

**GEORGIA DOT RESEARCH PROJECT 13-30**

**FINAL REPORT**

**GDOT LOCAL BENEFICIARY ANALYSIS OF TIA PROJECT  
EXPENDITURES  
(ESTABLISHMENT OF BASELINE CONDITIONS AND  
EXPECTATIONS)**



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GDOT Research Project No. 13-30

Final Report

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(ESTABLISHMENT OF BASELINE CONDITIONS AND EXPECTATIONS)**

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Contract with

Georgia Department of Transportation

In cooperation with

U.S. Department of Transportation  
Federal Highway Administration

October 31, 2015

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1. Report No.: FHWA-GA- 16-1330	2. Government Accession No.:	3. Recipient's Catalog No.:
4. Title and Subtitle: <b>GDOT LOCAL BENEFICIARY ANALYSIS OF TIA PROJECT EXPENDITURES (ESTABLISHMENT OF BASELINE CONDITIONS AND EXPECTATIONS)</b>	5. Report Date: October 31, 2015	6. Performing Organization Code:
	8. Performing Organ. Report No.:	
7. Author(s): Thomas D. Boston, Catherine L Ross, Sarah McCord Smith, Jon Schmid	10. Work Unit No.:	11. Contract or Grant No.: 0012892
9. Performing Organization Name and Address: Georgia Institute of Technology 790, Atlantic Drive, Atlanta, GA 30332	13. Type of Report and Period Covered: Final; December 2013 - October 2015	14. Sponsoring Agency Code:
	15. Supplementary Notes: Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration.	

16. Abstract: In 2012, voters in three regions of Georgia approved the Transportation Investment Act (TIA). The referendum added 1% to local sales taxes. Seventy-five percent of additional tax revenues will fund voter approved transportation projects and the remaining 25% goes to local areas for transportation projects of their choosing (i.e. discretionary funds). The regions are Central Savannah River Area, Heart of Georgia-Altamaha and River Valley. This report comprises of the first phase of an evaluation of the impact of TIA on stakeholders and beneficiaries in the three regions. It identifies baseline conditions that prevailed in the areas before TIA began. These include the following: highway expenditures in local areas; expectations of local stakeholders regarding the impact of TIA; local preferences and priorities concerning transportation investments; the effect of transportation expenditures on local economic development, stakeholder satisfaction with local control over transportation resources; opportunities for small, minority and veteran-owned businesses to work on local transportation projects; and the socio-economic characteristics of counties. The report estimates economic impacts arising from initial TIA expenditures between 2013 and 2014. The results include new jobs, economic output, household income, small business revenue and tax receipts. A framework for measuring the benefits of TIA is developed, for current and future projects. Preliminary findings indicate the discretionary funds given to local areas as one of the most highly valued outcomes of the program. Results of a stakeholder’s survey show that local areas have a high degree of satisfaction with the way that GDOT has implemented TIA thus far. Specifically, 85.3% of respondents to a stakeholder’s survey indicated that GDOT has done an excellent or good job implementing the program. Additionally, 95.5% answered “yes” when asked, “Given all you know about how TIA has operated thus far, do you feel your region’s participation was a good decision?” Equally significant, 95.2% indicated that they would encourage residents of non-TIA regions to vote “yes” if they have an opportunity to do so on a future referendum. When projects funded between January 2013 and June 2014 are fully delivered, the estimated economic impact is 1,467 new jobs in Central Savannah River Area, 1,030 in River Valley, and 682 in Heart of Georgia-Altamaha. The predicted new economic output is \$146.2 million in Central Savannah River Area; \$101.2 million in River Valley; and \$60.9 million in Heart of Georgia-Altamaha. The impact on small business revenue will be \$9.3 million in Central Savannah River Area, \$7.5 million in River Valley, and \$4.0 million in Heart of Georgia-Altamaha. The effect on new household income is estimated to be \$55.1 million in Central Savannah River Area, \$38.2 million in River Valley, and \$19.0 million in Heart of Georgia-Altamaha. Finally, predicted new tax revenue is \$3.7 million in Central Savannah River Area, \$2.3 million in River Valley, and \$1.5 million in Heart of Georgia-Altamaha.

17. Key Words: Georgia Department of Transportation/TIA; Transportation Investment Act Economic Impact, Beneficiary Analysis of TIA		18. Distribution Statement:	
19. Security Classification (of this report):  Unclassified	20. Security Classification (of this page):  Unclassified	21. Number of Pages: <b>157</b>	22. Price:

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## **EXECUTIVE SUMMARY**

### **Purpose**

Voters in three regions of Georgia approved the Transportation Investment Act (TIA) referendum in July 2012, and the collection of TIA funds began January 1, 2013. Residents imposed a 1% sales tax increase over a ten-year period (2013 – 2022) to support transportation projects in each region. Seventy-five percent (75%) of additional tax revenues will fund voter approved transportation projects and the remaining 25% will be transferred to local governments to support any projects they choose (i.e. discretionary funds).

When fully funded, River Valley is budgeted to receive \$380.8 million to support 23 projects (\$104.4 million were collected by the spring of 2015). Central Savannah River's budgeted amount is \$539.0 million for 84 projects (\$146.2 million were collected by the spring of 2015). Budgeted funds for Heart of Georgia-Altamaha total \$255.5 million to support 764 projects (\$66.4 million were collected by the spring of 2015).

The Georgia Department of Transportation (GDOT) commissioned this research. It will be conducted in two phases. Phase I establishes the framework for evaluating the impact of TIA on stakeholders and beneficiaries in three regions that approved the TIA referendum. The regions are Central Savannah River Area, Heart of Georgia-Altamaha, and River Valley. Phase II will measure the impact of TIA over time, as projects are delivered in the regions.

This report, which comprises of Phase I, identifies baseline conditions that prevailed in each area before TIA began. Baseline metrics include the following: highway expenditures in local

areas; expectations of local stakeholders regarding the impact of TIA; local preferences and priorities concerning transportation investments; the effect of transportation expenditures on local economic development, stakeholder satisfaction with local control over transportation resources; opportunities for small, minority and veteran-owned businesses to work on local transportation projects; and the socio-economic characteristics of counties. The report estimates economic impacts arising from initial TIA expenditures between 2013 and 2014. The results include new jobs, economic output, household income, small business revenue and tax receipts. A framework for measuring the benefits of TIA is developed, for current and future projects.

### **Stakeholder's Survey**

The survey was designed to identify local perceptions and conditions before TIA began, i.e. the baseline. This allows the research team to monitor and evaluate the program's impact over time. The stakeholders' survey is also a pretest, to help determine the most effective format and questions on future survey instruments. In the future, the survey sample size will be many times larger than was the sample size of the pretest.

### **Survey Results**

Preliminary findings indicate that the discretionary funds given to local areas are one of the most highly valued outcomes of the program. Additionally, the stakeholder's survey found residents in all three local areas to have a very favorable perception and high degree of satisfaction with the way GDOT has implemented TIA thus far.

- **The stakeholder’s survey response rate was higher than expected:** The survey sample was 198 stakeholders; 95 persons responded. The 48% response rate was twice the targeted rate.
- **Most stakeholders prefer a mail survey format:** Each stakeholder received an electronic survey and a mail survey; two-thirds chose to respond by mail.
- **Forty different counties were represented among the responses:** The distribution of survey respondents was as follows: 23.7% were from River Valley; 31.2% from Central Savannah River Area; and 45.2% from the Heart of Georgia – Altamaha Region. Overall, stakeholders resided in 40 different counties of the TIA regions.
- **Respondents were primarily middle-aged and older:** 48.4 of respondents were 45 to 64 years of age, and 44.0% were 65 years and older.
- **Elected officials made up the largest segment of respondents:** 60.5% of survey respondents were state and local elected officials; 24.7% worked for governmental organizations; 11.1% were employed in public and private organizations that had responsibilities related to the delivery of TIA projects; 1.2% worked for a private or non-profit organization; and the remaining percentage (2.5%) represented ordinary citizens who were interested in the outcome of TIA.
- **Stakeholders are very familiar with TIA:** 96.5% were knowledgeable about how TIA operates, including the 25% discretionary funds; 74.7% were familiar with GDOT’s TIA website; 66.7% of those familiar with the website actually used it; Heart of

Georgia residents were the most frequent users of the website (74.1%); and River Valley residents were least likely to use it (46.2%).

- **Stakeholders have a very favorable impression of how GDOT communicates about TIA activities:** 78.6% of survey respondents indicated that GDOT has done an excellent or good job communicating; 20.2% felt that it has done a fair job; and only 1.1% said that it has performed poorly. Central Savannah residents had the highest positive perception (with 88.9% choosing excellent or good); and the opinion of River Valley residents was lowest among the three regions (68.1% choosing excellent or good).
- **Stakeholders have a very favourable view of TIA:** 95.5% stated that they are happy that their region participated; 95.2% would recommend non-TIA regions vote “yes” if they have a similar referendum in the future; 85.3% indicated that GDOT has done an excellent or good job, and only 13.5% felt that GDOT has done a fair job; 74.7% reported that residents in their local area are very satisfied or satisfied with TIA, while the remaining 25.3% were neutral.
- **River Valley residents are positive about TIA, but less so than are residents in other regions:** When stakeholders were questioned about their perception of TIA, River Valley residents’ perceptions were positive but less so than were the perceptions of residents in the other two regions.

- **Stakeholders want more funding for TIA:** When stakeholders were asked to identify one thing they would change about TIA, increasing its funding was the most frequently cited response. Other responses included: allowing voters to amend the list of approved projects; increasing the share of funding going to local areas; and allowing non-TIA regions to vote again on the referendum.
- **Having greater local control over transportation investments was the highest priority before TIA started:** Respondents were asked to use a scale of 1 to 9 to rank their highest transportation priority before TIA passed in 2012; 74.2% wanted greater local control over transportation decisions: 89.7% in Heart of Georgia; 74.1% in Central Savannah; and only 47.8% in River Valley.
- **Faster economic growth was the second most important priority before TIA:** 61.8% of all stakeholders ranked this as their top priority: 64.1% in Heart of Georgia; 66.7% in Central Savannah; and 52.2% in River Valley.
- **Having discretionary transportation funds is the most important outcome of TIA:** 81.8% of stakeholders across the board indicated discretionary control is the most important issue to them; 80.0% of residents in Heart of Georgia and 80.8% in Central Savannah reported this; and 86.4% in River Valley responded the same way.
- **Stakeholders' top preference for using TIA funds is for new streets and highways:** Overall, 51.7% indicated this as their highest priority: 50.0% of residents in Heart of

Georgia; 61.5% of residents in Central Savannah; and 42.9% of residents in River Valley.

- **Almost all stakeholders have noticed TIA funded projects in their local area:** 92.2% of stakeholders are aware that their local government received discretionary funds from TIA and 90.0% reported that the funds have been used to support local projects.
- **The most visible use of TIA discretionary funds is for improving roads and bridges:** 76.4% of stakeholders have seen TIA funds used to improve roads and bridges; 23.3% have seen funds used to improve traffic signs and signals; and 12.8% have seen the funds used for sidewalks, trails and bike paths.

### **Personal Interviews of Stakeholders**

The primary purpose of the interviews was to gather in-depth information about stakeholder perceptions of TIA. The interviewees included regional commission members, local politicians, district engineers, GDOT board members, and members of citizen review panels. Stakeholder impressions of GDOT were overwhelmingly positive. Below, we have taken salient excerpts of the interviews. In most cases, the citations represent direct quotations, however in some instances, the excerpts are taken directly from the interviewer notes.

- “This program is making projects possible that couldn’t be completed in 50 years.”

- “Many local projects and the regional projects are creating new opportunities and economic benefits. The projects are increasing access to property for development, and improving roads that are critical for freight movement.”
- “I’ve heard that other regions are unhappy [that] they did not pass it.”
- “The TIA program has resulted in some good planning being done that was not done before and would not have been done otherwise.”
- The TIA program has been great for the region; it really pulled everyone together as a region. It also pulled together the cities and counties in a new way.
- Rural areas usually are using the funds for road improvements, such as repaving or paving dirt roads; cities are using the funds for downtown streetscape improvements such as sidewalks and pavement repairs.
- “I do not like taxes, but some make sense, and this is one of them that does.”
- “The program is a tremendous success, something every region should do.”
- Because of the local 25% discretionary funds, every city and county is benefitting.
- GDOT has been very professional and dedicated to the program. Mike Dover is committed to the program and the projects. GDOT gives clear updates on the budget.
- GDOT keeps local governments informed.

- “I am very pleased with Mike Dover.”
- “Mike Dover has been great; he is very easy to work with.”
- “Mike Dover does an excellent job.”
- “Mike and his team have done an excellent job; they built this program from the ground up, highest compliments.”
- “Local engineering firms have voiced some concerns to GDOT that more local firms need to be on the contracts.”
- There is an effort to make sure local engineering firms are winning part or all of the projects. The RFPs [Requests for Proposals] are released in Atlanta and not always advertised locally, so some smaller companies feel that they are not getting a chance to bid on the projects.

### **Economic Impact on Jobs and Income**

The research established a procedure for estimating the economic impacts of TIA funded projects. The results were as follows. When projects (funded between January 2013 and June 2014) are fully delivered, the estimated economic impact is 1,467 new jobs in Central Savannah River Area, 1,030 in River Valley, and 682 in Heart of Georgia-Altamaha. The predicted new economic output is \$146.2 million in Central Savannah River Area; \$101.2 million in River Valley; and \$60.9 million in Heart of Georgia-Altamaha. The impact on small business revenue will be \$9.3 million in Central Savannah River Area, \$7.5 million in River

Valley, and \$4.0 million in Heart of Georgia-Altamaha. The effect on new household income is estimated to be \$55.1 million in Central Savannah River Area, \$38.2 million in River Valley, and \$19.0 million in Heart of Georgia-Altamaha. Finally, predicted new tax revenue is \$3.7 million in Central Savannah River Area, \$2.3 million in River Valley, and \$1.5 million in Heart of Georgia-Altamaha.

## **ACKNOWLEDGEMENTS**

This research was sponsored by the Georgia Department of Transportation in cooperation with U.S. Department of Transportation, Federal Highway Administration. The authors thank the sponsoring organizations sincerely. We are also particularly grateful to Mr. Mike Dover, TIA Administrator, and Ms. Supriya Kamatkar, GDOT Office of Research. The views expressed in the report, as well as the report's factual accuracy, errors or omissions, are the authors' responsibility exclusively.

## **INTRODUCTION**

### **Background on TIA and the Beneficiary Assessment**

The Transportation Investment (TIA) Referendum was passed by voters in three of the twelve regions of the State of Georgia. The TIA regions are Central Savannah River Area, Heart of Georgia-Altamaha and River Valley. Residents voted to impose a 1% sales tax over a ten-year period (2013 – 2022) to fund a list of approved transportation projects in each region. Under the program, seventy-five percent (75%) of TIA related tax revenues will be used to construct approved transportation investment projects within the region. The remaining 25% will go to counties in the areas. Those funds may be spent on transportation projects of their choosing. For this reason, the 25% share is as labeled discretionary funds.

Georgia Department of Transportation (GDOT) manages the budget, scheduling, execution and delivery of Approved Investment Projects. At the same time, GDOT coordinates and collaborates with local and state agencies to ensure TIA projects are delivered on time.

Voters approved the TIA Referendum in July 2012. The collection of TIA funds began on January 1, 2013. Funds are collected by the Georgia Department of Revenue and dispersed by the Georgia State Financing and Investment Commission. The first disbursement of funds began in the spring of 2013.<sup>1</sup>

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<sup>1</sup> <http://www.ga-tia.com/>

Budgeted funds for River Valley total \$380.8 million, of which \$104.4 million were collected by the spring of 2015. Twenty-three (23) Voter Approved Investment Projects are to be delivered in this Region. Budgeted funds for Central Savannah River total \$539.0 million, of which \$146.2 million were collected by the spring of 2015. Eighty-four (84) Voter Approved Investment Projects are to be delivered in this Region. Finally, budgeted funds for Heart of Georgia-Atlamaha total \$255.5 million, of which \$66.4 million were collected by the spring of 2015. Seven hundred sixty-four (764) Voter Approved Investment Projects are to be delivered in this Region.

### **Purpose of the Beneficiary Analysis**

As a primary stakeholder in TIA, GDOT wishes to monitor and evaluate its impact on stakeholders and beneficiaries at the local and state levels. This research was commissioned to develop a framework and methodology for measuring the impact of TIA. To accomplish this, it must document the baseline conditions and stakeholder expectations within each region, as they existed in 2012, prior to delivery of any TIA projects. Establishing baseline conditions is essential for monitoring and evaluating the impact of the program over its 10-year lifecycle (2013 to 2022).

The TIA beneficiary assessment is designed to be an ongoing, iterative learning process that will benchmark developments and impacts periodically throughout the lifetime of the project. The assessments will provide GDOT insights on the views of stakeholders who are expected to benefit from TIA. It will also generate valuable feedback that would allow GDOT to optimize its

service delivery. The beneficiary assessment approach is a tool for GDOT and local managers to improve the design and administration of TIA based on feedback from stakeholders and beneficiaries.

Establishing the 2012 baseline conditions in the three regions makes it possible to estimate the counterfactual: i.e. what would have happened in the local areas in the absence of TIA. Only when this is determined, the impacts can be adequately evaluated. This is because the effects of any program or project is the difference between what actually happened and what would have happened had the program not been implemented. The difference between these two quantities can be considered the “value addition” of the project or the project effect.

Factors measured in this assessment include stakeholder expectations (before TIA projects were delivered in 2013). Therefore, the baseline year is 2012. The report also measures stakeholders’ assessment of TIA impacts since 2013. The report estimates TIA’s economic impact to- date. The socioeconomic characteristics of regions are summarized, and the research establishes the framework for evaluating future impacts of transportation improvements on the quality of life and economic vitality. It also lays the foundation for examining the opportunities generated for small businesses, Disadvantaged Business Enterprises (DBEs) and veteran-owned businesses. Finally, the research documents whether TIA has enhanced the ability of local areas to exercise greater discretion over the allocation of transportation funding and resources.

## PROCEDURE

The TIA program contains two different “pots” of funding for projects:

1. **Regional:** 75% of the Region’s TIA proceeds are used to fund projects on the Region’s Approved Investment List. GDOT handles the management of the budget, scheduling, execution and delivery of these projects. Each region has determined the maximum amount of funds to be made available for each project, and the latter will be delivered on a pay-as-you-go basis. GDOT is responsible for determining when a project phase is initiated. This determination is contingent upon the availability of funds.
2. **Local:** 25% of the Region’s TIA proceeds are divided among all local government within the Region for use on transportation projects as determined by the local administration (the discretionary funds). These funds are transferred to local areas in a fixed proportion (25%) in relation to their collection from taxpayers.

### **GDOT Goals, Objectives and Management of TIA**

In delivering TIA projects, GDOT seeks to achieve the following goals:

- Support Georgia’s economic growth and competitiveness through transportation improvements
- Improve access to jobs
- Reduce congestion costs
- Improve efficiency and reliability of commutes
- Ensure more efficient and reliable movement of freight, cargo and goods

- Improve interregional connectivity
- Support local connectivity to statewide transportation networks
- Ensure safety and security: reduce accidents that result in injury and loss of life
- Maximize the value of Georgia's transportation assets: optimize capital asset management and the flow of people and goods through the network
- Minimize the impact of transportation on the environment

### **Research Objectives of TIA Evaluation Phases**

The beneficiary assessment contains two phases. Phase I will establish the baseline conditions and develop the framework and methodology for measuring impacts over the life cycle of TIA. The second phase will measure TIA impacts as more projects are delivered and those that have been delivered mature.

### **Phase I -Beneficiary Assessment Framework**

This phase (which encompasses the scope of the current assessment) will document the baseline conditions in the project areas prior to TIA investments. This report comprises of the first phase of an evaluation of the impact of TIA on stakeholders and beneficiaries in the three regions. It identifies baseline conditions that prevailed in the areas before TIA began. These include the following: highway expenditures in local areas; expectations of local stakeholders regarding the impact of TIA; local preferences and priorities concerning transportation investments; the effect of transportation expenditures on local economic development, stakeholder satisfaction with local control over transportation resources;

opportunities for small, minority and veteran-owned businesses to work on local transportation projects; and the socio-economic characteristics of counties. The report estimates economic impacts arising from initial TIA expenditures between 2013 and 2014. The results include new jobs, economic output, household income, small business revenue and tax receipts.

### **Phase II – Measurement of TIA Benefits**

Phase II will use the framework developed in Phase I to actually measure the impact of TIA as projects are delivered, and investments mature. The estimated impact of TIA on each segment of beneficiaries will be measured. The measurements will include the economic impact on jobs and local economic development, the distributional effects of project investments across stakeholder groups, and the impact on beneficiary segments- e.g. local development areas, local/county businesses, small businesses, Disadvantage Business Enterprises, women-owned businesses and veteran owned businesses.

Phase 1 documents stakeholder expectations at the baseline, Phase 2 will measure the changes in stakeholders' perceptions of benefits and other impacts of TIA on the quality of life of residents. Other outcomes to be measured include unanticipated positive and adverse effects and an estimate of the counterfactual (i.e. what would have happened in each region in the absence of TIA).

## Potential Benefits of the TIA Assessment

In the current economic environment, resources are constrained, and therefore stakeholders demand greater accountability. At the same time, organizations are turning increasingly to impact evaluations as a way of allocating resources more efficiently and responding to stakeholders' need for accountability, effectiveness, and transparency. In this regard, the beneficiary assessment will allow GDOT to do the following:

- Improve oversight and management
- Improve accountability and transparency
- Create and share knowledge statewide and nationwide
- Improve GDOT's organizational efficiency
- Promote dialogue and cooperation with local stakeholders
- Respond better to voters, stakeholders, and beneficiaries
- Determine the economic impact of specific projects
- Measure TIA's program results and effectiveness
- Optimize resource allocation
- Generate lessons learned
- Determine the extent to which TIA achieved its intended objectives
- Gather knowledge about how TIA can be improved

- Determine whether it is worthwhile to repeat or expand the program to other regions
- Identify unintended positive benefits and adverse impacts

### **Quantifiable Benefits of TIA**

The measurable benefits of TIA include the following factors:

#### **Transportation Related quality of life benefits**

- Increase in local control/discretion over how transportation funds are used
- The extent of greater involvement of local governments
- The degree to which stakeholder expectations met
- The number and value of new transportation projects
- The impact on construction and repair of local roads and bridges
- Improvements in traffic signals and street signage
- Reduction in traffic congestion and accidents
- Improvements in the efficient movement of cargo, freight, and goods
- Greater connectivity to other local areas and regions of the State
- More sidewalks, trails and bike paths
- More green space and parks
- Improvements in transit services

- Acquisition of new transportation equipment
- Better maintenance of existing transportation equipment
- Better communications and coordination between GDOT and local areas
- Improvement in GDOT customer service satisfaction
- Better engagements and communications between GDOT and local stakeholders
- An improved knowledge-base for other counties that may wish to pass a similar a referendum
- Greater accountability of money that flows to voter approved projects and local governments
- Enhanced local government capacity
- Stronger relations between GDOT and local governments

**Economic Related Benefits include the following:**

- Increase in total economic output
- Faster economic growth
- New jobs created
- New household income
- New revenue generated by small business owners

- New tax revenues created
- Impact on local business development and greater retail activity
- Increased utilization of local businesses, small businesses, Disadvantage Business Enterprises, veteran owned businesses and women-owned businesses
- Increase in tax revenues resulting from improvements in economic activity
- More investment in rural, underserved or economically distressed areas

### **Potential Beneficiaries of TIA**

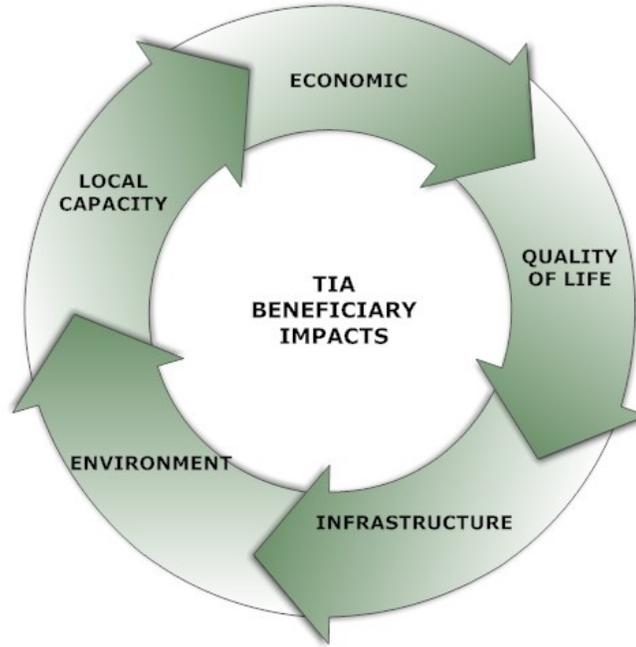
- Area Residents and the Commuting Public
- Citizens Review Panel
- Businesses and Special Interest Groups
- Elected Officials
- Local Organizations, Jurisdictions, Community Improvement District (CID), Chambers of Commerce and other related entities
- Planning Partner Agencies such as Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Regional Commissions, Georgia State Finance and Investment Commission (GSFIC), Department of Revenue (DOR), Office of Planning and Budget (OPB) and Cities and Counties
- DBE, Small Business, and Veteran Owned Business: All projects in the TIA Program that include federal funds must adhere to existing GDOT DBE participation goals and are

subject to all oversight in that regard. While 100% TIA funded projects are not subject to the existing DBE goal, but many may be subject to local government's DBE goals if delivered by those entities.

