

2017 Fayette County
Special Purpose Local Option Sales Tax
Project Manual



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2017 County-wide SPLOST: An Introduction

On July 28, 2016, the Fayette County Board of Commissioners called for a SPLOST Referendum. Fayette County voters will decide whether or not to approve the 1% (or 1¢) SPLOST during the March 21, 2017 Election.

The ballot will ask voters the following question:

(final language will be determined by the Fayette County Board of Commissioners)

YES Shall a special 1 percent sales and use tax be imposed in the special district of Fayette county for a period of time not to exceed five years and for the raising of an estimated amount of \$ 141,014,157 for the purpose of county and municipal capital projects?

NO

The language that will appear on the ballot is specified by the State, but terms like “roads,” “public safety,” and “parks and recreation” represent a tremendous investment in many projects that impact those who live in Fayette County and its partnering municipalities. This project manual will detail the specific projects proposed by the Town of Tyrone so that voters will know what their support will produce.

Definition and Purpose of SPLOST

The acronym SPLOST stands for “Special Purpose Local Option Sales Tax” and is a specific tax rate for a specific period of time. Counties and cities can use SPLOST funds for specific capital projects.

If the 2017 SPLOST is approved by the voters, the sales tax in Fayette County will increase from 6¢ on every dollar spent to 7¢. Currently, Fayette County is one of only seven counties in Georgia (out of 159) that have a sales tax less than 7¢.

In Georgia, the State receives 4¢ of the sales taxes collected in every county. A 1¢ Local Option Sales Tax (LOST) is shared among a county and any of its municipalities based on an agreed-upon formula. LOST funds can be used by local governments as part of their General Fund operating expenses. Fayette County also has a 1¢, voter-approved E-SPLOST, which is invested solely for use by the Board of Education. This comprises our current 6¢ Local Option Sales Tax.

This is important because the extra penny of sales taxes fund only projects in the counties in which they are collected, no matter where the buyer paying the tax lives. Because Fayette County has a lower sales tax than the surrounding areas, we lose tax revenue every time a Fayette County resident shops or eats out in another County because we cannot recoup that tax when residents of other counties dine or shop here.

If approved by the voters, the 2016 Fayette County SPLOST will be invested in capital projects throughout the County in the areas of transportation, public safety, infrastructure, and parks and recreation. The projects will be defined in an intergovernmental agreement that includes the specific list of projects for each city and the County.

Distribution of estimated SPLOST Proceeds

Fayette County and the municipalities of Brooks, Fayetteville, Peachtree City, and Tyrone will share the SPLOST proceeds based on population. An intergovernmental agreement allocates the estimated revenue from a five-year SPLOST as follows:

2017 SPLOST Distribution

Fayette County	\$64,646,530
Peachtree City	\$45,472,835
Fayetteville	\$21,098,538
Tyrone	\$9,102,463
Brooks	\$693,791
Total	\$141,014,157

The list of projects, approved by Mayor and Town Council in September of 2016, represents a continued investment in the highest quality of life possible for the residents and businesses of the community. The projects were compiled after a consolidation of state-mandated maintenance reports, consulting with engineers and experts on the age and functionality of infrastructure, and review of repair and replacement procedures, as well as from citizen engagement requests brought to Town Officials and Departmental Staff.

The various projects range in scope from repaying loans to repaving a roads; all of which place a high priority on the ability to fully fund and complete construction during the SPLOST collection period. The additional funding estimated to be received through this extra sales tax is significantly more than would be allocated for any given year during the same capital improvement equivalent.

The approved SPLOST project list and associated funding fall broadly into the following three categories: Administrative/In-kind, Construction Concepts, and Planned Improvements.

Type 1 Projects – Administrative/In-kind

State Grant (LMIG, LWCF, LCI) Matching Funds	\$250,000
Debt Services Reduction (GTIB project loans)	\$2,350,000
Sanitary Sewer Connection/Expansion	\$1,700,000

Total Type 1 **\$4,300,000**

Type 2 Projects – Construction Concepts

Sidewalks/Paths Expansion (Commerce, Spencer, Palmetto, Swanson) roads	\$500,000
Miniature Roundabout at Palmetto/Spencer/Arrowwood	\$350,000
Handley Park Phase IV Fields and Facilities	\$325,000
Dorothea Redwine Park Multiuse Redevelopment	\$350,000
FDR and Repaving of Powers Court/Senoia Road	\$550,000
Replacement of culverts on Dogwood and Pendleton Trails	\$625,000
Installation of SR74 North on-ramp/Senoia Road Extension	\$400,000
Mill, Patch and Paving of Briarwood and Farr Roads	\$900,000

