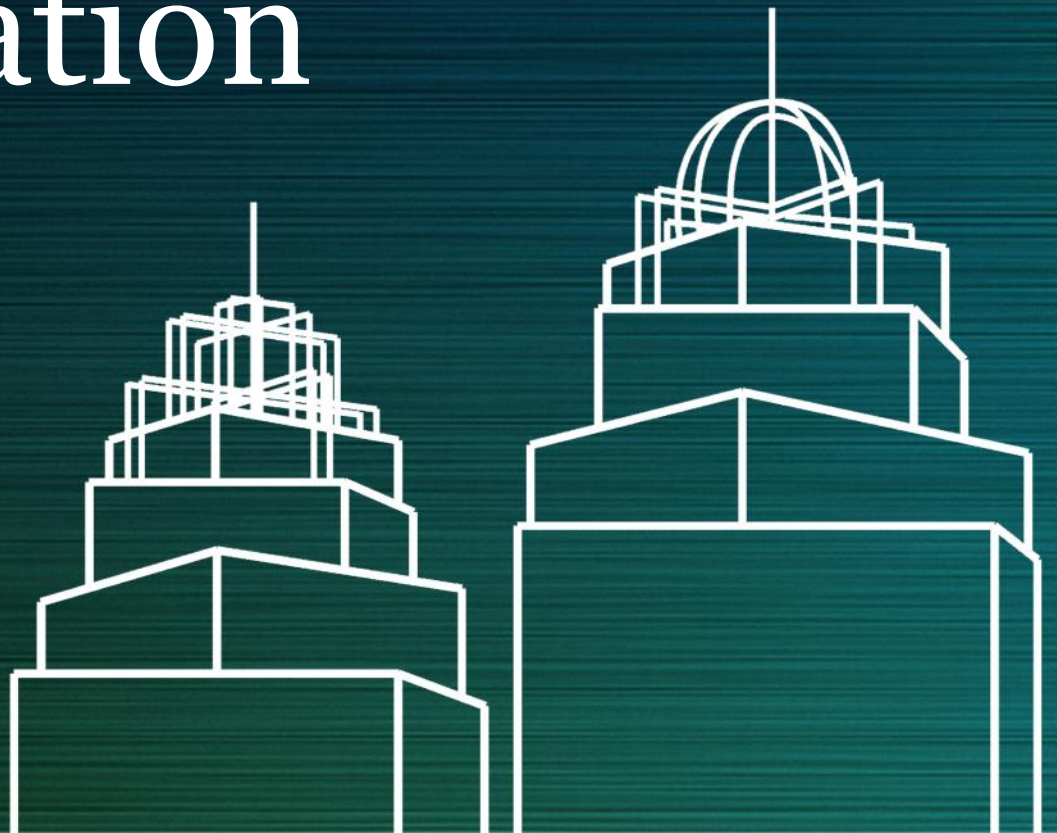


# T-SPLOST Implementation

November 15, 2016



**SANDY SPRINGS**  
GEORGIA



## Background: Key Provisions of the Intergovernmental Agreement (IGA)

As agreed on March 31, 2016:

- The T-SPLOST rate will be 0.75%
- The T-SPLOST will be levied for 5 years
- Proceeds from the T-SPLOST will be distributed directly to each jurisdiction by the Georgia Department of Revenue
- Fulton County will be responsible for administrative functions of the T-SPLOST, including the Fulton Transportation Investment Citizens' Oversight Council
- Council adopted City of Sandy Springs T-SPLOST program list on June 7, 2016
- Collections will begin April of 2017
- Estimated collections over a 5-year period: \$102,555,571
- Not-to-exceed for all tiers for Sandy Springs: \$119,341,000

