

# Transportation Investment Generating Economic Recovery (TIGER) Grant Application

## Coastal Regional Commission Coastal Greenway Alternative Transportation Project

### **A. Contact Information**

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[www.coastalgeorgiadc.org](http://www.coastalgeorgiadc.org)

### **Project Webpage:**

[http://coastalgeorgiagreenway.org/TIGER/LEGEND\\_WEB\\_LINKS\\_and\\_Names.htm](http://coastalgeorgiagreenway.org/TIGER/LEGEND_WEB_LINKS_and_Names.htm)

### **B. Project Description**

The Coastal Georgia Greenway (CGG) Phase I, is the first of a three phased construction plan to build a 155 mile through corridor trail connecting the three Metropolitan Planning Organizations and rural areas of Coastal Georgia to the adjoining states of South Carolina and Florida. Upon completion, this CGG project will be dedicated to the national East Coast Greenway, which is a trail linking cities continuously from Calais, Maine to Key West, Florida.

This project consist of two segments: (1) [The Island Hopper Trail](#) (IHT), a 35 mile alternative transportation facility linking Jekyll Island, St. Simons Island and Brunswick in Glynn County to Darien and Sapelo Island (via ferry) in McIntosh County; and (2) [The Savannah - Ogeechee Trail](#) (SOT), a 33.5 mile alternative transportation facility linking Richmond Hill in Bryan County to South Carolina.

The CGG project will increase the efficiency and effectiveness of the coastal transportation system through integration and better use of highway right of ways and bridges to accommodate bicycling as an alternative transportation mode. The alternative transportation routes provided by the CGG make use of multi-purpose trail facilities as a means of linking work sites to living quarters, and more effectively integrating non-motorized pedestrian access to Coastal Georgia.

The Georgia Greenway will connect the counties public and private elementary, middle, high schools and colleges, as well as the Georgia Safe Routes to School Programs, to become an essential transportation route for the school age population in coastal Georgia. The trail routes will grant greater accessibility to several facets of transportation such as the Chatham Area Transit Buses with bikes on-board, Amtrak Savannah Station, Belles Ferry serving Savannah and Hutchinson Island at the Georgia International Maritime and Trade Center, and the Cumberland Sound Ferry serving St. Marys and Cumberland Island.

**C. Waiver of Minimum Grant Size Requirement**

The Recovery Act specifies that TIGER Discretionary Grants may be no less than \$20 million and no greater than \$300 million. However, the Department has discretion under the Recovery Act to waive the \$20 million minimum grant size requirement for significant projects in smaller cities, regions or States. The Coastal Regional Commission is applying for the TIGER Discretionary Grant requesting an amount less than \$20 million, and is requesting that the minimum grant size requirement be waived.

**D. Project Parties**

Coastal Regional Commission of Georgia

The Coastal Georgia Comprehensive Plan, adopted November 12, 2008, describes the transportation role of the Coastal Regional Commission in the areas of Planning and Coordination as: Coordinate with Georgia Department of Transportation, MPOs, and local governments to develop a regional access/limited controlled thoroughfare plan identifying significant regional facilities; Coordinate transportation network improvements and land use planning; Provide rural transportation planning assistance; Facilitate a discussion of alternative financing mechanisms to support transportation planning and improvements; Coordinate the development of the CGG system and scenic byways.

Other partners include:

Camden County Public Service Authority  
P. O. Box 99, Woodbine, GA 31569  
<http://www.co.camden.ga.us/>

Glynn County  
701 G Street, Brunswick, GA 31520  
<http://www.glynncounty.org/>

McIntosh County  
P. O. Box 584, Darien, GA 31305  
(no website)

Liberty County  
P. O. Box 829 Hinesville, GA 31310  
<http://www.libertycountyga.com/>

Bryan County  
P. O. Box 430, Pembroke, GA 31321  
<http://www.bryancountyga.org/>

City of Darien  
P. O. Box 452, Darien, GA 31305  
<http://www.cityofdarienga.com/>  
City of Midway  
P. O. Box 125, Midway, GA 31320  
(no website)  
City of Richmond Hill  
P. O. Box 250, Richmond Hill, GA 31324  
<http://www.richmondhill-ga.gov/>

City of Savannah  
P. O. Box 1027, Savannah, GA 31402  
[City of Savannah Home Page](#), a leading funding source for Coastal Workforce Services  
<http://www.coastalworkforceservices.org/>

Town of Riceboro  
P. O. Box 269, Riceboro, GA 31323  
(no website)

Chatham County /Coastal Regional MPO

P. O. Box 8161, 110 State Street

Savannah, GA 31401

<http://www.chathamcounty.org/>

City of St. Marys

418 Osborne Street St. Marys, GA 31558

<http://www.ci.st-marys.ga.us/>

City of Kingsland,

P. O. Box 250, Kingsland, GA 31548

<http://www.kingslandgeorgia.com/>

City of Woodbine

P. O. Box 26, Woodbine, GA 31569

(no website)

City of Brunswick

P. O. Box 550, Brunswick, GA 31521

<http://www.brunswickga.org/>

McIntosh County, SEED

P.O. Box 2355, Darien, GA 31305

[http://www.srdi.org/docs/SEED\\_Organizational\\_Paper.pdf](http://www.srdi.org/docs/SEED_Organizational_Paper.pdf)

MillionMile Greenway, Inc.

