a
16 thought process behind it.

17 C. NEWTON: The concern was, when you're going into a
18 SPLOST, you're not going into a SPLOST blind. I know what my
19 county needs. When we go into this project, this process,
20 I've got no idea what these other counties need and it may
21 need - you mentioned we've got nine airports -- it may need
22 to be a good bit more money to spend on airports than is up
23 there; we just don't know yet until we sit down and have the
24 discussion.

25 MR. LONG: OK, but if you end up that at the end of the

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1 day that's where we are, it's OK.

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C. NEWTON: OK, I was --

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MR. LONG: Here is the deal, guys. If you go zero to a
4 hundred -- here's another reason you don't want to do that --
5 guess who you're giving total authority to to decide which
6 projects you get? Guess who gets that authority?

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VOICE: You?

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MR. LONG: Guess who develops unconstrained list --

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VOICE: I do.

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MR. LONG: The biggest complaint we got during the
11 session was, this process needs to be driven by locals, not
12 the state. If you go zero to a hundred, you're doing exactly
13 opposite of what you cried for. So if you wanted this to be
14 -- you've got to give me guidance -- and the guidance I'm
15 suggesting to you is this. If you want to change these
16 percentages, that's fine. But if you get from zero to a
17 hundred with it really doesn't matter, I'm going to give you
18 what you've got -- what I think's worthwhile -- and it may
19 just not much over what you're getting moneywise, and then
20 you're stuck with whatever we give you. Right? You want to
21 have some guidance from me to follow. You understand? All
22 right, so what you've got before you is -- you can see it
23 right here -- you've got a modified version of the criteria I
24 gave you back in November that Andy has worked -- and I think
25 you've basically taken comments from a lot of different folks

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1 -- I've gone over these comments today. Well, actually, if
2 you look back at the section dealing with the target ranges,
3 I told -- I asked Andy if you'd just put "for discussion at
4 the meeting" -- he had zero to a hundred there, because he
5 said he got it from several people in the room -- but I told
6 him to go back and put these -- and we could discuss it.
7 Now, I remind you -- ultimately this is your criteria. All
8 right? But this criteria that has been developed and they
9 use -- a good bit different from the verbiage that we had
10 delivered back in November -- but we feel like the word
11 changes and stuff, actually mostly clarify most of the things
12 that we were saying earlier -- he categorized and put numbers
13 on some points we were making. Actually, I think it reads a
14 little bit better in some areas than we had before, and I
15 appreciate that and I don't think we can go back and change
16 it now in my other districts, but certainly what you did was
17 good.

18 So typically at these meetings what we've been doing is
19 allowing Morris to facilitate comments and discussions -- but
20 I kind of dove into that already with this discussion, but
21 I'm just here to tell you that what I've read here, I can
22 live with what you propose to change. And of course it's not
23 my call, though, right? Whose call is it? Ultimately you
24 guys have the vote. So for any discussion on this, I will
25 let Morris stand up and he can kind of help facilitate that

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1 process, if he can get up here.

2 MR. DILLARD: Well, that's it: the document before you,
3 not the one in the book -- the document before you is the one
4 that we are asking you to act on, to raise questions about or
5 propose changes to.

6 R. CROSS: Do you think we should start with a motion
7 and a second, and then handle the question under discussion?

8 MR. DILLARD: That would be appropriate.

9 D. COPENHAVER: M. Chairman, based on the flexibility
10 and the allegations and the word of Todd and the input that
11 we've had prior to this -- and I'm Deke Copenhaver, Mayor of
12 Augusta -- I'd move for approval.

13 R. CROSS: Do we have a second?

14 H. DANIEL: Second.

15 R. CROSS: Raise your hand who did that second? I
16 didn't get that second -- didn't pick you out? OK. All
17 right. The floor is now open for discussion or any questions
18 or ever how far we want to take it.

19 MR. ANDY CROSS: If I may -- you all got a copy of the
20 Monday of this week -- or maybe it was last week that I sent
21 you -- the only change to what I sent you was minor tweaks
22 that Todd and I did today that really clarified some of the
23 language to make it go back to fit within House Bill 277, and
24 the inclusion of the target range of which back to the
25 original recommendation on target ranges -- I will point out

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1 under number one on page four for target ranges, the last
2 sentence-- as Todd told you just a second ago, the final
3 investment list may include projects that do not adhere to
4 the draft target ranges -- so these will get you into working
5 in the process. If at the end of the day we need to improve
6 something that's slightly different than the target ranges,
7 that shouldn't be a problem.