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# T-SPLOST Projects

Project Name/Title	Project Description	TSPLOST Budget
<b><u>TIER ONE</u></b>		
Traffic Efficiency Improvements	Provide for local intersection and traffic efficiency upgrades throughout the city	\$18,000,000
Perimeter Transit Last Mile Connectivity	Construct Perimeter Trails and acquire right-of-way for future high capacity transit linking the Perimeter CID and other alternative transportation options	\$8,000,000
Sidewalk Program	Continue filling sidewalk gaps throughout Sandy Springs	\$11,000,000
Johnson Ferry/Mt. Vernon Efficiency Improvements	Construct dual roundabouts at Johnson Ferry Road and Mt. Vernon Hwy intersections, sidewalks, and will return streets to two-way traffic operations	\$26,000,000
Mt. Vernon Multiuse Path	City Springs to Sandy Springs MARTA	\$11,000,000
Hammond Drive, Phase 1 Efficiency Improvements	Phase 1: Complete Design for Hammond Drive to include 4 lanes with sidewalks, bicycle lanes, and transit lanes and acquire right-of-way.	\$16,000,000
	<b>Tier 1 Sub-Total</b>	<b>\$90,000,000</b>
	<b>Fulton County/State Administrative Fee 1.5%</b>	<b>\$1,555,571</b>
<b><u>TIER TWO</u></b>		
SR 400 Trail System	Connect Path 400 Trail from terminus at Lolidans Drive to I-285/SR 400 interchange trail	\$5,500,000
Roberts Drive Multi-use Path	Roswell Road to Island Ford Park	\$5,500,000
	<b>Tier 2 Sub-Total</b>	<b>\$11,000,000</b>
	<b>TIERS 1 &amp; 2 + ADMIN FEE TOTAL</b>	<b>\$102,555,571</b>

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## Overview of Tier One Projects: Traffic Efficiency Improvement (\$18M)

- Local intersection and operations upgrades throughout the City

Project	Description	Estimated Cost (\$)
Riverside Dr at Heards Ferry Rd	Lengthen all left-turn bays, additional turn lanes, pedestrian facilities	\$2,400,000
Glenridge Dr & I-285 Interchange	Add lanes to support new ramping for I-285 and bicycle/pedestrian facilities. Reconfiguration of traffic signal and restriping.	\$500,000
Spalding Drive at Dalrymple Road-Trowbridge Road	NB and SB left-turn lanes; WB left-turn and right-turn lanes.	\$1,500,000
Roswell Road at Trowbridge Road	Design & construct EB & WB turn lane extensions and SB right turn lane	\$2,000,000
Roswell Road @ Grogans Ferry	Realignment of intersection & installation of a traffic signal.	\$3,000,000
Riverview Drive & Northside Drive	Realignment in anticipation of additional motorists seeking alternative routes to the Braves Stadium	\$3,000,000
SCOOT Upgrade	Adaptive signal upgrade for 25 intersections.	\$1,300,000
Roswell Road at Dalrymple Road	Extend EB left-turn storage and increase radii on NW and SW quadrants	\$600,000
Peachtree-Dunwoody Road at Windsor Parkway	Add and extend SB left-turn lane and WB right-turn lane	\$100,000
Mount Paran at Powers Ferry Rd	Construction of traffic signal (or roundabout) with dedicated turn lanes	\$2,000,000
Spalding Drive at Pitts Road	Construction of NB and EB dedicated left-turn lanes	\$500,000
Mt. Vernon @ Glenridge Drive	Minor road widening on the SE corner to provide NB left-turn pocket	\$200,000
Lake Forest Dr at Mt Paran Rd	Add NB and SB dedicated right-turn lanes	\$600,000
Mount Vernon Hwy at Heards Ferry Road (Phase 2)	Construction of dedicated NB left-turn lane	\$300,000
	<b>TOTAL</b>	<b>\$18,000,000</b>

\*Projects are in no specific order

## Overview of Tier One Projects: Perimeter Last Mile (\$8M)

- Construct Perimeter Trails and acquire right-of-way for future high capacity transit linking the Perimeter CID and other alternative transportation options.
- Next Steps:
  - Complete multi-jurisdictional Last Mile Connectivity Study
  - Meet with stakeholders, Councils, PCID Board Members, and host a public open house
  - Compile feedback to recommend to Councils and PCID Board Members consideration for adopting the study so that project implementation can be developed and the next step of developing a mass people mover system
  - Begin design & right-of-way acquisition for projects

