

# NORTH FULTON **TSPLOST**

## EXECUTIVE SUMMARY

for November 8, 2016 Referendum

## WHAT IS TSPLOST?

Transportation is an issue that impacts everyone in Fulton County. During the 2016 Legislative Session, the Georgia Legislature passed Senate Bill 369 (SB 369) authorizing counties to consider a Special Purpose Local Option Sales Tax for transportation purposes (TSPLOST).

**On November 8, 2016, Fulton County residents will be asked to vote on a 0.75-cent sales tax for transportation purposes. The funding will be generated within Fulton County, outside of the City of Atlanta.**

The 0.75-cent sales tax is expected to generate approximately \$569 million from April 2017 through March 2022 based on estimates from Georgia State University's Center for State and Local Finance, Fiscal Research Center, in consultation with the Georgia Department of Revenue. The sales tax would begin on April 1, 2017, last no more than 5 years, and end on March 30, 2022 or when the maximum amount of \$655 million is reached.

Funding from this initiative can be spent only on transportation improvements, such as roads, bridges, sidewalks, bicycle paths, and other transportation-related purposes included in the legislation. A Citizen's Oversight Council will be tasked with overseeing the program's progress and implementation. Each City within Fulton County is solely responsible for determining their project list, and Fulton County is responsible for identifying transportation improvements in the unincorporated areas of the County.

---

**THROUGH A COOPERATIVE EFFORT, THE NORTH FULTON CITIES  
DEVELOPED A COORDINATED PROJECT LIST FOCUSED ON  
NORTH FULTON'S MOST HEAVILY CONGESTED ROADWAYS.**

**WITH TSPLOST, THE NORTH FULTON CITIES ARE  
PROJECTED TO RECEIVE**

**\$378 MILLION**

**TO ADDRESS THESE CHALLENGES.**

---

## HOW WERE THE PROJECTS SELECTED?



In North Fulton, many of the most pressing transportation and mobility challenges cross multiple cities. To consider and address these challenges, the Cities of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs created a joint committee and process to coordinate the development of their TSPLOST project lists. Although each City was responsible for identifying projects and priorities within their boundaries and had final approval of the funding and project list for their City, the joint process fostered communication and collaboration and resulted in a series of regional projects that seek to address congestion relief throughout North Fulton County.

The process included 1) goal-setting with the five cities individually, 2) monthly work sessions with a technical committee of staff from each of the five cities, and 3) a project list adoption process within each City Council, as well as public meetings and input. Although the City of Mountain Park was not a member of the technical committee, Mountain Park was included in the process through communication and coordination, and their project list is included in the North Fulton Project Binder. The process also included communication and coordination with the Georgia Department of Transportation (GDOT), Fulton County, the Atlanta Regional Commission (ARC), and surrounding counties and jurisdictions.

To determine how funds could best be allocated in North Fulton, the leadership and staff of the Cities of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs established the following objectives for the North Fulton TSPLOST project lists.

- Projects should focus on large, pressing transportation issues, including those that are regional or multi-jurisdictional
- Projects should improve traffic flow and operations to address congestion in North Fulton
- Projects should be defined as part of a strategic, well-thought-out plan
- Project lists should be prioritized to provide maximum impact and results for the dollars spent
- 85% of the anticipated funds should be allocated to large, significant, congestion-relieving projects, leaving some funding for smaller-scale, local road improvements
- While major roadway reconstruction may be considered, TSPLOST funds should generally not be used to replace roadway maintenance and repair allocations within each City's annual budget

## PROJECT TIERS

In North Fulton, more than 67% of **Tier 1** funds are allocated to congestion relief on major corridors. This includes improvements to:

- **BIG CREEK PARKWAY AT HOLCOMB BRIDGE ROAD AND GEORGIA 400**
- **HAMMOND DRIVE**
- **HAYNES BRIDGE ROAD**
- **JOHNSON FERRY ROAD AT MT. VERNON**
- **JONES BRIDGE ROAD**
- **MCGINNIS FERRY ROAD**
- **MEDLOCK BRIDGE ROAD**
- **OLD MILTON PARKWAY**
- **STATE BRIDGE ROAD**
- **STATE ROUTE 9 IN ROSWELL**
- **WINDWARD PARKWAY**

Because TSPLOST is generated from local sales over a 5-year period, the amount of revenue generated cannot be exactly determined. Thus, **Tier 2** includes local, flexible projects within each City where the size of the project and level of investment can be adjusted based on available funding. The total amount of funding allocated to Tier 2 is equal to 15% of the expected 5-year revenue. Tier 1 and Tier 2 combined make up 100% of the anticipated funding.

**Tier 3** includes the third set of priorities for each City. If projects in Tier 1 or Tier 2 are delayed, are completed under budget, or if the revenue over 5 years exceeds anticipated funding due to a robust economy or increased sales, projects in Tier 3 may be addressed with TSPLOST funds. Tier 3 was capped at 15% of expected 5-year revenue, as the Fulton County Intergovernmental Agreement (IGA) sets 15% of the anticipated revenue as the maximum amount that can be collected over the 5-year period.