Total Type 2 **\$4,050,000**

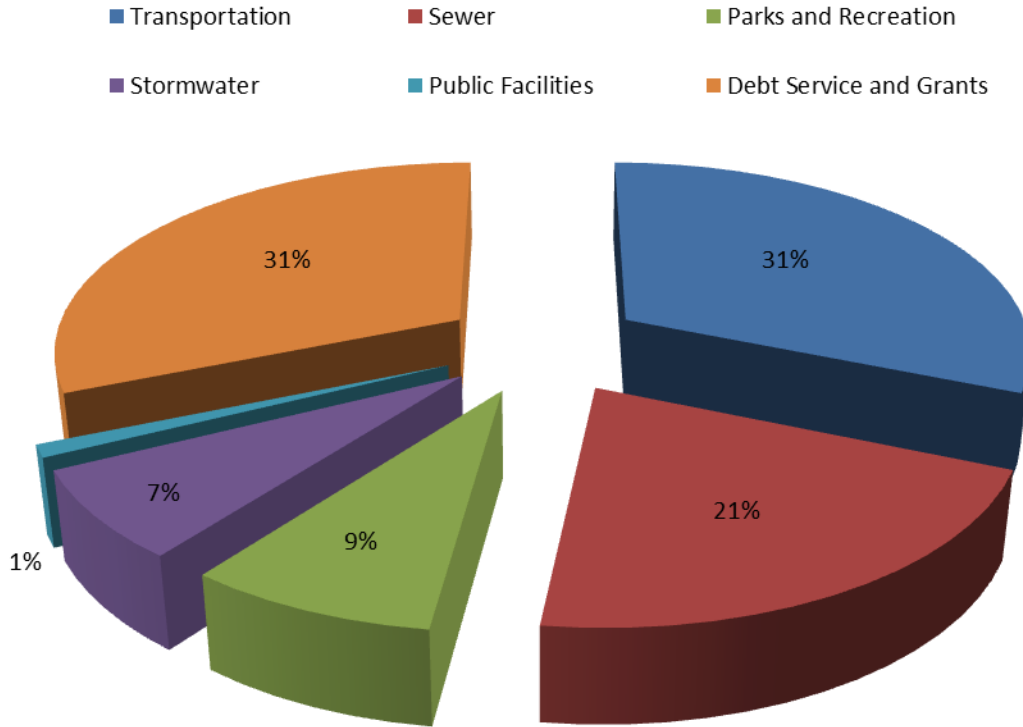
Type 3 Projects – Planned Improvements

Gateway and Streetscape Improvements (lighting, signage, landscape)	\$150,000
Town Hall Renovations/ADA compliance improvements	\$275,000
Purchase of Public Safety Patrol Vehicles	\$125,000
Project Overrun Contingency	\$200,000

Total Type 3 **\$750,000**

Total All Projects \$9,100,000

2017 SPLOST Projects by Department



The ability of The Town of Tyrone to fund these, and other projects, without the addition of SPLOST revenue would require a substantial increase in property taxes for the same number of years. A less likely alternative would be to cut certain programs and services indefinitely.

Calling for a SPLOST referendum allows the registered voters of a community to choose whether they are willing share the burden of maintenance operations and capital improvements with those that don't own property in their community and aren't paying property taxes. Additionally, because the added sales tax is allocated to the community where it is collected, as opposed to where the payer is from, those that travel into an area for shopping, dining or other types of commercial business help to provide this extra capital improvement funding even though they may have no other tie to the jurisdiction where they spent those dollars collected.

Category 1:
Administrative/In-kind

State Grant (LMIG, LWCF, LCI) Matching Funds

Funding Required: \$250,000

Completion Date: Annual/Ongoing

Each year, the Town of Tyrone considers its ability to perform certain projects throughout the corporate limits through programs offered by various federal and state agencies. Many of the applications require a resolution assuring matching funds should the Town be awarded. Monies in line item would be used as the local match to secure programmatic funding from agencies like Georgia Department of Transportation, National Parks Service, or Atlanta Regional Commission.

Debt Services Reduction (GTIB project loans)

Funding Required: \$2,350,000

Completion Date: Upon approval of a Bond Referendum, or as funds are collected

In 2014, The Town of Tyrone was awarded two low-interest loans through the Georgia Transportation Infrastructure Bank that is administered by the State Road and Tollways Authority and underwritten by Georgia Environmental Facilities Authority. The two projects, resurfacing of Castlewood and Senoia Roads and the installation of a turn lane onto SR74, total \$2,630,000 and is required to be paid off over a fifteen-year period at an interest rate of 2.48%. However, there is no prepayment penalty and paying off the remaining principal frees up capital for other projects over time.