8 R. CROSS: Any other questions or discussion? Mr. Long,
9 are you ready for the question?

10 MR. LONG: Absolutely.

11 R. CROSS: All in favor of the motion to second, please
12 raise your right hand. [hands raise]

13 Do we have any opposed to this criteria? [none]

14 Thank you, gentlemen.

15 MR. LONG: All right, Next Steps: That's the next part.
16 We're almost done. Getting late, right? Well, you guys have
17 successfully elected your chairman, selected your executive
18 committee, and approved the criteria. That was all that was
19 required under the bill in the first meeting. Under the
20 bill, technically there is only needed to have two meetings
21 of the full roundtable. Y'all may choose to have other
22 meetings, but your next meeting by the bill is to adopt the
23 list next October, but I guess, and I suspect, there will be
24 a lot more activities before then as far as the full
25 Roundtable goes.

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1 The next step in the process is for me to work and
2 actually work with you eventually -- but to allow a call to
3 come in -- we're basically going to give you direction on
4 send us project suggestions that you have. The bill calls
5 for us to accept project nominations from MPOs and local
6 governments, that's what it says. So we will be sending you
7 basically a sample form, and that form would be basically
8 project data and project information on your idea that you
9 want to have considered; and of course, we will be able to
10 assist you in that if it's projects we know about --
11 certainly if it's projects we don't know about that's in your
12 plan, we will need that information to analyze that project,
13 because ultimately what I've got to do for every project on
14 the unconstrained list, I've got to have project information
15 with a public benefit for that project. That public benefits
16 is going to state one of the benefits to the public in
17 regards to economic development, safety and whatever it may
18 be, and I will relate it back to the criteria. All right?
19 So we will give you that guidance where our last Roundtable
20 is I think a couple of weeks from now -- is that it? So, our
21 plan is to get that out sometime the end of this month for
22 guidance -- and we want you guys to start sending those in.
23 So between now and essentially May, we'll be evaluating the
24 projects against the criteria you guys have adopted. All
25 right, and we're not just using projects you suggest to us,

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1 we'll also use projects that we have in our system, that we
2 think are worthwhile too. They just basically -- the bill
3 says the Director of Planning will develop an unconstrained
4 list -- and he agrees to accept nominations from local
5 governments and MPOs. So I suspect that most of the projects
6 that you want were already on my list anyway, right? I think
7 there will be far few exceptions on that matter.

8 Now, by May, we hope to have this unconstrained list.
9 So this spring we're going to have to get revised estimates
10 from our state economists -- our state economist you may not
11 know, is actually named -- is Ken Hagnee, he's out of Georgia
12 State University -- Downtown Atlanta -- and he does this for
13 state government for all of our budget stuff we have that
14 Rep. Anderson deals with -- and he'll be making revised
15 projections, looking at economic trends, et cetera -- and
16 giving us the numbers we will really use -- and so the
17 executive committee will have their own unconstrained list
18 with good financial -- so starting in May or June, what will
19 happen is, say, Executive Committee will start their work,
20 and then we'll have an unconstrained list, and they'll be
21 analyzing the unconstrained projects and making sure that --
22 they can decide which ones they'll want to zoom down to on
23 the constrained list.

24 R. CROSS: Well, we can -- can't we have meetings and
25 general discussions prior to that time?

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1 MR. LONG: Yes. Roundtables -- you can converge
2 together as much as you want to, really -- but the official
3 meeting for the vote is going to need to be, I guess October,
4 when you have the list. So -- but there may be a need for
5 various reasons -- let's just say somebody can't serve on
6 executive committee for some unknown reason, something
7 happens and they can no longer serve -- well, the Roundtable
8 will need to reconvene to elect that, or -- so, you know,
9 outside of that I see the only reason to get together will be
10 to just talk about strategies and maybe what you want, or
11 maybe what you want to share with me -- whatever you want to
12 do.

13 R. CROSS: Well, I think we're going to need to get
14 together this early on, not only with the Executive
15 Committee, but maybe another meeting as a group to talk about
16 the political climate, a lot of things are happening with
17 SPLOST Programs -- there's, you know, organized opposition
18 and my thinking or my request to you is, in the back of your
19 mind, try to come up with something that is a glamour project
20 for your county or city, because you have to have something
21 that the public is going to latch on to. This is a tax
22 increase; this is an additional penny. It's not a renewal
23 that we face generally with a SPLOST Program, and I -- we've
24 got our hands full. I don't think there's any question. So
25 we're going to have to come up with something that we can

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1 promote to the public that this -- not only it meets your
2 criteria, but attracts their attention that this is just
3 something that we would really like to see in our cities and
4 counties and a lot of times what you need is not the --
5 something to attract the public's attention -- but we need to
6 think about that. To me it's going to be mighty difficult,
7 Todd, to bring this without something to really grasp. Now,
8 the SPLOST Program you can have a new library; you can have a
9 new park; you can have a lot more bike paths and get a little
10 enthusiasm for what you're doing. Roads, getting --
11 alleviating traffic is certainly a good item, but I think
12 you're going to have to combine it with more than just that
13 to get the public to really buy into it. And I'm sure we --
14 well, I'm not sure, can't say that -- I suspect there will be
15 so, be some organized resistance to this as you're seeing in
16 Cobb County where there's SPLOST through two or three
17 different organizations. Now the climate in 2012 may be
18 totally different than where we are now, and I grant you
19 that. But I wish you'd be thinking about that -- got to have
20 something that's going to grab the public and say, "We're
21 willing to work for this and to get it passed."

