

## Transportation Investment Act of 2010 – Summary for Regions Outside Atlanta

### Structure

- 1% regional sales tax to fund all modes of transportation over a 10-year period (2013-2023)
- Creates 12 special regional tax districts along existing regional commission boundaries
- Each region includes 10 to 18 counties and roughly 300,000 to 850,000 residents
- Each region has an estimated 10-year revenue potential of roughly \$500 million to \$2 billion
- Counties are prohibited from opting out of or switching between regions
- Each region sets up a roundtable comprised of the county chair and 1 mayor from each county
- Each roundtable elects 5 members to serve on an executive committee
- Each executive committee also includes three local, non-voting legislators (2 House, 1 Senate)

### Timeline

- GDOT planning director drafts project criteria for each region
- Each region provides feedback on the criteria; each roundtable finalizes them
- Each region sends project requests to the planning director, who drafts an initial “long list”
- Each executive committee narrows the list down to a working draft together with the director
- Each roundtable amends and votes on the draft list and – if approved – sends it to the voters
- Georgians in each region with an approved list vote on the tax during the 2012 general primary
- Project list and tax are adopted if a majority (50% plus 1) across an entire region vote in favor

### Local Match

- Regions that win voter approval will receive a 90/10 match for state grant funding
- Regions that place a referendum on the ballot but fail to win approval will get a 70/30 match
- Regions that do not place a referendum on the ballot will be required to provide a 50/50 match

### Projects

- Roads, bridges, transit, freight and passenger rail, ports, airports, bike and pedestrian facilities
- Revenue raised from the tax may be used for construction, operations and maintenance

### Allocation

- 100% of the revenue raised stays within the region in which it was collected
- 25% of revenue is returned to counties and cities in the region for discretionary local projects
- No state or federal transportation funds can be redirected from a region that passes the tax
- Revenue raised is not subject to Congressional balancing
- Exemptions: motor fuel; jet, locomotive and transit fuel; fuel for farm or construction equipment; fuel used in manufacturing; building and construction materials; auto sales over \$5,000
- GSFIC serves as trustee and disburses funds to GDOT on request
- GDOT serves as project manager and builder, unless delegating those duties to other parties

### Input

- Primarily local governments, MPOs, state lawmakers, roundtables and executive committees
- Atlanta Regional Commission may weigh in on Regions 1, 2, 4 and 5
- Minimum of two roundtable meetings and two town halls must be held in each region
- Speaker and Lt. Governor appoint a five-member citizens review panel for each region

For more information, visit [gachamber.com/transportation](http://gachamber.com/transportation) or contact Ryan Mahoney at [rmahoney@gachamber.com](mailto:rmahoney@gachamber.com).