Sanitary Sewer Connection/Expansion

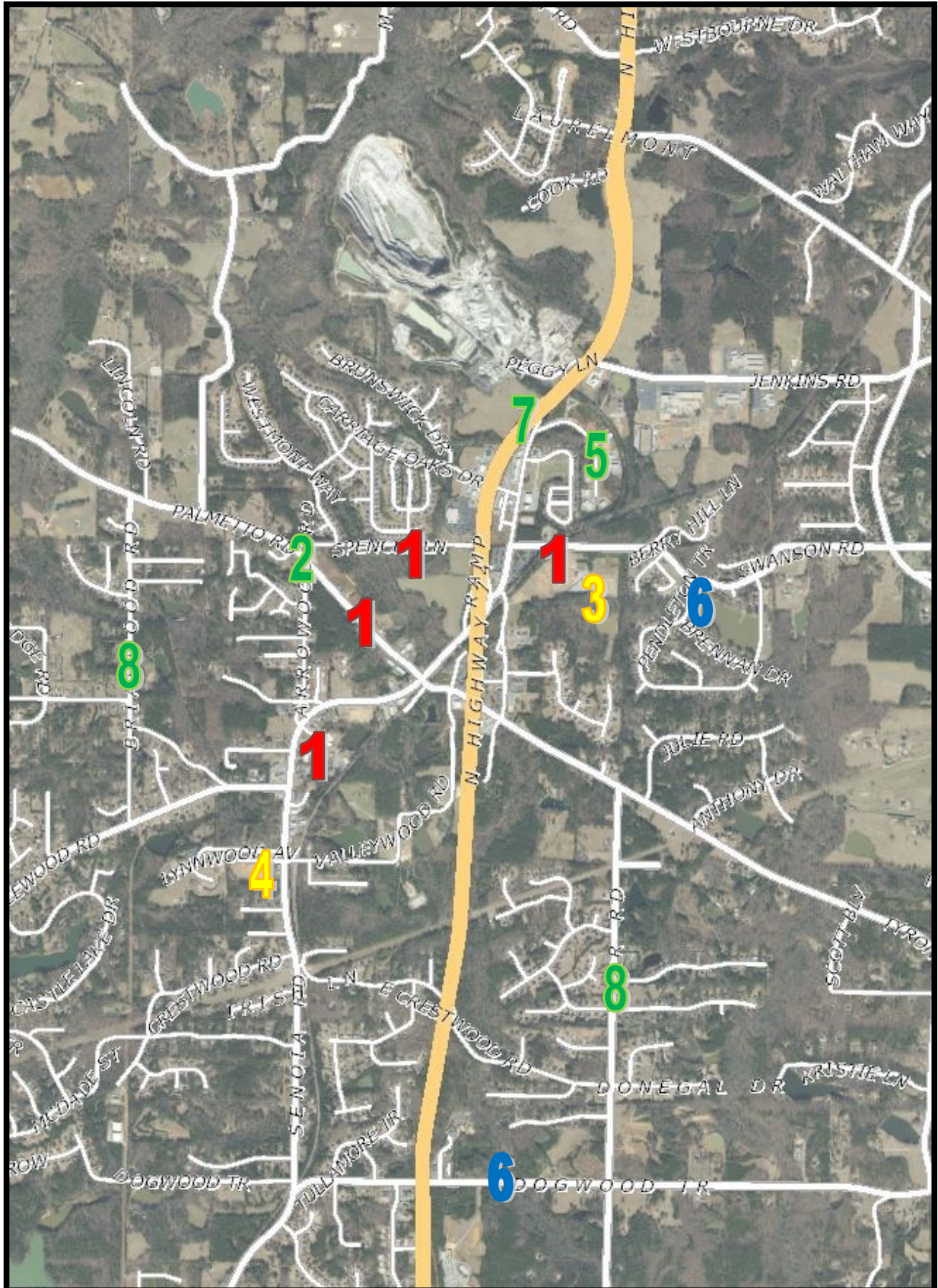
Funding Required: \$1,700,000

Completion Date: 2019

For a number of years, the Town of Tyrone has received an allotment of waste water treatment capacity from the City of Fairburn. The agreement ends in 2019 and it is the desire of the City of Fairburn to retain the 250,000 gallons/day that it previously shared with Tyrone. Town officials are exploring opportunities to make a connection with local development partners for an increased amount of treatment capacity to service current customers and dedicated residential allotments as well as to market special commercial and industrial development prospects in the future. The monies set aside in this line item can be used for construction, capital cost recovery and connection fees, line and lift station improvements and subsequent expansion of the system footprint to serve non-residential areas with a high degree of interest for development.