## TIER

1

PROJECTS TO PROVIDE CONGESTION RELIEF FOR AND ALONG REGIONALLY SIGNIFICANT CORRIDORS AND OTHER HIGH PRIORITY OPERATIONAL, SAFETY, AND PEDESTRIAN/BICYCLE-ORIENTED IMPROVEMENTS

2

SIGNAL TIMING EFFORTS, SIDEWALK EXTENSIONS, ROADWAY RESURFACING, AND OTHER "QUICK RESPONSE" TRANSPORTATION PROJECTS

3

ADDITIONAL PROJECTS THAT MAY BE FUNDED IF TIER 1 OR 2 PROJECTS ARE COMPLETED UNDER BUDGET OR IF REVENUE EXCEEDS \$569 MILLION

## WHAT DOES IT MEAN FOR NORTH FULTON?

If the TSPLOST referendum is approved, funds will be split among the cities and unincorporated areas of the County based on population, as agreed upon by all Fulton Cities and County representation (with the exception of the City of Atlanta). Based on County estimates, the cities in Fulton County would receive the following funding:

JURISDICTION	2015 TOTAL POPULATION*	2015 % OF COUNTY POPULATION*	TIER 1 REVENUE (85% OF FORECAST)	TIERS 1 AND 2 REVENUE (100% OF FORECAST)
Alpharetta	63,693	11.02%	\$53,303,663	\$62,710,191
Johns Creek	83,335	14.41%	\$69,741,741	\$82,049,108
Milton	37,547	6.49%	\$31,422,490	\$36,967,635
Mountain Park	556	0.10%	\$465,308	\$629,858
Roswell	94,501	16.34%	\$79,086,390	\$93,042,812
Sandy Springs	105,330	18.22%	\$88,149,009	\$103,704,716
<b>Total for North Fulton</b>	<b>384,406</b>	<b>66.48%</b>	<b>\$321,703,293</b>	<b>\$378,474,462</b>
<b>Total for Fulton County*</b>	<b>578,194</b>	<b>100%</b>	<b>\$483,881,400</b>	<b>\$569,272,235</b>