- GDOT Staff with roles and responsibilities related to TIA: GDOT TIA Administrator, TIA Program Manager, GDOT TIA Regional Coordinator, GDOT Communications Manager, TIA Program Communications staff, and TIA Project Manager of Communications

The links between the beneficiaries and expected impacts from TIA are illustrated in Figure 1. The figure depicts how an investment in transportation infrastructure enhances the environment and leads to an increase in local capacity. Both are essential elements for improving the economic growth and vitality of local areas. In turn, when the environment and economic vitality of a zone grows, residents experience a higher quality of life.

Figure 1. LINKAGES OF THE BENEFITS AND IMPACTS OF TIA INVESTMENTS



**Figure 2 LINK AMONG TIA OBJECTIVES AND BENEFICIARY IMPACTS**

<b>BENEFICIARY IMPACTS MATRIX</b>					
	<b>ECONOMIC</b>	<b>INFRASTRUCTURE</b>	<b>QUALITY OF LIFE</b>	<b>ENVIRONMENT</b>	<b>LOCAL CAPACITY</b>
Support GA's Economic Growth and Competitiveness through Transportation Improvements	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>
Improve Access to Jobs	<input type="checkbox"/>				<input type="checkbox"/>
Reduce Congestion Costs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Improve Efficiency and Reliability of Commutes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Ensure More Efficient and Reliable Movement of Freight, Cargo and Goods	<input type="checkbox"/>	<input type="checkbox"/>			
Improve Interregional Connectivity	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>
Support Local Connectivity to Statewide Transportation Networks	<input type="checkbox"/>	<input type="checkbox"/>			<input type="checkbox"/>
Ensure Safety and Security: Reduce Accidents that Result in Injury and Loss of Life		<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>
Maximize Value of Georgia's Transportation Assets: Optimize Asset Management and Flow of People and Goods	<input type="checkbox"/>				<input type="checkbox"/>
Minimize Impact of Transportation on Environment			<input type="checkbox"/>	<input type="checkbox"/>	
Ensure Design and Construction of Projects are Environmentally Responsible and Compliant				<input type="checkbox"/>	
Identify and Mitigate Environmental Impacts			<input type="checkbox"/>	<input type="checkbox"/>	
Commit Resources in Compliance with Requirements of TIA	<input type="checkbox"/>				

Figure 2 indicates how the various categories of benefits are linked to TIA objectives. Those objectives include using voter approved transportation projects as well as local discretionary funds to enhance economic growth, improve accessibility to jobs, reduced traffic congestion, improve efficiency and reliability of commutes, ensure more efficient and reliable movement of freight, improve interregional connectivity, increase the safety and security of travelers and

maximize local transportation assets. Simultaneously, TIA seeks to minimize the adverse impact of transportation on the environment.

## **RESEARCH METHOD**

There are numerous steps in executing the beneficiary assessment. The steps include creating the information and data framework to establish the baseline conditions in 2012 and then creating a framework to measure and monitor changes in the baseline conditions from 2013 to 2022. The baseline conditions are an indispensable element in impact analyses because they contribute to our understanding of what would have happened in the absence of TIA investments.

The research method starts by summarizing the objectives of TIA. This was accomplished through interviews with the GDOT TIA Project Administrator, project planners and supervisors. Through this process, the research team acquired information and data about the TIA project, project goals, and the expectations of stakeholders. The next step was to collect the data necessary to measure and document baseline conditions and expectations in each local area.

### **The Research Method and Procedure**

The research team worked closely with GDOT to understand how all aspects of TIA are integrated into the overall TIA objectives. It also sought to receive feedback on the preliminary steps of the beneficiary assessment, including anticipated problem areas and other adjustments.

Some of the essential steps are as follows:

1. Understand program objectives and management and organization of TIA.
2. Measure the funding for Voter Approved Projects and the number of projects implemented.

3. Measure the allocation of funds to local jurisdictions.
4. Disaggregate information by County and Region.
5. Identify the type of contract involved in executing projects.
6. Determine the expectations of stakeholders related to Voter Approved Projects and local discretionary funds.
7. Baseline the socioeconomic conditions in the project areas.
8. Identify the quantitative and qualitative metrics that will be used.
9. Collect data and develop the evaluation techniques that are required to measure impacts.
10. Identify specific expectation and highlight any anticipated barriers.
11. Become familiar with TIA administration, data and objectives.
12. Coordinate with TIA program administrator to understand institutional factors involved in conducting the assessment.
13. Document TIA projects, project descriptions, amount and characteristics, objectives and project timelines in River Valley, Heart of Georgia-Altamaha, and Central Savannah River Area.
14. Document project goals and local stakeholder expectations.
15. Conduct in-depth conversations and interviews with stakeholders to identify and establish baseline conditions and expectations.
16. Measure characteristics of existing project expenditures. Document geographic location, project description, expenditures, prime contractors, subcontractors and other businesses engaged in executing current projects.
17. Determine qualitative and quantitative metrics for measuring impacts and progress against goals and expectations.
18. Identify the target populations and stakeholders in each region and determine appropriate data and information and questions to be explored. Give consideration to the economic, social and demographic diversity of each region.

19. Conduct stakeholder interviews and surveys, engage in participant observations and examine local policies and practices.
20. Finalize evaluation methodology.

**Measuring the Baseline Conditions**

21. Collect data to document baseline conditions and expectations before TIA investments.
22. Collect GDOT TIA project data on transportation investments and discretionary funds transferred to local areas.
23. Summarize social and demographic characteristics of regions.
24. Summarize employment, economic, and income characteristics.
25. Collect data on business, industry and market characteristics (including characteristics of small businesses, minority businesses and women-owned businesses).

**Measuring Preliminary Impacts on Jobs and Income and other impacts, to include:**

1. Total economic output
2. New jobs created
3. Wages paid to new employees
4. New household income
5. New revenue generated by small business owners
6. New tax revenues created at the county and state levels

**Surveying and interview stakeholders to measure baseline expectations and current perceptions of TIA. Stakeholders include the following:**

1. Area Residents and the Commuting Public
2. Citizens Review Panel
3. Business and Special Interest Groups
4. Elected Officials
5. Local Staff

6. Planning Partner Agencies
7. GDOT TIA Administrator
8. TIA Program Manager
9. GDOT TIA Regional Coordinator
10. GDOT Communications Manager
11. TIA Program Communications Staff
12. TIA Project Manager
13. Small Businesses, Veteran Owned Businesses, and DBEs

**Determine the Perceptions of Local Transportation Services and the Quality of Life Conditions at the Baseline (2012)**

1. Describe perception of local officials regarding discretion they have over transportation spending
2. Document involvement of local governments in transportation project planning
3. Measure expenditures on local transportation projects
4. Measure expenditures on repair of local roads and bridges
5. Measure expenditures on traffic signals and street signage
6. Describe local perceptions regarding traffic congestion and traffic accidents
7. Describe local perceptions regarding efficiency in the movement of cargo, freight and goods and connectivity to surrounding regions
8. Measure the local perceptions regarding expenditures on sidewalks, trails and bike paths and green space
9. Measure local perceptions regarding the need to improve transit services
10. Measure local perceptions regarding the need for expenditures on transportation equipment and maintenance
11. Measure local perceptions regarding GDOT's communications about TIA at the baseline

12. Measure local stakeholder knowledge regarding the objectives and operations of TIA

**RESEARCH DATA**

To establish the framework for monitoring and evaluating the impact of TIA investments in River Valley, Heart of Georgia-Altamaha, and Central Savannah River Area, the research team, inventoried available sources of data and information. This section highlights the outcome of that inventory. The sources of data fall in the following categories: TIA program administrative documents; information available at the TIA website; information gathered through meetings and conversations with TIA program administrator and staff; information gathered through interactions with stakeholders and contract and vendor data collected from GDOT.

**Key resource persons at GDOT:**

Mike Dover, TIA Administrator

Anthony Sanger, TIA Program Manager

Jill Goldberg, TIA Communications/Media Manager

Supriya Kamatkar, Project Manager, GDOT Office of Research

## **Website information and resources:**

TIA Project Information (by region: Central Savannah River Area projects and descriptions, River Valley projects and descriptions, and Heart of Georgia-Altamaha projects and descriptions)

TIA Program Factsheet

TIA News Room Information

Calendar of Public Events

Meeting Presentations (includes meeting presentation slides, agendas and handouts from 2012-2014)

TIA Manual and Band Change Procedure Documents

TIA Program Information and Reporting: TIA Program Annual Reports (includes Department of Revenue and regional reports 2012 and 2013)

TIA Program Information and Reporting: Citizens Review Panel Annual Benefit Review Report (includes reports for each of 3 regions)

TIA Program Information and Reporting: Final Investment Reports by Region (includes final investment reports for each of 3 regions)

TIA Program Information and Reporting: TIA Collections Reports

TIA Program Information and Reporting: Regional Discretionary Funding Estimates (includes for each of 3 regions)

Project Photograph Gallery (includes projects listed by county, location, and project identification number; conference pictures; and pictures from Citizens Review Panel meetings)

Frequently Asked Questions Page (includes questions related to “project delivery,” “accountability and oversight,” and “discretionary funding”)

TIA Procurement and Contracting Information

TIA eNews Updates

Related Links (Georgia State Financing and Investment Commission (GSFIC), Georgia Transportation Infrastructure Bank (GTIB), and Georgia Department of Revenue)

**Program administrative documents:**

TIA Program Risk Assessment: Risk Adjusted Cash Flow

TIA Manual: Program Management Plan

TIA Program Procedure Manual (PPM) Section 1 – Procurement

TIA Program Procedure Manual (PPM) Section 2 – Contracts

TIA Cash Flow Model for Central Savannah River Area region

TIA Cash Flow Model for Heart of Georgia-Altamaha region

TIA Cash Flow Model for River Valley region

**Database resources:**

Generic manuals for the Proliance (PMIS) system

TIA program data

Stakeholder database

GDOT data on prequalified contractors, registered subcontractors, prequalified professional consultants, Disadvantage Business Enterprises and certified small businesses

GDOT and TIA contract award data

Stakeholder inventory

## **LITERATURE REVIEW: IMPACT OF HIGHWAY INVESTMENTS**

In 2009, the American Recovery and Reinvestment Act allocated \$27 billion to highway and bridge construction so as to stimulate economic growth following the 2007 to 2009 recession. Then on to assess the impact of the fiscal stimulus, on August 31, 2011 President Obama issued a memorandum directing the heads of all executive departments and agencies to “identify and work to expedite permitting and environmental reviews of high priority infrastructure projects with significant potential for job creation” (US Department of the Treasury, 2012).

Increases in infrastructure investments are positively correlated with improvements in property values and housing affordability. Additionally, research has documented that transportation investments can spur long-term economic growth, increase productivity and land values and improve economic development, energy efficiency and public health.

In a recent study, Boston and Oyelere (2014) measured the impact of GDOT’s highway expenditures on economic activity in the State. The analysis covered awards made between January 2009 and April 2013. The research was unique in that it not only examined economic impacts statewide, but also for each of Georgia’s 159 counties and seven GDOT Administrative Districts. The IMPLAN model was used to generate six impacts at each geographic level. They included the following: total output, value added in production, new jobs created, household income, small business revenue and tax revenues. GDOT’s highway expenditures of \$3.094 billion were estimated to have created 51,246 new jobs and generated \$5.859 billion in economic output. The study also found that expenditures

supported by the Federal Fiscal Stimulus program created 15,088 jobs. A most important finding was the impact per dollar spent differed significantly across counties and GDOT Districts. In other words, \$1.0 million spent on highway projects in one county, did not generate the same economic impact and number of jobs as did \$1.0 million devoted to identical projects in another county. Therefore, it was recommended that GDOT planners take the differential impacts into consideration so as to maximize the effect of highway expenditures on local economic development.

Weisbrod & Reno's Economic Impact of Public Transportation Investment (2009) examined the particular impact that public transit investments can have on the economy. In particular, it considered wages, employment, and business income. The authors identified short-term effects, such as jobs and income and they identified long-term implications, such as greater economic efficiency and productivity. According to Weisbrod and Reno, capital investments (in the form of purchases of vehicles and equipment and infrastructure investments to support transit activities) generate about 24,000 jobs per one billion dollars spent. Operational investments (i.e. management, operations and maintenance of equipment and facilities) generate about 41,000 jobs per year for every one billion dollars spent.

Metrics used to capture short-term impacts include jobs (employment), output (business sales), Gross Domestic Product (measured by the value added technique), Labor Income (wages), and Tax Revenue. Specific long-term impacts that were tracked included travel and vehicle costs savings for passengers; reduced traffic congestion; lower business operating costs associated with improved worker reliability and reduced congestion; improved business productivity as a

result of greater labor accessibility to diverse markets; and increased business growth resulting from higher worker productivity. The study noted these factors enhance the global competitiveness of local areas.

deBettencourt (2012, *The Economic Effects of Public Investment in Transportation and Directions for the Future*) examined techniques employed by various organizations to estimate the effect of public transit investment. The findings were based on information gathered from nine state transportation agencies, several metropolitan planning organizations and an exhaustive literature review. After closely examining the research, the author derives several conclusions:

1. The typical measures of direct user benefits do not fully capture the full impact of investments because they omit factors such as livability, which is measured by factors such as environmental quality, health, land, resource use, walkability; regional economic development arising from short-term employment gains, employment and employment shifts, induced development, value capture and fiscal impacts; benefit-cost and cost effectiveness associated with lower travel time and travel costs and improved safety, equity and accessibility; and system performance enhancements such as greater utility and connectivity and improved operational finances.
2. The increased interest in determining the economic benefit of transportation investment is in part a response to a new national priority.

3. The scope of benefits should be broadened to capture factors such as improved access to medical and education services.

In *Transit Investment and Economic Development* (2008), Vickerman argues that urban economists are concerned with accessibility, i.e. how increased access allows different economic activities to occur more efficiently by reducing costs and increasing mobility in urban areas. He provides an overview of the links between urban transit and the urban economy, their influence on land rent and land values, and the agglomeration effect (i.e. wider effects that are not captured). The findings indicate that the impact of specific investments depend upon the context. Specifically, each situation and city requires different rules and calculations.

Banister and Berechmann (2001) built a conceptual model to better understand the conditions necessary for transportation investment to yield economic development benefits. Specifically, they argued that transportation-induced economic development requires favorable underlying economic conditions, the sound selection of the particular investment to be made and a favorable policy environment.

Oftentimes, it is difficult to disentangle the direction of causality between investments in transportation infrastructure and economic growth. More specifically, a case can be made that improved transportation infrastructure will attract economic activity and promote growth (i.e. investment drives growth), but an equally plausible case can be made for growth precedes the demand for transportation infrastructure (i.e. growth drives investment). The latter scenario, i.e. increased economic growth within a region leading to greater demand for infrastructure causes problems when researchers attempt to estimate the effect of highway construction on

economic development. One way researchers have attempted to mitigate the problem is to estimate the economic impact of highway construction in areas that merely happen to be situated in the path of a highway. In other words, estimates of the economic impact of highway investment in non-metropolitan areas, i.e. places that are less affected by reverse or simultaneous causality than those of metropolitan areas (Chandra and Thompson, 2000).

While some scholars question the growth-promoting effect of highway investments (Forkenbrock and Foster, 1990; Stephanedes and Eagle, 1987) the preponderance of research on the long-term economic impact of highway investment suggests a positive effect on various measures of economic wellbeing (Bhatta and Drennan, 2003).

The empirical literature documents that highway construction consistently generates positive short-term increases in employment and local business activity for the immediate area (Briggs, 1980; Eagle and Stephanedes, 1988; Stephanedes 1989; and Stephanedes and Eagle 1986).

The extent to which an area experiences a long-term increase in economic activity appears to depend on the particular economic conditions of an area and its role in the larger regional commercial network prior to the investment (Eagle and Stephanedes, 1988; Bhatta and Drennan, 2003; and Stephanedes and Eagle 1986).

The most important determinant of the magnitude of the short-term impact of a given highway investment on local economic outcomes is the size of the initial expenditure. However, the local economic impacts also depend on the share of the initial expenditure that recirculates within

the project area relative to that which leaks out of the local economy. Leakages occur when households and businesses make purchases outside of the local area.

## **FINDINGS OF STAKEHOLDER'S SURVEY**

To establish the baseline regarding stakeholder's expectations and perceptions about TIA, the research team issued a survey to 198 persons whose names were drawn primarily from the TIA stakeholder's database. Also, those names were supplemented with others whose occupation and interests were related to the implementation of TIA.

The stakeholders included area residents, city and county government officials, mayors and county commission chairpersons, GDOT State Transportation Board members, elected officials and staff, members of citizens review panels, persons belonging to business and special interest groups, regional directors of TIA districts, GDOT regional coordinators, members of local Chambers of Commerce, business leaders and GDOT District engineers.

The survey was administered between January 2015 and March 1, 2015. Each person was sent a survey in two ways: electronically and by mail. Respondents could choose either format. Of the 198 individuals who were issued surveys, 95 responded. This meant the response rate was 48%, a rate that was twice the targeted rate of 25%.

### **Purpose of the Survey**

The survey was designed to document the perceptions of stakeholders in each region prior to the implementation of TIA. It also sought to gauge their initial assessment of TIA's impact over the time frame during which the program had been implemented (project implementation started in January of 2013). Finally, the survey was intended as a pilot for the larger survey during Phase II. During that phase, a larger random survey will be issued to residents in the TIA

and those living in non-TIA regions. This will allow the research team to better understand the program’s impact. This is because it will include not only the counties that approved the referendum (which will serve as the treatment group), but also counties that did not (which will serve as the control group). This will allow the research team to estimate the counterfactual scenario (i.e. what would have happened in the regions had TIA not been approved).

**Summary of Survey Findings**

Figure 3 breaks survey responses down by the format used to respond. The results indicate two thirds (64.2%) of survey respondents used the mail survey form, even though they had an option to use an E survey. These, somewhat counterintuitive, results indicate that in the future careful consideration must be given to the form in which stakeholders are surveyed.

**Figure 3 NUMBER OF RESPONDENTS TO TIA CUSTOMER SATISFACTION SURVEY**

	<b>NUMBER</b>	<b>PERCENT</b>
<b>E SURVEY RESPONSE</b>	<b>34</b>	<b>35.8%</b>
<b>MAIL SURVEY RESPONSE</b>	<b>61</b>	<b>64.2%</b>
<b>Total</b>	<b>95</b>	<b>100.0%</b>

Survey respondents represented counties in all three regions; 23.7% of the respondents lived in River Valley; 31.2% of the respondents lived in the Central Savannah River Area; and 45.2% of respondents resided in the Heart of Georgia – Altamaha Region. Figure 4 provides a break down of these data.

**Figure 4 NUMBER OF RESPONDENTS TO TIA CUSTOMER SATISFACTION SURVEY BY REGION**

	NUMBER	PERCENT
RIVER VALLEY	22	23.7%
CENTRAL SAVANNAH RIVER AREA	29	31.2%
HEART OF GEORGIA-ALTAMAHA	42	45.2%
<b>Total</b>	<b>93</b>	<b>100.0%</b>

Stakeholders in all three regions were similar in the format they used to respond to the survey.

In particular, 63.6% of survey responses from River Valley residents used mail while 69.0% and 61.9% of respondents in Central Savannah River and Heart of Georgia respectively used mail.

Figure 5 summarizes this result.

The survey instrument asked respondents for their preferred format, and 45.3% indicated that mail was the preferred form while 36.0% preferred e-mail. Only 4.7% indicated that they do not wish to be surveyed in the future (see Figure 6 for details).

**Figure 5 NUMBER OF RESPONDENTS TO TIA CUSTOMER SATISFACTION SURVEY BY REGION AND TYPE OF SURVEY RESPONSE**

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
➤ E SURVEY RESPONSE	8	36.4%	9	31.0%	16	38.1%
➤ MAIL SURVEY RESPONSE	14	63.6%	20	69.0%	26	61.9%
<b>Total</b>	<b>22</b>	<b>100.0%</b>	<b>29</b>	<b>100.0%</b>	<b>42</b>	<b>100.0%</b>

**Figure 6 RESPONDENTS' PREFERENCES FOR FUTURE TIA CUSTOMER SATISFACTION SURVEYS BY REGION**

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
➤ Mail	10	47.6%	12	46.2%	17	43.6%	39	45.3%
➤ E-mail	6	28.6%	10	38.5%	15	38.5%	31	36.0%
➤ Phone	0	0.0%	1	3.8%	0	0.0%	1	1.2%
➤ I do not have a preference	3	14.3%	3	11.5%	5	12.8%	11	12.8%
➤ I do not want to be surveyed again	2	9.5%	0	0.0%	2	5.1%	4	4.7%
<b>Total</b>	<b>21</b>	<b>100.0%</b>	<b>26</b>	<b>100.0%</b>	<b>39</b>	<b>100.0%</b>	<b>86</b>	<b>100.0%</b>

Figures 7, 8, 9 and 10 record the counties within each region from which survey responses were received. Overall, 40 counties were represented among survey respondents.

Figure 7 COUNTIES REPRESENTED AMONG TIA SURVEYS RESPONDENTS

TIA.COUNTIES REPRESENTED AMONG SURVEY RESPONDENTS	BLECKLEY
	BURKE
	CANDLER
	CLAY
	COLUMBIA
	CRISP
	DODGE
	DOOLY
	EMANUEL
	EVANS
	GLASCOCK
	HANCOCK
	HARRIS
	JEFF DAVIS
	JEFFERSON
	JENKINS
	JOHNSON/EMANUEL
	LAURENS
	LINCOLN
	MACON
	MONTGOMERY
	QUITMAN
	RANDOLPH
	RICHMOND
	SCHELEY
	STEWART
	SUMTER
	TALBOT
	TALIAFERRO
	TATNALL
	TAYLOR
	TELFAIR
TOOMBS	
WARREN	
WASHINGTON	
WAYNE	
WEBSTER	
WHEELER	
WILCOX	
WILKES	

**Figure 8 COUNTIES REPRESENTED AMONG TIA SURVEY RESPONDENTS IN RIVER VALLEY**

	<b>NUMBER</b>	<b>PERCENT</b>
<b>CLAY</b>	<b>1</b>	<b>4.5%</b>
<b>CRISP</b>	<b>1</b>	<b>4.5%</b>
<b>DOOLY</b>	<b>5</b>	<b>22.7%</b>
<b>HARRIS</b>	<b>4</b>	<b>18.2%</b>
<b>QUITMAN</b>	<b>1</b>	<b>4.5%</b>
<b>RANDOLPH</b>	<b>1</b>	<b>4.5%</b>
<b>SCHELEY</b>	<b>1</b>	<b>4.5%</b>
<b>STEWART</b>	<b>2</b>	<b>9.1%</b>
<b>SUMTER</b>	<b>3</b>	<b>13.6%</b>
<b>TALBOT</b>	<b>2</b>	<b>9.1%</b>
<b>TAYLOR</b>	<b>1</b>	<b>4.5%</b>
<b>Total</b>	<b>22</b>	<b>100.0%</b>

**Figure 9 COUNTIES REPRESENTED AMONG TIA SURVEY RESPONDENTS IN CENTRAL SAVANNAH RIVER AREA**

	<b>NUMBER</b>	<b>PERCENT</b>
<b>BURKE</b>	<b>1</b>	<b>3.4%</b>
<b>COLUMBIA</b>	<b>3</b>	<b>10.3%</b>
<b>GLASCOCK</b>	<b>1</b>	<b>3.4%</b>
<b>HANCOCK</b>	<b>1</b>	<b>3.4%</b>
<b>JEFFERSON</b>	<b>5</b>	<b>17.2%</b>
<b>JENKINS</b>	<b>3</b>	<b>10.3%</b>
<b>LINCOLN</b>	<b>3</b>	<b>10.3%</b>
<b>RICHMOND</b>	<b>2</b>	<b>6.9%</b>
<b>TALIAFERRO</b>	<b>2</b>	<b>6.9%</b>
<b>WARREN</b>	<b>3</b>	<b>10.3%</b>
<b>WASHINGTON</b>	<b>3</b>	<b>10.3%</b>
<b>WILKES</b>	<b>2</b>	<b>6.9%</b>
<b>Total</b>	<b>29</b>	<b>100.0%</b>

**Figure 10 COUNTIES REPRESENTED AMONG TIA SURVEYS RESPONDENTS IN HEART OF GEORGIA-ALTAMAHA**

	<b>NUMBER</b>	<b>PERCENT</b>
<b>BLECKLEY</b>	<b>1</b>	<b>2.4%</b>
<b>CANDLER</b>	<b>2</b>	<b>4.8%</b>
<b>DODGE</b>	<b>4</b>	<b>9.5%</b>
<b>EMANUEL</b>	<b>3</b>	<b>7.1%</b>
<b>EVANS</b>	<b>1</b>	<b>2.4%</b>
<b>JEFF DAVIS</b>	<b>2</b>	<b>4.8%</b>
<b>LAURENS</b>	<b>4</b>	<b>9.5%</b>
<b>MONTGOMERY</b>	<b>4</b>	<b>9.5%</b>
<b>TATTNALL</b>	<b>6</b>	<b>14.3%</b>
<b>TELFAIR</b>	<b>3</b>	<b>7.1%</b>
<b>TOOMBS</b>	<b>2</b>	<b>4.8%</b>
<b>WAYNE</b>	<b>3</b>	<b>7.1%</b>
<b>WEBSTER</b>	<b>2</b>	<b>4.8%</b>
<b>WHEELER</b>	<b>3</b>	<b>7.1%</b>
<b>WILCOX</b>	<b>2</b>	<b>4.8%</b>
<b>Total</b>	<b>42</b>	<b>100.0%</b>

While responses were received from 95 stakeholders, five of the returned surveys were not sufficiently completed to utilize and were therefore omitted from analysis. Figure 11 provides information on the age distribution of survey respondents by region. Across regions, the respondents' ages were similar. Overall, 48.4% of respondents were between 45 to 64 years of age and 44.0% was 65 years and older. Figure 12 indicates that 94.1% of respondents were white and about 6% were African-American. To limit the number of tables in this report, it does not include one which breaks down respondents by gender. However, survey results found that men comprised 73.8% of respondents while 26.2% were women.