Category 2:
Construction Concepts

Map of Construction Concept Project Locations

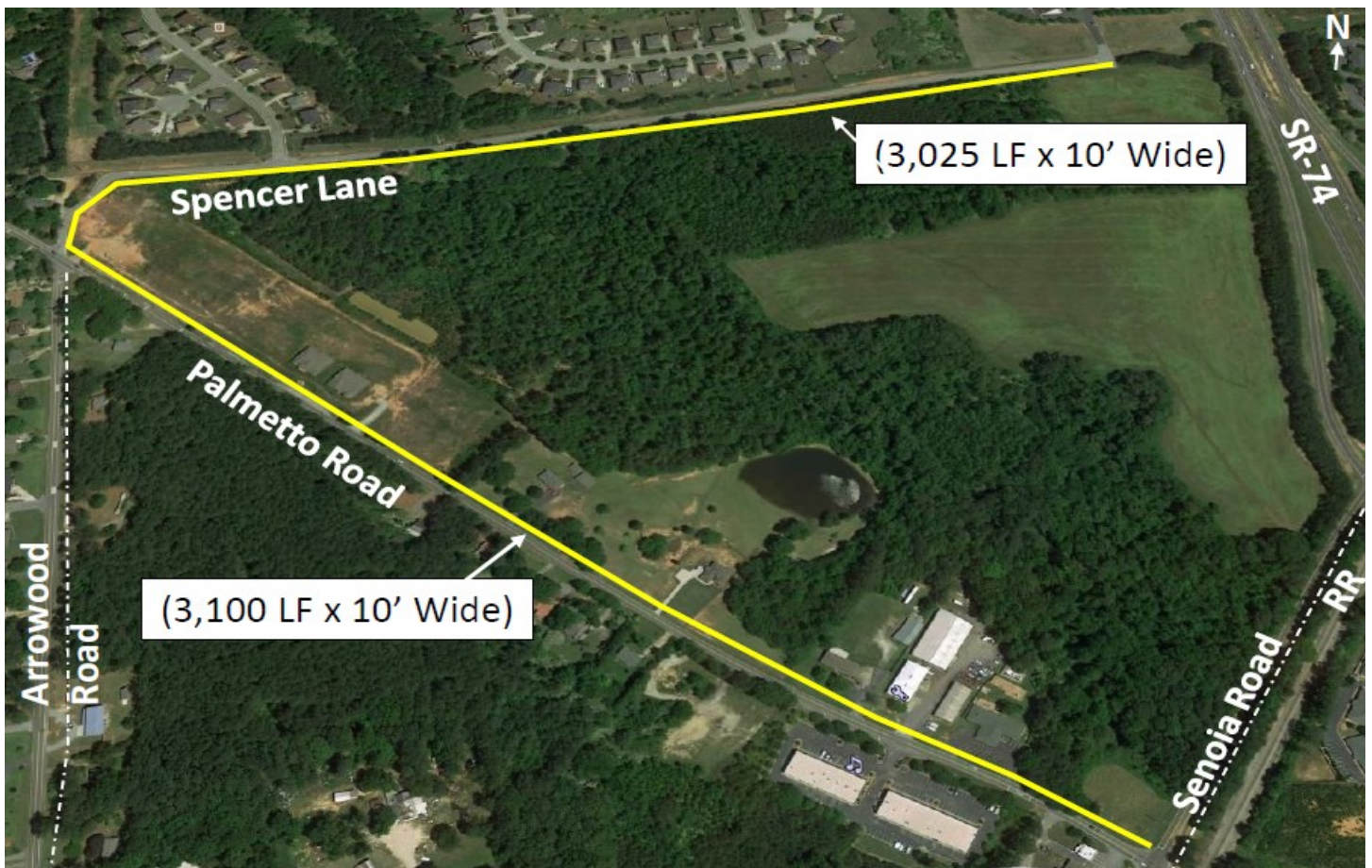


{1} Sidewalks/Paths Expansion (Commerce, Spencer, Palmetto, Swanson Roads)

Funding Required: \$500,000

Completion Date: 2022

Town Development Ordinances require new residential development to include sidewalks and/or multi-use paths, but there are portions of the Town that were developed prior to this rule being implemented, or the homes are not within a traditional neighborhood setting. The roads included in this grouping, Commerce Drive, Spencer Lane, Palmetto Road, and Swanson Road all help connect centers of population with retail and dining establishments in the Commercial Corridor and the Town Center District. These additions will also terminate into existing stretches of non-road transportation network.