1100 Peachtree St. NE, Suite 900, Atlanta, GA

30309 <http://www.millionmilegreenway.org/>

Georgia Department of Economic Development

75 Fifth Street, N.W., Suite 1200, Atlanta, GA

30308

<http://www.georgia.org/Pages/default.aspx>

Jekyll Island State Park Authority

100 James Road, Jekyll Island, GA 31527

<http://www.jekyllislandauthority.org/>

East Coast Greenway, Inc.

27B North Road, Wakefield, RI 02879

<http://www.greenway.org/>

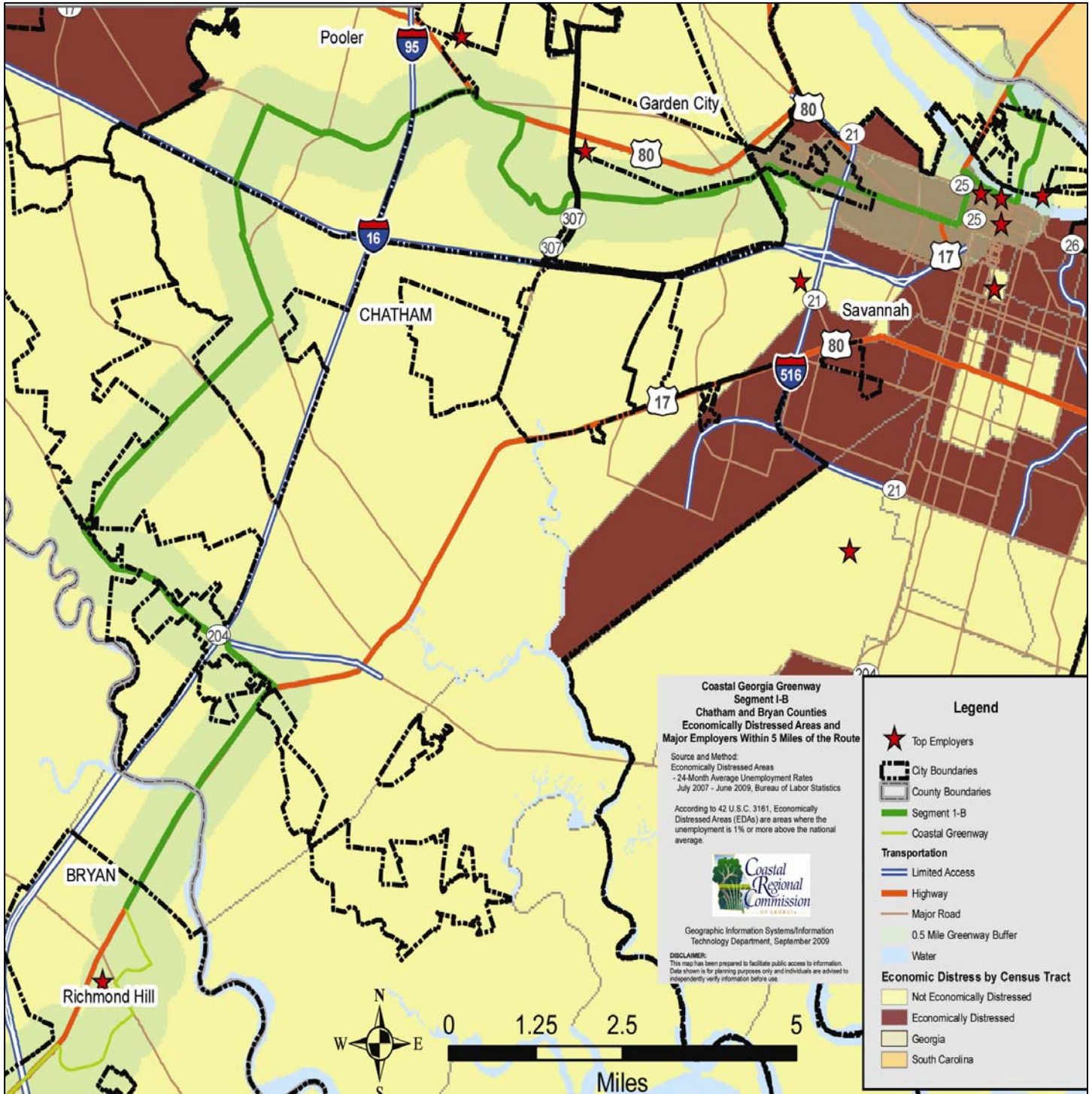
Coastal Georgia Greenway, Inc.