**Figure 11 AGE CHARACTERISTICS OF STAKEHOLDERS RESPONDING TO TIA CUSTOMER SATISFACTION SURVEY, BY REGION**

	TIA.REGION.RECODE TIA SURVEY RESPONSE BY REGION							
	RIVER VALLEY		CENTRAL SAVANNAH RIVER VALLEY		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
25 to 44 years	1	4.8%	2	7.1%	3	7.1%	6	6.6%
45 to 64 years	10	47.6%	13	46.4%	21	50.0%	44	48.4%
65 years and over	10	47.6%	13	46.4%	17	40.5%	40	44.0%
No Answer	0	0.0%	0	0.0%	1	2.4%	1	1.1%
Total	21	100.0%	28	100.0%	42	100.0%	91	100.0%

**Figure 12 RACE AND ETHNIC CHARACTERISTICS OF STAKEHOLDERS RESPONDING TO TIA CUSTOMER SATISFACTION SURVEY, BY REGION**

	NUMBER	PERCENT
<b>White/Caucasian</b>	80	94.1%
<b>African American</b>	5	5.9%
<b>Total</b>	85	100.0%

The majority of stakeholders (89.9%) lived in their respective counties for 15 or more years, 2.2% of stakeholders resided in their county between 5 to 10 years and 5.7% resided there between 10 to 14 years. No respondent had fewer than five years of residency in his or her respective county. As such, the stakeholders had a good knowledge of the local area (see Figure 13 for details).

**Figure 13 YEARS OF RESIDENCY IN COUNTY FOR STAKEHOLDERS RESPONDING TO TIA CUSTOMER SATISFACTION SURVEY, BY REGION**

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
<b>5 to 10 years</b>	2	9.1%	0	0.0%	0	0.0%	2	2.2%
<b>10 to 14 years</b>	3	13.6%	0	0.0%	2	5.0%	5	5.7%
<b>15 or more years</b>	17	77.3%	26	100.0%	36	90.0%	79	89.8%
<b>Don't Know, No Answer</b>	0	0.0%	0	0.0%	2	5.0%	2	2.2%
<b>Total</b>	22	100.0%	26	100.0%	40	100.0%	88	100.0%

Stakeholders were asked about their job related responsibilities about TIA. The results indicated that 71.6% worked for an organization or had a position in an organization that had responsibilities for or an interest in the performance of TIA (see Figure 14 for details). While the respondents occupied numerous positions, when asked to identify their relationship to organization that had the greatest interest in the participation with TIA, the results were as follows: 60.5% of survey respondents were state and local elected officials; 24.7% worked for governmental organizations; 11.1% were employed in public and private organizations that had

responsibilities related to the delivery of TIA projects; 1.2% worked for a private or non-profit organization; and the remaining percentage (2.5%) represented ordinary citizens who were interested in the outcome of TIA (see Appendix 1 for a detailed summary of stakeholders' primary interest in or job relation to TIA).

**Figure 14 STAKEHOLDERS WHO HAD TIA JOB RELATED RESPONSIBILITIES OR BELONGED TO A CIVIC ORGANIZATION WITH A SPECIAL INTEREST IN TIA**

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
	<b>Yes</b>	14	66.7%	18	72.0%	28	71.8%	60
<b>No</b>	7	33.3%	7	28.0%	9	23.1%	23	27.1%
<b>Don't know/No Answer</b>	0	0.0%	0	0.0%	2	5.1%	2	2.4%
<b>Total</b>	21	100.0%	25	100.0%	39	100.0%	85	100.0%

Figure 15 records information on how stakeholders voted regarding the TIA referendum. It indicates that overall, 94.3% of stakeholders voted to approve TIA, and either all or almost all voters in each region favored its passage. Figure 16 shows the response to a question that asked stakeholders about their familiarity with TIA including the benefits it may have on local

areas. Only 2.3% of survey respondents indicated that they were not familiar with TIA at all. In contrast, 59.3% stated that they were very familiar with TIA while 32.6% stated that they were somewhat familiar with TIA and the benefits it was expected to deliver to local areas.

**Figure 15 HOW STAKEHOLDERS VOTED REGARDING THE TIA REFERENDUM**

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
	<b>Yes</b>	23	100.0%	26	100.0%	34	87.2%	83
<b>No</b>	0	0.0%	0	0.0%	3	7.7%	3	3.4%
<b>Did not vote</b>	0	0.0%	0	0.0%	1	2.6%	1	1.1%
<b>Don't know</b>	0	0.0%	0	0.0%	1	2.6%	1	1.1%
<b>Refuse to answer</b>	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	23	100.0%	26	100.0%	39	100.0%	88	100.0%

**Figure 16 NUMBER OF STAKEHOLDERS WHO ARE FAMILIAR WITH TIA, INCLUDING HOW IT IS FUNDED AND BENEFITS IT SHOULD PROVIDE TO LOCAL AREAS**

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
	➤ Not familiar	0	0.0%	2	8.3%	0	0.0%	2
➤ Somewhat familiar	10	43.5%	6	25.0%	12	30.8%	28	32.6%
➤ Very Familiar	12	52.2%	12	50.0%	27	69.2%	51	59.3%
➤ No Answer	1	4.3%	4	16.7%	0	0.0%	5	5.8%
<b>Total</b>	23	100.0%	24	100.0%	39	100.0%	86	100.0%

GDOT constructed a TIA website to provide the public with background information on the initiative as well as information and updates on projects and funding delivered to local areas. Figure 17 shows the response to a question that asked stakeholders whether they are familiar with the website. 74.7% of respondents indicated that they are familiar with the website while 26.3% indicated were not. The greatest awareness of the website was among stakeholders in Central Savannah, 84.0%, followed by Heart of Georgia (74.4%) and River Valley (65.2%).

Figure 17 NUMBER OF STAKEHOLDERS INDICATING THEY ARE AWARE OF GDOT'S WEB SITE THAT GIVES INFORMATION ON TIA AND TRACKS ITS PROGRESS

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
	<b>Yes</b>	15	65.2%	21	84.0%	29	74.4%	65
<b>No</b>	8	34.8%	4	16.0%	10	25.6%	22	25.3%
<b>Total</b>	0	0.0%	0	0.0%	0	0.0%	0	0.0%

The next question was limited exclusively to stakeholders who indicated that they were aware of the website. This question was designed to determine whether they had actually visited the site. Figure 18 records the results. Heart of Georgia residents were the most likely to have visited the website (74.1%) while River Valley residents were the least likely (46.2%). Overall, 66.7% of individuals who acknowledged awareness of the website indicated that they had visited the site.

Figure 18 NUMBER OF STAKEHOLDERS WHO STATED THEY ARE AWARE OF GDOT'S WEB SITE AND HAVE VISITED THE WEBSITE

	(ANSWER RESTRICTED TO RESPONDENTS WHO INDICATED THAT THEY ARE AWARE OF THE WEBSITE)							
	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
<b>Yes</b>	6	46.2%	14	70.0%	20	74.1%	40	66.7%
<b>No</b>	7	53.8%	6	30.0%	7	25.9%	20	33.3%
<b>Total</b>	0	0.0%	0	0.0%	0	0.0%	0	0.0%

96.5% of respondents indicated that they are aware that 25% of funds collected for TIA are to be transferred to local areas and to be used at their discretion. Local discretionary funds means that those areas have the capacity to use transportation funding on a broad range of projects. Only 3.5% of respondents were unaware of this feature of the referendum (see Figure 19 for details).

Figure 19 STAKEHOLDERS WHO ARE AWARE THAT 25% OF TIA FUNDS GO TO LOCAL GOVERNMENTS FOR DISCRETIONARY PROJECTS

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
	<b>Yes</b>	23	100.0%	23	95.8%	37	94.9%	83
<b>No</b>	0	0.0%	1	4.2%	2	5.1%	3	3.5%
<b>Total</b>	0	0.0%	0	0.0%	0	0.0%	0	0.0%

One valuable insight the survey sought was how GDOT has communicated with the public about TIA. The results (see Figure 20) indicate that 30.3% feel GDOT has done an excellent job, and 48.3% feel the organization has done a good job in communicating with stakeholders. Only 20.2% respondents felt that GDOT has done a fair job, and 1.1% said that it has performed poorly. Residents in Central Savannah had the highest positive perception on GDOT’s communication and 88.9% felt that communication has been excellent or good. 77.5% of respondents from Heart of Georgia rated GDOT’s communication as excellent or good while 68.1% of those from River Valley did the same.

Figure 20 HOW STAKEHOLDERS RATE THE WAY GDOT HAS COMMUNICATED WITH THE PUBLIC ABOUT TIA

	HOW STAKEHOLDERS RATE THE WAY GDOT HAS COMMUNICATED WITH THE PUBLIC ABOUT TIA							
	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
<b>Excellent</b>	6	27.3%	7	25.9%	14	35.0%	27	30.3%
<b>Good</b>	9	40.9%	17	63.0%	17	42.5%	43	48.3%
<b>Fair</b>	6	27.3%	3	11.1%	9	22.5%	18	20.2%
<b>Poor</b>	1	4.5%	0	0.0%	0	0.0%	1	1.1%
<b>Total</b>	22	100.0%	27	100.0%	40	100.0%	89	100.0%

Stakeholders were asked their perception about how GDOT has implemented TIA thus far. Overall, 85.3% of respondents indicated that GDOT has done an excellent or good job. Only 13.5% felt that it has done a fair job, and no respondents reported that GDOT has done a poor job in overall administration. The responses by stakeholders in Heart of Georgia and Central Savannah were roughly equal (about 88%) while 77.3% of respondents from River Valley ranked GDOT’s overall administration as excellent or good.

Figure 21 STAKEHOLDERS’ RATING OF HOW GDOT HAS IMPLEMENTED TIA THUS FAR

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
<b>Excellent</b>	8	36.4%	12	44.4%	16	40.0%	36	40.4%
<b>Good</b>	9	40.9%	12	44.4%	19	47.5%	40	44.9%
<b>Fair</b>	5	22.7%	3	11.1%	4	10.0%	12	13.5%
<b>Poor</b>	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	0	0.0%	0	0.0%	1	2.5%	1	1.1%

Stakeholders were asked their perception of how satisfied residents in their area were with TIA. Overall, 74.7% indicated of survey respondents indicated that residents in their local area are very satisfied or satisfied with TIA (29.9% and 44.8%, respectively) and the remaining 25.3% marked neutral. No survey respondent indicated that residents in their area were either dissatisfied or very dissatisfied with TIA. The highest satisfaction occurred in Heart of Georgia

(80%), followed by Central Savannah (76.9%) and then River Valley (61.9%) (See Figure 22 for details).

As an additional gauge of perceptions of TIA, respondents were asked, “Given all you know about how TIA has operated thus far, do you feel that your region’s participation was a good thing?” In response, 95.5% stated yes, and 3.4% were undecided. No one responded “no” (See Figure 23 for details).

Respondents were asked if they would likely recommend that other non-regions vote yes on a TIA type referendum if they had the opportunity to do so. An overwhelming majority (95.2%) indicated that they would be very likely or likely to recommend doing so (77.1% and 18.1% respectively). Only 2.4% indicated that they would be unlikely to recommend a yes vote. Even in River Valley, 90.5% indicated that they would recommend a yes vote and they had the lowest percentage of the three regions (See Figure 24 for details).

Stakeholders were also asked to describe the one thing they would change about TIA if they could. The most frequently cited issues were as follows:

- Add additional funding to the TIA program
- Allow voters to change the list of approved projects
- Increase the share of funding going to local areas
- Allow other regions of the state a new opportunity to vote on TIA

Figure 22 STAKEHOLDERS' PERCEPTION OF HOW SATISFIED RESIDENTS OF THEIR LOCAL AREA ARE WITH TIA SINCE IT BEGAN IN 2013

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
<b>Very Satisfied</b>	5	23.8%	9	34.6%	12	30.0%	26	29.9%
<b>Satisfied</b>	8	38.1%	11	42.3%	20	50.0%	39	44.8%
<b>Neutral</b>	8	38.1%	6	23.1%	8	20.0%	22	25.3%
<b>Dissatisfied</b>	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Very Dissatisfied</b>	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	21	100.0%	26	100.0%	40	100.0%	87	100.0%

Figure 23 STAKEHOLDERS FEEL THEIR REGION'S PARTICITATION IN TIA WAS A GOOD THING

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Yes	20	90.9%	25	96.2%	39	97.5%	84	95.5%
No	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Undecided	1	4.5%	1	3.8%	1	2.5%	3	3.4%
Don't know/No answer	1	4.5%	0	0.0%	0	0.0%	1	1.1%
Total	22	100.0%	26	100.0%	40	100.0%	88	100.0%

Figure 24 LIKELIHOOD OF YOU RECOMMENDING OTHER REGIONS APPROVE TIA TYPE REFERENDA

	RIVER VALLEY		CENTRAL SAVANNAH RIVER AREA		HEART OF GEORGIA ALTAMAHA		Total	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
	Very Likely	17	81.0%	18	72.0%	29	78.4%	64
Somewhat Likely	2	9.5%	6	24.0%	7	18.9%	15	18.1%
Somewhat Unlikely	1	4.8%	0	0.0%	0	0.0%	1	1.2%
Very Unlikely	1	4.8%	0	0.0%	1	2.7%	2	2.4%
Don't Know/no answer	0	0.0%	1	4.0%	0	0.0%	1	1.2%

### Most Important Local Transportation Priorities before TIA

The survey sought to benchmark the importance of various transportation issues prior to the passage of TIA. Respondents were asked to use a scale of 1 to 9 to rank their transportation priorities before TIA was passed. On the scale, 1 represented the lowest ranking (indicating the issue was unimportant), and 9 represented the highest ranking (indicating this issue was of greatest importance to stakeholders).

Overall, 27.3% of residents indicated reducing traffic congestion was their highest priority. While the importance of this issue was similar for residents in Heart of Georgia and Central Savannah (33%), it was much lower in priority to residents in River Valley (9.1%) (See Figure 25 for details).

**Figure 25 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS LESS TRAFFIC CONGESTION.**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	22.7%	14.8%	17.9%
<b>2</b>	18.2%	0.0%	2.6%	5.7%
<b>Bottom 25% of Ranking</b>	13.6%	7.4%	7.7%	9.1%
<b>4</b>	9.1%	0.0%	10.3%	6.8%
<b>Midpoint of Ranking</b>	13.6%	18.5%	7.7%	12.5%
<b>6</b>	4.5%	14.8%	10.3%	10.2%
<b>Top 25% of Ranking</b>	9.1%	7.4%	2.6%	5.7%
<b>8</b>	0.0%	3.7%	7.7%	4.5%
<b>Highest Ranking =Very Important</b>	9.1%	33.3%	33.3%	27.3%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Next, residents were asked to consider (prior to TIA) how important greater local discretion over transportation project selection and funding was to them. Overall, having greater local control registered the highest of all issues that were considered. Specifically, 74.2% of residents indicated that having greater local control over transportation decisions was their highest priority. In Heart of Georgia, 89.7% of residents in ranked this issue as the highest priority, while 74.1% of residents in Central Savannah and 47.8% of residents in River Valley ranked it as such (See Figure 26 for details).

**Figure 26 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS MORE LOCAL CONTROL OVER TRANSPORTATION SPENDING**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	Lowest Ranking = Very Unimportant	8.7%	0.0%	0.0%
2	0.0%	3.7%	0.0%	1.1%
Bottom 25% of Ranking	0.0%	0.0%	0.0%	0.0%
4	0.0%	0.0%	0.0%	0.0%
Midpoint of Ranking	8.7%	3.7%	0.0%	3.4%
6	13.0%	3.7%	2.6%	5.6%
Top 25% of Ranking	13.0%	7.4%	2.6%	6.7%
8	8.7%	7.4%	5.1%	6.7%
Highest Ranking =Very Important	47.8%	74.1%	89.7%	74.2%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to consider how highly (prior to TIA’s passing) they ranked reducing the number of traffic accidents. Overall, 49.4% of residents indicated that reducing the number of traffic accidents was their highest priority. In Heart of Georgia 59.0% respondents ranked this issue number one, while 55.6% of respondents in Central Savannah and 23.8% of respondents in River Valley ranked it as such (See Figure 27 for details).

**Figure 27 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS FEW TRAFFIC ACCIDENTS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	9.5%	7.4%	5.1%
<b>2</b>	0.0%	0.0%	7.7%	3.4%
<b>Bottom 25% of Ranking</b>	0.0%	3.7%	2.6%	2.3%
<b>4</b>	9.5%	3.7%	2.6%	4.6%
<b>Midpoint of Ranking</b>	19.0%	7.4%	2.6%	8.0%
<b>6</b>	19.0%	3.7%	5.1%	8.0%
<b>Top 25% of Ranking</b>	4.8%	11.1%	10.3%	9.2%
<b>8</b>	14.3%	7.4%	5.1%	8.0%
<b>Highest Ranking =Very Important</b>	23.8%	55.6%	59.0%	49.4%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to rank the importance of improving access to jobs. Overall, 54.5% of respondents indicated that improving their access to jobs was their highest priority. 59.0% of residents in Heart of Georgia ranked this issue number one. 66.7% of residents in Central Savannah indicated that it was their highest priority while 31.8% of residents in River Valley ranked it highest (see Figure 28 for details).

**Figure 28 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS BETTER ACCESS TO JOBS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	4.5%	3.7%	5.1%
<b>2</b>	4.5%	3.7%	2.6%	3.4%
<b>Bottom 25% of Ranking</b>	0.0%	0.0%	0.0%	0.0%
<b>4</b>	9.1%	0.0%	0.0%	2.3%
<b>Midpoint of Ranking</b>	13.6%	7.4%	7.7%	9.1%
<b>6</b>	13.6%	0.0%	0.0%	3.4%
<b>Top 25% of Ranking</b>	13.6%	7.4%	12.8%	11.4%
<b>8</b>	9.1%	11.1%	12.8%	11.4%
<b>Highest Ranking =Very Important</b>	31.8%	66.7%	59.0%	54.5%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to consider how important was improving the movement of freight in their region. Overall, 47.7% of respondents overall rank this as their highest priority; 53.8% of respondents in Heart of Georgia ranked this issue number one; 55.6% of residents in Central Savannah indicated that it was their highest priority; while 27.3% of residents in River Valley ranked it highest (see Figure 29 for details).

**Figure 29 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS MORE EFFICIENT MOVEMENT OF FREIGHT**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	9.1%	7.4%	5.1%
<b>2</b>	4.5%	0.0%	0.0%	1.1%
<b>Bottom 25% of Ranking</b>	0.0%	7.4%	0.0%	2.3%
<b>4</b>	0.0%	0.0%	2.6%	1.1%
<b>Midpoint of Ranking</b>	18.2%	0.0%	5.1%	6.8%
<b>6</b>	13.6%	7.4%	7.7%	9.1%
<b>Top 25% of Ranking</b>	9.1%	11.1%	12.8%	11.4%
<b>8</b>	18.2%	11.1%	12.8%	13.6%
<b>Highest Ranking =Very Important</b>	27.3%	55.6%	53.8%	47.7%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to rank the importance of having easier access to other regions. Overall, 46.6% of residents ranked this their highest priority; 48.7% of residents in Heart of Georgia ranked this issue number one; 51.9% of residents in Central Savannah indicated that it was their highest priority; while 36.4% of residents in River Valley ranked it highest (see Figure 30 for details).

**Figure 30 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS EASIER CONNECTIONS TO OTHER REGIONS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	4.5%	3.7%	2.6%
<b>2</b>	4.5%	7.4%	2.6%	4.5%
<b>Bottom 25% of Ranking</b>	0.0%	0.0%	0.0%	0.0%
<b>4</b>	0.0%	0.0%	2.6%	1.1%
<b>Midpoint of Ranking</b>	9.1%	3.7%	15.4%	10.2%
<b>6</b>	9.1%	3.7%	5.1%	5.7%
<b>Top 25% of Ranking</b>	13.6%	11.1%	5.1%	9.1%
<b>8</b>	22.7%	18.5%	17.9%	19.3%
<b>Highest Ranking =Very Important</b>	36.4%	51.9%	48.7%	46.6%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to rank the importance of having more sidewalks, trails and bike paths. Overall, 34.5% of residents rank this as their highest priority; 41.0% of residents in Heart of Georgia ranked this issue number one; 25.9% of residents in Central Savannah indicated that it was their highest priority; while 33.3% of residents in River Valley ranked it highest (see Figure 31 for details).

**Figure 31 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS MORE SIDEWALKS, TRAILS AND BIKE PATHS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	19.0%	7.4%	0.0%
<b>2</b>	9.5%	7.4%	15.4%	11.5%
<b>Bottom 25% of Ranking</b>	9.5%	7.4%	0.0%	4.6%
<b>4</b>	0.0%	3.7%	2.6%	2.3%
<b>Midpoint of Ranking</b>	14.3%	7.4%	15.4%	12.6%
<b>6</b>	0.0%	11.1%	7.7%	6.9%
<b>Top 25% of Ranking</b>	9.5%	7.4%	7.7%	8.0%
<b>8</b>	4.8%	22.2%	10.3%	12.6%
<b>Highest Ranking =Very Important</b>	33.3%	25.9%	41.0%	34.5%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to rate the importance of having more green space and parks. Overall, 23.9% of residents rank this as their highest priority; 25.6% of residents in Heart of Georgia ranked this issue number one; 25.9% of residents in Central Savannah indicated that it was their highest priority; while 18.2% of residents in River Valley ranked it highest (see Figure 32 for details).

**Figure 32 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS MORE GREEN SPACE AND PARKS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	18.2%	11.1%	5.1%
<b>2</b>	18.2%	7.4%	15.4%	13.6%
<b>Bottom 25% of Ranking</b>	0.0%	3.7%	7.7%	4.5%
<b>4</b>	0.0%	7.4%	7.7%	5.7%
<b>Midpoint of Ranking</b>	13.6%	14.8%	15.4%	14.8%
<b>6</b>	0.0%	7.4%	5.1%	4.5%
<b>Top 25% of Ranking</b>	18.2%	7.4%	10.3%	11.4%
<b>8</b>	13.6%	14.8%	7.7%	11.4%
<b>Highest Ranking =Very Important</b>	18.2%	25.9%	25.6%	23.9%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to rank the importance of having faster economic growth as a transportation priority, prior to the passage of TIA. Overall, 61.8% of residents ranked this as their highest priority; 64.1% of residents in Heart of Georgia ranked this issue number one; 66.7% of residents in Central Savannah indicated that it was their highest priority; while 52.2% of residents in River Valley ranked it highest (see Figure 33 for details).

