



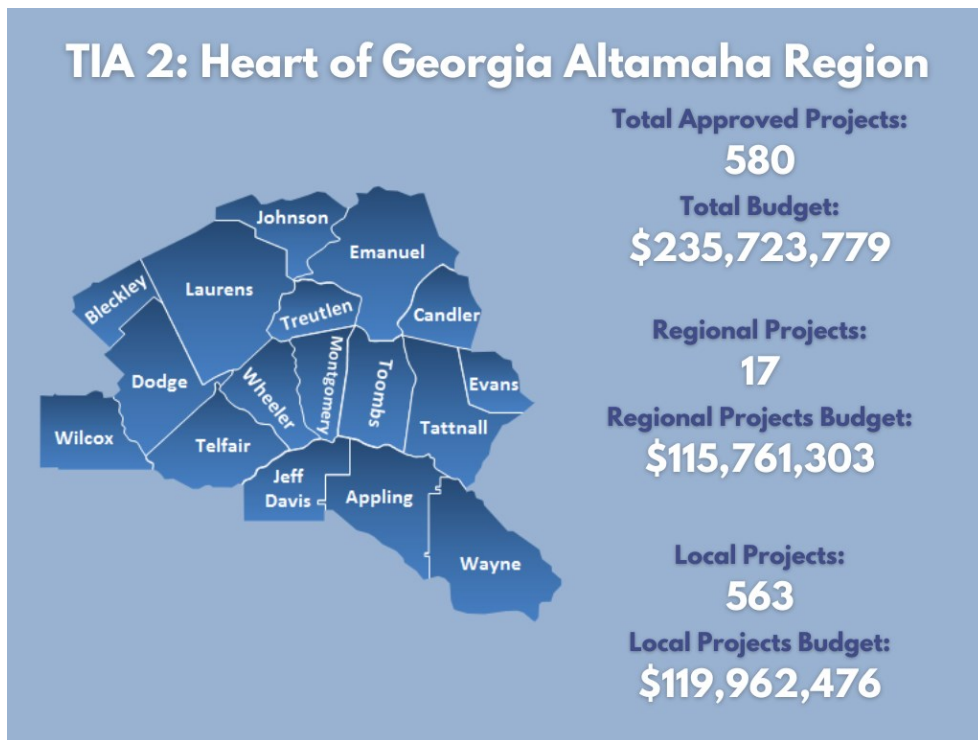
Georgia Department of Transportation

PRESS RELEASE

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What's new in TIA 2: Heart of Georgia Altamaha region to benefit from 580 new infrastructure projects following May's approval vote



DUBLIN, Georgia — Engineers, project managers and local city and county officials are now firming up plans for a new slate of road, bridge and other infrastructure projects for the Heart of Georgia Altamaha (HOGA) region, following the May 24, 2022 election where voters in all the region’s counties approved the 10-year extension of the Georgia Department of Transportation’s TIA Program.



The Transportation Investment Act (TIA) started its first 10 years in 2012 and the HOGA region was one of three involved with an approved project investment list of 764 projects budgeted at \$366,631,175. In the past decade, the one-cent sales tax enacted to help fund the project list has garnered \$304,331,285 toward the costs to date. 604 of those projects have been completed and although there are still currently 160 projects from the first investment list either in or about to start construction, locals residents are excited to start up the next batch.

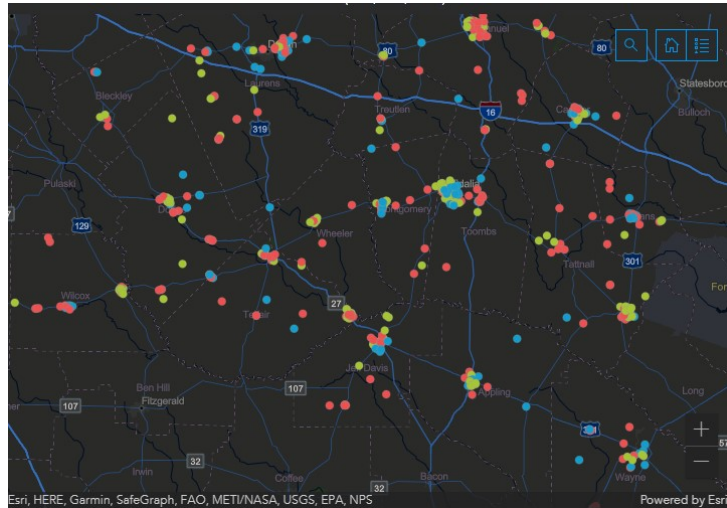
“The TIA Program has allowed HOGA to complete some very important projects that our local economies rely upon,” says Roger Branch, a member of the region’s TIA Citizens Review Panel. “For example, one project is widening and making improvements on US 1 and its bridges in Toombs County. Our cotton and peanut trucks travel that route frequently so it means a lot to the agriculture community.”

