



# 2010 Governor's Legislation

## Transportation Investment Act

For the last decade or more, Georgia has underinvested in its transportation infrastructure, harvesting the benefits of previous investments in our water ports, airports, interstates, and transit systems, but failing to maintain a level of investment consistent with population and economic growth in the state.

**It is clear Georgia must renew its investment in transportation if our state is to remain competitive.**

With a Statewide Strategic Transportation Plan drafted and soon to be in place, there is clear guidance for effective investment in our transportation network. The Transportation Investment Act of 2010 gives the people of Georgia, exercising regional and statewide vision, the opportunity to vote to approve funding for strategic, job and growth-producing transportation programs and projects.

### 1. New Regional Transportation Resources: Referendum on a 1% Sales Tax

- Keeps taxing authority with state and local governments
- Creates 12 Special Tax Districts for Transportation along boundaries of Regional Commissions
- No county "opt-out"
- GDOT Director of Planning initiates and guides the development of each district's investment list in collaboration with local governments
- Local governments review, amend, and approve their districts' investment list via "Regional Transportation Roundtables" which meet only twice (does not set up a new level of government)
- MPOs play a role in developing the project list in their area (to comply with federal law)
- First vote is statewide at the Presidential Preference Primary in 2012
- Votes tallied by district
- 8-year term of levy
- All revenues invested in districts where funds were collected
- 10% of each district's revenues are designated for discretionary use by local governments within the district, distributed to cities and counties by road miles and population (same as LARP formula)
- SRTA serves as the trustee for each district's revenues and manages disbursement of funds (may delegate to MPOs and Regional Commissions)
- After voters approve the investment lists, Citizens Review Panels are set up for each district to check the progress on the investment list to make sure the voter-approved projects are on-time and within budget
- Upon conclusion of the 8-year levy or if a region's voters reject the tax, the list development process and ballot and may be reinitiated by Local Legislation and approval of a majority of the district's counties
- Proceeds of the tax may be used only for the voter-approved projects, which may be all transportation activities and purposes, including construction, maintenance, and operations

### 2. Existing Transportation Resources: Modernize Rules for Balancing

- Realigns transportation balancing districts to match with regional commission boundaries
  - > Distributes capacity-adding funds to districts based on population
  - > Distributes maintenance funds to districts based on lane miles
  - > Applies to SB 200 allocation formula for GDOT's current federal and state budgeted funds as approved through the appropriations of General Assembly
  - > 10-year balancing period, commencing July 1, 2011

### 3. MARTA: 50/50 Capital/Operations Expenditures

- Suspends the 50/50 restriction on MARTA's expenditures for a 3-year period