**Figure 33 BEFORE TIA WAS ENACTED, HOW IMPORTANT TO YOU WAS FASTER ECONOMIC GROWTH**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	<b>8.7%</b>	<b>3.7%</b>	<b>2.6%</b>
<b>2</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Bottom 25% of Ranking</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>4</b>	<b>0.0%</b>	<b>3.7%</b>	<b>0.0%</b>	<b>1.1%</b>
<b>Midpoint of Ranking</b>	<b>0.0%</b>	<b>7.4%</b>	<b>7.7%</b>	<b>5.6%</b>
<b>6</b>	<b>8.7%</b>	<b>0.0%</b>	<b>10.3%</b>	<b>6.7%</b>
<b>Top 25% of Ranking</b>	<b>8.7%</b>	<b>7.4%</b>	<b>7.7%</b>	<b>7.9%</b>
<b>8</b>	<b>21.7%</b>	<b>11.1%</b>	<b>7.7%</b>	<b>12.4%</b>
<b>Highest Ranking =Very Important</b>	<b>52.2%</b>	<b>66.7%</b>	<b>64.1%</b>	<b>61.8%</b>

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

**Most Important Local Transportation Funding Priorities before TIA**

In the next category of benchmarking, the survey sought to identify residents’ funding priorities prior to the passage of TIA. Residents were asked if their local area had money (prior to the time TIA was passed), how would they rank the importance of various transportation related projects on a scale of 1 to 9. As before, 1 represented the lowest ranking (indicating the issue was unimportant) and 9 represented the highest ranking (indicating this issue was of greatest importance to stakeholders).

Overall, 9.3% of residents indicated spending money to improve transit services would be their highest priority. Broken down by region, 10.3% of residents in Heart of Georgia placed this as their highest priority; 7.7% of residents in Central Savannah saw this as a highest priority; and 9.5% of River Valley residents saw this as their highest priority (see Figure 34 for details).

**Figure 34 BEFORE TIA WAS ENACTED, IF YOUR LOCAL AGENCY HAD FUNDS, HOW WOULD YOU RANK ITS SPENDING ON IMPROVING TRANSIT AND BUS SERVICES**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Lowest Ranking = Very Unimportant</b>	<b>33.3%</b>	<b>34.6%</b>	<b>28.2%</b>	<b>31.4%</b>
<b>2</b>	<b>28.6%</b>	<b>7.7%</b>	<b>17.9%</b>	<b>17.4%</b>
<b>Bottom 25% of Ranking</b>	<b>4.8%</b>	<b>3.8%</b>	<b>12.8%</b>	<b>8.1%</b>
<b>4</b>	<b>4.8%</b>	<b>3.8%</b>	<b>2.6%</b>	<b>3.5%</b>
<b>Midpoint of Ranking</b>	<b>9.5%</b>	<b>19.2%</b>	<b>15.4%</b>	<b>15.1%</b>
<b>6</b>	<b>0.0%</b>	<b>7.7%</b>	<b>5.1%</b>	<b>4.7%</b>
<b>Top 25% of Ranking</b>	<b>9.5%</b>	<b>11.5%</b>	<b>5.1%</b>	<b>8.1%</b>
<b>8</b>	<b>0.0%</b>	<b>3.8%</b>	<b>2.6%</b>	<b>2.3%</b>
<b>Highest Ranking =Very Important</b>	<b>9.5%</b>	<b>7.7%</b>	<b>10.3%</b>	<b>9.3%</b>

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to rank how important it would be for their local area to spend money on new transportation equipment, assuming the resources to do so were available prior to the time that TIA was passed. Overall, 16.3% of residents indicated that such expenditures would be most important to them. Broken down by region, 15.0% of residents in Heart of Georgia placed this as their highest

priority; 28.0% of residents in Central Savannah saw this as a highest priority; and 4.8% in River Valley ranked this as the most important issue (see Figure 35 for details).

**Figure 35 BEFORE TIA WAS ENACTED, IF YOUR LOCAL AGENCY HAD FUNDS, HOW WOULD YOU RANK ITS SPENDING ON ACQUIRING NEW TRANSPORTATION EQUIPMENT**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
	<b>Lowest Ranking = Very Unimportant</b>	23.8%	16.0%	17.5%
<b>2</b>	19.0%	8.0%	17.5%	15.1%
<b>Bottom 25% of Ranking</b>	9.5%	4.0%	0.0%	3.5%
<b>4</b>	14.3%	4.0%	12.5%	10.5%
<b>Midpoint of Ranking</b>	0.0%	8.0%	12.5%	8.1%
<b>6</b>	4.8%	12.0%	2.5%	5.8%
<b>Top 25% of Ranking</b>	9.5%	12.0%	10.0%	10.5%
<b>8</b>	14.3%	8.0%	12.5%	11.6%
<b>Highest Ranking =Very Important</b>	4.8%	28.0%	15.0%	16.3%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to use a priority scale of 1 to 9 to rank how important it would be for their local area to spend money on maintaining and repairing existing transportation equipment, assuming the resources to do so were available prior to the time that TIA was passed. Overall, 28.2%

of residents indicated that such expenditures would be most important to them. Broken down by region, 33.3% of residents in Heart of Georgia placed this as their highest priority; 32.0% of residents in Central Savannah saw this as a highest priority; and 14.3% in River Valley ranked this as the most important issue (see Figure 36 for details).

**Figure 36 BEFORE TIA WAS ENACTED, IF YOUR LOCAL AGENCY HAD FUNDS, HOW WOULD YOU RANK ITS SPENDING ON MAINTAINING EXISTING TRANSPORTATION EQUIPMENT**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
Lowest Ranking = Very Unimportant	14.3%	16.0%	7.7%	11.8%
2	9.5%	4.0%	7.7%	7.1%
Bottom 25% of Ranking	14.3%	4.0%	0.0%	4.7%
4	4.8%	8.0%	12.8%	9.4%
Midpoint of Ranking	9.5%	8.0%	12.8%	10.6%
6	9.5%	8.0%	2.6%	5.9%
Top 25% of Ranking	4.8%	16.0%	12.8%	11.8%
8	19.0%	4.0%	10.3%	10.6%
Highest Ranking =Very Important	14.3%	32.0%	33.3%	28.2%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Next, respondents were asked to rank how important it would be for their local area to spend money on constructing local roads and bridges, assuming the resources to do so were available prior to the time that TIA was passed. Results indicated that 51.7% felt such expenditures would be most important to them. Broken down by region, 50.0% of residents in Heart of Georgia placed this as their highest priority; 61.5% of residents in Central Savannah saw this as a highest priority; and 42.9% in River Valley ranked this as the most important issue (see Figure 37 for details).

**Figure 37 BEFORE TIA WAS ENACTED, IF YOUR LOCAL AGENCY HAD FUNDS, HOW WOULD YOU RANK ITS SPENDING ON THE CONSTRUCTING LOCAL ROADS AND BRIDGES**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
Lowest Ranking = Very Unimportant	9.5%	3.8%	5.0%	5.7%
2	4.8%	3.8%	2.5%	3.4%
Bottom 25% of Ranking	9.5%	3.8%	2.5%	4.6%
4	0.0%	3.8%	2.5%	2.3%
Midpoint of Ranking	19.0%	3.8%	7.5%	9.2%
6	0.0%	0.0%	2.5%	1.1%
Top 25% of Ranking	9.5%	7.7%	7.5%	8.0%
8	4.8%	11.5%	20.0%	13.8%
Highest Ranking =Very Important	42.9%	61.5%	50.0%	51.7%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to rank how important it would be for their local area to spend money on maintaining and repairing local roads and bridges, assuming the resources to do so were available prior to the time that TIA was passed. Overall, 81.8% of residents indicated that such expenditures would be most important to them. Broken down by region, 80.0% of residents in Heart of Georgia placed this as their highest priority; 80.8% of residents in Central Savannah saw this as a highest priority; and 86.4% in River Valley ranked this as the most important issue (see Figure 38 for details).

Spending money on improving traffic signs and signals was ranked the number one spending priority by 45.3% of residents. Broken down by region, 50% of residents in Heart of Georgia placed this as their highest priority; 46.2% of residents in Central Savannah saw this as a highest priority; and 35% in River Valley ranked this as the most important issue (see Figure 39 for details).

**Figure 38 BEFORE TIA WAS ENACTED, IF YOUR LOCAL AGENCY HAD FUNDS, HOW WOULD YOU RANK ITS SPENDING ON REPAIRING AND MAINTAINING LOCAL ROADS AND BRIDGES**

	<b>RIVER VALLEY</b>	<b>CENTRAL SAVANNAH RIVER AREA</b>	<b>HEART OF GEORGIA ALTAMAHA</b>	<b>Total</b>
	<b>PERCENT</b>	<b>PERCENT</b>	<b>PERCENT</b>	<b>PERCENT</b>
<b>Lowest Ranking = Very Unimportant</b>	<b>4.5%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1.1%</b>
<b>2</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Bottom 25% of Ranking</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>4</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Midpoint of Ranking</b>	<b>0.0%</b>	<b>3.8%</b>	<b>0.0%</b>	<b>1.1%</b>
<b>6</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Top 25% of Ranking</b>	<b>0.0%</b>	<b>3.8%</b>	<b>5.0%</b>	<b>3.4%</b>
<b>8</b>	<b>9.1%</b>	<b>11.5%</b>	<b>15.0%</b>	<b>12.5%</b>
<b>Highest Ranking =Very Important</b>	<b>86.4%</b>	<b>80.8%</b>	<b>80.0%</b>	<b>81.8%</b>

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

**Figure 39 BEFORE TIA WAS ENACTED, IF YOUR LOCAL AGENCY HAD FUNDS, HOW WOULD YOU RANK ITS SPENDING ON IMPROVING TRAFFIC SIGNALS AND STREET SIGNS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
Lowest Ranking = Very Unimportant	10.0%	0.0%	10.0%	7.0%
2	0.0%	3.8%	2.5%	2.3%
Bottom 25% of Ranking	0.0%	0.0%	2.5%	1.2%
4	5.0%	3.8%	2.5%	3.5%
Midpoint of Ranking	5.0%	7.7%	2.5%	4.7%
6	5.0%	7.7%	12.5%	9.3%
Top 25% of Ranking	10.0%	23.1%	7.5%	12.8%
8	30.0%	7.7%	10.0%	14.0%
Highest Ranking =Very Important	35.0%	46.2%	50.0%	45.3%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

Residents were asked to use a priority scale of 1 to 9 to rank how important it would be for their local area to spend money on the construction of more sidewalks and bike paths, assuming the resources to do so were available prior to the time that TIA was passed. Overall, 32.6% of residents indicated such expenditures would be most important to them. Broken down by region, 30.0% of residents in Heart of Georgia placed this as their highest priority; 42.3% of residents in Central Savannah saw this as a highest priority; and 25.0% in River Valley ranked this as the most important issue (see Figure 40 for details).

**Figure 40 BEFORE TIA WAS ENACTED, IF YOUR LOCAL AGENCY HAD FUNDS, HOW WOULD YOU RANK ITS SPENDING ON CONSTRUCTING MORE SIDEWALKS, TRAILS AND BIKE PATHS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Lowest Ranking = Very Unimportant</b>				
<b>2</b>	10.0%	0.0%	7.5%	5.8%
<b>Bottom 25% of Ranking</b>				
<b>4</b>	10.0%	0.0%	0.0%	2.3%
<b>Midpoint of Ranking</b>				
<b>6</b>	15.0%	0.0%	2.5%	4.7%
<b>Top 25% of Ranking</b>				
<b>8</b>	10.0%	19.2%	12.5%	14.0%
<b>Highest Ranking =Very Important</b>				
<b>8</b>	0.0%	11.5%	5.0%	5.8%
<b>8</b>	5.0%	19.2%	7.5%	10.5%
<b>8</b>	15.0%	3.8%	17.5%	12.8%
<b>Highest Ranking =Very Important</b>	25.0%	42.3%	30.0%	32.6%

(RESPONSE BY REGION AND RANKED ON A SCALE OF 1 TO 9)

**TIA Funded Projects Observed by Local Residents**

Respondents were asked to indicate whether or not they had observed any TIA funded projects or related activity in their local area since the program was initiated in 2013. Figures 41 through 46 record responses to the question.

- 92.2% of the respondents indicated that they were aware that their local government has received discretionary funds from TIA, Figure 41.
- 90.0% of respondents indicated that their local government had used the discretionary funds for transportation projects of its choosing, Figure 42.
- 76.4% of respondents indicated that their local government had used the discretionary funds to repair of local roads and bridges, Figure 43.
- 3.5% of respondents indicated that their local government had used the discretionary funds on transit related services, Figure 44.
- 23.3% of respondents indicated that their local government had used the discretionary funds on traffic signs and signals, Figure 45.
- 12.8% of respondents indicated that their local government had used the discretionary funds sidewalk, trails and bike paths, Figure 46.

**Figure 41 OVER THE LAST YEAR, I HAVE NOTICED TIA RELATED ACTIVITY REGARDING THE AWARD OF FUNDS TO MY LOCAL GOVERNMENT**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Yes</b>	<b>87.0%</b>	<b>96.3%</b>	<b>92.5%</b>	<b>92.2%</b>
<b>No</b>	<b>8.7%</b>	<b>3.7%</b>	<b>5.0%</b>	<b>5.6%</b>
<b>Don't Know</b>	<b>4.3%</b>	<b>0.0%</b>	<b>2.5%</b>	<b>2.2%</b>

**Figure 42 OVER THE LAST YEAR, I HAVE NOTICED TIA RELATED ACTIVITY REGARDING HOW MY LOCAL GOVERNMENT EXERCISED ITS DISCRETION OVER SPENDING ON TRANSPORTATION PROJECTS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Yes</b>	<b>87.0%</b>	<b>92.6%</b>	<b>90.0%</b>	<b>90.0%</b>
<b>No</b>	<b>8.7%</b>	<b>7.4%</b>	<b>5.0%</b>	<b>6.7%</b>
<b>Don't Know</b>	<b>4.3%</b>	<b>0.0%</b>	<b>5.0%</b>	<b>3.3%</b>

**Figure 43 OVER THE LAST YEAR, I HAVE NOTICED TIA RELATED ACTIVITY REGARDING HOW MY LOCAL GOVERNMENT SPENT FUNDS ON REPAIR OF ROADS AND BRIDGES**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Yes</b>	<b>73.9%</b>	<b>70.4%</b>	<b>82.1%</b>	<b>76.4%</b>
<b>No</b>	<b>26.1%</b>	<b>29.6%</b>	<b>5.1%</b>	<b>18.0%</b>
<b>Don't Know</b>	<b>0.0%</b>	<b>0.0%</b>	<b>12.8%</b>	<b>5.6%</b>

**Figure 44 OVER THE LAST YEAR, I HAVE NOTICED TIA RELATED ACTIVITY REGARDING HOW MY LOCAL GOVERNMENT SPENT FUNDS ON TRANSIT SERVICES**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Yes</b>	<b>0.0%</b>	<b>3.7%</b>	<b>5.1%</b>	<b>3.5%</b>
<b>No</b>	<b>100.0%</b>	<b>88.9%</b>	<b>82.1%</b>	<b>88.4%</b>
<b>Don't Know</b>	<b>0.0%</b>	<b>7.4%</b>	<b>10.3%</b>	<b>7.0%</b>

**Figure 45 OVER THE LAST YEAR, I HAVE NOTICED TIA RELATED ACTIVITY REGARDING HOW MY LOCAL GOVERNMENT SPENT FUNDS ON TRAFFIC SIGNS AND SIGNALS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Yes</b>	<b>15.0%</b>	<b>37.0%</b>	<b>17.9%</b>	<b>23.3%</b>
<b>No</b>	<b>80.0%</b>	<b>59.3%</b>	<b>66.7%</b>	<b>67.4%</b>
<b>Don't Know</b>	<b>5.0%</b>	<b>3.7%</b>	<b>15.4%</b>	<b>9.3%</b>

**Figure 46 OVER THE LAST YEAR, I HAVE NOTICED TIA RELATED ACTIVITY REGARDING HOW MY LOCAL GOVERNMENT SPENT FUNDS ON SIDEWALKS, TRAILS AND BIKE PATHS**

	RIVER VALLEY	CENTRAL SAVANNAH RIVER AREA	HEART OF GEORGIA ALTAMAHA	Total
	PERCENT	PERCENT	PERCENT	PERCENT
<b>Yes</b>	<b>5.0%</b>	<b>18.5%</b>	<b>12.8%</b>	<b>12.8%</b>
<b>No</b>	<b>85.0%</b>	<b>70.4%</b>	<b>79.5%</b>	<b>77.9%</b>
<b>Don't Know</b>	<b>10.0%</b>	<b>11.1%</b>	<b>7.7%</b>	<b>9.3%</b>

## **PERSONAL INTERVIEWS WITH STAKEHOLDERS**

The primary purpose of the interviews with stakeholders was to gather more in-depth information about their perceptions of TIA. The interviews were conducted via phone during the period of March 26, 2015 to May 7, 2015. The duration of the interviews ranged from 15 minutes to 1.25 hours. During the interviews, extensive notes were taken. These notes were later analyzed and coded for common salient themes. The interviewees included regional commission members, local politicians, district engineers, GDOT board members, and members of citizen review panels. The table below provides a description of the interviews. Some information has not been disclosed so as to maintain confidentiality, Figure 47.

The broad areas in which questions were grouped included the following:

- 1) Stakeholder impression of GDOT
- 2) Expectations regarding TIA
- 3) Public awareness of TIA
- 4) The utilization of the TIA discretionary funds
- 5) Observed benefits of TIA

The interview notes were coded according to the categories. The tables in the following section contain the results. In most cases, the excerpts represent quotations of interviewee. The interview notes were also classified by positive and negative sentiment. Below, we present the results first of the coding for sentiment and of the subject area coding (i.e. coding based on subject areas that repeatedly appeared).

**Figure 47 CATEGORIES OF TARGETED STAKEHOLDERS FOR INTERVIEWS**

<b>Targeted Stakeholder (circle one)</b>	
<b>1</b>	City/County Government Officials
<b>2</b>	DOT Board Members
<b>3</b>	Other Elected Officials/Staff
<b>4</b>	Citizen Review Panels
<b>5</b>	Partner Agencies
<b>6</b>	Area Residents and Public
<b>7</b>	Business and Special Interest Groups (SIGs)
<b>8</b>	Regional Director for TIA district
<b>9</b>	GDOT Regional Coordinators
<b>10</b>	Local Chamber of Commerce
<b>11</b>	Business Leaders
<b>12</b>	GDOT District Engineers
<b>13</b>	State Legislator (Congressional District Representative)

Figure 48 records the positions of persons who were interviewed, where care has been taken not to disclose the identity of individuals. Figure 49 is a copy of the questionnaire that was used to facilitate the interviewing process.

**Figure 48 CATEGORIES OF PERSONS INTERVIEWED**

	<b>Positions Held</b>	<b>Region Represented</b>	<b>Date of Interview</b>
Person A	GDOT Board member, Heart of Georgia Altamaha Regional Commission, and Central Savannah River Area Regional Commission	Not Disclosed	05/07/15
Person B	GDOT District Engineer, River Valley Regional Commission, and Heart of Georgia Altamaha Regional Commission	Not Disclosed	04/30/15
Person C	GDOT Board member, Heart of Georgia Altamaha Regional Commission, and Central Savannah River Area Regional Commission	Not Disclosed	04/15/15
Person D	Georgia State Senator and River Valley Regional Commission	Not Disclosed	04/24/15
Person E	GDOT District Engineer, Heart of Georgia Altamaha Regional Commission, and Central Savannah River Area Regional Commission	Heart of Georgia Altamaha and Central Savannah River Area	04/15/15
Person F	GDOT District Engineer and River Valley Regional Commission	River Valley	04/30/15
Person G	GDOT Board Member and River Valley Regional Commission	Not Disclosed	04/22/15
Person H	Citizen Review Panel, Chair	Central Savannah River Area	04/21/15
Person I	Executive Director, Regional Commission	Not Disclosed	04/07/15
Person J	Executive Director, Regional Commission	Not Disclosed	03/26/15
Person K	Executive Director, Regional Commission	Not Disclosed	03/27/15
Person L	Citizen Review Panel, Chair	River Valley	04/02/15
Person M	Mayor	River Valley	04/02/15

## Figure 49 SURVEY INSTRUMENT FOR PERSONAL INTERVIEWS

### Awareness/Level of Engagement *vis-à-vis* Transportation Investment Act (TIA)

This section of the interview aims to gather information regarding how the interviewee engages with TIA. Areas of focus are: the specific people with whom the interviewee works on TIA-related matters, the frequency of communication, and the proportion of the person's week devoted to TIA.

Before we get started, tell us what County you are a resident of and how long have you lived there: County \_\_\_\_\_ years

**1a.** Tell me a little about your overall understanding or involvement with TIA; specifically, how knowledgeable are you about it; do you have any job responsibilities directed related to TIA and do you have an interest in following TIA's progress?

**1b.** During a typical week, about how much of your time is devoted to TIA-related matters and if so, will you please describe the related activities?

**1c.** How would you describe the level of awareness about TIA among residents in your local area?

### **2. Satisfaction with TIA Administration**

This section examines the administration of TIA and the interviewee's satisfaction with that process. Areas of focus are: satisfaction about transparency in overall administration or contracting, satisfaction with GDOT, and satisfaction with the use of discretionary funds.

**2a.** Would you say that GDOT keeps local governments adequately informed about the TIA program? Please discuss-

**2b.** Do you have any thoughts about how contracts have been awarded under the TIA program? Do you know if any local firms have benefitted?

**2c.** Twenty- five percent (25%) of TIA funds are allocated to local governments to spend on whatever projects they choose (discretionary funds). Do you know if your local government has received discretionary funds and if so, how those funds are being spent?

### **3. Expectations**

This section attempts to capture information about the interviewee’s expectations regarding the impact of TIA and his/her impressions about others’ expectations about these outcomes.

**3a.** TIA was approved by voters in your region in 2012. Did you favor the passage of TIA, why or why not?

**3b.** What transportation issues do you feel are most important to spend additional funds on?

**3c.** What do you think the people in your region expect the most from TIA? Please Discuss-

### **4. Interim Satisfaction**

This section is meant to gauge whether the interviewee has noticed any impact (positive or otherwise) from the ongoing or completed TIA projects.

**4a.** Have you noticed any TIA-funded projects in your region over the last year? If so, please describe them.

**4b.** Have you noticed any improvements in your community as a result of TIA funded projects? Can you describe the impacts (for example, have they reduced congestion, given local areas more say over how transportation dollars are spent, increased trails and bike paths, etc.)?

### **5. Follow-ups and Missing Info**

The end of the interview presents a good opportunity to ask if there is somebody that the interviewee recommends we speak with and whether there is any additional information the interviewee would like to share.

**5a.** Is there anyone else that you would recommend we speak to about your region’s experience with TIA?

**5b.** Is there any topic I didn't ask questions about that you wish to comment on, or anything else you would like to share related to the TIA program?

**6. (Optional Section on Discretionary Funds) These questions will only be asked of persons displaying good familiarity with TIA.**

We are particularly interested in learning more about how local governments are allocating the 25% discretionary funds.

6a. Do you know how these funds are being spent in your County?

Possible categories of spending include:

1. Transit
2. Constructing enhancement/livability projects
3. Procuring / maintaining transportation equipment
4. Performing routine maintenance activities
5. Constructing / improving local roads and bridges
6. Repairing and maintaining local roads and bridges

**6b.** Can you or someone else provide a list of the projects funded by the 25% discretionary funds, and their locations?

## Personal Interview Findings: Summary of Recurring Themes

### Perceptions of TIA Program Impacts

- Stakeholder impressions of GDOT were overwhelmingly positive.
- “This program is making projects possible that couldn’t be completed in 50 years, let alone 10 years.”
- Many of both the local projects and the regional projects are creating new opportunities and economic benefits. The projects are increasing access to property for development, and improving roads that are critical for freight movement.
- Roadway projects that have been on the books for many years can now be completed.
- It should have passed in Atlanta, and it should be statewide. It’s good for business.
- Interstate expansion and access to the port is the most valuable kind of transportation project.
- “I’ve heard that other regions are unhappy [that] they didn’t pass it.”
- “The TIA program has resulted in some good planning being done that hasn’t been done before and would not have been done otherwise.”
- The TIA program has been great for the region, it really pulled everyone together as a region. It also pulled together the cities and counties in a new way.
- Rural areas usually are using the funds for road improvements, such as repaving or paving dirt roads, cities are using the funds for downtown streetscape improvements such as sidewalks and sidewalk repairs.
- “I don’t like taxes, but some make sense, and this is one of them that does.”
- “The program is a tremendous success, something every region should do.”