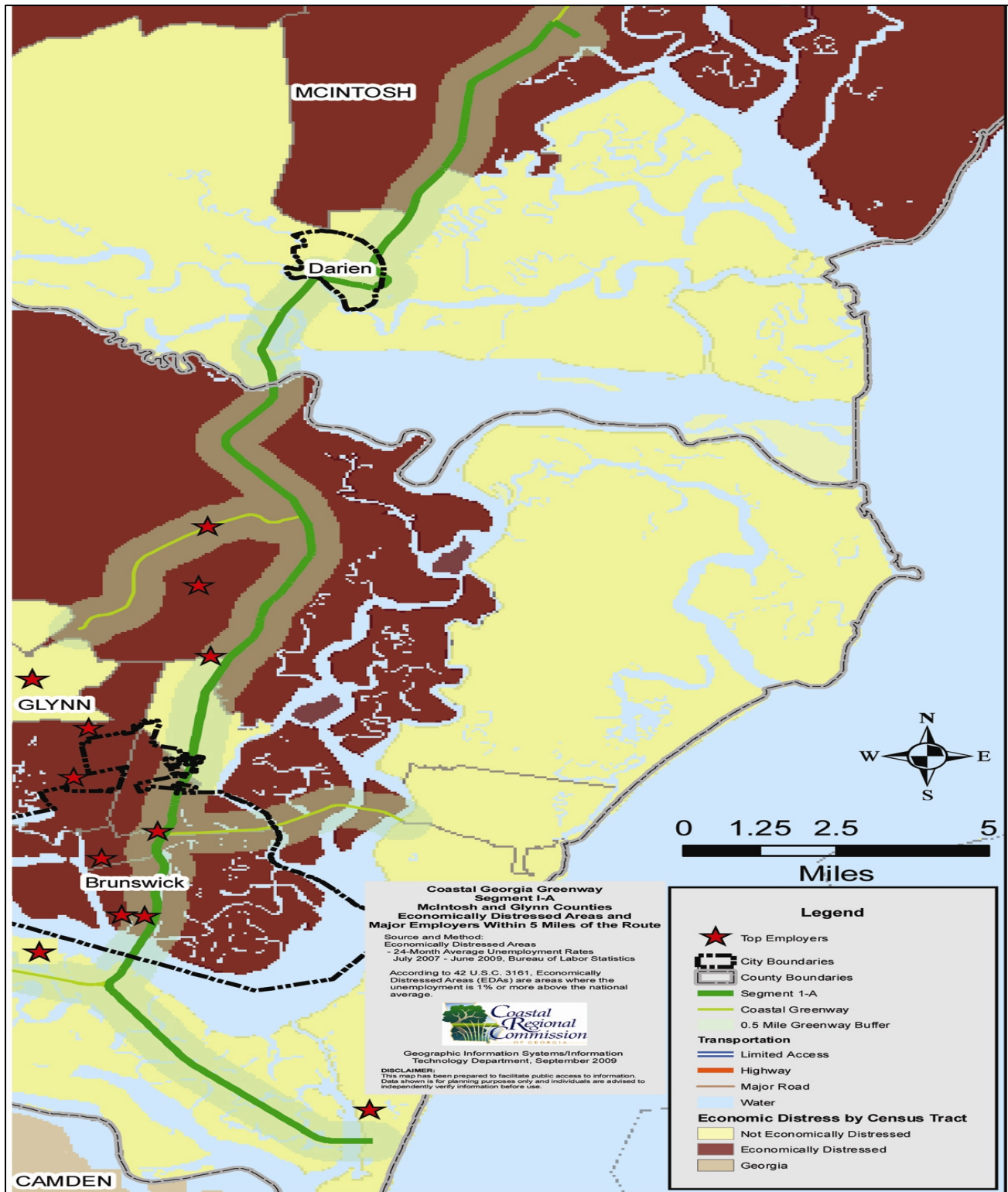
3601 Abercorn St., Savannah, GA 31405

<http://coastalgeorgiagreenway.org/>

**[A complete listing of all resolutions of support is available at this link.](#)**

**E. Project Location Map**





**F. Project Schedule and Environmental Approvals**

The CGG project will be completed within 18 months of notice of award.

<b>Dates</b>	<b>Task</b>	<b>Responsible Party</b>	<b>Use of TIGER Funds</b>
September 15, 2009 – November 15, 2009	Completion of Concept Reports (Segment I.A & I.B); submittal for GDOT review	Coastal Georgia Greenway, Inc. GDOT	
November 15, 2009 – January 15, 2010	Advertise and select Design-Build Team	Coastal Regional Commission (CRC), with review by the appropriate local jurisdictions and CGG, Inc.	
February 10, 2010	Notice of Award of TIGER funding	USDOT	\$19,633,049.93 awarded
February 10 – March 10, 2010	Execute contracts; begin surveys	US DOT, CRC and Design-Build Team	\$19,633,049.93 committed
March 10 – September 10, 2010	Completion of surveys; NEPA documentation and review	Design-Build Team, GDOT	(\$488,967.64)
September 10, 2010 – March 10, 2011	Acquisition of trail construction and public access easements (no project funding required for two tracts in Chatham County) (See web link to these sites)	Chatham County, in accordance with federal requirements	0
September 10, 2010 – March 10, 2011	Develop 90 percent of plans and begin construction	Design-Build Team with appropriate review	(\$5,526,147.01)
March 10 – August 10, 2011	Complete permitting and construction		(\$13,617,934.28)