\* Outside the City of Atlanta



**PROJECT TYPES**



Congestion Relief



Operational Improvements



Pedestrian/Bicycle Improvements



Maintenance and Safety



Bridges



Quick Response



Debt Retirement

TIERS 1 AND 2

**23**  
 projects

**\$213.6 MILLION**

**18**  
 projects

**\$90.4 MILLION**

**12**  
 projects

**\$54.5 MILLION**

**4**  
 projects

**\$11.2 MILLION**

**3**  
 projects

**\$6.9 MILLION**

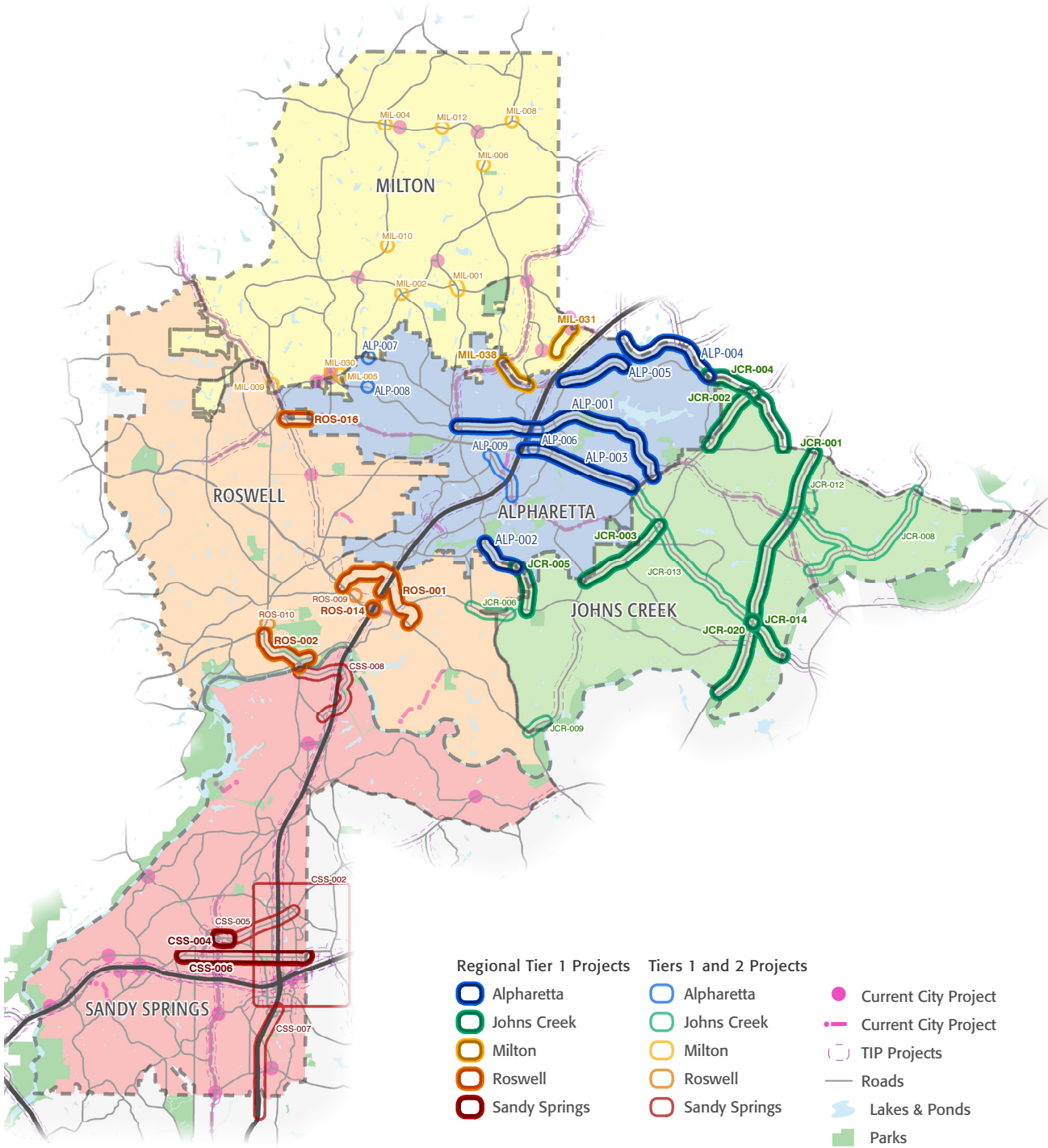
**1**  
 project

**\$1.0 MILLION**

**1**  
 project

**\$1.0 MILLION**

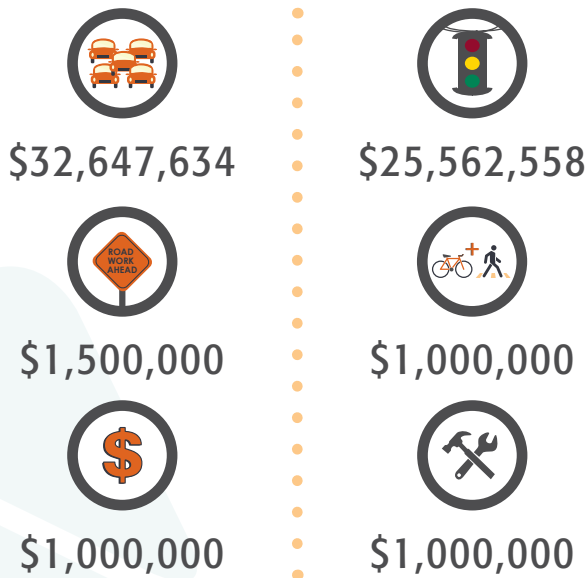
# NORTH FULTON'S TIERS 1 AND 2 TSPLOST PROJECTS



## ALPHARETTA

Under TSPLOST, Alpharetta's revenue is estimated to be \$62,710,200. Alpharetta's project list includes joint projects with Johns Creek (Haynes Bridge Road Capacity Improvements and McGinnis Ferry Road Capacity Improvements) and Milton (Windward Road Parkway Business District/Union Hill Road Capacity Improvements) as well as regionally significant projects (Academy Street/Webb Bridge Road and Bike/Ped Improvements, and Old Milton Parkway Capacity Improvements). These projects are in addition to the approved Alpharetta Bond Program.

### PROJECT TYPES



### ALPHARETTA'S ANTICIPATED TSPLOST REVENUE

# \$62.7 MILLION

#### TIER 1

- Haynes Bridge Road Capacity Improvements (ALP-002, JCR-005)
- McGinnis Ferry Road Capacity Improvements (ALP-004, JCR-004)
- Windward Road Parkway Business District/Union Hill Road Capacity Improvements (ALP-005, MIL-038)
- Academy Street/Webb Bridge Road and Bike/Ped Improvements (ALP-001)
- Old Milton Parkway Capacity Improvements (ALP-003)
- Morris Road Operational Improvements (ALP-006)
- Bethany Road at Mayfield Road Intersection (ALP-007)
- Bethany Road at Mid Broadwell Road Intersection (ALP-008)

#### TIER 2

- Kimball Bridge Road and Bike/Ped Improvements (ALP-009)
- Adaptive Traffic Signals/ITS (ALP-010)
- Sidewalks/Greenways (ALP-011)
- Milling/Resurfacing (ALP-012)
- Debt Service (ALP-013)
- Quick Response Operational Improvements (ALP-015)

#### TIER 3

- Academy Street/Webb Bridge Road GA 400 Bridge Improvements (ALP-001a)
- Kimball Bridge Road GA 400 Bridge Improvements (ALP-009a)
- Commuter Bike Corridor (ALP-014)
- GA 400 Congestion Relief (ALP-016)

**Bold** = Regionally Significant Project  
*Italics* = Citywide project (not shown on map)

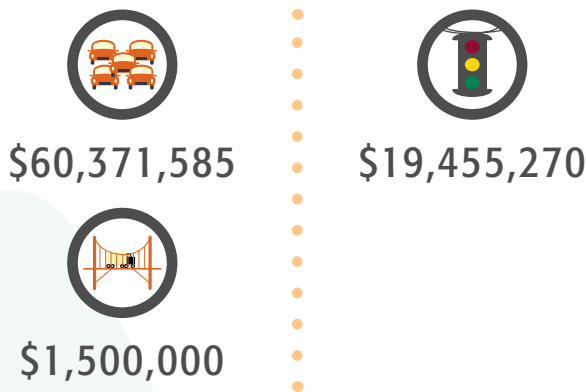




## JOHNS CREEK

Under the TSPLOST, Johns Creek's anticipated revenue will be between \$69,741,741 and \$94,405,035. Johns Creek's project list includes joint projects with Alpharetta (Haynes Bridge Road Capacity Improvements and McGinnis Ferry Road Capacity Improvements) as well as regionally significant projects (Medlock Bridge Capacity Improvements, Jones Bridge Widening, State Bridge Road Widening, and Medlock Bridge at State Bridge Improvements). The City's Tier 1 projects focus on congestion relief on major corridors, and the Tier 2 projects focus on capacity/bridge improvements.