## Overview of Tier One Projects: Sidewalk Program (\$11M)

- Continue filling sidewalk gaps throughout the City.
- Next Steps:
  - Obtain donated right-of-way.
    - Staff will work with neighborhood leadership to arrange for right-of-way donation
    - Once a sidewalk concept is developed and shared with a neighborhood/affected property owners, they will have approximately 6 months to see if the right-of-way can be donated
    - Delivery schedule assumes right-of-way donation
  - Projects will be prioritized based on the ability to get right-of-way donations from property owners.
  - As development occurs, impact fees will be utilized to further expedite delivery.



## Overview of Tier One Projects: Johnson Ferry/Mt. Vernon Efficiency Improvements (\$26M)

- Construct dual roundabouts at Johnson Ferry Road and Mt. Vernon Hwy intersections, adding sidewalks and returning streets to two-way traffic operations (T-11).
- Next Steps:
  - Refine design and solicit public feedback.
  - Council approval of any design changes.
  - Complete approved design.
  - Begin right-of-way acquisition.
  - Construction.

## Overview of Tier One Projects: Mt. Vernon Multi-Use Path (\$11M)

- Create pathway from City Springs to Sandy Springs MARTA Station
- Next Steps:
  - Begin design, coordinated with the Mt. Vernon/Johnson Ferry (T-11) Improvements.
  - Public Open House on design.
  - Design approval.
  - Construction.



## Overview of Tier One Projects: Hammond Drive Phase I Efficiency Improvements (\$16M)

- Complete design for Hammond Drive to include multiple lanes with sidewalks, bicycle lanes, and transit lanes and acquire right-of-way.
- Next Steps:
  - Select design consultant.
    - Utilize existing earmark and scoping grant money
  - Continue to acquire right-of-way property.

## Overview of Tier 2 Projects

- **SR-400 Trail System (\$5,500,000)**
  - Connect Path400 Trail from terminus at Lolidans Drive to I-285/SR 400 interchange trail
- **Roberts Drive Multi-Use Path (\$5,500,000)**
  - Roswell Road to Island Ford Park
- Next Steps:
  - Select design firm.
  - Determine scope-of-work.
  - Prepare preliminary design.
  - Acquire right-of-way if needed.
  - Begin construction.