**G. Grant Funds and Source and Use of Project Funds**

Sources	Parties	Uses	Amount	%
<b>CHATHAM COUNTY</b>				
TE: Savannah-Ogeechee Canal Trail	Chatham Co.	Biking/walking	\$50,000	
GDOT P.I. 0002267	GDOT		\$200,000	
Savannah-Ogeechee Canal Trail	Chatham Co.	Biking/walking	\$550,000	
		<b>Subtotal</b>	<b>\$800,000</b>	
<b>GLYNN COUNTY</b>				
Department of Natural Resources, CRD	Brunswick	Biking/walking	\$20,000	
Coastal Incentive Grant (50/50 match)	GDNR		\$20,000	
Community Development Block Grant	Brunswick	Biking/walking		
	CDBG	Biking/walking	\$88,000	
		<b>Subtotal</b>	<b>\$128,000</b>	
<b>MCINTOSH COUNTY</b>				
TE: Highlander Trail	McIntosh Co.	Biking/walking	\$175,000	
P.I. 0008177	GDOT		\$700,000	
HPP: Highlander Trail	McIntosh Co.	Biking/walking	\$64,465	
P.I. 0007635	GDOT		\$142,400	
		<b>Subtotal</b>	<b>\$1,081,000</b>	
<b>Local Source Funding</b>			<b>\$2,066,365</b>	<b>10%</b>
<b>TIGER Discretionary Grant Project</b>	<b>US DOT</b>		<b>\$19,633,048.93</b>	<b>90%</b>
<b>TOTAL PROJECT</b>			<b>\$21,699,414</b>	<b>100%</b>

Please see excel files for complete budget information for [The Island Hopper Trail](#) and [The Savannah - Ogeechee Trail](#).

**H. Long Term Outcomes**

State of Good Repair

The Coastal Georgia Greenway takes into consideration the long term planning goals of the region, the MPO's, rural counties, and the Georgia Department of Transportation. The Island Hopper Trail along US 17 is consistent with expected transportation improvement plans which include improved bike and pedestrian facilities. Making sure that alternative transportation is

established when these road improvements are constructed will curb future road usage and facilitate more local participation in maintaining these rural routes. With more slow moving transportation on rural routes, problems are more likely to be noticed and reported before becoming critical to drivers. This increased level of monitoring will help to identified minor problems before they become costly major repairs.

In Chatham County, the CGG will be constructed concurrently with planned bridge replacement and road improvements allowing integrated management practices to be implemented leading to minimized life-cycle costs. These coordinated practices and multi-modal use of existing rights-of-way will produce satisfactory services to draw road users from heavier-congested corridors. The implementation of a complete streets policy on a rural road way will heighten drivers understanding of proper road construction. Furthermore, this could serve as a demonstration project that will promote new road techniques and create a demand for more multi-modal corridors that will also minimize life-cycle costs.

#### Economic Competitiveness

The CGG project's focus on economic competitiveness is addressed in two areas. First by providing a new means of alternative transportation linking economically distressed and other residential areas to the region's central business districts and multiple large employers, such as Georgia Ports Authority in Savannah and Brunswick, the Federal Law Enforcement Training Center and Georgia Pacific in Glynn County, and Gulfstream in Chatham County. The project will allow people to safely bike or walk to work. Thus, the CGG project will improve the region's long-term efficiency and cost competitiveness in the movement of workers by means of alternative transportation modes, namely bicycling and walking. Second, the project will attract a new segment of tourists to the region to enjoy distance cycling, a destination activity, thereby improving the economic impact of Georgia's second largest industry – tourism. The project will measurably contribute over the long term to growth in the region's tourism employment, especially in the region's economically distressed areas. Assuming complete construction of the 161-mile CGG alternative transportation route by 2015, the Greenway will:

- Attract approximately 220,000 user-days in 2015 and 495,000 user-days in 2020
- Generate expenditures per user per day of between \$22.41 and \$29.23

Assuming that 80 percent of trail users are non-local residents (high scenario), the CGG will annually:

- Add \$7.9 million to business revenue in 2015, rising to \$17.2 million in 2020
- Support 133 jobs in 2015, rising to 285 jobs in 2020
- Generate \$2.8 million in labor income in 2015, rising to \$5.9 million in 2020
- Generate \$467,000 in state and local tax revenue in 2015, rising to \$1 million in 2020
- The impact is projected to increase by 2.5 percent per year after 2020

Assuming that 50 percent of trail users are local residents (low scenario), the CGG will annually:

- Add \$5.7 million to business revenue in 2015, rising to \$11.7 million in 2020
- Support 95 trail related jobs in 2015, rising to 192 jobs in 2020
- Generate \$2.0 million in labor income in 2015, rising to \$4.0 million in 2020

- Generate \$332,000 in state and local tax revenue in 2015, rising to \$676,000 in 2020
- The impact is projected to increase by 2.5 percent per year after 2020. Project construction will constitute an investment that will allow net new tourism related businesses to serve this niche of the tourism market and maintain current tourism jobs by providing a new destination activity for tourists, thereby extending their stay, and generating a positive economic impact within the region.

