

Transportation Resource Legislation

1. New State Transportation Resources: GO Bonds

- 10 year commitment of GO bonds for specified transportation projects, starting in FY 2011
- \$300 million per year, subject to annual appropriations by General Assembly
- Debt service payments made with State General Funds
- Limit to freight-related improvements (road & rail)
- Not subject to Congressional balancing

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

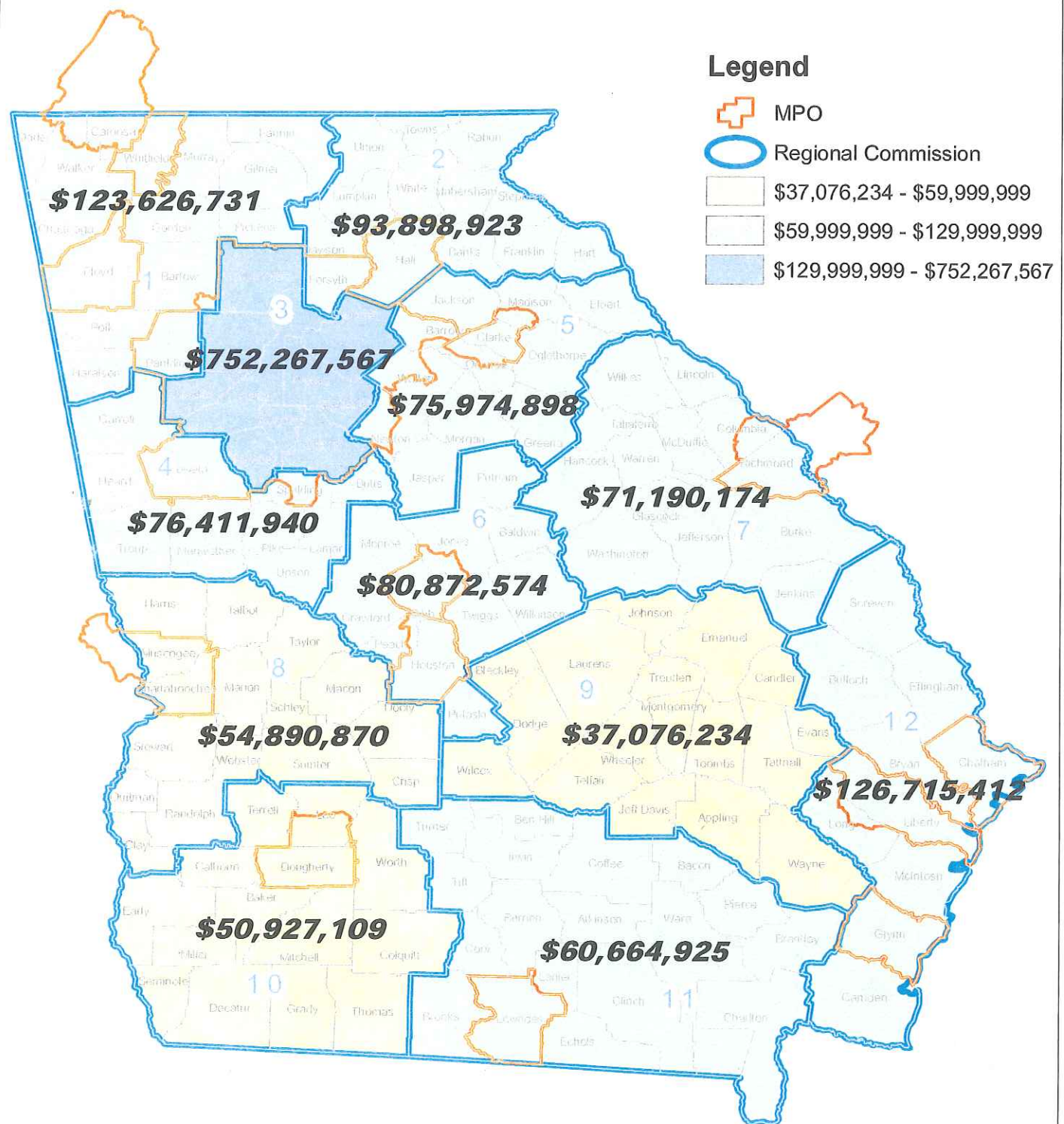
- Keep taxing authority with state and county governments
- Create 12 Special Tax Districts for Transportation (along boundaries of Regional Commissions)
- Director of Planning drives the ballot planning process
- First vote is statewide (in 2012) based on District project lists – votes tallied by District
- No county “opt-out”
- All revenues invested in Districts where funds were collected
- 8-year term of levy – upon sunset, another voter approval is required in each District
- If District rejects tax during the statewide vote, a super-majority of County Commissions in the District can pass binding resolutions to re-initiate the ballot planning process
- Allow use of proceeds for all transportation activities and purposes per the Strategic Plan

