

Transportation Investment Act (TIA) of 2010

Fact Sheet 1/1/12

Need and Purpose:

- Georgia spends less per capita on transportation than most all other states.
- Georgia's population and economy have grown rapidly but the state has under-invested in transportation.
- State transportation funding comes almost solely from Georgia's motor fuel tax, which can only be used for roads and bridges. Other states have multiple funding sources for broader transportation infrastructure investment.
- Existing funding levels, both state and federal, are insufficient to meet our transportation infrastructure needs. And as vehicles become more fuel efficient and carpooling and transit use increases, that shortfall will worsen.
- A new investment strategy supported by additional resources could transform our transportation network; create tremendous GDP growth; and, produce thousands of new jobs.

Overview of TIA:

- Creates 12 special tax district regions based on existing Regional Commission boundaries.
- Allows each region to levy a 1% sales tax for 10 years.
- Funds collected in each region must be spent in that region and are not subject to congressional balancing laws.
- Projects were selected by elected leaders of local governments who formed Regional Roundtables. These Roundtables consisted of two individuals from each county: the county commission chair and one mayor (selected by all of the county's mayors).
- All 12 Regional Roundtables approved a list of projects by the specified October 15, 2011, deadline.
- Project lists can be found at www.it3.ga.gov
- Voters in each region will vote on the proposed sales tax increase in a July 31, 2012, referendum.
- 75% of each region's proceeds (except in ARC which is 85%) would be used to fund the projects on the final project list approved by the Regional Roundtable.
- 25% of the Region's proceeds (except in ARC which is 15%) would be divided among the region's local governments to be spent on transportation projects of that government's choosing, i.e. resurfacing. The money would be distributed using a formula of population and road mileage.
- Most project delivery would be the responsibility of Georgia DOT, working with local governments. The Georgia Regional Transportation Authority (GRTA) would be responsible for delivery of transit projects in the Atlanta Region, in conjunction with local transit sponsors.

Projected Revenue Collections by Region over 10 year period:

<u>Regional Commission</u>	<u>Amount (\$Millions)</u>
1. NW Georgia	1,487
2. Georgia Mountains	1,260
3. ARC	8,468
4. Three Rivers	947
5. NE Georgia	988
6. Middle Georgia	876
7. Central Savannah River	841
8. River Valley	594
9. Heart of Georgia	399
10. SW Georgia	530
11. Southern Georgia	671
12. Coastal	1,608