### Livability

Coastal Georgia consists of dramatic scenic views of rivers and marshes that have drawn the movie industry for filming the historic neighborhoods and canopy roads for years. The CGG will include the linkage of 104,000 acres of wildlife areas, ten water front parks, 12 historic districts, nine cities, 12 schools and nine museums.

This area once linked by coach, rail, and canal barge fostered interdependence among the coastal cities, ironically the interstate system bypassed coastal small towns leaving them economically adrift. Most schools, downtowns, parks and historic sites cannot be easily accessed by walking or bicycling, and most economically distressed areas are separated from major employment centers without a safe, non-motorized means of access. The CGG alternative transportation route will be incorporated into these coastal towns and bring economic life back to these historic communities.

Georgia has one of the largest areas of severe poverty in the United States. The extreme isolation of the poorest Georgians can only make matters worse. In this setting, the CGG alternative transportation routes offer enhanced user mobility by creating more convenient transportation options. There will be improved access from McIntosh County to Glynn County, where 38.2 percent of McIntosh County employees commute to work, and Richmond Hill to Savannah where 56.7 percent of Bryan County residents work.

Also, those in poverty will have improved access to downtown Savannah, and Hutchinson Island, one of the region's major employment centers. In addition, the new CGG alternative transportation route will link with existing Chatham Area Transit bus routes; with the Amtrak Station in Savannah; and with Belles Ferry that links Hutchinson Island and several large hotels, as well as the Maritime Trade and Convention Center, with downtown Savannah. Increased use of the new shared use paths and bike lanes will reduce vehicular demand on adjacent existing highways and improve safety.

According to the American Automobile Association, in 2008 a car cost \$8,121 per year to operate; and according to the League of American Bicyclists, in 2008 a bicycle cost \$120 per year to operate. For the disadvantaged communities within five miles of the CGG, this new alternative transportation route can make the difference in their take home pay and what it will afford.

### Sustainability

A benefit of getting coastal residents out of their cars and onto a trail will be that they will experience the outdoors and grow to value the coastal environment, and thus more likely to

protect it from degradation. Understanding is fostered by direct experience that can be gained from the CGG trails. A region wide greenway system would help to meet many of the critical ecological needs of the region. Bikeways and greenways promote non-polluting forms of transportation that can reduce energy consumption and contribute to cleaner air. They also facilitate quiet forms of transportation that can decrease noise pollution. They would serve to make citizens more aware of the rich and diverse natural resources in Coastal Georgia. Additional environmental benefits from greenways include protection of wildlife, connection of wildlife habitats, improved water quality, additional air pollution filtering, flood control, and temperature control.

This CGG alternative transportation project will play a role in improving energy efficiency, reducing dependence on oil, reducing greenhouse gas emissions and benefiting the environment of coastal Georgia. The mode of transportation we choose every day affects the health of millions. Transportation is the largest single source of air pollution in the United States. It causes nearly two-thirds of the carbon monoxide, a third of the nitrogen oxides, and a quarter of the hydrocarbons in our atmosphere. Air pollution contributes to lung disease, including respiratory tract infections, asthma, and lung cancer. Lung disease claims close to 335,000 lives in America every year and is the third-leading cause of death in the United States. An average automobile engine emits 19.4 pounds of carbon dioxide emissions per gallon of fuel burned. Bicycling, walking and other alternative commuting options prevent the emissions of unnecessary greenhouse gases into the atmosphere. Infrastructure such as the CGG does not necessarily have a direct correlation with reduced green house gas emissions because the trail will not be used solely for commuting purposes. However, with the addition of trail infrastructure, cycling will become a more common method of transportation and encourage a robust and high density urban environment. According to the San Francisco Planning and Urban Research Association, “the most important impact of new bicycle facilities may be that in the long run, along with rich transit service and a desirable pedestrian environment, bike facilities help to make low-traffic, compact urban neighborhoods possible and attractive.”

Today, less than one percent of the residents of coastal Georgia cycle to work or to other local destinations, and their children only know about local travel from looking out of a car window. Funding this CGG alternative transportation project will provide a new, safe transportation facility for families who walk or ride a bike to local destinations, thereby allowing today’s children to experience alternative transportation and to make it a part of their lives as they mature; thus fostering energy independence as a long-term outcome of project funding. By decreasing the movement of people by less energy-efficient vehicles our coastal communities and the environment will benefit. Providing a shared-use path and bike lane network throughout the project counties will encourage residents to walk or ride their bicycles to places, when otherwise they might have used a motor vehicle.

