



TRANSPORTATION INVESTMENT ACT PROGRAM

FACT SHEET

BACKGROUND OF THE TIA

In 2012, voters in three middle-Georgia regions - River Valley, Central Savannah River Area (CSRA) and the Heart of Georgia Altamaha (HOGA) - approved a 10-year one percent sales tax to fund regional and local transportation improvements. Over a decade, a total of \$1.5 billion in new revenue is expected to be generated and dedicated to transportation improvements in these regions.

Prior to the vote, regional commission roundtables of local elected officials, with significant public input, selected projects for each region's Approved Investment List. There are a total of 871 projects on the approved lists. 75% of collected revenue in each region is used for construction of these projects. The remaining 25% is disbursed monthly to the regions' governments for discretionary use on other local transportation-related efforts.

Approved Investment List projects are divided into three delivery bands. Projects must be in construction by December 31 of the last year in each band: Band 1— 2013 to 2015, Band 2— 2016 to 2019 and Band 3— 2020 to 2022.

RIVER VALLEY

(INCLUDING COLUMBUS AREA)

10-year revenue projection:
\$380,828,512*

Projects on the Approved Investment List:
23

HEART OF GEORGIA ALTAMAHA - HOGA

(INCLUDING DUBLIN, JESUP & VIDALIA)

10-year revenue projection:
\$255,524,067*

Projects on the Approved Investment List:
764

CENTRAL SAVANNAH RIVER AREA - CSRA

(INCLUDING AUGUSTA AREA)

10-year revenue projection:
\$538,965,884*

Projects on the Approved Investment List:
84

**Revenue projections reflect funds for projects on the approved lists. These are in addition to funds for local governments' discretionary projects.*

ADMINISTRATION OF THE TIA

- **Georgia Department of Transportation (GDOT)**, in collaboration with local and state agencies, GDOT is responsible for management of the budget, schedule, execution and delivery of projects on the Approved Investment Lists.
- **Georgia Department of Revenue (DoR)**, collects the tax; collection began on January 1, 2013.
- **Georgia State Financing and Investment Commission (GSFIC)** distributes the funds. Distribution began in spring 2013. GSFIC also transfers the 25% monthly allocations to local governments.
- A **Citizens Review Panel** assesses progress and expenditures in each region, and presents an annual status report to the Georgia General Assembly at the end of each calendar year.

 www.ga-tia.com

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TIA PROGRAM BENEFITS

- **Enhances regional economic development;** fosters establishment of new businesses and job creation; increases employment opportunities; improves access to jobs.
- **All TIA funds stay in the region they are raised** and are used solely for transportation improvements
- **Provides flexible, comprehensive and diverse transportation solutions.** Approved Investment List projects include all modes of transportation – not just roads and bridges, but also airports, bike and pedestrian trails, and transit. Projects range from minor road resurfacing to major construction projects and vary in costs from tens of thousands to in excess of \$100 million.
- **Local governments receive discretionary funds** for a wide-range of local transportation-related needs, such as roundabouts, sidewalks, equipment, intelligent transportation systems, and airport hangar doors.
- **Allows for independence from federal funding and requirements,** and the leveraging of funds from other sources to advance projects that had no construction funds previously identified. Funding was sought for years for many of these projects; they are now possible because of TIA funds.
- TIA funding, which is 100% state funding, allows for **quicker project delivery** than traditional methods.
- Administrative methods used to manage the **TIA program are accountable and transparent.**

OVERCOMING CHALLENGES

In the early stages of the program the TIA Office encountered some challenges— project budgets did not fully cover costs and there were short time periods to develop projects from design to construction.

Through extensive analysis of cash flow, budgets, designs, and local delivery options, the TIA Office made adjustments to successfully move the program forward. These included bundling small projects and finding innovative ways to design and construct with reduced costs – without compromising project scope and goals.

As a result, all projects in Band 1 are on schedule to be in construction or completed by December 31, 2015, as well as on budget and within scope.

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