### PROJECT TYPES



### JOHNS CREEK'S ANTICIPATED TSPLOST REVENUE

**\$82.0 MILLION**

#### TIER 1

- **Haynes Bridge Road Capacity Improvements (JCR-005, ALP-002)**
- **McGinnis Ferry Road Capacity Improvements (JCR-004, ALP-004)**
- **Medlock Bridge Capacity Improvements (JCR-001)**
- **Jones Bridge Widening (JCR-002)**
- **Jones Bridge Widening (JCR-003)**
- **State Bridge Road Widening (JCR-014)**
- **Medlock Bridge at State Bridge Improvements (JCR-020)**
- Bell/Boles Corridor Operational and Safety Improvements (JCR-008)
- Barnwell Road at Holcomb Bridge Intersection Improvements (JCR-009)
- New Location Road in Tech Park (JCR-012)

#### TIER 2

- Old Alabama Capacity (JCR-006)
- State Bridge Widening (JCR-013)
- *Bridge Improvements (JCR-025)*

#### TIER 3

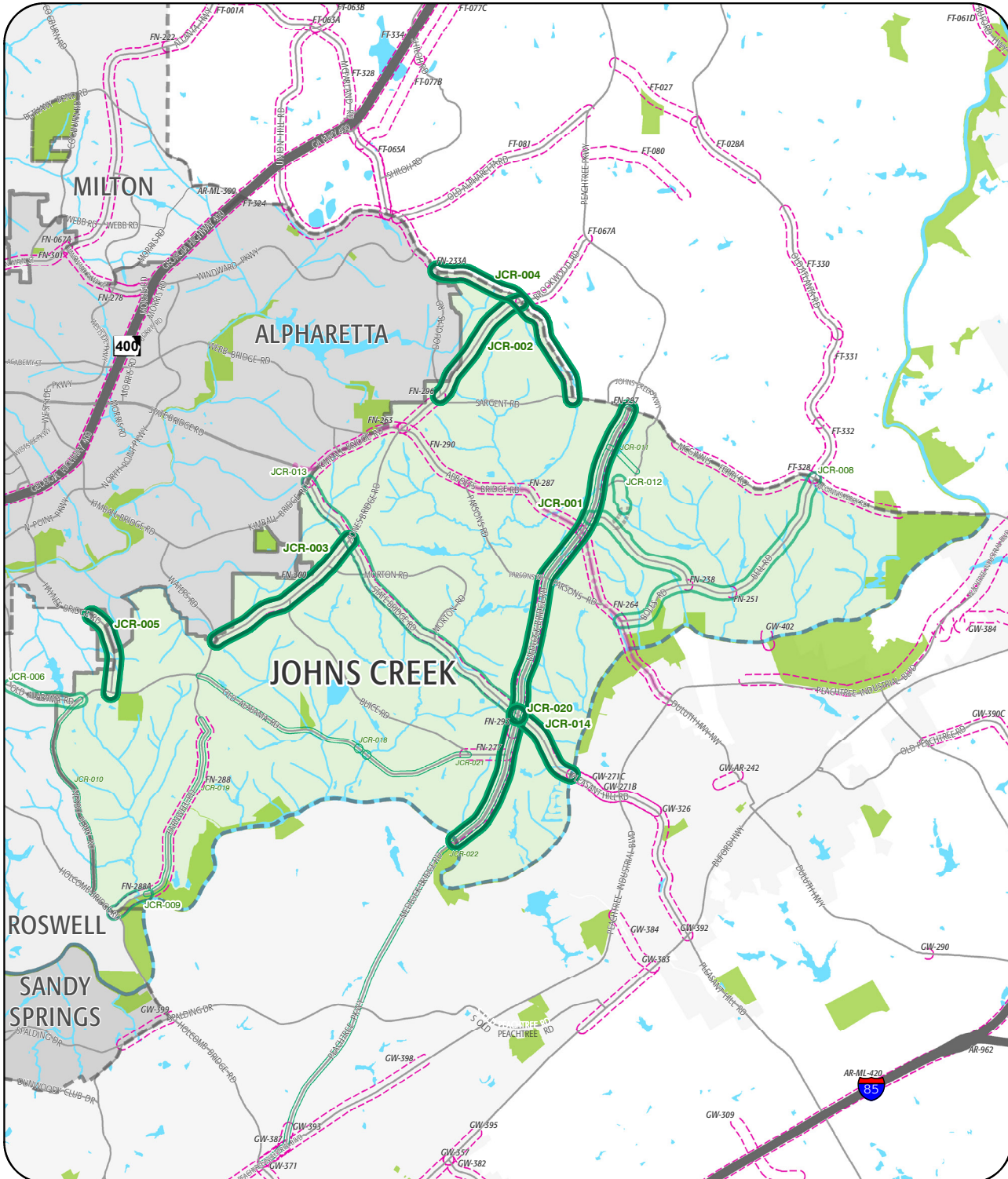
- Nesbitt Ferry Corridor Improvements (JCR-010)
- Findley Road Extension to Lakefield Drive (JCR-011)
- *Resurfacing Program (JCR-015)*
- *Connected Vehicle Infrastructure (JCR-016)*
- *Sidewalk and Trail Enhancements (JCR-017)*
- Bridge Replacement (JCR-018)
- Barnwell Road Corridor Improvements (JCR-019)
- Old Alabama Widening (JCR-021)
- Medlock Bridge Transit-related Signal Enhancements (JCR-022)
- *Transportation Alternatives (JCR-024)*