### Safety

Development of the CGG will greatly improve the safety of motorists, bicyclists and pedestrians in the region. This project improves existing transportation infrastructure and creates new path facilities, both of which will help to educate users on safe behavior, and will better integrate bicycle, pedestrian and automobile uses. The CGG multi-use trail system

integrates a number of researched solutions that will help to reduce the severity and frequency of bicycle- pedestrian- automobile accidents.

Improved striping, increased bike lane width and the use of rumble strips to separate car and bike lanes within the greenway corridor will help to reduce the rate of on-road collisions. A study by Moritz shows that 70 percent of all serious bicycle accidents occur on roads without bike lanes/facilities as opposed to four percent on roads with bike lanes/facilities (Moritz 1998). The installation of such facilities would dramatically cut the number of bicycle and pedestrian accidents along the greenway route. In addition, many roadways along the proposed path do not currently meet Department of Transportation safety requirements regarding lane width and striping. The proposed plan would bring these existing facilities up to compliance by expanding bike lane size to 6.5 feet including installation of 18 inch rumble strips.

The CGG path would integrate of a number of traffic calming strategies within neighborhoods along the route helping to both improve the flow of automobile traffic and improve the safety of bicyclists and pedestrians. Bicycle lanes are often used in combination with a reduction in road width, and other strategies, to reduce the speed and increase efficiency of traffic flow and improve access for bicycles and pedestrians.

The CGG path will also set the foundation for future improvements that will make the region safer for bicyclists and pedestrians. It will aid regional efforts to educate bicyclists and motorists about safe driving/biking behavior, and facilitate the development of infrastructure that will improve safety. The City of Savannah received honorable mention in 2008 as a *Bicycle Friendly Community* from the Alliance for Biking and Walking. They wish to use the CGG path to strengthen their case for full *Bicycle Friendly Community* status in the near future. This project will help the region's effort to receive this kind of recognition. As a critical mass of bicycle facilities develop, the region's population will become more aware of the need to integrate alternative modes into our existing transportation system. This project provides the critical spine from which additional bike/pedestrian paths are planned.

There is room for great improvement in the bike/pedestrian infrastructure within this region. By utilizing a broad array of strategies the CGG multi-use trail will greatly improve the safety of bicyclists, pedestrians and motorists on Georgia's roads. As can be seen in the chart below, approximately 14 percent of all reported bicycle crashes in Georgia in 2003-2007 happened within the counties containing the Greenway corridor. With these improvements the rate of bike injuries will decline. The project will apply innovative methods to improve the safety of current and future generations of transportation system users. Research shows that accident rates will drop with the expansion and refinement of bicycle facilities to accommodate multi-modal transportation and through the education of cyclists, pedestrians and motorists about how to safely interact on the roadway.

<b>2003-2007 Bike Crash Occupants</b>				
<b>County Name</b>	<b>Total</b>	<b>Fatal</b>	<b>Injured</b>	<b>No Injury</b>
Bryan	16	1	12	3
Camden	29	1	20	8
Chatham	465	3	326	136
Glynn	100	2	70	28
Liberty	56	0	48	8
McIntosh	3	0	3	0
Total Coastal Counties	669	7	479	183
Georgia	4675	81	3475	1119

Source: GDOT Accident Crash Reporting Data

### **I. Job Creation and Economic Stimulus**

#### Estimated Short-Term Economic Impacts

In the table below, summary data regarding the overall economic impact of project construction are presented. The direct employment impact of construction is estimated to be 189 jobs. The secondary employment impact from project construction is estimated to be 129 jobs. These arise from the suppliers of the firms engaged in construction and from the re-spending of construction-related payroll through the four county study area. The total employment impact is estimated to be 318 jobs, implying an employment multiplier of 1.68. The multiplier indicates that every 10 jobs created by construction of the projects will support another seven jobs in the area.

Labor income, including benefits, earned by workers directly employed by firms engaged in the construction of the projects is estimated at \$6.4 million. An additional \$3.8 million is estimated to be earned by other workers at businesses affected by the economic ripple effect of the construction activity. In total, \$10.3 million in labor income is expected to be directly or indirectly linked to construction of the projects. This yields an estimated multiplier of 1.59 for labor income. This means that for every \$1 earned by workers building the projects, an additional 59 cents is estimated to be earned by other workers in the region.

The construction effort also induces business revenue for firms in the region. The firms engaged in the project will earn approximately \$20 million in business revenue. As a result of supplier linkages to these firms and the recycling of construction-related income, other businesses are estimated to derive \$10.8 million in business revenue. The multiplier for business revenue is 1.54. This implies that for every dollar of construction expenditure, an additional 54 cents in revenue was generated for other businesses in the region.

The \$30.8 million in business revenue and \$10.3 million in labor income are assumed to result from the injection of the federal stimulus funds into the six-county economy. This will induce economic activity that will generate tax revenue for state and local governments. In total, the state and local government tax revenue generated construction of the project is

estimated to be \$721,000. The three largest components of this are state income tax revenue (\$220,000), sales tax revenue (\$264,000), and business property taxes (\$151,000).