### Perceptions Regarding Local 25% Discretionary

- “Having a comprehensive list of the local projects would be a great idea.” There is no such list. A list such as this would be helpful, because it would allow for better coordination of adjacent projects which would likely result in greater efficiencies and cost savings.

- Because of the local 25% discretionary funds, every city and county is benefitting.
- “The local projects sold the TIA program in our region, not the regional ones.”
- The most frequently mentioned expectation was that TIA funds would be used towards the maintenance and paving of roads.

**Public awareness of the TIA program**

- The general public is fairly aware of the TIA program. In some cases, more aware than might be expected. The public is especially aware of certain high profile projects, such as the River Walk in the City of Columbus.
- The GDOT project signs and local signs are noticeable and are raising awareness of the TIA program; however in some cases, local governments are not utilizing the notification signs.
- Local newspapers are in some cases also running stories about the TIA program and projects, this helps raise awareness.

**Comments on GDOT’s performance:**

- GDOT has been very professional and dedicated to the program. Mike Dover is committed to the program and the projects. GDOT gives clear updates on the budget.
- GDOT keeps local governments informed.
- “I am very pleased with Mike Dover.”
- “Mike Dover has been great; he’s very easy to work with.”
- No suggestions for GDOT, all local governments are invited to all meetings; Mike Dover does a great job.
- “Mike and his team have done an excellent job, they built this program from the ground up, highest compliments.”

**Criticism of the TIA program:**

- There is an issue with the revenue shortfall in funding versus the actual collections. The projected revenues that the state economist came up with turned out to be too low.
- If GDOT and the State want the total money spent on transportation to increase, then they should monitor the 25% more closely.

- ❑ The regional GDOT projects should be coordinated if they are adjacent and separated by county lines because a cost saving would potentially be realized.
- ❑ “I’m disappointed that the project scope has to be reduced, due to the lower than expected tax collections, but hope [that] collections will increase over time and these projects with their original scope can still be completed.”
- ❑ “Local engineering firms have voiced some concerns to GDOT that more local firms need to be on the contracts.”
- ❑ There is an effort to make sure that local engineering firms are winning part or all of the projects. The Requests for Proposals (RFPS) are released in Atlanta and not always advertised locally, so some smaller companies feel that they are not getting a chance to bid on the projects.
- ❑ Cities and counties are happy overall. There is concern about the revenues being down in the 12-15% range, and concern about how that will play out in the later years.

### Specific Interview Findings

The following section contains salient excerpts from the interviews based on the five identified themes. Also presented are the coding results for positive and negative sentiment. Cases for which an interview contained no mention of the theme in question are indicated as such. First, the results are presented in the aggregate (i.e. for the three TIA regions). Second, we pull out the salient excerpts for each region.

Positive Sentiments	
Excerpts Regarding Positive Sentiments	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• ... They [GDOT] do a good job.</li> <li>• ... improvements in economically damaged districts.</li> <li>• Projects compiled that would never have been done without TIA.</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>• They [GDOT ] answer all the questions local governments have.</li> <li>• They [GDOT] follow up to get questions answered.</li> <li>• Local firms are benefiting.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• ... [GDOT is] extensively involved.</li> <li>• ... The [GDOT] awarding has been successful.</li> <li>• ... Mike Dover [of GDOT] has done an outstanding job.</li> <li>• Small areas have benefited greatly; would not have otherwise.</li> <li>• In the region and throughout the State, we [ local governments] have kept people working, generated job opportunities for people who would otherwise not have jobs.</li> <li>• Expectations are well satisfied.</li> <li>• Chambers of Commerce helped educate people [about TIA benefits].</li> <li>• [The loal stakeholder] loves the TIA project.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>• ... [GDOT] does a good job of keeping them [local government officials] informed.</li> <li>• Approved to help poorer counties.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• ...[GDOT] meet[s] their [local stakeholders] demands - gives them as much as they need.</li> <li>• Locals love the extra cash and they control it; this is what they most love.</li> <li>• A lot of projects on the list were far off in the future, TIA made them happen.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>• ... [GDOT] works with the MPO [Metropolitan Planning Organizations] to review TIA projects on a monthly basis.</li> <li>• ... Locals a full steam ahead.</li> <li>• ... Reduced congestion...could do things they [local governments] could not do, like buy equipment...they can leverage TIA funds</li> </ul>

	<p>with local funds to get larger projects.</p> <ul style="list-style-type: none"> <li>• ... The locals love it [discretionary funds].</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>• ... Mike Dover [of GDOT] does a really good job.</li> <li>• ...Local firms from Columbus have benefited. Paving has been done by local contractors.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• ... Mike Dover [GDOT] and his team do a great job.</li> <li>• [TIA project managers and] GDOT have been highly professional in their management of the program.</li> <li>• ... GDOT makes sure that the CRP [Citizens Review Panel] is informed and has everything they [it] need[s] for the meetings.</li> <li>• ... Local engineering firms are benefiting, some people have stopped him [Mike Dover] in public and thanked him because they have benefited from the projects or the contracts.</li> <li>• Local governments can now get projects done that they have had on the books for years and thus the program has been very positive for local governments.</li> <li>• The TIA program brought people together across the region.</li> <li>• ... The Roundtable came up with a great list of projects.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>• Mike [Dover of GDOT] and his team have done an excellent job, highest compliments. GDOT built this program from the ground up. The program has been run exceptionally well. GDOT has done an exceptionally good job, better than local voters expected for a program that is brand-new.</li> <li>• He [the local stakeholder] doesn't like taxes, but some make sense, and this is one that does.</li> <li>• The program is a tremendous success and something that every region should do. The program is very successful. He [the survey respondent] is so glad it passed in the region. A 1 cent tax is the best way to do this. This program helps Georgia.</li> <li>• The region wouldn't have been able to do half of this in 50 years, let alone 10 years.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• ... Yes, GDOT is doing a good job.GA [Georgia] Finance Commission sends out updates of how much money has been collected, how much goes to the local governments. No suggestions for GDOT, all local governments are invited to all meetings, Mike Dover does a great job.</li> <li>• The extension of Riverwalk Parkway will have a profound economic impact, since it will open up access to downtown Augusta.</li> <li>• The projects that are funded by TIA also improve access to the port, both through the central portion of the region and the eastern portion of the region.</li> <li>• Overall, it has been a good program for the region, over the last 20-30 years this region has been overlooked, there has been more roadway work funded to the west and north, the T-SPLOST has given the region funding for their own projects, especially the four-lane projects.</li> </ul>

<p><b>Person K</b></p>	<ul style="list-style-type: none"> <li>• Yes, GDOT does a good job of keeping local governments informed.</li> <li>• The TIA program has been great for the region, it really pulled everyone together as a region. It also pulled together the cities and counties in a new way. Overall, everyone is pleased, and the general public is happy.</li> </ul>
<p><b>Person L</b></p>	<ul style="list-style-type: none"> <li>• GDOT has been very professional and dedicated to the program. Mike Dover is committed to the program and the projects. GDOT gives clear updates on the budget. It's good for business.</li> <li>• Because of the local 25% discretionary funds, every city and county is benefiting.</li> <li>• The TIA program has resulted in some good planning being done that hasn't been done before and would not have been done otherwise.</li> </ul>
<p><b>Person M</b></p>	<ul style="list-style-type: none"> <li>• GDOT has been very helpful. GDOT has taken on a true partnership role in the administration of the program together with local governments. GDOT has been receptive, encouraging, and very accommodating. GDOT truly believes [in] the possibility of the success of the program. GDOT keeps their [its] promises.</li> <li>• The Riverwalk project was awarded to local planning firms. They [GDOT and local governments] are trying to stay local in the awarding of the contracts - working with the purchasing office to pull from the local job market.</li> <li>• The Riverwalk project in Columbus has been a great success, there was a dramatic ribbon-cutting ceremony. Public awareness is high for this project.</li> <li>• There will also be a tunnel built under a Norfolk Southern railroad crossing. This at-grade railroad crossing is something that the people of Columbus have been complaining about for 40 years.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Negative Sentiments</b>	
<b>Excerpts Regarding Negative Sentiments</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>In favor of TIA, but not in favor of projects on list for Clark County</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>Bike paths were not well located.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>The tax collections are running about 17% behind projections, he [survey respondent] thinks the original estimates were a little too high.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>Local engineering firms have voiced some concerns to GDOT that more local firms need to be on the contracts, but he [survey respondent] doesn't know the outcome of those conversations.</li> <li>The RFPs [Request for Proposals] are released in Atlanta and not always advertised locally, so some smaller companies feel that they are not getting a chance to bid on the projects.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>A big issue right now is the new transportation bill. It's a big issue. People are concerned about being taxed twice. Some projects that the region's funding through TIA now, would have been completed anyway under the new bill. So people feel like they are being double taxed. Mayors and City Managers have specifically brought up this issue.</li> <li>Now people are angry because they feel like they're being taxed twice. His [survey respondent's] region was at the forefront in passing the TIA, but now is angry because of the new transportation bill.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Satisfaction with GDOT</b>	
<b>Excerpts Regarding Satisfaction with GDOT</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• They [GDOT ] do a good job.</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>• They [GDOT] answer all the questions that local governments have.</li> <li>• They follow up to get questions answered.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• ... [GDOT is] extensively involved.</li> <li>• The awarding [of local contracts by GDOT] has been successful.</li> <li>• Mike Dover has done an outstanding job.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>• ...[GDOT] does a good job of keeping them [local stakeholders] informed.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• ...[GDOT] meets their [local stakeholders] demands - and gives them as much as they need.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>• Works with the MPO to review TIA projects on a monthly basis.</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>• ... Mike Dover does a really good job.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• Mike Dover and his team do a great [job].</li> <li>• GDOT [has been] professional in their [its] management of the program.</li> <li>• GDOT makes sure that the CRP [Citizens Review Panel] is informed and has everything they [CRP] need[s] for the meetings.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>• Mike [Dover of GDOT] and his team have done an excellent job, highest compliments. GDOT built this program from the ground up. The program has been run exceptionally well. GDOT has done an exceptionally good job, better than I expected for a program that is brand-new.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• ... Yes, GDOT is doing a good job.GA [Georgia] Finance Commission sends out updates of how much money has been collected, how much goes to the local governments. No suggestions for GDOT, all local governments are invited to all meetings, Mike Dover does a great job.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>• Yes, GDOT does a good job of keeping local governments informed.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>• GDOT has been very professional and dedicated to the program. Mike Dover is committed to the program and the projects. GDOT gives clear updates on the budget.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>• GDOT has been very helpful. GDOT has taken on a true partnership role in the administration of the program together with local governments. GDOT has been receptive, encouraging, and very accommodating. GDOT truly believes [in] the possibility of the success of the program. GDOT keeps their [its] promises.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Public Expectations of TIA</b>	
<b>Excerpts Regarding Public Expectations of TIA</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• Maintenance of roads and bridges</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>• They [local stakeholders] expect roads to be paved, bridges to be fixed, dirt roads paved, and congestion relief.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• Expectations are well satisfied.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>• Access to hospitals, need a bus station.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• Pave roads, especially in rural counties.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>• ....The project they [local stakeholders] liked would get done.</li> <li>• They [Local stakeholders] wanted big new projects as well.</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>• ....They [local stakeholders] expect the projects on the books will be done earlier.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• No comment</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>• No comment</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• ...Publically the TIA program was well received in the region.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>• The local elected officials lobbied for it. Only two counties voted no, most of the region was fairly supportive.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>• No comment</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>• No comment</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Public Awareness of TIA</b>	
<b>Excerpts Regarding Public Awareness of TIA</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• Generally people knew about it.</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>• Fifty-fifty, aware/not aware.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• High level of awareness.</li> <li>• Has attended educational meetings where people were aware of TIA benefits.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>• Low to moderate awareness.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• People in Augusta/Columbus are fairly aware, while people in rural areas of the region are less aware of TIA.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>• ... not that aware – and mis-educated.</li> <li>• Low awareness on the part of citizens.</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>• ... Low level [of] awareness, people don't know how good it is.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• The general public is not familiar with the term "TIA". They would know the term T-SPLOST more but don't really understand the program [TIA] overall. The general public</li> </ul>

	doesn't ask too many questions about the program overall. In the City of Augusta, the local government is utilizing the signs to publicize the local projects.
<b>Person I</b>	<ul style="list-style-type: none"> <li>The TIA program is pretty well-known, public awareness of the program is high. Maybe more well-known than you might expect. The newspaper covers the program and the projects as they are completed.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>The general public has a high level of awareness of the program. The program has a high profile in the region. There are signs for all the projects, "TIA funds at work". Local governments also have signs up to publicize their projects. Most people know about these projects. In the rural areas, there are signs, and the local newspapers are publicizing [TIA projects] as well. These areas have a lot of potholes and resurfacing projects.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>There is a high level of awareness of the TIA program in the region among the general public.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>Public involvement overall is minimal. The public had heard of the TIA program, and are aware of the projects that directly affect them. There is a lot of public interest in the Riverwalk project in Columbus for example.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>The general public is fairly well educated on the TIA program. As part of the initial campaign, she [a local elected official] wanted to make her constituents aware that they would be a donor County. Because of this, not everyone was totally on board at first. She wanted to make sure all the projects were vetted, and that the taxpayers had a good understanding of the program. Local newspaper does a good job of publicizing the projects.</li> </ul>
<i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i>	

<b>Discretionary Funds</b>	
<b>Excerpts Regarding Discretionary Funds</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>No comment.</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>Think local government has received funds.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>Yes, I'm aware that [my] local government has received the funds.</li> <li>Small areas have benefited greatly.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>Not aware.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>[Funds arrive] on time every month... used for extensive road improvements.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>... Not sure how they [regional officials] are using them [funds].</li> <li>The local areas love it.</li> </ul>
<b>Person G</b>	[Funds are used to] resurface roads [that] have been put off for a long time. Harris County is working on bridges.

<b>Person H</b>	<ul style="list-style-type: none"> <li>• [Local governments]... are viewing that money as “found gold”. Local governments can now get projects done that they have had on the books for years and thus the program has been very positive for local governments.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>• Most local governments are spending their money on resurfacing and repairing roads, which is what they needed and wanted.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• Rural areas usually are using the funds for road improvements, such as repaving or paving dirt roads, cities are using the funds for downtown streetscape improvements such as sidewalks and sidewalk repairs.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>• We as the RC [Regional Commission] had tried to coordinate these local projects, especially if they crossed county line. We tried to get the local governments to cooperate and coordinate their efforts. It seems like the firms that won the projects convinced the local government that they could handle the coordination, but that is not really in the case, and the projects have not been coordinated after all.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>• [The survey respondent] feels there is no accountability as far as how the local governments are spending the 25%. He thinks that allowing the local governments to have freedom regarding their local funds is a good thing. But, he wonders if they are cutting their road budgets and shifting that money into the general fund, now that the TIA money is there.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>• The 25% is being used for bridge and intersection improvements, as well as repaving of roads.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer’s notes.</i></p>	

<b>Public Benefits</b>	
<b>Excerpts Regarding Public Benefits</b>	
<b>Person A</b>	... Improvements in economically damaged districts. Projects completed that would never have been done without TIA.
<b>Person B</b>	<ul style="list-style-type: none"> <li>• Local firms are benefiting.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• Small areas have benefited greatly; would not have otherwise.</li> <li>• In the region and throughout the state, we [our region] have [kept] people working, generated job opportunities for people who would otherwise not have jobs.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>• Approved to help poorer counties.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• Locals love the extra cash and they control it - this is what they most love.</li> <li>• A lot of projects on the list were far off in the future, TIA made them happen.</li> </ul>

<b>Person F</b>	<ul style="list-style-type: none"> <li>• ... Reduced congestion... [local governments] could do things they could not do like by equipment... They can leverage TIA funds with local funds to get larger projects.</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>• ... Local firms from Columbus have benefited. Paving has been done by local contractors.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• ... Local engineering firms have benefited. Some people have stopped (Mike Dover) in public and thanked him because they have benefited from the projects or the contracts.</li> <li>• Local governments can now get projects done that they have had on the books for years and thus the program has been very positive for local governments.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>• [Without TIA] the region wouldn't have been able to do half of this in 50 years, let alone 10 years.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• The extension of Riverwalk Parkway will have a profound economic impact, since it will open up access to downtown Augusta.</li> <li>• The projects that are funded by TIA also improve access to the port, both through the central portion of the region and the eastern portion of the region.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>• Only two contracts have been awarded so far, and local firms got these projects.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>• In Cordele, an intermodal facility will have an improved road. This road serves a lot of freight, and is important from an economic development standpoint.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>• The Riverwalk project was awarded to local planning firms. They [local government officials] are trying to stay local in the awarding of the contracts - working with the purchasing office to pull from the local job market.</li> <li>• The Riverwalk project in Columbus has been a great success, there was a dramatic ribbon cutting ceremony, public awareness is high for this project.</li> <li>• There will also be a tunnel built under a Norfolk Southern railroad crossing. This at-grade railroad crossing is something that the people of Columbus have been complaining about for 40 years.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

## Region Specific Interview Findings

The following regional summaries are mutually exclusive. That is, the respondents' comments reflect only the region in which they reside.

### Central Savannah River Area Findings

<b>Satisfaction with GDOT</b>	
<b>Excerpts Regarding Satisfaction with GDOT</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• They [GDOT] do a good job.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• ... Extensively involved.</li> <li>• The awarding [of contracts to local firms] has been successful.</li> <li>• Mike Dover has done an outstanding job.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• ... [GDOT] Meet[s] their [local governments'] demands – give[s] them [local governments] as much as they need.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• Mike Dover and his team do a great job.</li> <li>• GDOT has been highly professional in their [its] management of the program.</li> <li>• GDOT makes sure that the CRP is informed and has everything they [it] need[s] for the meetings.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• Yes, GDOT is doing a good job. Georgia Finance Commission sends out updates of how much money has been collected, how much goes to the local governments. No suggestions for GDOT, all local governments are invited to all meetings, Mike Dover does a great job.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Public Expectations of TIA</b>	
<b>Excerpts Regarding Public Expectations of TIA</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• Maintenance of roads and bridges.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• Expectations are well satisfied.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• Paved roads, especially in rural counties.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• No comment</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• Publicly, the TIA program was well received in the region.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Public Awareness of TIA</b>	
<b>Excerpts Regarding Public Awareness of TIA</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• Generally people know about it.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• High level of awareness.</li> <li>• [Respondent] has attended educational meetings where people were aware of TIA benefits.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• People in Augusta/Columbus are fairly aware, while people in rural areas of the region are less aware of TIA.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• The general public is not familiar with the term “TIA”. They would know the term “T-SPLOST” more but don’t really understand the [TIA] program overall. The general public doesn’t ask too many questions about the program overall. In the City of Augusta, the local government is utilizing the signs to publicize the local projects.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• The general public has a high level of awareness of the program. The program has a high profile in the region. There are signs for all the projects, “TIA funds at work”. Local governments also have signs up to publicize the projects. Most people know about these projects. In the rural areas, there are signs, and the local newspapers are publicizing [TIA projects] as well. These areas have a lot of potholes and resurfacing projects.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer’s notes.</i></p>	

<b>Discretionary Funds</b>	
<b>Excerpts Regarding Discretionary Funds</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• No comment</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• Yes, I’m aware that [my] local government has received the funds.</li> <li>• Small areas have benefited greatly.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• [Funds arrive] on time every month...used for extensive road improvements</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• [Local governments] are viewing that money as “found gold”. Local governments can now get projects done that they have had on the books for years and thus the program has been very positive for local governments.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• Rural areas usually are using the funds for road improvements, such as repaving or paving dirt roads, cities are using the funds for downtown streetscape improvements such as sidewalks and sidewalk repairs.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer’s notes.</i></p>	

<b>Public Benefits</b>	
<b>Excerpts Regarding Public Benefits</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• ... Improvements in economically damaged districts.</li> <li>• Projects compiled that would never have been done without TIA.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>• Small areas have benefited greatly; would not have otherwise.</li> <li>• In the region and throughout the state, we [local government officials] have people working, generated job opportunities for people who would otherwise not have jobs.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>• Locals love the extra cash and they control it - this is what they most love.</li> <li>• A lot of projects in the list were far off in the future, TIA made them happen.</li> </ul>
<b>Person H</b>	<ul style="list-style-type: none"> <li>• ... Local engineering firms are benefitting, some people have stopped him [Mike Dover] in public and thanked him because they have benefited from the projects or the contracts.</li> <li>• Local governments can now get projects done that they have had on the books for years and thus the program has been very positive for local governments.</li> </ul>
<b>Person J</b>	<ul style="list-style-type: none"> <li>• The extension of Riverwalk Parkway will have a profound economic impact, since it will open up access to downtown Augusta.</li> <li>• The projects that are funded by TIA also improve access to the port, both through the central portion of the region and the eastern portion of the region.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

### River Valley Findings

<b>Satisfaction with GDOT</b>	
<b>Excerpts Regarding Satisfaction with GDOT</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>• They [GDOT managers] do a good job.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>• ... [GDOT] does a good job keeping them [local stakeholders] informed.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>• [GDOT] works with the MPO to review TIA projects on a monthly basis.</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>• ... Mike Dover does a really good job.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>• Yes, GDOT does a good job of keeping local governments informed.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>• GDOT has been very professional and dedicated to the program. Mike Dover is committed to the program and the projects. GDOT gives clear updates on the budget.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>• GDOT has been very helpful. GDOT has taken on a true</li> </ul>

partnership role in the administration of the program together with local governments. GDOT has been receptive, encouraging, and very accommodating. GDOT truly believes in the possibility of the success of the program. GDOT keeps its promises.

*Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.*

**Public Expectations of TIA**

**Excerpts Regarding Public Expectations of TIA**

- |                 |   |
|-----------------|---|
| <b>Person A</b> | <ul style="list-style-type: none"> <li>Maintenance of roads and bridges.</li> </ul>   |
| <b>Person C</b> | <ul style="list-style-type: none"> <li>Expectations are well satisfied.</li> </ul>  |
| <b>Person D</b> | <ul style="list-style-type: none"> <li>Access to hospitals, need a bus station.</li> </ul>  |
| <b>Person F</b> | <ul style="list-style-type: none"> <li>...the project they [local stakeholders] liked would get done.</li> <li>They [local stakeholders and GDOT] wanted big new projects as well.</li> </ul> |
| <b>Person G</b> | <ul style="list-style-type: none"> <li>...they [local stakeholders] expect the projects on the books will be done earlier.</li> </ul>   |
| <b>Person K</b> | <ul style="list-style-type: none"> <li>The local elected officials lobbied for it. Only two counties voted no, most of the region was fairly supportive.</li> </ul>                           |
| <b>Person L</b> | <ul style="list-style-type: none"> <li>No comment</li> </ul>  |
| <b>Person M</b> | <ul style="list-style-type: none"> <li>No comment</li> </ul>  |

*Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.*

**Discretionary Funds**

**Excerpts Regarding Discretionary Funds**

- |                 |   |
|-----------------|---|
| <b>Person A</b> | <ul style="list-style-type: none"> <li>No comment.</li> </ul>   |
| <b>Person D</b> | <ul style="list-style-type: none"> <li>Not aware.</li> </ul>  |
| <b>Person F</b> | <ul style="list-style-type: none"> <li>...Not sure how they [the local governments] are using them [discretionary funds].</li> <li>The local areas love it [the ability to control discretionary funds]</li> </ul>  |
| <b>Person G</b> | <ul style="list-style-type: none"> <li>[Funds are used to] resurface roads that have been put off for a long time.</li> <li>Harris County is working on bridges.</li> </ul>   |
| <b>Person K</b> | <ul style="list-style-type: none"> <li>We as the RC [Regional Commission] had tried to coordinate these local projects, especially if they crossed County line, we tried to get local governments to cooperate and coordinate their efforts. It seemed like the firms that won the projects convinced the local government that they could handle the coordination, but that has not really been the case, and the projects have not been coordinated after all.</li> </ul> |
| <b>Person L</b> | <ul style="list-style-type: none"> <li>He [the respondent] feels there is no accountability as far as</li> </ul>  |

	how the local governments are spending the 25%. He thinks that allowing the local governments to have freedom regarding their local funds is a good thing, but he wonders if they are cutting their road budgets and shifting that money into the general fund, now that the TIA money is there.
<b>Person M</b>	<ul style="list-style-type: none"> <li>The 25% being used for bridge and intersection improvements, as well as repaving of roads.</li> </ul>
<i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i>	

<b>Public Awareness of TIA</b>	
<b>Excerpts Regarding Public Awareness of TIA</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>Generally people know about it.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>Low to moderate awareness.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>...not that aware – and mis-educated.</li> <li>Low awareness on the part of citizens.</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>... Low-level awareness, people don't know how good it is.</li> </ul>
<b>Person K</b>	<ul style="list-style-type: none"> <li>There is a very high level of awareness of the TIA program in the region among the general public.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>Public involvement overall is minimal. The public heard of the TIA program, and is aware of the projects that directly affect them. There is public interest in the Riverwalk project in Columbus for example.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>The general public is fairly well educated on the TIA program. As part of the initial campaign, she [a local elected official] wanted to make her constituents aware that they would be a donor county. Because of this, not everyone was totally on board at first. She [the elected official] wanted to make sure all the projects were vetted, and that taxpayers had a good understanding of the program. The local newspaper does a good job of publicizing projects.</li> </ul>
<i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i>	

<b>Public Benefits</b>	
<b>Excerpts Regarding Public Benefits</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>... Improvements in economically damaged districts.</li> <li>Projects compiled that would never have been done without TIA.</li> </ul>
<b>Person D</b>	<ul style="list-style-type: none"> <li>Approved to help poorer counties.</li> </ul>
<b>Person F</b>	<ul style="list-style-type: none"> <li>...reduced congestion...could do things they [local governments] could not do like buy equipment...They can leverage TIA funds with local funds to get larger projects.</li> </ul>
<b>Person G</b>	<ul style="list-style-type: none"> <li>...local firms from Columbus have benefited. Paving has been</li> </ul>

	done by local contractors.
<b>Person K</b>	<ul style="list-style-type: none"> <li>Only two contracts have been awarded so far, and local firms got those projects.</li> </ul>
<b>Person L</b>	<ul style="list-style-type: none"> <li>In Cordele, an intermodal facility will have an improved road. This road serves a lot of freight, and is important from an economic development standpoint.</li> </ul>
<b>Person M</b>	<ul style="list-style-type: none"> <li>The Riverwalk project was awarded to local planning firms. They [local governments] are trying to stay local in the awarding of the contracts – working with the purchasing office to pull from the local job market.</li> <li>The Riverwalk Project in Columbus has been a great success, there was a dramatic ribbon cutting ceremony. Public awareness is high for this project.</li> <li>There will also be a tunnel built under a Norfolk Southern railroad crossing. This at-grade railroad crossing is something that the people of Columbus have been complaining about for 40 years.</li> </ul>
<i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i>	

### Heart of Georgia Altamaha Findings

<b>Satisfaction with GDOT</b>	
<b>Excerpts Regarding Satisfaction with GDOT</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>They [GDOT] do a good job.</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>They [GDOT] answer all the questions local governments have.</li> <li>They [GDOT] follow up to get questions answered.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>....extensively involved.</li> <li>The awarding [of contracts] has been successful.</li> <li>Mike Dover has done an outstanding job.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>...[GDOT] meet[s] their [local government's] demands – gives them as much as they need.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>Mike and his team have done an excellent job, highest compliments. GDOT built this program from the ground up. The program has been run exceptionally well. GDOT had done an exceptionally good job, better than I expected for a program that is brand new.</li> </ul>
<i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i>	

<b>Public Expectations of TIA</b>	
<b>Excerpts Regarding Public Expectations of TIA</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>Maintenance of roads and bridges</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>People expect roads to be paved, bridges to be fixed, dirt roads paved, and congestion relief.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>Expectations well satisfied.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>Paved roads, especially in rural counties.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>No comment.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Public Awareness of TIA</b>	
<b>Excerpts Regarding Public Awareness of TIA</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>Generally, they know about it.</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>Fifty-fifty, aware/not aware.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>High level of awareness.</li> <li>Has [respondent] attended educational meetings where people were aware of TIA benefits.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>People in Augusta/Columbus are fairly aware, while people in rural areas of the region are less aware of TIA.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>The TIA program is pretty well-known, public awareness of the program is high. Maybe more well-known than you might expect. The newspaper covers the program and projects as they are completed.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i></p>	

<b>Discretionary Funds</b>	
<b>Excerpts Regarding Discretionary Funds</b>	
<b>Person A</b>	<ul style="list-style-type: none"> <li>No comment</li> </ul>
<b>Person B</b>	<ul style="list-style-type: none"> <li>[The interviewee] thinks the local government has received funds.</li> </ul>
<b>Person C</b>	<ul style="list-style-type: none"> <li>Yes, I'm aware that [the] local government has received funds.</li> <li>Small areas have benefited greatly.</li> </ul>
<b>Person E</b>	<ul style="list-style-type: none"> <li>[Funds arrive] on time every month... Used for extensive road improvements.</li> </ul>
<b>Person I</b>	<ul style="list-style-type: none"> <li>Most local governments are spending their money on resurfacing and repairing roads, which is what they needed and wanted.</li> </ul>
<p><i>Note: Excerpts are either direct quotations from interviewees or were</i></p>	

*transcribed directly from interviewer's notes.*

<b>Public Benefits</b>	
<b>Excerpts Regarding Public Benefits</b>	
<b>Person A</b>	<ul style="list-style-type: none"><li>• ... Improvements in economically damaged districts.</li><li>• Projects compiled that would never have been done without TIA.</li></ul>
<b>Person B</b>	<ul style="list-style-type: none"><li>• Local firms are benefitting.</li></ul>
<b>Person C</b>	<ul style="list-style-type: none"><li>• Small areas have benefited greatly; would not have otherwise.</li><li>• In the region and throughout the state, we [the local governments] have kept people working, generated job opportunities for people who would otherwise not have jobs.</li></ul>
<b>Person E</b>	<ul style="list-style-type: none"><li>• Locals love the extra cash and they control it - this is what they most love.</li><li>• A lot of projects on the list were far off in the future, TIA made them happen.</li></ul>
<b>Person I</b>	<ul style="list-style-type: none"><li>• [Without TIA] the region wouldn't have been able to do half of this in 50 years, let alone 10 years.</li></ul>
<i>Note: Excerpts are either direct quotations from interviewees or were transcribed directly from interviewer's notes.</i>	

## **IMPACT OF TIA ON JOBS AND OUTPUT: PRELIMINARY FINDINGS**

Investments in transportation related projects have a multiple effect on local areas. Not only do they improve the transportation and transit efficiency of local areas, they also generate significant impacts on job creation and economic development. This section attempts to estimate the preliminary impact of TIA expenditures between January 2013 and June 2014.

Certain assumptions are made. Specifically, we refer to the impacts as preliminary because they assume the voter-approved projects (that represent 75% of funds collected as a result of the TIA referendum) are fully delivered. The estimate also assumes that the 25% discretionary funds dispersed to local areas are fully delivered on projects chosen by the local areas.

While we realize that these projects are in various stages of delivery, assuming project completion assists in establishing a baseline to estimate the impact of the projects once they are fully delivered. The baseline will compare the economic impact of GDOT's local and highway project expenditures in the TIA region prior to TIA implementation in 2012.

In this report, we record the total highway expenditures that existed prior to TIA, but do not estimate their economic impact. Instead, the report estimates the preliminary impact of TIA expenditures between January 2013 and June 2014 (under the assumption that the local and voter approved projects are fully delivered).

### **GDOT Expenditures prior to TIA**

As part of its ongoing services, GDOT regularly transfers funds to local areas as part of its local roads program. In 2011, 2012 and 2013 (between January and April of the latter year), GDOT transferred respectively \$24.2 million, \$50.7 million and \$6.6 million to local jurisdictions. In 2011, 2012 and

2013, these funds assisted 50 local projects, 122 local projects and 13 local projects respectively. Of that amount, the TIA regions received \$2.8 million in 2011. In 2011, three local projects were funded. In 2012, \$4.3 million were allocated in support of 14 projects. Finally, in 2013, \$0.472 million supported two projects (Figure 50). The figure also breaks down to local assistance by region.

**Figure 50 TOTAL NON-TIA FUNDS TRANSFERRED BY GDOT TO LOCAL AREAS BY REGION, YEAR, AMOUNT OF LOCAL TRANSFERS AND NUMBER OF TRANSFERS**

	GDOT HIGHWAY PROJECT AWARDS TO LOCAL AREAS					
	YEAR OF EXPENDITURE					
	2011		2012		2013 thru April	
	AMOUNT	NO. AWARDS	AMOUNT	NO. AWARDS	AMOUNT	NO. AWARDS
CENTRAL SAVANAH RIVER AREA	\$ 1,179,177	1	\$ 1,125,437	2		
HEART OF GEORGIA -ALTAHA	\$ 1,607,846	2	\$ 2,376,357	6	\$ 107,357	1
RIVER VALLEY			\$ 752,265	6	\$ 365,000	1
TIA REGION TOTAL	\$ 2,787,023	3	\$ 4,254,059	14	\$ 472,357	2
ALL OTHER REGIONS	\$ 21,447,191	47	\$ 46,410,202	108	\$ 6,173,128	11
Total	\$ 24,234,214	50	\$ 50,664,261	122	\$ 6,645,485	13

Figure 51 provides information on non-local roads programs of GDOT. It records the amount of investment in highway projects in the TIA region and other regions of the state during the same period of time. The results indicate that in 2011, TIA regions received \$231.5 million in highway investment projects out of the \$0.817 billion spent on all projects in the State. The funds supported 47 projects in the TIA regions. In 2012, 77 projects were supported in the TIA region whose value was \$205.1 million; and in 2013, the comparable expenditure in TIA regions was \$13.1 million, invested in nine projects (Figure 51).

**Figure 51 TOTAL GDOT EXPENDITURES IN LOCAL AREAS NOT SUBSIDIZED BY TIA FUNDS**

	GDOT TOTAL HIGHWAY PROJECT AWARDS					
	YEAR OF EXPENDITURE					
	2011		2012		2013 thru April	
	AMOUNT	NO. AWARDS	AMOUNT	NO. AWARDS	AMOUNT	NO. AWARDS
CENTRAL SAVANAH RIVER AREA	\$ 88,880,228	21	\$ 46,274,214	25	\$ 4,438,024	3
HEART OF GEORGIA -ALTAMAHA	\$ 90,305,530	16	\$ 64,744,430	21	\$ 107,357	1
HEART OF GEORGIA	\$ 52,345,968	10	\$ 94,034,950	31	\$ 8,589,842	5
<b>TIA REGION TOTAL</b>	<b>\$ 231,531,726</b>	<b>47</b>	<b>\$ 205,053,595</b>	<b>77</b>	<b>\$ 13,135,222</b>	<b>9</b>
ALL OTHER REGIONS	\$ 585,747,606	237	\$ 705,962,815	303	\$ 89,209,173	33
Total	\$ 817,279,331	284	\$ 911,016,410	380	\$ 102,344,396	42

**ESTIMATING PRELIMINARY IMPACTS**

This segment estimates the impact of GDOT expenditures related to TIA between January 2013 and June 2014. In a related economic impact study, Boston and Oyelere (2014) measured the impact of GDOT’s highway expenditures on economic activity in Georgia between January 2009 and April 2013. The research was unique in that it not only examined economic impacts statewide, but also for each of Georgia’s 159 counties and seven GDOT Administrative Districts. The IMPLAN model was used to generate six impacts at each geographic level. They included the following: total output, value added in production, new jobs created, household income, small business revenue and tax revenues. The current study estimates total new economic output and new jobs created.

According to the previous study, GDOT’s highway expenditures of \$3.094 billion were estimated to have created 51,246 new jobs and generated \$5.859 billion in economic output. An important finding was that the impact per dollar spent differed significantly across counties and GDOT Districts. In other words, \$1.0 million spent on highway projects in a given county, did not generate the same economic impact as did \$1.0 million spent on identical projects in a different county. Therefore, it was recommended that GDOT planners take the differential impacts into

consideration so as to maximize the effect of highway expenditures on local economic development.

Impact Analysis for Planning (IMPLAN) was used to conduct the assessment in the current study. IMPLAN is one of the most frequently used software applications by governmental agencies and private organizations to estimate local, regional and national impacts. After classifying highway expenditures by industry and geographic location, the IMPLAN model was used to estimate various categories of economic impacts.

IMPLAN is an acronym for Impact Analysis for Planning. The software is widely used by governmental agencies and private organizations. It was created through a joint effort of the US Department of Agriculture Forest Service and the Federal Emergency Management Agency (FEMA). IMPLAN was used by the US Department of Agriculture, Natural Resources Conservation Service to estimate the number of jobs created by the Fiscal Stimulus Act of 2009. Today, IMPLAN is one of the most frequently used software applications to estimate national and regional impacts.

Five categories of impacts are estimated in this report. These categories are described below:

1. Total Output: When new highway expenditures are injected into the economy, they set in motion three types of effects. The first effect is the initial spending that is undertaken by the firms that are the recipients of highway awards. This initial spending is referred to as, “direct effects”. Second, the direct spending creates demand for goods and services among firms operating in the supply chains of related industries. This demand is classified as “indirect effects”. Third, the direct and indirect spending effects result in additional compensation to workers. With the added income, households undertake additional

spending. This additional spending is referred to as, “induced effects”. Taken together, these three effects lead to an increase in final sales in the economy. Total output is the amount of final sales that are caused by the initial injection of new highway expenditures.

2. **New Jobs Created:** Workers are required to produce the goods and services created by the direct, indirect and induced demand of new highway expenditures. The new demand helps to sustain the existing workforce and typically results in an expansion of new hiring. Jobs created measure the number of new full and part-time employees that are needed to deliver each million dollars of final demand resulting from the initial highway expenditures.
3. **Household Income:** This is the compensation to employees paid in return for the work they performed in creating the new final demand.
4. **Revenue to Proprietors and Small Business Owners:** This consists of payments received by self-employed individuals and unincorporated business owners as recorded on Federal Tax form 1040C. The payments reflect added demand resulting from the new total output.
5. **New Tax Revenue:** Additional tax revenues are derived from the increase in final sales. The revenues come from sales and excise taxes, customs duties, property taxes, motor vehicle licenses, severance taxes and special assessments.

Total economic impact is the cumulative effect of numerous rounds of spending set in motion by the original expenditures on highways and roadways. In other words, each highway investment set in motion secondary expenditures because prime contractors buy goods and services from suppliers, hire subcontractors and make payments to workers and suppliers. As suppliers, subcontractors and workers spend portions of their income on other goods and services, new

rounds of spending occur. Total economic impact is the cumulative result of the successive rounds of spending.

At the county level, the economic impact of a local highway project depends upon the extent to which the successive rounds of spending recirculates within the county, or leaks out to other areas. Leakages occur when households and businesses make purchases from firms outside of the local economy. Examples include prime contractors hiring nonlocal subcontractors or buying supplies from nonlocal businesses. Another leakage is when households make purchases from vendors outside of the county. Thus, local economic impacts are influenced by the pattern of consumer spending, characteristics of businesses in the local economy, nature and location of firms in the supply chain and the kinds of products and services required by the highway construction project. The IMPLAN model attempts to capture these dynamic processes.

The IMPLAN model is based on a 440 sector social accounting table and input output-matrix. The model replicates industry supply chain linkages and patterns of household expenditures occurring in each user-defined geographic location. It traces how expenditures on goods and services in one sector of the economy create demand for commodities and services in other sectors. The linkages are expressed numerically as multipliers. For example, the model of Georgia's economy produced a total output multiplier of 1.89 for highway construction expenditures. This means that every dollar spent on highway projects generated a total economic impact of \$1.89. This current research derived a separate model for each TIA region and each county within the regions. The results are based on tax revenue collected as a result of the TIA referendum, between January 1, 2013 and June 30, 2014. The model assumes that the projects initiated as a result of the 75% voter approved

investment and 25% local discretionary funds are fully delivered. Figure 52 summarizes the estimated impacts. It indicates that \$211 million were collected over the timeframe of the analysis; 75% of which were allocated to voter-approved projects (which totaled \$158.3 million) and the remaining 25% (\$52.8 million) were discretionary funds that were transferred to local jurisdictions. By applying the IMPLAN model, the research estimated that the impact on new total output was \$308.3 million; 3180 jobs were created; new household income amounted to \$112.2 million; small business revenue amounted to \$20.9 million; and new tax revenues resulting from the economic activity amounted to \$7.5 million, Figure 52.

**Figure 52 PRELIMINARY ECONOMIC IMPACTS OF TIA FUNDS THROUGH JUNE 2014**

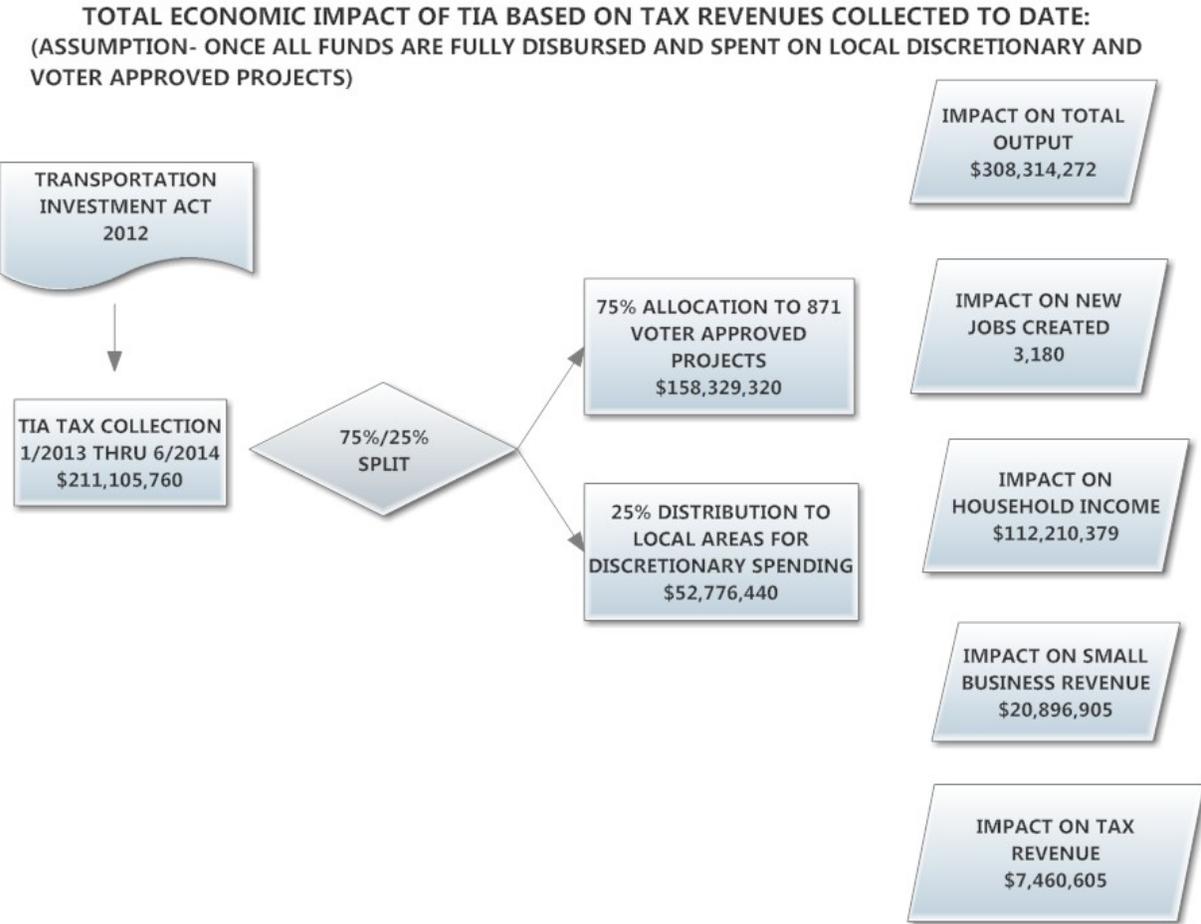
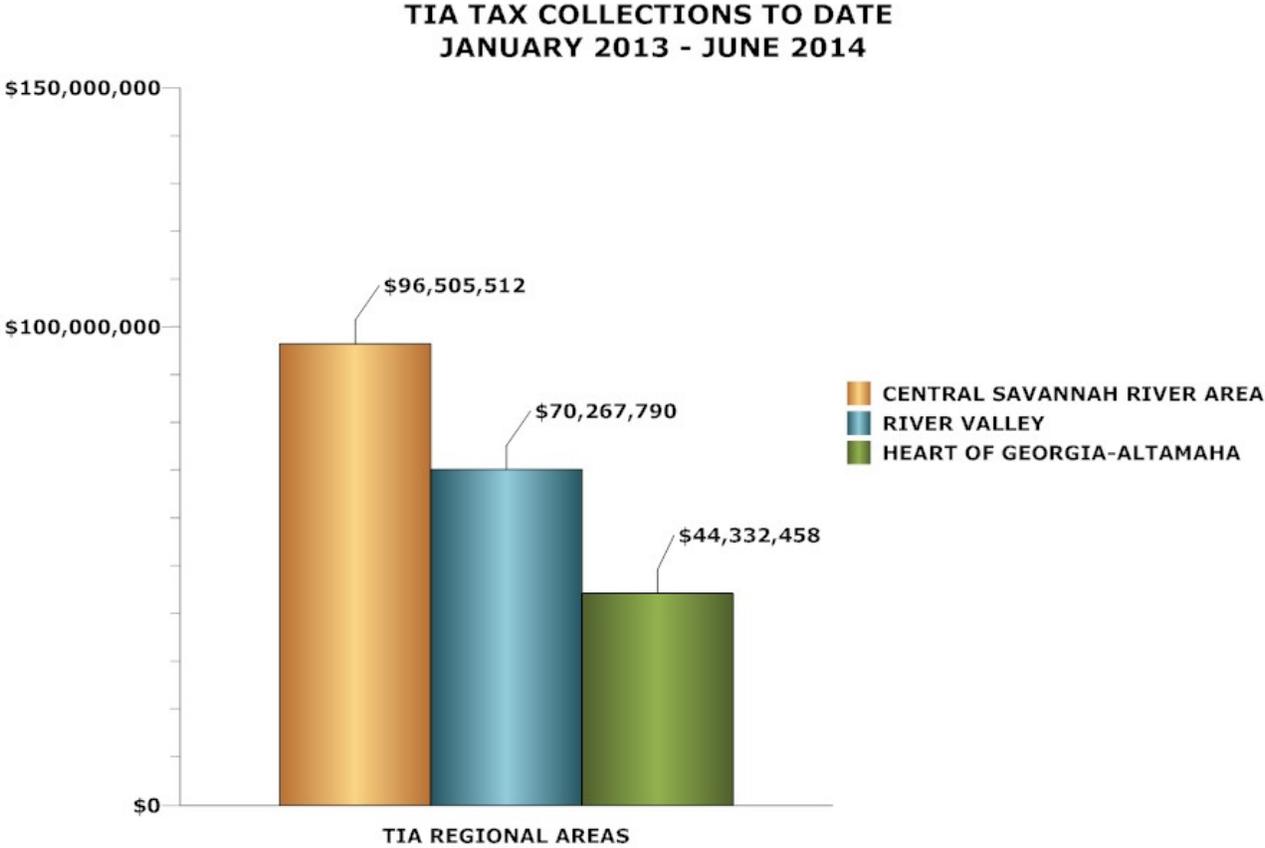


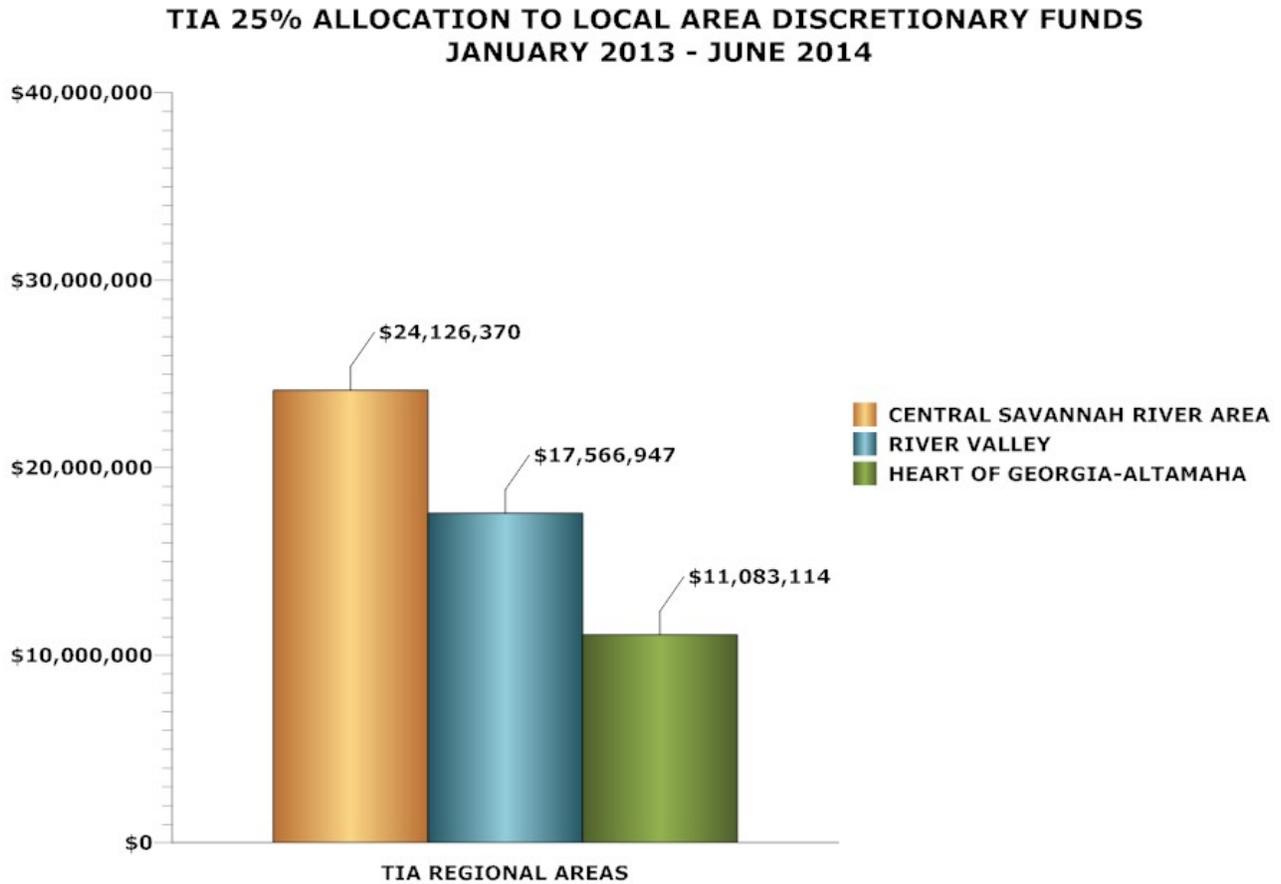
Figure 53 records the TIA related taxes that were collected during the period under examination. The largest amount was collected from Central Savannah River Area (\$96.5 million). This was followed by River Valley (\$70.3 million) and lastly by Heart of Georgia-Altamaha (\$44.3 Million).