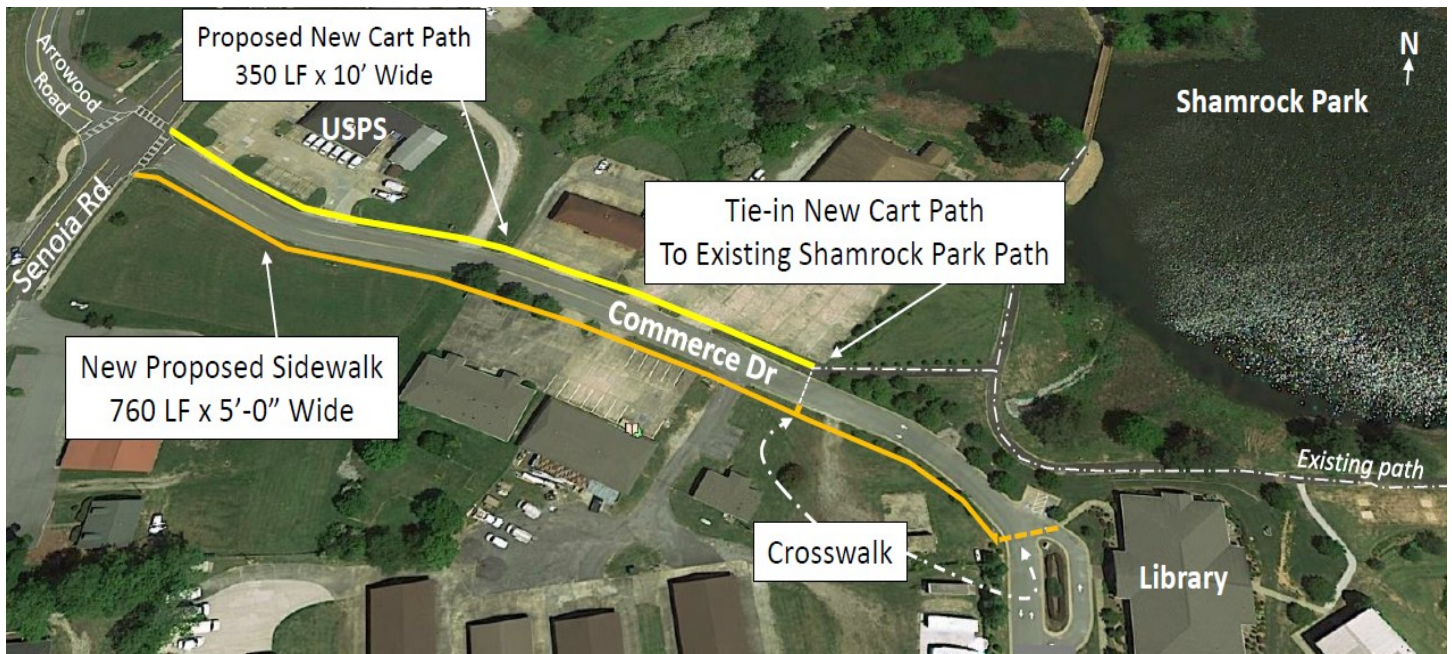


Sidewalks/Paths Expansion (Commerce, Spencer, Palmetto, Swanson Roads)