**Bold = Regionally Significant Project**

*Italics = Citywide project (not shown on map)*

## JOHNS CREEK'S PROPOSED TSPLOST PROJECTS

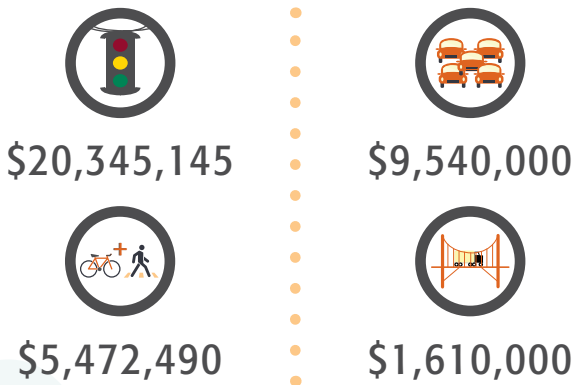
- Regional TSPLOST
- Tier 1 & 2 TSPLOST
- Tier 3 TSPLOST
- TIP Projects
- Current Project



## MILTON

Under the TSPLOST, Milton's anticipated revenue will be between \$31,422,490 and \$42,534,660. Milton's project list includes a joint project with Alpharetta (Windward Parkway Business District/Union Hill Road Capacity) as well as a regionally significant project (Morris Road Widening). The City's projects focus on intersection improvements and select roadway capacity improvements.

### PROJECT TYPES



### MILTON'S ANTICIPATED TSPLOST REVENUE

# \$37.0 MILLION

### TIER 1

- **Windward Road Parkway Business District/Union Hill Road Capacity Improvements (MIL-038, ALP-005)**
- **Morris Road Widening (MIL-031)**
- Hopewell Road at Bethany Way/Bethany Bend Road Intersection Improvements (MIL-001)
- Freemanville Road at Birmingham Road Intersection Improvements (MIL-004)
- Charlotte Drive at Mayfield Road Intersection Improvements (MIL-005)
- Hopewell Road at Thompson Road/South Thompson Road Intersection Improvements (MIL-006)
- Hopewell Road at Hamby Road Intersection Improvements (MIL-008)
- SR 140/Arnold Mill Road at Green Road Intersection Improvements (MIL-009)
- Birmingham Road Middle Bridge (MIL-012)
- NE Crabapple Connector Road (MIL-030)
- *Pedestrian Improvements (MIL-034)*

### TIER 2

- Bethany Road at Providence Road Intersection Improvements (MIL-002)
- Freemanville Road at Redd Road Intersection Improvements (MIL-010)
- *Pedestrian Improvements (MIL-037)*

### TIER 3

- *Paving (MIL-039)*
- *Quick Response Projects (MIL-040)*
- *Bridge Repair and Replacement (MIL-041)*
- *Pedestrian Improvements (MIL-042)*

**Bold = Regionally Significant Project**

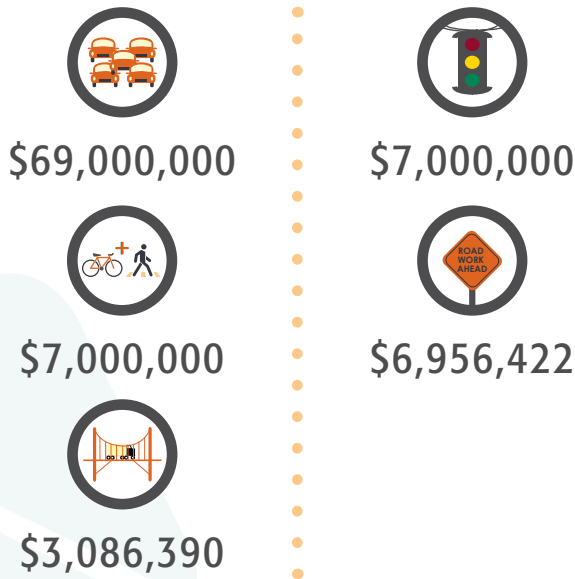
*Italics = Citywide project (not shown on map)*



## ROSWELL

Under the TSPLOST, Roswell's revenue is estimated to be \$93,042,812. Roswell's project list includes Big Creek Parkway Phases 1 and 2, which are intended to relieve Holcomb Bridge Road at GA 400 and allow for future traffic improvements to the interchange. The project list also includes improvements to Highway 9 to widen the roadway and eliminate the reversible lane and enhancing Rucker Road at Highway 8 and Houze Road (from Alpharetta's City limits).

### PROJECT TYPES



### TIER 1

- **Big Creek Parkway Phases 1 and 2 (ROS-001)**
- **Historic Gateway Enhancements on SR 9 (ROS-002)**
- **Holcomb Bridge Interchange (ROS-014)**
- **Rucker Road Reconstruction (ROS-016)**
- Old Holcomb Bridge Road Bridge Replacement (ROS-009)
- Oxbo Road/SR 9 Intersection (ROS-010)

### TIER 2

- *Sidewalk Repair and Complete Streets Program (ROS-012)*
- *Safety Improvements and Maintenance (ROS-015)*

### TIER 3

- *Intersection and Corridor Improvements (ROS-013)*
- Northbound Holcomb Bridge 400 Early Off Ramp (ROS-017)