<b>Short-Term Economic Impact of Project Construction</b>				
<b>(In 2009 Dollars)</b>				
	<i>Direct</i> Impact	Secondary Impact	Total Impact	Multiplier
Employment	189	129	318	1.68
Business Revenue*	\$20,000,000	\$10,759,000	\$30,759,000	1.54
Labor Income*	\$6,462,000	\$3,794,000	\$10,256,000	1.59

Notes: \*Business Revenue and Labor Income are in millions of 2009 dollars.  
Labor Income includes salaries, wages, benefits, and proprietor's income.  
Secondary includes indirect and induced impacts.

Quality of Short-Term Jobs Created

The average annual wages earned in the six counties of the study area is \$35,638. Based on the estimated economic impacts of labor income earned and employment created in each sector affected, an estimate of the annual labor income earned on average for the created jobs in each sector can be obtained. The figures are then adjusted downward by 15 percent to account for potential benefits that may be earned by the workers in the 318 newly created jobs. Sectors are then ranked-ordered by benefit-adjusted compensation per job and grouped together such that the average compensation per job created across the “high quality sectors” is greater than \$35,638, the average wage in the region, while the remaining jobs are classified as low-quality jobs. This methodology yields the following: of the 318 new short-term jobs created, 64 jobs (20 percent) are high quality jobs paying \$36,650 on average per year, while 254 jobs (80 percent) are of low quality paying an average of \$25,795 per year.

**J. Secondary Benefits**

Innovation

The CGG Project is innovative in the following ways:

- Enhance the operational performance of coastal Georgia’s transportation system by linking alternative modes of transportation and by more fully utilizing existing highway bridges and rights-of- way
- Utilize USDOT FHA Pedestrian Safety Guide and Countermeasure Selection System for traffic calming, pedestrian and bicyclist safety, re-striping and signalization for existing roads and bridges
- Develop safe at-grade and separated grade intersections to meet or exceed applicable complete streets criteria, AASHTO standards, and US DOT FHA Pedestrian Safety Guide and Countermeasure Selection System for traffic calming, pedestrian and bicyclist safety

- Create a new to the region destination activity (distance bicycling and hiking) for existing educational, environmental and historical sites by linking them with trail facilities; and
- Utilize innovation in project materials and construction methods for environmental and historic protection, interpretation of environmental, historic and cultural assets.

### Partnership

A strong collaboration has developed among a broad range of participants to ensure the completion of this project. Partners include: one national non-profit organization (The East Coast Greenway, Inc.); two, regional non-profit organizations (The MillionMile Greenway, Inc. and the Coastal Georgia Greenway, Inc.); three regional public sector partners – The Coastal Regional Commission (lead applicant), the Coastal Regional Metropolitan Planning Organization (CORE) in Chatham County, and the Camden County Public Service Authority.

Among these organizations are recreation, employment and marketing service providers that will work to integrate the CGG with local, state, regional and national transportation efforts; including the East Coast Greenway and the Gullah-Geechee National Heritage Corridor. Coastal Workforce Services, funded by the City of Savannah and federal Department of Labor grants, is a regional, community based organization that works to connect disadvantaged people with economic opportunities such as this economic stimulus project.

Other sources of federal funding, such as FHWA Transportation Enhancement funds administered by the state, require 20 percent to 50 percent local match. At the most, local communities have been able to raise only 10 percent of the total cost of these two trail segments. The TIGER grant is the best opportunity since 1993 for funding this regionally and nationally significant trail.

An important aspect of this partnership is the participation of the Georgia Department of Economic Development, the MillionMile Greenway, Inc., and the East Coast Greenway, Inc., who will work together to develop and implement a marketing plan for the CGG so that it can be used immediately for local transportation and tourism. The plan will be part of project development and it will be publicized in local, state, national markets.

### **K. National Environmental Policy Act Requirements (NEPA)**

Scanned NEPA documents are available: [IHT Concept Report](#), [Segment I Concept Maps](#) and [Heritage Trail Concept report](#).

### **L. Federal Wage Rate Requirements**

# CERTIFIED ASSURANCES

## Preamble

The American Recovery and Reinvestment Act of 2009 (ARRA or Recovery Act, P.L. 111-5) funds have been appropriated to supplement job preservation and creation, infrastructure investment, energy efficiency and science, assistance to the unemployed and State and local fiscal stabilization for the federal fiscal year ending September 30, 2009, and for other purposes. The appropriation of Recovery Act funds stipulates specific requirements applicable to these funds such that the Congressional intent to expend funds expeditiously and with full transparency and accountability.

### 1. Purposes and Principles:

In accordance with the intent of the Recovery Act, funds will be spent expeditiously and effectively, with full transparency and accountability in the expenditure of funds. The Recovery Act provides an opportunity to stimulate the economic and financial climate of the nation and Georgia by enhancing and otherwise creating opportunities that will strengthen Georgia families.

### 2. Limit on Funds:

None of the funds appropriated or otherwise made available in the ARRA will be used by any state or local government, or any private entity, for any casino or other gambling establishment, aquarium, zoo, golf course, or swimming pool.