Funding Required: \$500,000

Completion Date: 2022

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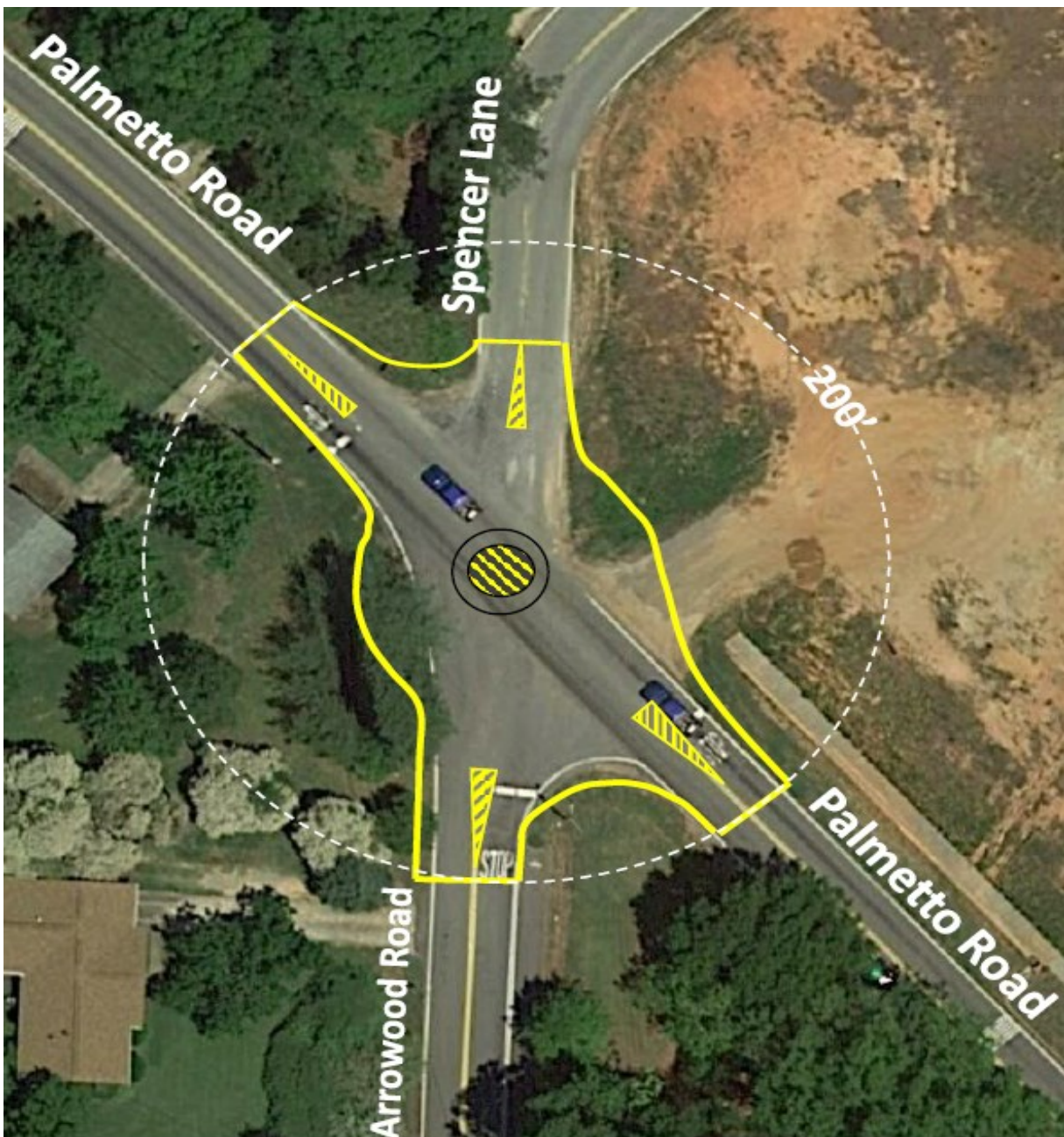


{2} Miniature Roundabout at Palmetto/Spencer/Arrowwood

Funding Required: \$350,000

Completion Date: 2020

In the early 2010's the Town of Tyrone, in conjunction with Fayette County, performed a scoping study to examine the current utilization and future strain on traffic at the poorly-designed intersection of Palmetto Road, Arrowwood Road, and Spencer Lane at the edge of the Town Center District. During the peak morning and afternoon commute times, traffic going east/west between Interstate 85 and SR74 bottlenecks. Roundabouts are known for the ability to improve safety and efficiency by up to 20%, and this smaller design will reduce the footprint and costs to construct.



{3} Handley Park Phase IV Fields and Facilities

Funding Required: \$325,000

Completion Date: 2018

This final phase of development at the Town's Handley Park will include the following components: construction of a fourth football/soccer field and concession/restroom facilities for use by those sports; additional permanent parking adjacent to Handley Road, Swanson Road and a redesign of current lot; stormwater collection/retention improvements in the park's pond; additional non-athletic amenities like a playground, benches, and tables.