3. Existing Transportation Resources: Modernize Rules for “Balancing”

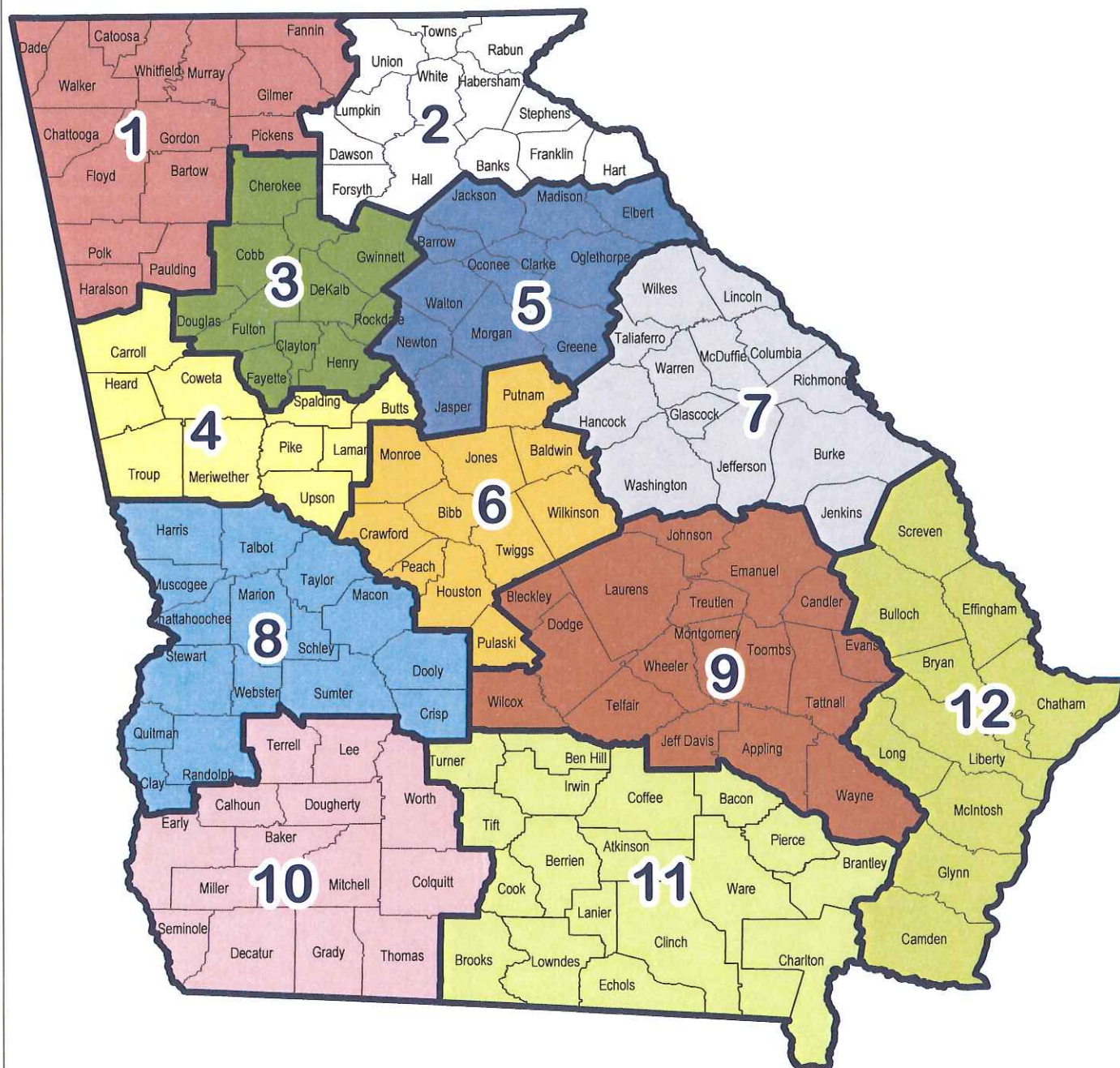
- > Intent of Congressional Balancing: distribute funds evenly to all Georgia’s citizens – but district lines change and are not suited to solve transportation problems
- > Redraw balancing districts (along boundaries of Regional Commissions)
 - Distribute capacity-adding funds to districts based on population
 - Distribute maintenance funds to districts based on lane miles
 - 10-year balancing period, commencing July 1, 2011

Regional Commissions

FY 09 Local Sales Tax



State of Georgia



Effective July 1, 2009

Source: Georgia Department of Community Affairs, April 2008