22 C. NEWTON: Charlie Newton, McDuffie County -- along
23 those lines, you mentioned that a glamour project for each of
24 our counties or communities, a question I asked in one of our
25 earlier meetings is, I had in my mind the projects that would

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1 be done -- regional projects would pretty much be roads that
2 were currently on system or new roads that were equivalent to
3 on-system roads -- but if there was that glamour project
4 within a community that really wasn't a road that moved
5 people from community to community, are those roads still
6 going to be designed to the current DOT standards where
7 you've got a 21-inch-thick road? Can we value-engineer some
8 of those roads and make this money go further?

9 MR. TODD: Sure, we build very few 21-inch roads, by the
10 way.

11 C. NEWTON: I've never built one for you that wasn't 21
12 inches thick.

13 MR. TODD: What he's asking basically is, it depends on
14 where it is. We certainly will apply appropriate engineering
15 -- value-engineering to it. That's a great point, and we'll
16 try to do that a lot more -- you know, George and I are
17 working all the time -- and every project we're looking at
18 now, we're actually spending a lot more time looking at it
19 from a value standpoint, about what do we really need to
20 build here to get it done and get it built -- and so that's a
21 good point, Chairman. It is incumbent upon me -- I want to
22 say this -- that you guys aren't acting alone. You're not on
23 the island here. We've got regions that abut you that have
24 projects of regional significance and that move into your
25 district and your projects move into their districts -- so

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I've got to work those angles together, and --

2 REP ANDERSON: That's the part I want you to explain to
3 them about the puzzle.

4 MR. TODD: Yeah, because it is puzzling. You've got
5 corridors coming in and out of this district and 17 comes to
6 mind, for sure -- but there are corridors that are going to
7 be all across this state that border different regional
8 commissions, and you know, we've got to make a commitment
9 that these are corridors we want to build, and if, for one
10 reason or the other this district says it's a high priority
11 -- they fund it -- but the next district doesn't -- well,
12 I've got an opportunity through our regular federal aid
13 program right to fund the piece in their area, because they
14 may have other priorities they're doing. So I've got to work
15 on all those puzzles together, and I think you can work --
16 certainly there are some corridors in the state that one
17 district is going to favor over another -- and we've got kind
18 of a strategic plan from our standpoint, so we've got to kind
19 of cobble together all the money. We're not going to have to
20 -- guys, I painted this picture that was very dark about our
21 regular federal aid program, we still have a regular federal
22 aid program to build projects with, and this will just help
23 us get projects faster than we couldn't get today. OK? My
24 contact information is up here. A lot of you guys know me
25 already and you can come by to see myself or Commissioner

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1 Matt Smith. I am very open to meet with you and if you want
2 to come in and talk to myself and certainly we have plenty of
3 staff who is willing to come over here and chat with you and
4 talk and explain things about the bill you may be not
5 understanding and didn't want to ask tonight -- because I
6 know, guys -- I was, matter of fact, during the break I was
7 reading part of the bill that I'd totally forgot was in
8 there. I was trying to find something about the end of the
9 bill and what do you do with the money -- it is a complicated
10 bill to understand and you've got to read it several times
11 and don't feel embarrassed if you don't understand it all,
12 because you guys are very -- let's be honest, you know --
13 you're putting your political job on the line here. You're
14 supporting, like you said, the increase in revenue. So we
15 need you to be totally behind this and totally understanding
16 what we're doing. So --

17 REP. ANDERSON: Can I just say one thing?

18 MR. LONG: Yes, please.

19 REP. ANDERSON: Lee Anderson, Representative. Every one
20 in here is leaders and this is, to me, this Roundtable, this
21 trying to get this one cents passed is the next thing to this
22 tax council that we've had, been meeting. This is how major
23 it is, I feel, to myself and to the state. Gentlemen, we
24 live in one of the best states in the whole United States,
25 and all of you know that. What this is, is to keep us there.