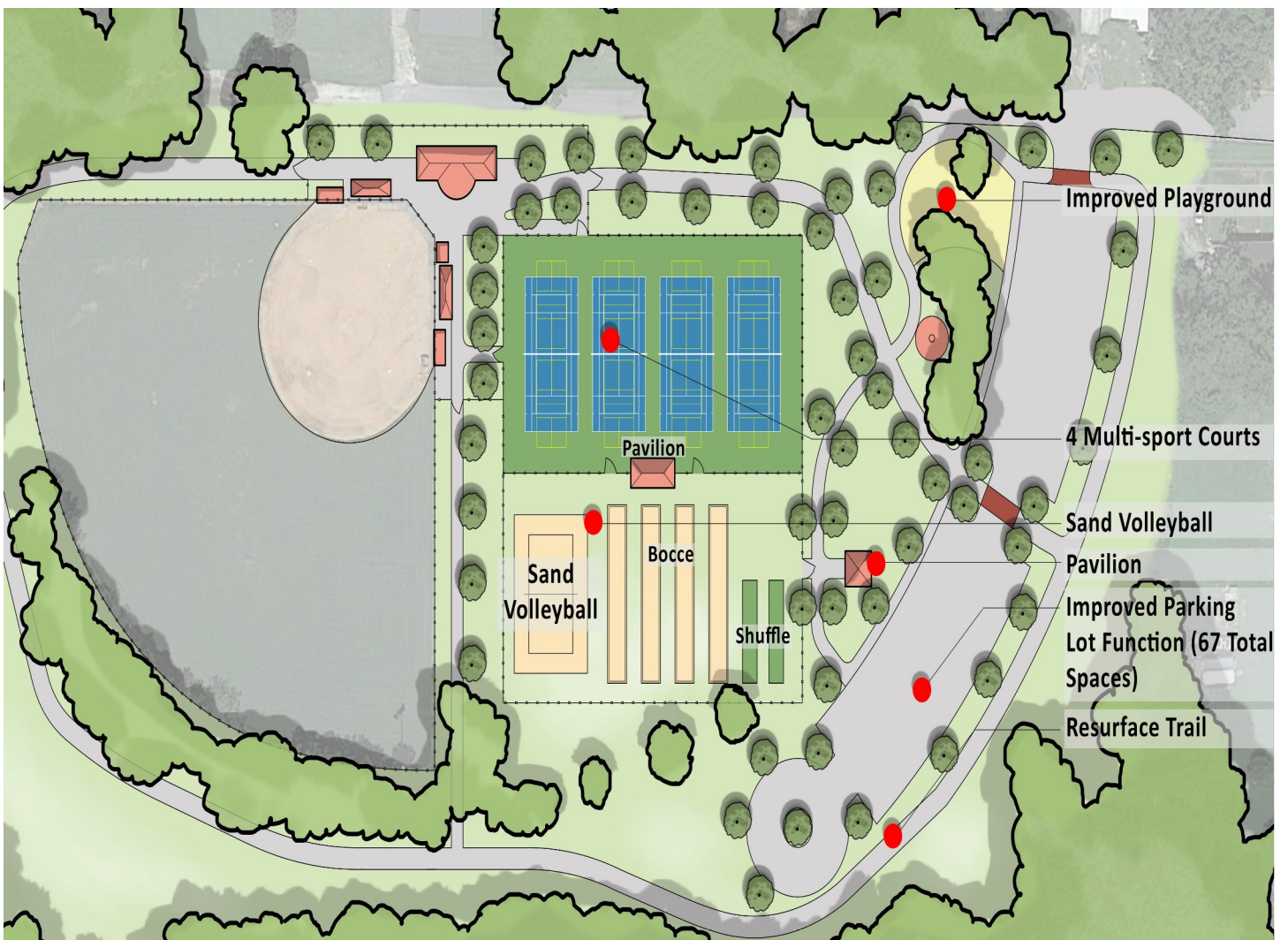


{4} Dorothea Redwine Park Multiuse Redevelopment

Funding Required: \$350,000

Completion Date: 2018

The redevelopment of this secondary park will include many additions that are currently unavailable at the existing recreational facilities. In particular, one of the two softball fields will be converted into courts for tennis/pickleball with the remaining area housing a small pavilion, sand volleyball pit, bocce courts, and shuffleboard decks. Additional playground equipment will be installed as well as increased parking segregated from the resurfaced walking trail around the property.



{5} FDR and Repaving of Powers Court/Senoia Road

Funding Required: \$550,000

Completion Date: 2019

The northern end of Senoia Road, inside the Powers Court Business Park, was only partially constructed and lacked a proper top coat of asphalt due to the developer of the area going out of business. What was installed has since begun to fail because of wear and tear to the sub-base of the road bed and erosion along the curb and gutter line. This short road with cul-de-sac will be resurfaced after receiving full-depth reclamation and repouring of concrete stormwater infrastructure.