**Figure 53 TAX COLLECTIONS FOR TIA BY REGION**



Seventy-five percent (75%) of the tax revenues collected as a result of TIA were devoted to delivering voter approved transportation projects in the regions. The remaining 25% were allocated to each region as follows (see Figure 54): \$24.1 million were transferred to Central Savannah River Area, \$17.6 million to River Valley and \$11.1 million to Heart of Georgia.

Figure 54 REGIONAL ALLOCATIONS OF LOCAL DISCRETIONARY FUNDS



After modeling the revenue that went to each region and each county within the region, we derived the multipliers, which express the dollar impact of expenditures. The multipliers differ by geographic location. Those differences are caused by variations in industry patterns, supply chain characteristics and patterns of consumer expenditures. The highest regional output multiplier is for Central Savannah (\$1.5 for every \$1.0 dollar invested in highway projects). The largest regional employment multiplier occurred in Heart of Georgia (15.4 new jobs created for every \$1 million of highway expenditures). Central Savannah also had the highest regional household income multipliers. The

household multiplier means that every new dollar of transportation expenditures generates \$0.57 in additional household income, through the new jobs that are created.

The small business multiplier estimates the amount of revenue accruing to small businesses per dollar of new expenditures. Across the TIA regions, it is approximately \$0.10 out for every dollar of transportation expenditure.

Finally, the tax multiplier records the amount of sales taxes generated for each new dollar of highway investment. The largest revenue collections occurred in Central Savannah (See Figure 55).

**Figure 55. SUMMARY OF IMPLAN REGIONAL MULTIPLIERS FOR TIA AREAS**

	Total Output	Employment	Household Income	Small Business Revenue	Tax Revenue
HEART OF GEORGIA	1.373	15.394	0.427	0.090	0.108
CENTRAL SAVANNAH RIVER AREA	1.515	15.2046	0.570	0.096	0.131
RIVER VALLEY	1.440	14.65	0.543	0.107	0.113

Figure 56 summarizes the new jobs created in each region: 1,467 were created in Central Savannah River Area; 1,030 in River Valley; and 682 in Heart of Georgia-Altamaha.

**Figure 56 PRELIMINARY IMPACT OF TIA PROJECTS ON NEW JOBS, BY REGION**

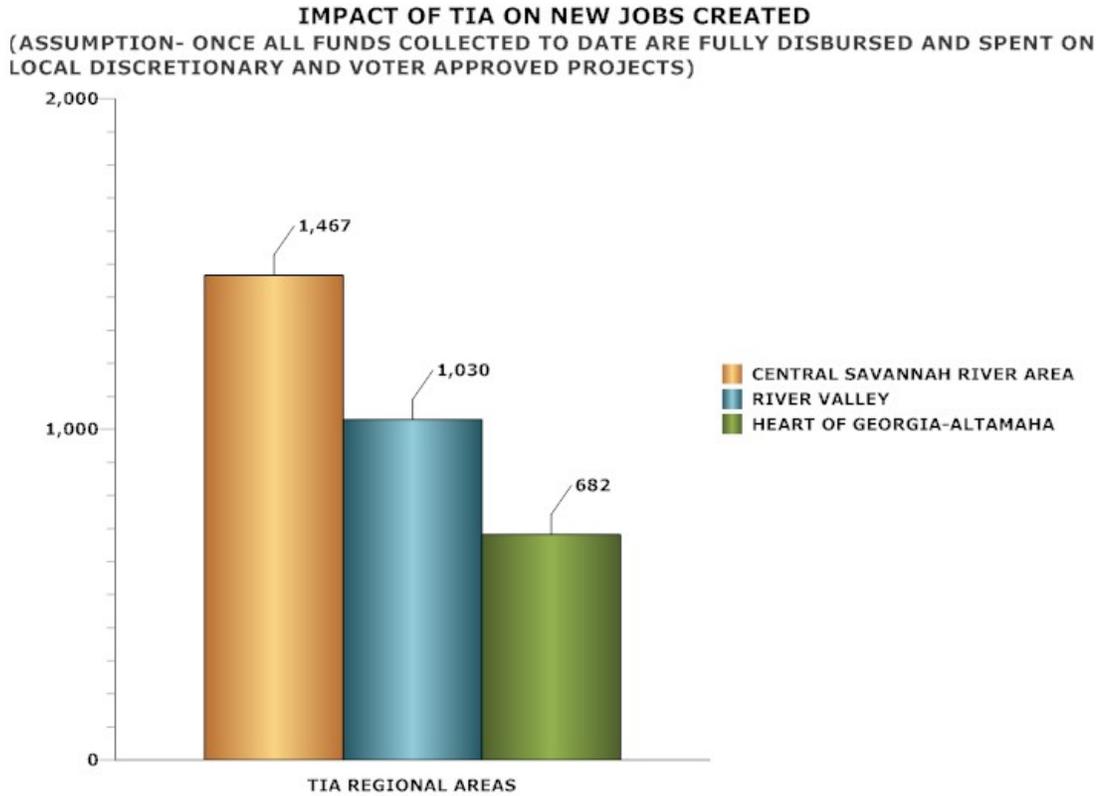


Figure 57 summarizes the total new economic output created in each region as a result of TIA: \$146.2 million was created in Central Savannah River Area; \$101.2 million in River Valley; and \$60.9 million in Heart of Georgia-Altamaha.

**Figure 57 PRELIMINARY IMPACT OF TIA ON TOTAL OUTPUT OF GOODS AND SERVICES, BY REGION**

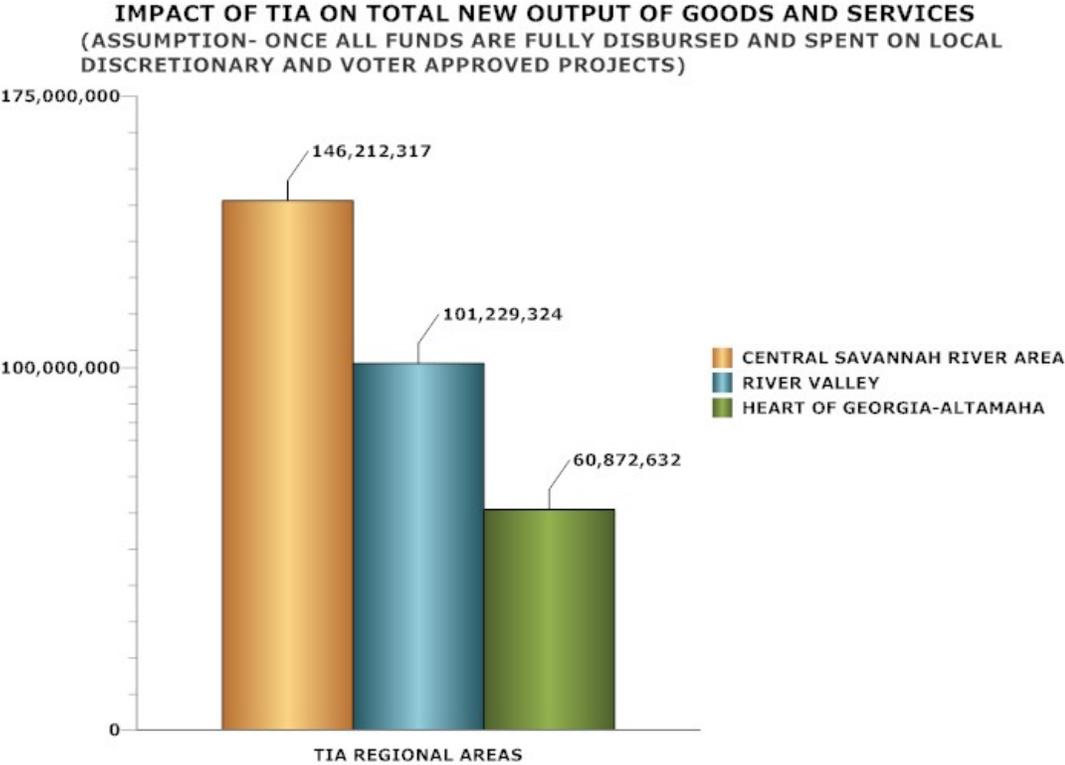


Figure 58 summarizes the total new revenue accruing to small businesses in each region as a result of TIA: \$9.3 million in total went to businesses in Central Savannah River Area; \$7.5 million in River Valley; and \$4.0 million in Heart of Georgia-Altamaha.

**Figure 58 PRELIMINARY IMPACT OF TIA ON SMALL BUSINESS REVENUE, BY REGION**

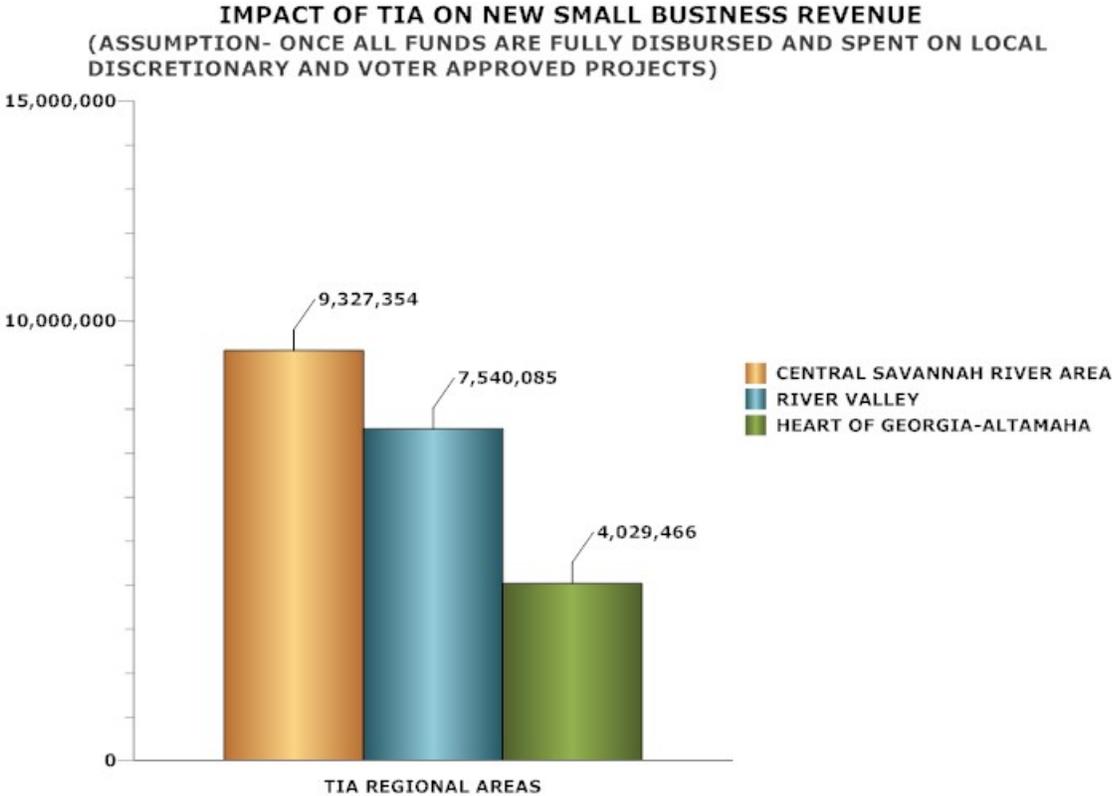
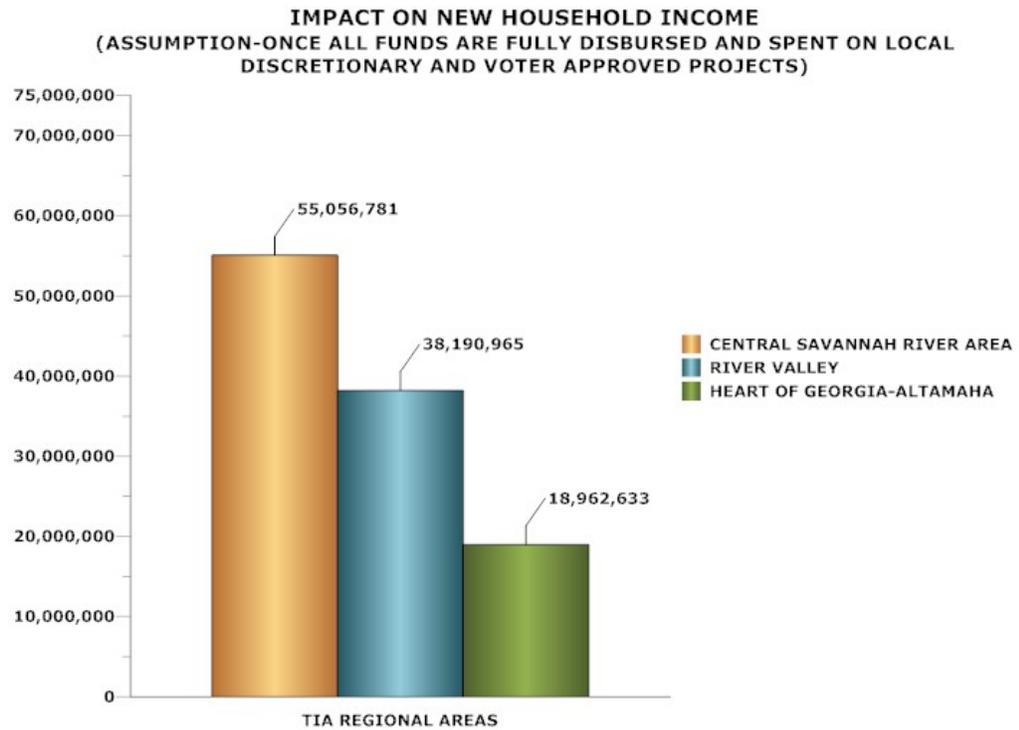


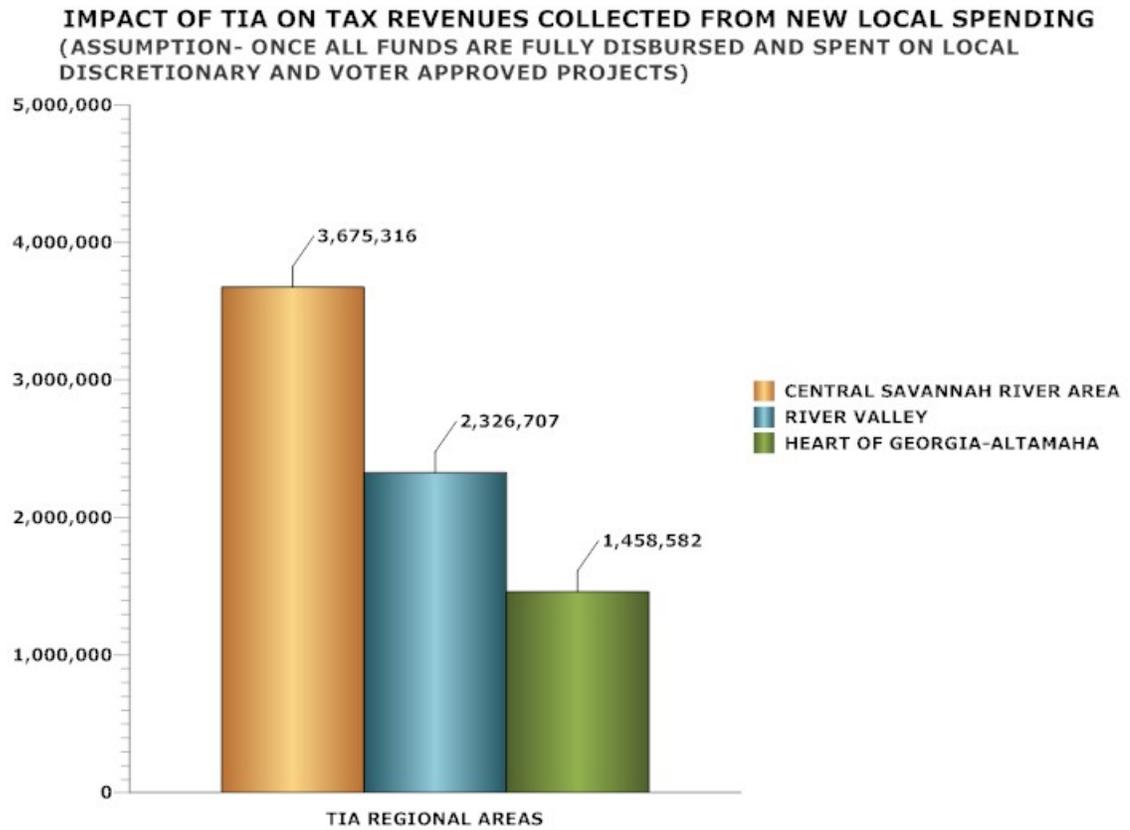
Figure 59 summarizes the total new household income that is generated in each region as a result of the new jobs created. The results are as follows: \$55.1 million in Central Savannah River Area; \$38.2 million in River Valley; and \$19.0 million in Heart of Georgia-Altamaha.

**Figure 59 PRELIMINARY IMPACT OF TIA ON NEW HOUSEHOLD INCOME, BY REGION**



Finally, Figure 60 summarizes the amount of new tax revenue generated within each region as a result of TIA economic activity: \$3.7 million in Central Savannah River Area; \$2.3 million in River Valley; and \$1.5 million in Heart of Georgia-Altamaha.

Figure 60 PRELIMINARY IMPACT OF TIA ON NEW TAX REVENUES CREATED IN THE STATE



Figures 61 through 63 record economic impacts for individual counties in each region. The estimates are based on the 75% allocation delivered to voter-approved projects and it assumes all projects awarded between January 1, 2013 and June 30, 2014 are fully delivered.

**Figure 61 ECONOMIC IMPACT OF TIA FUNDS COLLECTED TO DATE FOR VOTER APPROVED PROJECTS IN RIVER VALLEY**

(ASSUMPTION-all voter approved projects and local discretionary projects are fully delivered)

<b>ECONOMIC IMPACT OF PROJECT DOLLARS TO DATE IN RIVER VALLEY, ONCE FULLY IMPLEMENTED</b>							
	<b>Project Allocation</b>	<b>Value of Multipliers</b>			<b>Total Impact</b>		
<b>RIVER VALLEY COUNTIES</b>	<b>DOLLAR AMOUNT</b>	<b>TOTAL OUTPUT</b>	<b>JOBS/\$1 MILLION</b>	<b>HOUSEHOLD INCOME</b>	<b>NEW OUTPUT*</b>	<b>NEW JOBS CREATED*</b>	<b>NEW HOUSEHOLD INCOME*</b>
Chattahoochee County	\$ 950,555	1.07	9.2	0.54	\$ 1,017,745	9	\$ 513,493
Clay County	\$ 210,968	1.17	11.8	0.48	\$ 246,415	2	\$ 101,628
Crisp County	\$ 3,518,780	1.31	14.5	0.46	\$ 4,620,976	51	\$ 1,628,605
Dooly County	\$ 1,023,762	1.13	15.6	0.22	\$ 1,153,918	16	\$ 227,257
Harris County	\$ 2,239,539	1.26	14.6	0.40	\$ 2,826,094	33	\$ 899,355
Macon County	\$ 999,660	1.18	15.0	0.31	\$ 1,177,683	15	\$ 313,037
Marion County	\$ 385,075	1.12	13.0	0.35	\$ 431,011	5	\$ 136,634
Muscogee County	\$ 37,010,911	1.52	14.9	0.61	\$ 56,333,986	552	\$ 22,587,645
Quitman County	\$ 128,345	1.10	11.8	0.40	\$ 140,705	2	\$ 51,533
Randolph County	\$ 584,227	1.30	13.6	0.50	\$ 757,627	8	\$ 291,719
Schley County	\$ 296,312	1.17	12.4	0.42	\$ 346,385	4	\$ 124,648
Stewart County	\$ 275,998	1.18	10.5	0.54	\$ 326,410	3	\$ 147,787
Sumter County	\$ 3,862,472	1.34	15.5	0.42	\$ 5,180,700	60	\$ 1,628,857
Talbot County	\$ 335,995	1.13	12.5	0.38	\$ 380,927	4	\$ 126,149
Taylor County	\$ 733,615	1.20	14.9	0.32	\$ 876,670	11	\$ 231,870
Webster County	\$ 144,628	1.10	17.4	0.15	\$ 159,347	3	\$ 21,918

\* Impacts measured separately for each county in region may vary slightly from impact estimated for all counties collectively

**Figure 62 ECONOMIC IMPACT OF TIA FUNDS COLLECTED TO DATE FOR VOTER APPROVED PROJECTS IN CENTRAL SAVANNAH RIVER AREA**

(ASSUMPTION-all voter approved projects and local discretionary projects are fully delivered)

<b>ECONOMIC IMPACT OF PROJECT DOLLARS IN CENTRAL SAVANNAH RIVER AREA, ONCE FULLY IMPLEMENTED</b>							
<b>Project Allocation</b>		<b>Value of Multipliers</b>				<b>Total Impact</b>	
<b>CENTRAL SAVANNAH RIVER AREA</b>	<b>DOLLAR AMOUNT</b>	<b>TOTAL OUTPUT</b>	<b>JOB/\$1 MILLION</b>	<b>HOUSEHOLD INCOME</b>	<b>NEW OUTPUT*</b>	<b>NEW JOBS CREATED*</b>	<b>NEW HOUSEHOLD INCOME*</b>
Burke County	\$ 5,378,148	1.22	15.0	0.34	\$ 6,581,010	81	\$ 1,855,139
Columbia County	\$ 19,406,141	1.35	14.9	0.48	\$ 26,228,383	288	\$ 9,373,070
GlascocK County	\$ 134,332	1.06	17.2	0.10	\$ 142,279	2	\$ 12,763
Hancock County	\$ 477,062	1.24	15.4	0.35	\$ 590,686	7	\$ 167,809
Jefferson County	\$ 1,632,184	1.30	14.7	0.40	\$ 2,118,444	24	\$ 650,695
Jenkins County	\$ 691,820	1.14	13.5	0.43	\$ 786,581	9	\$ 300,789
Lincoln County	\$ 652,688	1.23	13.3	0.35	\$ 802,867	9	\$ 229,405
McDuffie County	\$ 2,881,707	1.25	15.3	0.61	\$ 3,589,798	44	\$ 1,744,845
Richmond County	\$ 37,166,303	1.40	13.1	0.45	\$ 52,050,170	487	\$ 16,669,437
Taliaferro County	\$ 73,588	1.11	11.2	0.45	\$ 81,766	1	\$ 33,205
Warren County	\$ 404,594	1.20	12.4	0.46	\$ 483,950	5	\$ 187,422
Washington County	\$ 2,439,352	1.31	14.3	0.36	\$ 3,204,785	35	\$ 879,651
Wilkes County	\$ 1,041,217	1.26	15.0	0.36	\$ 1,316,285	16	\$ 370,585

\* Impacts measured separately for each county in region may vary slightly from impact estimated for all counties coll

**Figure 63 ECONOMIC IMPACT OF TIA FUNDS COLLECTED TO DATE FOR VOTER APPROVED PROJECTS IN HEART OF GEORGIA-ALTA MAHA**

<b>ECONOMIC IMPACT OF PROJECT DOLLARS IN HEART OF GEORGIA, ONCE FULLY IMPLEMENTED</b>							
	<b>Project Allocation</b>	<b>Value of Multipliers</b>			<b>Total Impact</b>		
<b>HEART OF GEORGIA</b>	<b>DOLLAR AMOUNT</b>	<b>TOTAL OUTPUT</b>	<b>JOB/\$1 MILLION</b>	<b>HOUSEHOLD INCOME</b>	<b>NEW OUTPUT*</b>	<b>NEW JOBS CREATED*</b>	<b>NEW HOUSEHOLD INCOME*</b>
Appling County	\$ 3,409,629	1.23	12.9	0.45	\$ 4,182,792	44	\$ 1,534,641
Bleckley County	\$ 887,582	1.25	15.7	0.33	\$ 1,106,924	14	\$ 291,495
Candler County	\$ 1,167,288	1.29	15.7	0.34	\$ 1,500,577	18	\$ 401,181
Dodge County	\$ 1,900,102	1.22	16.4	0.26	\$ 2,312,368	31	\$ 487,933
Emanuel County	\$ 2,377,847	1.39	18.6	0.32	\$ 3,308,670	44	\$ 751,631
Evans County	\$ 1,118,986	1.28	14.4	0.41	\$ 1,426,876	16	\$ 458,281
Jeff Davis County	\$ 1,636,658	1.22	17.6	0.21	\$ 1,994,817	29	\$ 338,245
Johnson County	\$ 487,740	1.16	12.3	0.43	\$ 567,124	6	\$ 209,131
Laurens County	\$ 7,555,502	1.40	14.5	0.54	\$ 10,553,607	110	\$ 4,048,205
Montgomery County	\$ 517,860	1.19	16.0	0.24	\$ 614,440	8	\$ 125,703
Tattnall County	\$ 1,597,440	1.27	15.6	0.34	\$ 2,030,341	25	\$ 545,353
Telfair County	\$ 1,074,079	1.17	14.2	0.32	\$ 1,256,528	15	\$ 344,987
Toombs County	\$ 4,589,838	1.43	15.4	0.49	\$ 6,569,560	71	\$ 2,259,490
Treutlen County	\$ 349,100	1.15	15.5	0.26	\$ 400,549	5	\$ 90,998
Wayne County	\$ 3,768,649	1.22	13.6	0.42	\$ 4,604,484	51	\$ 1,564,137
Wheeler County	\$ 391,642	1.17	11.8	0.44	\$ 459,924	5	\$ 171,548
Wilcox County	\$ 419,402	1.18	10.8	0.51	\$ 496,167	5	\$ 215,536

\* Impacts measured separately for each county in region may vary slightly from impact estimated for all counties collectively

## **SOCIO-ECONOMIC PROFILE**

An assessment of the socioeconomic profile of River Valley indicates that the average median household income in 2010 was \$35,143. When examining the distribution of median household income for all the counties in the River Valley, Figure 64 shows that the median household income in Harris County was about twice the average value.