### 3. DUNS/CCR:

The Contractor and their subcontractors will have a Dun and Bradstreet Numbering System (DUNS) number ([www.dnb.com](http://www.dnb.com)) and will maintain active and current profiles in the Central Contractor Registration (CCR). ([www.ccr.gov](http://www.ccr.gov)).

### 4. Schedule of Expenditures of Federal Award:

Contractors agree to separately identify all expenditures for each grant award funded under ARRA on the Schedule of Expenditures of Federal Awards (SEFA) and the Data Collection Form (SF-SAC) required by Office of Management and Budget Circular A-133, "Audits of States, Local Governments, and Non-Profit Organizations.) This identification on the SEFA and SF-SAC shall include the Federal award number, the Catalog of Federal Domestic Assistance (CFDA) number, and amount such that separate accountability and disclosure is provided for ARRA funds by Federal award number consistent with the recipient reports required by ARRA Section 1512 (c).

### 5. Responsibilities for Informing Sub-contractors:

Contractors agree to separately identify to each subcontractor and document at the time of sub-award and at the time of disbursement of funds, the Federal award number, CFDA number and amount of ARRA funds.

### 6. Reporting/Program Management and Financial Expenditure:

Accountability guidelines for the Recovery Act emphasize data quality, stream-lining data collection, and collection of information that shows measurable program outputs. The Act also emphasizes transparency and frequent communication with the American public about

the nature of the Recovery Act investments. Contractor shall collect and report information as conveyed in upcoming ARRA reporting instructions to be issued by grantor.

**7. Applicable Authority:**

Funds provided under this contract will be expended in accordance with all applicable federal statutes, regulations, policies, and guidance, including those of the ARRA of 2009. In addition, ARRA funds will be spent in accordance with any applicable approved State plan including approved modifications and amendments to the plan.

**8. General Provisions of ARRA, as applicable:**

The following clauses are specific to usage of ARRA funds and are intended to supplement, not replace any existing terms and conditions contained in the application.

**Wage Rate Requirements:** Subject to further clarification issued by the Office of Management and Budget and notwithstanding any other provision of law and in a manner consistent with other provisions of ARRA, all laborers and mechanics employed by Contractors and subcontractors on projects funded directly by or assisted in whole or in part by and through the Commission pursuant to this award shall be paid wages at rates not less than those prevailing on projects of a character similar in the locality as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code. With respect to the labor standards specified in this section, the Secretary of Labor shall have the authority and functions set forth in Reorganization Plan Numbered 14 of 1950 (64 Stat. 1267; 5 U.S.C. App.) and section 3145 of title 40, United States Code. (ARRA Sec. 1606)

**Whistleblower Protection:** Each Contractor or sub-contractor awarded funds made available under the ARRA will promptly refer to the Federal and State Office of Inspector General any credible evidence that a principal, employee, agent, contractor, sub-recipient, subcontractor, or other person has submitted a false claim under the False Claims Act or has committed a criminal or civil violation of laws pertaining to fraud, conflict of interest, bribery, gratuity, or similar misconduct involving those funds. (ARRA Sec. 1553)

**Buy American – Use of American Iron, Steel, and Manufactured Goods:** None of the funds appropriated or otherwise made available by the ARRA will be used for a project for the construction, alteration, maintenance, or repair of public buildings or public works unless all of the iron, steel, and manufactured goods used in the project are produced in the United States. See ARRA Section 1605-Buy American Requirements.

**9. Right to Inspect:**

It is hereby agreed that the State of Georgia Inspector General shall have access to all records, information, data, reports, plans projections, matters, contracts, memoranda, correspondence, and any other materials relating to this contract and shall be deemed to be an authorized representative and agent of the grantor for the purposes of examining and investigating the records of all contractors, sub-recipients, subcontractors or consultants whose records relate to contracts and/or subcontracts with Contractor for the purpose of determining whether fraud, waste, corruption and abuse has occurred. Contractor agrees to the following:


- (a) Contractor agrees to make available, at all reasonable times, during the term of this contract plus an additional six (6) years thereafter, any and all records, information, data, reports, plans, projections, matters, contracts, memoranda, correspondence, and other materials relating to this contract, for inspection by the Office of the State Inspector General.

- (b) Contractor agrees to include the substance of this clause in all subcontracts related to this contract.

By signing below, the signatory agrees to the terms and conditions of these assurances on behalf of the entity indicated below. The Contractor assures these standards are met by the entity and can be confirmed by the grantor and/or entity records and/or audits.

**CERTIFIED ASSURANCES:**

**Coastal Regional Commission**  
Name of Corporation

By:  \_\_\_\_\_

**Dan Coty, Chairman**  
Name/Title

**September 15, 2009**  
Date signed by Applicant

**Coastal Regional Commission**  
Name of Corporation

By:  \_\_\_\_\_

**Allen Burns, Executive Director**  
Name/Title

**September 15, 2009**  
Date signed by Applicant