**Bold = Regionally Significant Project**

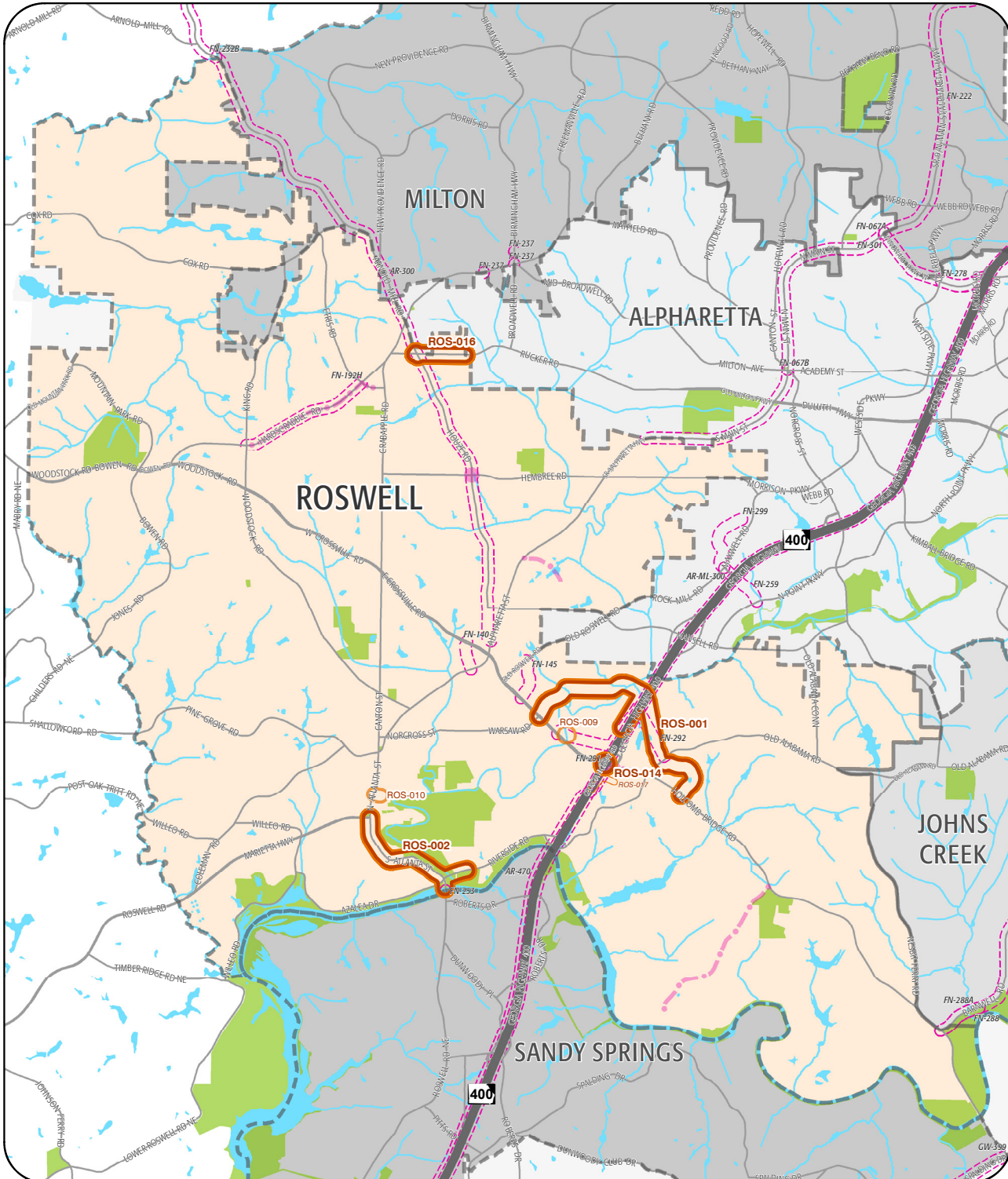
*Italics = Citywide project (not shown on map)*

### ROSWELL'S ANTICIPATED TSPLOST REVENUE

# \$93.0 MILLION

## ROSWELL'S PROPOSED TSPLOST PROJECTS

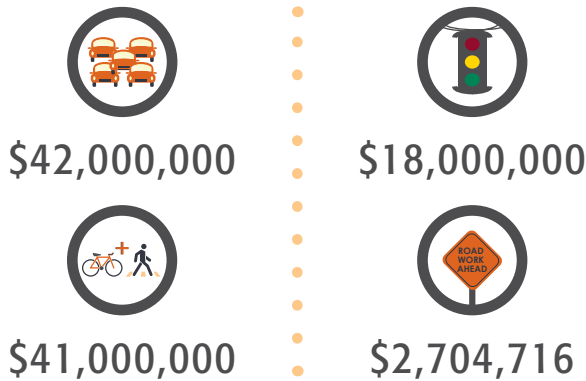
- Regional TSPLOST
- Tier 1 & 2 TSPLOST
- Tier 3 TSPLOST
- TIP Projects
- Current Project



## SANDY SPRINGS

Under the TSPLOST, Sandy Springs' revenue is estimated to be \$103,704,716. Sandy Springs' project list includes efficiency improvements on Johnson Ferry Road and Hammond Drive as well as significant bicycle and pedestrian projects and improvements.