For the TIA Program’s second decade - called TIA 2 to differentiate between projects on the first approved investment list and the new second list - engineers, contractors and local officials will undertake 580 new projects with a total budget of \$235,723,779.

These projects involve a variety of infrastructure work on both the large and small scales. On the small side, the list includes 20 city streets in Baxley, 17 streets in Claxton and 17 in Hazlehurst that all will be resurfaced to improve their safety. On the larger side, the list includes a project to widen a portion of US 441/SR31 in Laurens County as well as the construction of a new entrance road from US 84 to Wayne County’s new industrial park.

Whether the projects are large or small, the TIA Program enables the region’s local communities to decide

what their priorities are and then invest in those. “The majority of the decision process is with the locals, and it’s a transparent process: the projects are selected, they’re put before the voters, and the voters have the final say,” said Kenneth Franks, State TIA Administrator. “We at Georgia DOT are fortunate to be able to administer projects that have a designated funding source. They have both local and Georgia DOT support to push them to the finish.”



This map shows the distribution of TIA 2 projects throughout the HOGA region. Every county will benefit from projects selected by their own officials and voters. Map courtesy of the Heart of Georgia Altamaha Regional Commission.

While individual and business motorists will all experience improved safety and efficiency from the projects’ improvements as they travel around the HOGA region, many are glad to see specific projects in their own cities and counties that will affect them day-to-day. “I’m looking forward to the improvements that will be made on Industrial Boulevard in Dublin,” said Phil Best, former mayor of Dublin and current member of the HOGA Citizens Review Panel. “TIA 1 brought us improvements to Hillcrest Parkway and now Industrial Boulevard is the next step in advancing our local traffic network. Even some small projects will make a real difference, like the new roundabout that will go in at Claxton Dairy Road and Woodlawn Drive. It’ll be Dublin’s second roundabout and replace an inefficient all-way stop.”

According to the Georgia DOT, the fact that all counties in the region voted to approve the TIA extension shows that citizens appreciated the collaborative and transparent aspects of the program. “When we first started approaching the county and city governments about TIA and were working to show them the benefits, there was a fair bit of skepticism for a new state program and how we were going to be able to deliver,” says Franks. “We made it a priority to work closely with the local officials, to deliver the projects that they wanted to deliver and to be as responsive as we can be to them. The reason that TIA 1 has been so successful is largely due to our cooperation with the local governments and citizens.”

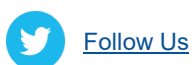
Voters in Georgia’s River Valley (RV) region also approved a 10-year extension of the TIA program on May 24. The Central Savannah River Area (CSRA) region passed the continuation of the program in 2020. These three regions will stand to deliver a total of 787 new projects to construction and invest up to \$1.98 billion toward improving and developing their transportation infrastructure. Collections will start on Jan. 1, 2023.

For more information about the TIA Program, visit the website at www.ga-tia.com.

To see the entire TIA 2 approved project investment list, [click here](#).

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The Georgia Department of Transportation’s TIA Program: The Transportation Investment Act Program (TIA) provides a process for regions to fund necessary transportation infrastructure projects through a voter-approved 10-year one-cent sales tax. Project lists are selected by regional roundtables. The program started in 2012 with three participating regions: River Valley (RV), Central Savannah River Area (CSRA) and Heart of Georgia Altamaha (HOGA). The Southern Georgia (SG) region joined the program in 2018. The RV, CSRA and HOGA regions have all voted to extend the program for a second 10-year term, called TIA 2 to differentiate each region’s new approved investment lists.



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