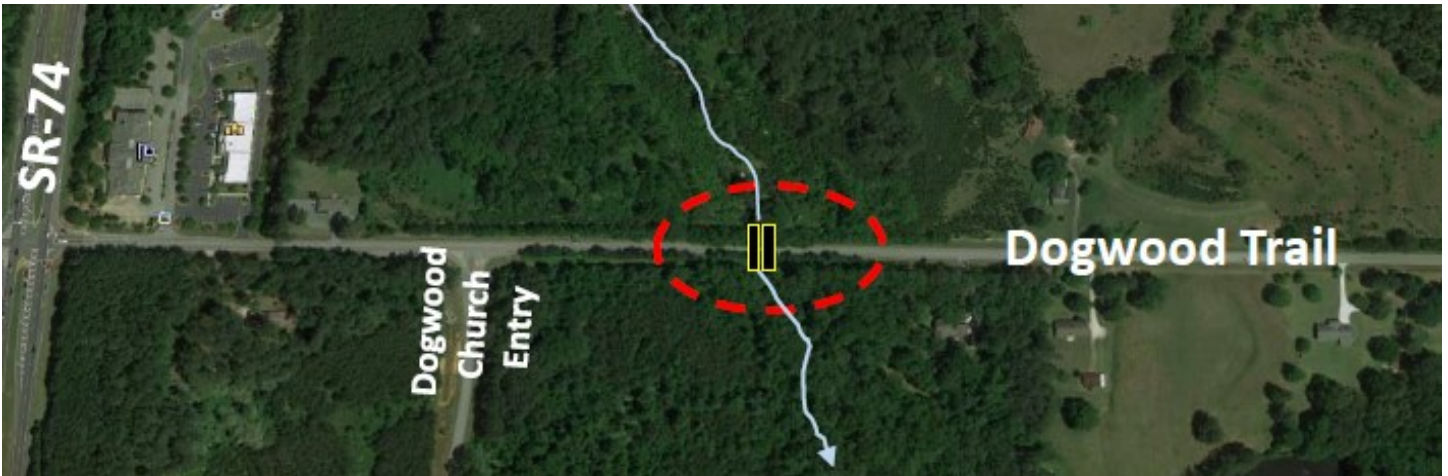


{6} Replacement of culverts on Dogwood and Pendleton Trails

Funding Required: \$625, 000

Completion Date: 2021

The monies associated with this project will go toward the removal of existing corrugated metal pipes (2 at Dogwood, 3 at Pendleton) that have had the bottoms rusted out and caused settling between the pipes and road above them. The replacement structures will be better-sized and made from concrete to lengthen the useable life of each. Dogwood Trail will incorporate a pre-cast concrete double box culvert while Pendleton Trail will utilize reinforced concrete piping. Each project will include road improvements immediately adjacent to the area of work.



{6} Replacement of culverts on Dogwood and Pendleton Trails

Funding Required: \$625, 000

Completion Date: 2021

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{7} Installation of SR74 North on-ramp/Senoia Road Extension

Funding Required: \$400,000

Completion Date: 2022

After construction of SR74, the Georgia Department of Transportation installed a dead end on Senoia Road north of Carriage Oaks, leaving it the only alternative to northbound traffic above the on-ramp from the Town Center District. The Town plans to reconnect the northern end of Senoia Road to the highway through a one-way on-ramp extension that will merge prior to the Railroad Tracks at Jenkins Road. This will alleviate the increased strain on the commercial and commuter traffic at the Carriage Oaks intersection due to having no viable substitute.



{8} Mill, Patch and Paving of Briarwood and Farr Roads

Funding Required: \$900,000

Completion Date: 2020

These two high-volume arterial roads have not had substantial road work performed in many years. The Town will take core samples of each to determine the condition of the base material in the road beds and depending on the test results and commodity pricing at the time, with either mill out unsuitable areas to be filled with deep asphalt patches or use a concrete mixing machine to turn over the base layer with a hardening agent. A new asphalt topcoat and striping will be applied once all other work has been completed.



{8} Mill, Patch and Paving of Briarwood and Farr Roads

Funding Required: \$900,000

Completion Date: 2020

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Category 3:
Planned Improvements

Gateway and Streetscape Improvements (lighting, signage, landscape)

Funding Required: \$150,000

Completion Date: Annual/Ongoing

As noted in the Town's Comprehensive Growth and Development Plan, and outlined in the multi-jurisdictional Gateway Corridor Master Plan, it is the Town's intention to unify the aesthetics of its public properties and greenspaces. All facilities, parks, and other noteworthy public establishments will be retro-fitted with entrance signs that are uniform with the SR74 monument welcome signs. Additional street lamps will be added throughout the Town Center District that will include wayfinding signage indicating the direction to local landmarks. Low-maintenance and drought-tolerant shrubbery and wildflower plantings will be installed throughout Town for beautification and erosion control during storm events.



Town Hall Renovations/ADA compliance improvements

Funding Required: \$275,000

Completion Date: 2020

The former Hopewell Methodist Church has served as Public Library and Town Hall since last seeing any major renovations. In addition to replacement of the roof, doors, and windows for energy efficiency; the Town will undertake a retrofitting to International Building Code standards as well as installation of Americans with Disabilities Act improvements throughout the facility to better accommodate any visitor to the Town's administrative offices. A general facelift will be applied to the building with plumbing and electrical modifications made as necessary to allow for all staff to be in secured, non-shared offices.

Purchase of Public Safety Patrol Vehicles

Funding Required: \$125,000

Completion Date: 2018

The Town of Town Police Department has a vehicle replacement schedule that will require several patrol cars to be decommissioned in the next few years. This line item will simply supplant the monies regularly requested out of the General Fund for one budget year.



Project Overrun Contingency

Funding Required: Not to Exceed \$200,000

Completion Date: Variable

A small amount of money will be set aside and dedicated to paying for unplanned expenses related to the above listed projects. These expenses may include engineering, legal services, cost overruns due to commodity market changes or minor scope of project revisions due to previously unknown matters that might otherwise delay or leave incomplete an approve project.