### PROJECT TYPES



### SANDY SPRINGS' ANTICIPATED TSPLOST REVENUE

**\$103.7 MILLION**

#### TIER 1

- *Traffic Efficiency Improvements (CSS-001)*
- Perimeter Transit Last Mile Connectivity (CSS-002)
- *Sidewalk Program (CSS-003)*
- **Johnson Ferry Road/Mt. Vernon Highway Efficiency Improvements (CSS-004)**
- Mt. Vernon Highway Multiuse Path (CSS-005)
- **Hammond Drive, Phase 1 Efficiency Improvements (CSS-006)**

#### TIER 2

- Perimeter Transit Last Mile Connectivity (CSS-002a)
- Sidewalk Program (CSS-003a)
- Johnson Ferry Road/Mt. Vernon Highway Efficiency Improvements (CSS-004a)
- Mt. Vernon Highway Multiuse Path (CSS-005a)
- SR 400 Trail System (CSS-007)
- Roberts Drive Multiuse Path (CSS-008)
- *Roadway Maintenance and Paving (CSS-009)*

#### TIER 3

- Roadway Maintenance and Paving (CSS-009a)

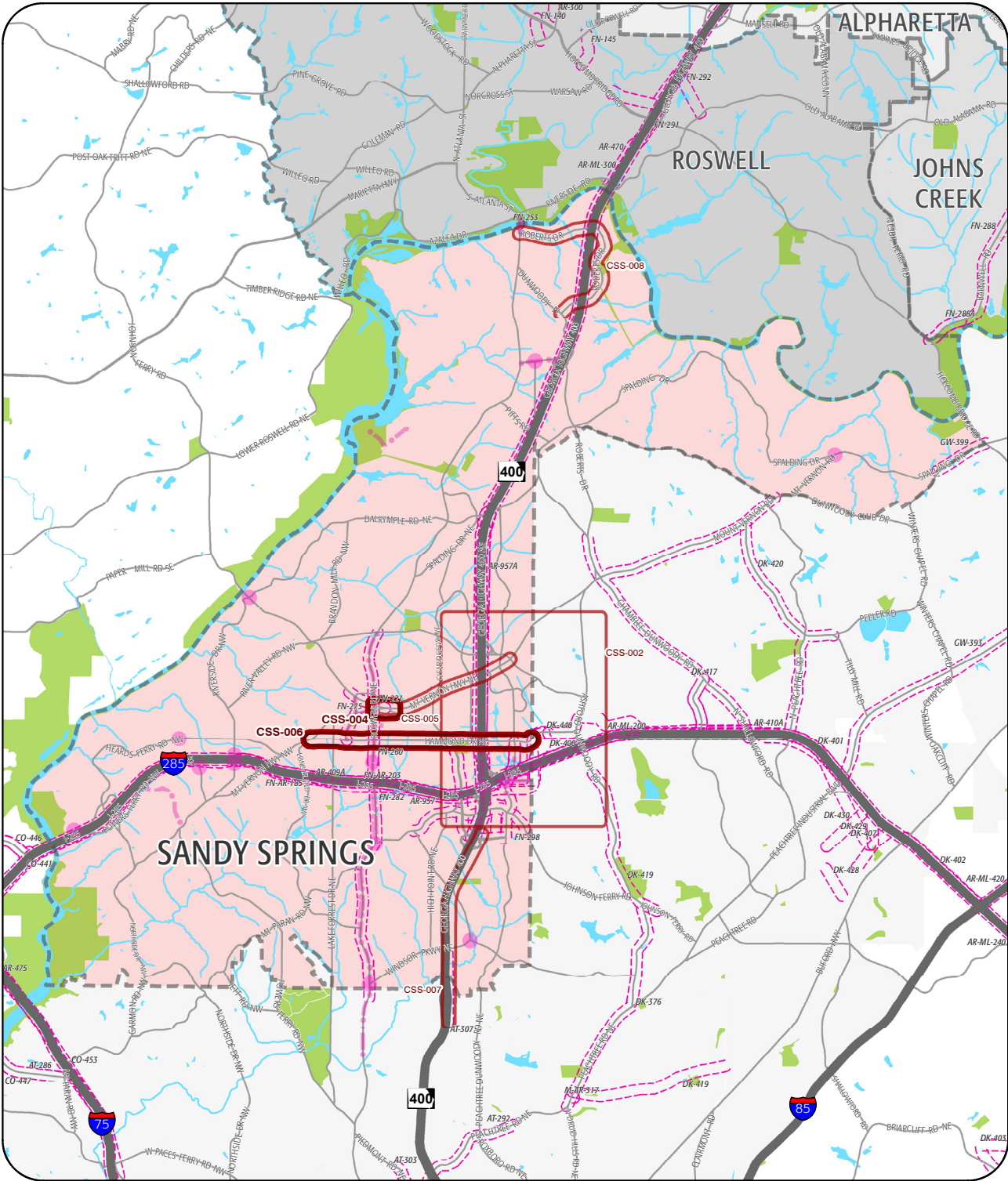
**Bold = Regionally Significant Project**

*Italics = Citywide project (not shown on map)*



# SANDY SPRINGS' PROPOSED TSPLOST PROJECTS

  Regional TSPLOST   
   Tier 1 & 2 TSPLOST   
  TIP Projects   
  Current Project



SANDY SPRINGS | NORTH FULTON TSPLOST

## **FREQUENTLY ASKED QUESTIONS**

### **WHEN CAN THE TAX BE IMPLEMENTED?**

Collection will actually begin on the first day of the calendar quarter following an 80-day period after the vote. The referendum must be conducted during the next scheduled election following agreement on the project list. It is anticipated that the vote will occur in November 2016, and collection will start on April 1, 2017 [see O.C.G.A. 48-8-269.91(a)(1) and O.C.G.A. 48-8-269.997(a)(1)].