Harris County's median household income was \$68,816. The two counties with the second highest median household incomes were Chattahoochee and Schley. Clay County had the lowest median household income at \$22,582. The average number of paid employees across all counties was 6,751 for all the counties in the River Valley area. Muscogee County had the largest number of employees, 78,399, while Webster County had the smallest number, at 230. In total, there were 108,014 paid employees for all counties of the region.

Muscogee County issued the largest number of building permits, 339, and this was far more than any other county. At the same time, it also had the lowest percentage of vacant housing units in the River Valley area. Nearly 50% of the housing units in Quitman County were vacant. This county had the highest percentage of vacant houses of all the counties in the River Valley Area. The figure shows that Chattahoochee had the highest percentage of persons 25 years or older with a bachelor's degree (21.4%). The lowest percentage occurred in Quitman County (4.7%). Comparing the mean travel time to work, the figure reveals that Schley and Stewart recorded the longest travel times, at 30.4 and 30.3 minutes respectively. The county with the shortest average commute was Chattahoochee (14.5 minutes on average). Finally, Figures 65 and 66 provide similar information for the remaining two regions.

Figure 64 SOCIOECONOMIC PROFILE OF RIVER VALLEY

Panel 1: River Valley	Population, 2010	Area (sq. miles)	Median Age, 2010	White Alone, Percent, 2010	Foreign Born Persons, Percent, 2010	Population Density (population per square mile)
<b>Chattahoochee</b>	11,267	248.7	24.0	68.8%	5.5%	45.3
<b>Clay</b>	3,183	195.4	45.8	37.6%	1.2%	16.3
<b>Crisp</b>	23,439	272.6	38.1	53.3%	1.5%	86.0
<b>Dooly</b>	14,918	391.9	40.0	45.6%	3.9%	38.1
<b>Harris</b>	32,024	463.9	42.0	79.3%	2.3%	69.0
<b>Macon</b>	14,740	400.6	38.2	35.1%	4.4%	36.8
<b>Marion</b>	8,742	366.0	40.8	60.1%	4.9%	23.9
<b>Muscogee</b>	189,885	216.4	33.5	46.3%	5.0%	877.5
<b>Quitman</b>	2,513	151.2	46.4	51.3%	0.2%	16.6
<b>Randolph</b>	7,719	428.2	42.8	36.6%	1.3%	18.0
<b>Schley</b>	5,010	166.9	37.1	73.0%	2.4%	30.0
<b>Stewart</b>	6,058	458.7	37.3	28.0%	9.6%	13.2
<b>Sumter</b>	32,819	482.7	33.8	42.2%	3.7%	68.0
<b>Talbot</b>	6,865	391.4	45.6	39.0%	0.8%	17.5
<b>Taylor</b>	8,906	376.7	39.7	58.5%	1.5%	23.6
<b>Webster</b>	2,799	209.1	40.6	54.0%	0.5%	13.4
<b>Average</b>	23,180	326.3	39.1	50.5%	3.0%	87.1
<b>Total</b>	370,887	5,220.6	NA	NA	NA	NA

<b>Panel 2: River Valley</b>	<b>Median Household Income, 2010</b>	<b>Number of Paid Employees, 2010</b>	<b>Building Permit Estimates, Units, 2010</b>	<b>Percentage of Housing Units Vacant, 2010</b>	<b>Percentage of Population 25 and Older with Bachelor's Degree, 2010</b>
<b>Chattahoochee</b>	\$48,684	627	6	24.1%	21.4%
<b>Clay</b>	\$22,582	375	10	38.2%	6.5%
<b>Crisp</b>	\$32,320	6,455	75	17.2%	8.9%
<b>Dooly</b>	\$30,789	2,299	0	19.7%	6.4%
<b>Harris</b>	\$68,816	3,360	88	15.5%	15.9%
<b>Macon</b>	\$30,906	2,035	1	21.7%	6.2%
<b>Marion</b>	\$33,875	1,182	17	26.3%	6.0%
<b>Muscogee</b>	\$41,443	78,399	339	12.8%	13.8%
<b>Quitman</b>	\$32,750	243	5	48.3%	4.7%
<b>Randolph</b>	\$32,688	1,251	1	28.0%	6.0%
<b>Schley</b>	\$40,612	788	0	19.6%	8.4%
<b>Stewart</b>	\$28,222	761	1	18.4%	5.1%
<b>Sumter</b>	\$33,528	8,406	19	17.0%	10.8%
<b>Talbot</b>	\$26,750	570	6	20.6%	6.4%
<b>Taylor</b>	\$28,402	1,034	10	22.4%	5.8%
<b>Webster</b>	\$29,926	230	0	19.3%	5.1%
<b>Average</b>	\$35,143	6,750.9	NA	23.1%	8.6%
<b>Total</b>	NA	108,014.5	578	NA	NA

<b>Panel 3: River Valley</b>	<b>Percentage of Population Obese, 2010</b>	<b>Mean Travel Time to Work (Minutes), 2008-2012</b>
<b>Chattahoochee</b>	27.5%	14.5
<b>Clay</b>	30.1%	24.3
<b>Crisp</b>	28.2%	18.9
<b>Dooly</b>	29.5%	18.4
<b>Harris</b>	25.5%	28.1
<b>Macon</b>	31.7%	22.5
<b>Marion</b>	28.0%	28.6
<b>Muscogee</b>	28.8%	19.1
<b>Quitman</b>	28.2%	21.1
<b>Randolph</b>	31.0%	18.5
<b>Schley</b>	26.9%	30.4
<b>Stewart</b>	30.6%	30.3
<b>Sumter</b>	29.2%	18.7
<b>Talbot</b>	30.1%	28.9
<b>Taylor</b>	28.1%	26.1
<b>Webster</b>	29.4%	25.0
<b>Average</b>	28.9%	23.3
<b>Total</b>	NA	NA

**Figure 65 SOCIOECONOMIC PROFILE OF CENTRAL SAVANNAH RIVER AREA**

<b>Panel 1: Central Savannah River Area</b>	<b>Population, 2010</b>	<b>Area (sq. miles)</b>	<b>Median Age, 2010</b>	<b>White Alone, Percent, 2010</b>	<b>Foreign Born Persons, Percent, 2010</b>	<b>Population Density (population per square mile)</b>
<b>Burke</b>	23,316	827.0	35.9	47.5%	1.5%	28.2
<b>Columbia</b>	124,053	290.1	36.8	76.5%	7.0%	427.6
<b>Glascock</b>	3,082	143.7	39.3	89.8%	1.1%	21.4
<b>Hancock</b>	9,429	471.8	43.0	24.4%	2.6%	20.0
<b>Jefferson</b>	16,930	526.5	38.8	42.6%	0.6%	32.2
<b>Jenkins</b>	8,340	347.3	38.2	54.9%	3.9%	24.0
<b>Lincoln</b>	7,996	210.4	45.0	65.7%	1.5%	38.0
<b>McDuffie</b>	21,875	257.5	38.4	57.2%	1.2%	85.0
<b>Richmond</b>	200,549	324.3	33.2	39.7%	3.4%	618.3
<b>Taliaferro</b>	1,717	194.6	45.9	37.3%	2.8%	8.8
<b>Warren</b>	5,834	284.3	42.9	36.9%	0.7%	20.5
<b>Washington</b>	21,187	678.5	38.9	45.0%	1.2%	31.2
<b>Wilkes</b>	10,593	469.5	43.4	53.0%	0.9%	22.6
<b>Average</b>	34,992	386.6	40.0	51.6%	2.2%	106.0
<b>Total</b>	454,901	5,025.4	NA	NA	NA	NA

<b>Panel 2: Central Savannah River Area</b>	<b>Median Household Income, 2010</b>	<b>Number of Paid Employees, 2010</b>	<b>Building Permit Estimates, Units, 2010</b>	<b>Percentage of Housing Units Vacant, 2010</b>	<b>Percentage of Population 25 and Older with Bachelor's Degree, 2010</b>
<b>Burke</b>	\$31,597	4,838	41	21.2%	6.0%
<b>Columbia</b>	\$67,295	26,284	1,285	10.4%	21.2%
<b>Glascock</b>	\$32,346	175	NA	20.9%	5.1%
<b>Hancock</b>	\$22,716	727	12	46.1%	7.4%
<b>Jefferson</b>	\$27,612	3,806	19	15.3%	6.3%
<b>Jenkins</b>	\$27,039	834	8	29.6%	9.4%
<b>Lincoln</b>	\$34,347	940	16	28.6%	6.8%
<b>McDuffie</b>	\$38,855	6,172	33	11.9%	8.3%
<b>Richmond</b>	\$38,952	80,515	378	15.2%	12.5%
<b>Taliaferro</b>	\$24,390	55	2	35.1%	5.9%
<b>Warren</b>	\$32,155	603	0	23.2%	4.2%
<b>Washington</b>	\$31,441	5,368	4	21.2%	7.7%
<b>Wilkes</b>	\$28,224	2,648	17	20.7%	8.1%
<b>Average</b>	\$33,613	10,228.0	NA	23.0%	8.4%
<b>Total</b>	NA	132,964.5	1,815.0	NA	NA

<b>Panel 3: Central Savannah River Area</b>	<b>Percentage of Population Obese, 2010</b>	<b>Mean Travel Time to Work (Minutes), 2008-2012</b>
<b>Burke</b>	31.3%	27.6
<b>Columbia</b>	23.4%	24.4
<b>Glascokk</b>	25.9%	28.3
<b>Hancock</b>	31.6%	24.9
<b>Jefferson</b>	30.3%	21.9
<b>Jenkins</b>	29.4%	25.8
<b>Lincoln</b>	28.0%	32.7
<b>McDuffie</b>	28.3%	25.3
<b>Richmond</b>	28.4%	20.1
<b>Taliaferro</b>	30.3%	26.5
<b>Warren</b>	30.7%	23.6
<b>Washington</b>	30.7%	23.4
<b>Wilkes</b>	28.1%	24.8
<b>Average</b>	29.0%	25.3
<b>Total</b>	NA	NA

Figure 66 SOCIOECONOMIC PROFILE OF HEART OF GEORGIA-ALTAMAHA

Panel 1: Heart of Georgia	Population, 2010	Area (sq. miles)	Median Age, 2010	White Alone, Percent, 2010	Foreign Born Persons, Percent, 2010	Population Density (population per square mile)
Appling	18,236	507.1	38.1	73.4%	5.7%	36.0
Bleckley	13,063	215.9	35.9	70.1%	1.9%	60.5
Candler	10,998	243.0	37.6	65.9%	6.2%	45.3
Dodge	21,796	495.9	38.5	66.8%	2.6%	44.0
Emanuel	22,598	680.6	36.8	61.6%	1.4%	33.2
Evans	11,000	182.9	35.9	58.8%	7.6%	60.2
Jeff Davis	15,068	330.7	36.0	76.1%	4.7%	45.6
Johnson	9,980	303.0	40.4	63.1%	1.3%	32.9
Laurens	48,434	807.3	38.0	60.6%	2.0%	60.0
Montgomery	9,123	239.5	37.0	69.0%	4.2%	38.1
Tattnall	25,520	479.4	36.6	62.7%	5.9%	53.2
Telfair	16,500	437.3	39.2	57.0%	10.3%	37.7
Toombs	27,223	364.0	36.0	65.1%	5.3%	74.8
Truetlen	6,885	199.4	36.8	65.2%	1.0%	34.5
Wayne	30,099	641.8	37.6	75.9%	3.2%	46.9
Wheeler	7,421	295.5	37.9	61.3%	0.7%	25.1
Wilcox	9,255	377.7	39.7	61.7%	1.9%	24.5
<b>Average</b>	17,835.2	400.1	37.5	65.5%	3.9%	44.3
<b>Total</b>	303,199.0	6,801.0	NA	NA	NA	NA

<b>Panel 2: Heart of Georgia</b>	<b>Median Household Income, 2010</b>	<b>Number of Paid Employees, 2010</b>	<b>Building Permit Estimates, Units, 2010</b>	<b>Percentage of Housing Units Vacant, 2010</b>	<b>Percentage of Population 25 and Older with Bachelor's Degree, 2010</b>
<b>Appling</b>	\$35,875	5,392	2	16.9%	6.7%
<b>Bleckley</b>	\$37,853	2,171	9	22.0%	6.4%
<b>Candler</b>	\$35,833	2,122	0	19.6%	10.4%
<b>Dodge</b>	\$36,042	3,522	12	16.1%	9.1%
<b>Emanuel</b>	\$31,675	5,261	5	18.6%	5.8%
<b>Evans</b>	\$36,602	3,746	14	11.4%	9.1%
<b>Jeff Davis</b>	\$35,203	3,419	0	11.3%	7.3%
<b>Johnson</b>	\$34,521	1,053	0	18.4%	7.5%
<b>Laurens</b>	\$35,912	15,514	60	17.7%	8.9%
<b>Montgomery</b>	\$33,569	1,121	9	16.2%	9.1%
<b>Tattnall</b>	\$36,520	2,909	21	18.9%	6.5%
<b>Telfair</b>	\$24,469	3,812	0	19.2%	6.0%
<b>Toombs</b>	\$31,757	9,324	21	14.5%	9.0%
<b>Truetlen</b>	\$35,960	728	6	14.7%	6.0%
<b>Wayne</b>	\$36,496	5,684	3	16.6%	7.5%
<b>Wheeler</b>	\$27,601	1,032	0	22.4%	4.5%
<b>Wilcox</b>	\$31,509	535	0	24.5%	6.7%
<b>Average</b>	\$33,964.53	3,961.5	NA	17.6%	7.4%
<b>Total</b>	NA	67,345.0	162.0	NA	NA

<b>Panel 3: Heart of Georgia</b>	<b>Percentage of Population Obese, 2010</b>	<b>Mean Travel Time to Work (Minutes), 2008-2012</b>
<b>Appling</b>	28.7%	23.6
<b>Bleckley</b>	27.3%	24.0
<b>Candler</b>	25.9%	22.0
<b>Dodge</b>	29.8%	24.9
<b>Emanuel</b>	29.4%	24.2
<b>Evans</b>	27.8%	20.5
<b>Jeff Davis</b>	30.7%	23.1
<b>Johnson</b>	28.5%	28.0
<b>Laurens</b>	27.8%	22.4
<b>Montgomery</b>	26.4%	21.4
<b>Tattnall</b>	30.7%	23.8
<b>Telfair</b>	30.7%	20.7
<b>Toombs</b>	28.1%	21.3
<b>Truetlen</b>	29.9%	24.2
<b>Wayne</b>	27.3%	24.1
<b>Wheeler</b>	27.9%	20.3
<b>Wilcox</b>	27.2%	26.2
<b>Average</b>	28.5%	23.2
<b>Total</b>	NA	NA

## **CONCLUSIONS**

This report, which comprises of Phase I, identifies baseline conditions that prevailed in each area before TIA began. Baseline metrics include the following: highway expenditures in local areas; expectations of local stakeholders regarding the impact of TIA; local preferences and priorities concerning transportation investments; the effect of transportation expenditures on local economic development, stakeholder satisfaction with local control over transportation resources; opportunities for small, minority and veteran-owned businesses to work on local transportation projects; and the socio-economic characteristics of counties. The report estimates economic impacts arising from initial TIA expenditures between 2013 and 2014. The results include new jobs, economic output, household income, small business revenue and tax receipts. A framework for measuring the benefits of TIA is developed, for current and future projects.

### **Survey Results**

Preliminary findings indicate that the discretionary funds given to local areas are one of the most highly valued outcomes of the program. Additionally, the stakeholder's survey found that residents in all three local areas have a very favorable perception and high degree of satisfaction with the way GDOT has implemented TIA thus far. The following observations summarize the key findings of the survey:

- Most stakeholders are very familiar with TIA
- Residents have a very favorable impression of how GDOT communicates about TIA activities

- Overall, residents have a very favourable view of TIA
- Stakeholders want more funding to be made available for TIA
- Having greater local control over transportation investments was the highest priority before TIA started
- Faster economic growth was the second most important priority before TIA
- Having discretionary transportation funds is the most important outcome of TIA
- Stakeholders' top preference for using TIA funds is for new streets and highways
- Almost all stakeholders have noticed TIA funded projects in their local area
- The most visible use of TIA discretionary funds is for improving roads and bridges

### **Personal Interviews of Stakeholders**

Personal interviews conducted with regional commission members, local politicians, district engineers, GDOT board members, and members of citizen review panels reinforced the survey results. The observations can be summarized as follows:

- The program is making projects possible that could not happen otherwise
- New opportunities and economic benefits are being created
- Tia is improving the planning process at the local level
- The TIA program has been great for the region
- Local funds are being used to improve highways, roads and construct sidewalks
- "The program is a tremendous success, something every region should do."
- Mike Dover has been cited repeatedly for the excellent job he is doing

## **Economic Impact on Jobs and Income**

- The research estimated the economic impacts of TIA funded projects between January 2013 and June 2014, once they are fully delivered.
- Jobs: 1,467 new jobs in Central Savannah River Area, 1,030 in River Valley, and 682 in Heart of Georgia-Altamaha.
- New economic output: The predicted new economic output is \$146.2 million in Central Savannah River Area; \$101.2 million in River Valley; and \$60.9 million in Heart of Georgia-Altamaha.
- Small business revenue: The impact on small business revenue will be \$9.3 million in Central Savannah River Area, \$7.5 million in River Valley, and \$4.0 million in Heart of Georgia-Altamaha.
- New household income: The effect on new household income is estimated to be \$55.1 million in Central Savannah River Area, \$38.2 million in River Valley, and \$19.0 million in Heart of Georgia-Altamaha.
- New tax revenue: New tax revenue is \$3.7 million in Central Savannah River Area, \$2.3 million in River Valley, and \$1.5 million in Heart of Georgia-Altamaha.

Overall, the quantitative (the stakeholder survey) and the qualitative (the stakeholder interviews) portions of this study indicate that stakeholders in each of the three TIA regions are highly satisfied with the overall administration of TIA. One of the primary results of both the

survey and the interviews was the overwhelming support for the manner in which TIA increased local control.

## RECOMMENDATIONS

### *Measure Public Sentiment*

While the methodology presented here provides a significant degree of confidence regarding perceptions of TIA amongst stakeholders, it is important to note that the sample of individuals considered here may not be representative of the public at large. Indeed, it is almost certainly the case that awareness of TIA is higher amongst the group of stakeholders considered here than for the overall population in the regions in question. We thus recommend an additional larger survey to gauge public expectations and satisfaction with TIA. Such a survey would use a randomized or quasi-randomized subject selection methodology in order to ensure a sample that is representative of the three populations of concern. The larger survey should also include residents in TIA regions and a control group of residents in Non-TIA regions. This would allow researchers to better see what the outcome would have been had TIA not been approved.

The overall success of the project will depend largely on meeting the expectations of stakeholders and the public. We have identified two major categories of expectations. First, stakeholders want to see transportation projects completed in their local area. Particularly, stakeholders want to see road paving, resurfacing projects, and bridge repairs. These projects should be advertised as TIA projects. Interviewees noted that some projects were using TIA signs, but it was also noted that the utilization of signs was not universal. We recommend that all TIA projects be noted as such so as to ensure that residents are aware of where their tax monies are being spent. Making TIA signs more readily available would increase public support for the program.

Our second recommendation relates to the high expectations that residents have regarding the economic impact of TIA on growth. Specifically, 61.8% of survey respondents indicated that economic growth was their highest project priority for TIA. However, the direct effects of TIA on economic growth may be concentrated in certain economic sectors.

There are significant indirect effects – such as those associated with spending multipliers and the long term effects of improved transportation infrastructure – however, these indirect effects are slower to develop and less obvious to the public. Thus, we recommend that the economic impact of the TIA project be 1) measured on an ongoing basis and 2) well publicized. The preliminary economic impact assessment conducted here represents a good start in terms of quantifying the results of transportation investment, but further analysis is necessary to estimate the full effects of new projects as they are delivered. It was noted during the course of interviews that GDOT and other stakeholders have been participating in town halls and other outreach efforts. Incorporating the preliminary economic impact results into these efforts may increase awareness of the economic stimulus effects of TIA and ensure that expectations regarding economic impacts are met.

It is important to compile a list of local projects supported by TIA. Although local discretion is essential for the program's success, the full story of TIA's impact cannot be told unless the numerous local projects that it supported can be documented.

More general recommendations are as follows:

- Investigate ways to create more joint planning and project implementation among local areas
- Explore the feasibility of making more local resources available for TIA projects
- Consider the feasibility of allowing local areas some flexibility in amending voter approved projects
- Create a platform for measuring the administrative gains to GDOT by having local areas take initiative in planning transportation projects and working more closely with GDOT
- Consider the gains in efficiency that might accrue by having GDOT adopt the innovative planning, financial tracking and data management platforms currently used by TIA administrators

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## APPENDIX 1: STAKEHOLDERS' INTEREST IN TIA

Figure 67 STAKEHOLDERS' PRIMARY INTEREST OR RELATION TO TIA

	TIA.REGION.RECODE TIA SURVEY RESPONSE BY REGION							
	RIVER VALLEY		CENTRAL SAVANNAH		HEART OF GEORGIA		Total	
	RIVER VALLEY		RIVER VALLEY		ALTAMAHA			
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
I am an elected official (at the local, state or national level)	10	55.6%	19	70.4%	20	55.6%	49	60.5%
I work for a government organization	6	33.3%	5	18.5%	9	25.0%	20	24.7%
I work for a private or non-profit organization	0	0.0%	1	3.7%	0	0.0%	1	1.2%
I have responsibilities related to TIA on my current job	2	11.1%	1	3.7%	6	16.7%	9	11.1%
I am an ordinary citizen who is interested in TIA	0	0.0%	1	3.7%	1	2.8%	2	2.5%
Total	18	100.0%	27	100.0%	36	100.0%	81	100.0%