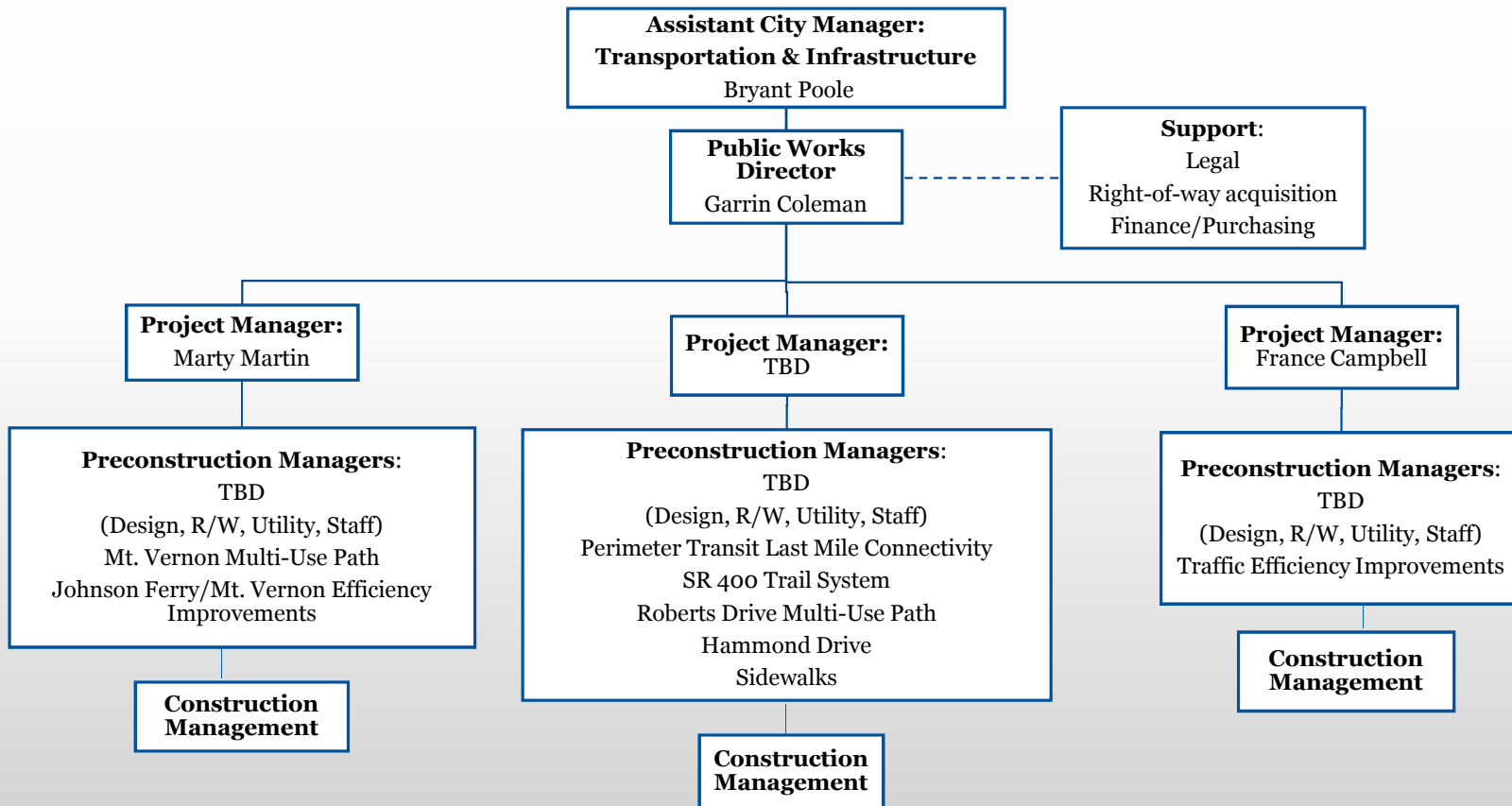
## Project Funding

- T-SPLOST Dollars
  - Collection begins April 1, 2017.
  - Cities begin receiving funding - May 2017.
- Project Financing
  - Consider advance funding the cost of Tiers 1 & 2 through bond issuance or other mechanism
- Other Sources
  - Existing earmark money
  - Existing grant money
  - Impact fees
  - Mid-Year Budget Adjustment
- T-SPLOST funding can be utilized for project delivery costs (i.e. T-SPLOST Program Management such as design, engineering, construction inspection, etc.)

## Project Staffing

- Program Management
  - Identify T-SPLOST project manager.
  - Determine organizational structure to efficiently deliver projects.
  - Prepare revisions to AECOM's task order to include T-SPLOST additional staffing.
- Other staffing needs:
  - Program implementation support:
    - Procurement assistance
    - Finance technicians, etc.
  - Community Development staff to handle **all** private development plan review.
    - Requires additional plan review staff member

## T-SPLOST (Tier 1, Tier 2) preliminary organizational structure



## Project Scheduling & Delivery

- Develop individual project schedules.
- Factors effecting project delivery:
  - Design consultant selection;
  - Public meeting when applicable;
  - Council Approval;
  - Right-of-way acquisition
  - Utility relocation
  - Project construction bidding process
  - Council approval of contract award



## Project Communication & Community Outreach

- Further develop community, communications plan.
  - City Website: Transition T-SPLOST web area from referendum information to project support
    - Include project documents
    - Include links to project pages and construction/work zone mapping
  - Develop and implement Public Meeting schedule in support of individual projects.
  - Add T-SPLOST update section in Week-in-Review
- Create branded element to clearly identify T-SPLOST projects (“T-SPLOST dollars at work”).
- Work with Construction Ambassador on outreach efforts.
- Regular updates for Mayor and Council.



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## Questions