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1 I believe this is something that the people would really want
2 -- each and every one of you are hearing, I believe, in your
3 areas, that people want to go to a fair tax. Well, this is
4 the closest thing to a fair tax as we can come up with at
5 this time. I believe that the chairman took some of my
6 thunder, what I wanted to say -- but we have to look at each
7 area. Go home, look at the true needs, meet with some of
8 your community people, and get good projects that the people
9 will vote for and in favor of. We've got to have what the
10 people want for this to move forward. Also what I recommend
11 you to do is make the chairman meet you in Millen or
12 wherever; make him go everywhere in this whole district. The
13 man's retired; he don't have nothing to do. So, make him
14 come down and see you -- when y'all meet. I mean, really.
15 But, Gentlemen, I'm excited about this and I think this is a
16 way to make Georgia move forward. We here, we live with the
17 second largest port on the east coast -- it's in the state of
18 Georgia. Gentlemen, we have to get this freight and it's
19 going to just get larger. We have to get the freight through
20 the state of Georgia and also in the state of Georgia. This
21 also helps us to bring more jobs here. It also helps us to
22 bring companies and businesses to want to come to Georgia,
23 not just look at Georgia, but want to come to Georgia.
24 That's the key to this whole thing. Make it where they want
25 to come to Georgia for new jobs for our area. I believe we

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1 will be one of the better regions coming together -- with
2 Todd I think we have an advantage. With Todd knowing this
3 area as good as he does, that's a big plus for us. But also,
4 I believe we can represent this region and it be one of the
5 best regions and we'll pass this thing stronger than a lot of
6 the other regions will, but I want to thank each and every
7 one of you for being on this, and if I can ever help, don't
8 hesitate to just give us a call. And I want to -- all of us
9 -- to give Todd a hand tonight for being able to come and
10 give this. Any staff -- I mean, everyone here is -- this is
11 crucial to our State, y'all. Thank you.

12 D. COPENHAVER: Mr. Chairman, Deke Copenhaver, Mayor of
13 Augusta, before I close, I did want to make one correction to
14 Todd -- I was just sworn in to my final four-year term, so
15 I'm term-limited -- I'm not putting my political future on
16 the line. We don't --

17 MR. CROSS: One final point, and it occurred to me while
18 Lee was speaking, and we don't have to get into this any time
19 soon, but part of our presentation to the public may be that,
20 if we can get this done, we can avoid other taxes in the
21 future that would have to fund road projects -- whether it's
22 a SPLOST or whether it's gasoline or whether it's any other
23 area -- that this is one chance to get this out of the way
24 and not have to deal with additional revenue needs, you know,
25 in the next few years. So, you know, keep that in mind. Do

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1 we have any other comments? Do we need to take any public
2 comments?

3 MR. LONG: Go ahead.

4 MR. CROSS: Do we have anybody back here that would like
5 to make any comments? Anybody on the Roundtable?

6 H. DANIEL: I'd like to say something. I know we're all
7 talking about this, but this is going to be one of the
8 hardest things to sell that any county has ever got into.

9 MR. CROSS: I will not disagree with that.

10 H. DANIEL: I mean, it ain't going to be easy and LARK
11 has already heard it, you're speaking for it, but I'm glad
12 people say that the State is putting it back on the county,
13 for the counties to pass, and so they won't lose a vote
14 either. I mean, that's -- all this talk is going on, and
15 you've heard it probably --

16 REP. ANDERSON: Yes, sir.

17 H. DANIEL: -- and I mean, it ain't going to be easy,
18 but we're going to have to get out there and sell it.

19 MR. CROSS: But as we've said many times, it's the only
20 game in town and Todd has brought it up tonight. This is the
21 only direction we got to go at least for the next two years.

22 H. DANIEL: Well, you talk about the LARK, ten years --
23 ten/fifteen years ago when LARK first started -- well, you've
24 got to do LARK -- you got enough that was -- you could tell
25 you got it. This last, I think, that the county got in

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1 Washington County, was about three-quarters of a mile. I
2 mean, that's just enough -- that's just like giving a baby a
3 pacifier -- there ain't no milk in it, but it will satisfy
4 them sometime.

5 MR. CROSS: But you got a chance to do more with what's
6 here in front of us.

7 H. DANIEL: That's right, but it's going to be -- you've
8 got to convince these people on that tax, because don't
9 nobody want no tax.

10 MR. CROSS: I agree with you. I thank all of you and
11 we'll be in touch. We are adjourned.

12 [Off record at 8:00 p.m.]

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STATE OF GEORGIA
COUNTY OF COLUMBIA

CERTIFICATE OF REPORTER

I hereby certify that the foregoing transcript of the hearing was reported, as stated in the caption, and the proceedings were transcribed by me; that the foregoing pages 3 through 62 represent a true, complete, and correct transcript of said proceedings given on January 6, 2010. I certify that I am not of kin or counsel to the parties in the meeting; nor am I in the employ of counsel for any of said parties; nor am I am not an interested party in the matter.

This, the 12th day of January 2010.

ALICE P. LAZENBY, CCR, CVR
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