STATE SUMMARY OF COUNTY TRANSPORTATION FUNDING AND FINANCE

GEORGIA COUNTIES

FUNDING SOURCES FOR COUNTY TRANSPORTATION PROJECTS

From State Funds:

- Local Maintenance and Improvement Grant program (LMIG) is a state grant program that provides transportation funding for local projects.

From County Funds:

- The Transportation Investment Act (TIA) was passed by Georgia voters in 3 of 12 regions- Central Savannah River Area, Heart of Georgia - Altamaha and River Valley. These three regions will implement a one percent regional sales tax over a ten year period to fund transportation improvements. Georgia Department of Transportation is responsible for the management of the budget, schedule, execution and delivery of all projects contained in the Approved Investment Lists. Collection of TIA funds began on January 1, 2013. Funds are collected by the Georgia Department of Revenue (DOR). The Department of Revenue will collect and enforce the special district transportation sales and use tax for the use and benefit of the special district imposing the sales and use tax. Georgia State Financing and Investment Commission (GSFIC) will disburse the proceeds of the special district transportation sales and use tax as soon as practicable after collection. GSFIC will transfer the 25 percent distributions for local government allocations monthly. Funds for building projects were first distributed in early spring 2013.
- Title Ad Valorem Tax (TAVT) is a one-time state and local title ad valorem tax paid on all new and used vehicles purchased through a dealership or from a private individual. Also, vehicles transferred to Georgia from another state and any vehicle transferred to a family member where the TAVT has not previously been paid and the new owner elects to come under the new system to avoid future annual ad valorem tax on their vehicles must pay the tax.
- The special Purpose Local Option Sales Tax (SPLOST) is an optional one percent county sales tax used to fund capital outlay projects, which may include transportation projects, proposed by the county governments and participating cities. The tax may be imposed through the passage of a local referendum and can be levied for up to five years, or up to six years if certain conditions are met.

Share of County Owned **Road Miles** Out of Public Roads Statewide	69%
Share of County Owned **Bridges** Out of Public Bridges Statewide	50%
Share of **Structurally Deficient Bridges** Out of County Owned Bridges	9%

COUNTY FINANCIAL AUTHORITY

	County Authority	Limitations
Levy Property Taxes	X	Property tax limitations only apply to school districts.
Levy Personal Property Taxes	X	
Levy Local Option Sales Taxes	X	Counties May levy a 1% sales tax for special purposes such as transportation or capital improvements.
Levy a Local Gas Tax		
Charge a Motor Vehicle License or Registration Fee		
Form Special Districts for Transportation		

COUNTIES FACE THE FOLLOWING CHALLENGES IN FUNDING AND FINANCING TRANSPORTATION PROJECTS

- Counties depend on state funding sources such as the Local Maintenance and Improvement Grant program (LMIG), and transit funds to maintain their transportation infrastructure. However, these programs are not funded at a level to meet the growing demands of the state's transportation system. A safe and efficient transportation network including well-maintained local roads and bridges, transit, commuter rail, HOV lanes, and bus and van systems requires sufficient transportation funding. At the state level, Georgia uses little more than the gas tax to fund transportation.

NEW FUNDING AND FINANCING SOLUTIONS FOR COUNTIES

- The Georgia Transportation Infrastructure Bank (GTIB) is a financing mechanism that local governments may use for eligible transportation and transit projects. According Georgia state statute, eligible projects should provide public benefits by enhancing mobility and safety, promoting economic development, or increasing the quality of life and the general welfare of the public. Counties with eligible projects may apply for a loan, the amount of which can range from $25,000 to no more than 25 percent of the annual GTIB appropriation amount. The interest rate is based on the Merrill Lynch Tax-Exempt Bond Index, or equivalent. The loan terms can range from a maximum spend down period of five years. Priority is given to projects that are already close to starting or are already under construction.