### **HOW MUCH MONEY WILL BE RAISED WITH A SALES TAX?**

Assuming the maximum special district sales rate of 0.75% is leveraged for 5 years, the area of Fulton County outside the City of Atlanta will generate approximately \$500-\$600 million from April 2017 to March 2022. North Fulton County is estimated to generate approximately \$378 million during this same period.

*Note:* The estimates were generated by a Georgia State University Report produced by the Center for State and Local Finance and Fiscal Research Center and in consultation with the Georgia Department of Revenue (DOR).

### **HOW WILL THE BALLOT QUESTION READ (OUTSIDE THE CITY OF ATLANTA)?**

*SAMPLE BALLOT:* Shall an additional 0.75 percent sales tax be collected in part of Fulton County OUTSIDE OF THE CITY OF ATLANTA for FIVE years for the purpose of transportation improvements and congestion reduction (see O.C.G.A 48-8-269.9)?

### **HOW IS FULTON COUNTY'S TSPLOST DIFFERENT THAN THE CITY OF ATLANTA'S?**

On November 8<sup>th</sup>, voters in Fulton County will consider a 5-year TSPLOST only applicable to sales outside of the City of Atlanta while City of Atlanta voters will consider a 5-year TSPLOST and MARTA transit sales tax applicable only to purchases inside the City of Atlanta. Fulton County TSPLOST projects are categorized as congestion relief, operational improvements, pedestrian/bicycle improvements, maintenance and safety, bridges, quick response, and debt retirement projects for areas outside of the City of Atlanta. The City of Atlanta TSPLOST will fund projects associated with the Atlanta BeltLine, complete streets projects, major pedestrian and bicycle improvements, and high-tech traffic signal optimization within the City limits. In addition, the City of Atlanta MARTA sales tax may fund major transit enhancements, including additional transit services, new infill MARTA stations as well as enhancements for existing stations, and additional railcars to increase capacity/frequency. In Fulton County, outside the City of Atlanta, TSPLOST will generate approximately \$570 million for road and infrastructure improvements—with \$378 million projected for North Fulton County. The Atlanta TSPLOST is expected to generate \$260 million, which will be leveraged to generate more than \$380 million for road and infrastructure improvements in the City. The Atlanta MARTA sales tax could generate approximately \$3 billion for transit enhancements inside the City.

## WHAT HAPPENS IF THE TSPLOST IS PASSED?

In addition to congestion relief, there is a heavy emphasis on improving economic development, which should make Fulton County and its municipalities more competitive in attracting industry and relieving the tax burden on residential development. There are other opportunities to leverage local TSPLOST funds with federal, state, and other local [i.e., Community Improvement Districts (CIDs)] dollars to bring even more needed projects to the County.

## DOES THE TAX CAUSE GDOT TO GIVE LESS MONEY TO FULTON COUNTY?

No. The code specifically states that the proceeds of this tax are not subject to any balancing formulas used by the GDOT. The code also clearly states that funds raised by TSPLOST shall in no way diminish the percentage of state or federal funds allocated to Fulton County (see O.C.G.A 48-9-269.95 and O.C.G.A 48-8-269.9992).

## HOW LONG WILL THE TSPLOST LAST?

The tax ceases to be imposed on the earliest of the following dates [see O.C.G.A 48-9-269.91(b) and O.C.G.A 48-8-269.997(b)]: *on the final day of the maximum period of time (5 years) OR the end of the calendar quarter that the DOR Commissioner determines that the tax will have raised revenues sufficient to provide funds specified as the max amount of funds to be raised by the tax.*

It should be noted that projects do NOT have to be completed in the 5-year window. However, it is prudent for public trust that projects move forward as rapidly as possible. The vast majority of projects should be complete, or be in the construction phase, during the 5-year window.

## HOW CAN THE MONEY BE SPENT?

Funds can only be spent on “transportation purposes”. (See O.S.G.A 48-8-260(5)) From Code Section 48-8-121(b)(1): If the resolution or ordinance calling for the imposition of the tax specified that the proceeds of the tax are to be used in whole or in part for capital outlay projects consisting of road, street, and bridge purposes, then authorized uses of the tax proceeds shall include: (A) Acquisition of right-of-way for roads, streets, bridges, sidewalks, and bicycle paths; (B) Construction of roads, streets, bridges, sidewalks, and bicycle paths; (C) Renovation and improvement of roads, streets, bridges, sidewalks, and bicycle paths, including resurfacing; (D) Relocation of utilities for roads, streets, bridges, sidewalks, and bicycle paths; (E) Improvement of surface-water drainage from roads, streets, bridges, sidewalks, and bicycle paths; and (F) Patching, leveling, milling, widening, shoulder preparation, culvert repair, and other repairs necessary for the preservation of roads, streets, bridges, sidewalks, and bicycle paths. (2) Storm-water capital outlay projects and drainage capital outlay projects may be funded pursuant to subparagraph (a)(1)(D) of Code Section 48-8-111 or in conjunction with road, street, and bridge capital outlay projects. The code also does not directly address transit operations; however, it is felt that the text “and services” allows transit operations. Please note that a jurisdiction can also retire previously incurred general obligation debt with proceeds from the tax.



**FOR MORE INFORMATION, VISIT:**

<http://www.fultoncountyga.gov/tsplost/>

<http://www.alpharetta.ga.us/tsplost>

<http://www.johnscreekga.gov>

<https://www.cityofmiltonga.us>

<http://www.roswellgov.com>

<http://www.sandyspringsga.gov>