

Transforming Transportation Investment Act Frequently Asked Questions

- 1. Does the Georgia Constitution allow the changes incorporated in this bill?** Yes. The only requirements regarding transportation in the Georgia Constitution are (1) that proceeds from the Motor Fuel Tax be spent on roads and bridges and (2) that the members of the State Transportation Board represent each of the state's Congressional districts, are appointed by the General Assembly, and select the GDOT Commissioner. These requirements remain intact in the Transforming Transportation Investment Act.
- 2. What will be the role of the General Assembly in this new process?** The General Assembly will review the state's strategic transportation plan and appropriate all federal and state funds (including Motor Fuel Funds) for implementation of that plan. This responsibility includes determining the annual funding levels for statewide maintenance, new capacity, local grants, and departmental operations and administrative overhead. They will further select a number of individual projects to fund annually as part of a capital project list based on transportation investment needs throughout the state. The General Assembly will also approve appointments made by the Lieutenant Governor and Speaker to the board of the State Transportation Authority (each get 3 appointments).
- 3. What will be the role of the Governor in this new process?** As is done for the rest of the state budget, the Governor will receive initial budget requests annually from the State Transportation Authority and recommend appropriation levels and a select project list to the General Assembly. The Governor also makes 5 of the appointments to the State Transportation Authority and appoints the Secretary of Transportation.
- 4. What responsibilities will the new State Transportation Authority have?** The State Transportation Authority will be the single entity responsible for setting all transportation strategy and planning for Georgia. The Authority will be responsible for developing a fiscally-constrained statewide strategic transportation plan and for developing and updating allocation formulas for distribution of funds to programs within the plan. They also are tasked with making funding recommendations to the Governor and the General Assembly as part of the annual appropriations process and for expending transportation funds to implement plans in accordance with appropriation levels. They will have authority to engage GDOT, local governments and the private sector (i.e. PPI's) to undertake projects.
- 5. What will GDOT's role be under this new governance structure?** GDOT's role will continue to be operating and maintaining the state highway system, which it will do upon direction and approval from the State Transportation Authority and the Secretary of Transportation.
- 6. How will local governments be impacted by the funding changes in this bill?** This bill will return proper control of local transportation matters to counties and cities and redirect state government to focus purely on creating a 21st century statewide network. Local governments will see an increase in direct grants for transportation projects that they will have control over. This new local grant program, which will be based on an allocation formula and General Assembly appropriations, is data-driven to ensure equal distribution of the state's transportation funds throughout Georgia and predictability for local governments in setting their budgets.

7. **Are other modes of transportation affected by this bill?** This bill primarily deals with the allocation and governance of state and federal funds that are constitutional dedicated to roads and bridges. While it does not make any direct changes to other modes of transportation, the bill does moves the current powers of GDOT, GRTA, and SRTA regarding transit into the new State Transportation Authority. There will now be one state entity responsible for transit planning and implementation at the state level, and the Governor and the General Assembly can certainly provide funding and direction for transit through the appropriations process.