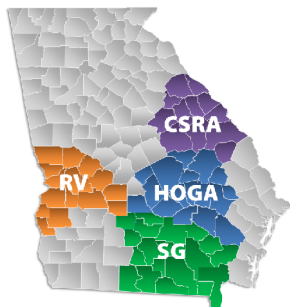


## What is the Transportation Investment Act (TIA)?



Georgia's **Transportation Investment Act (TIA)** provides a unique process for regions to fund community-selected transportation infrastructure projects through a voter-approved one-cent sales tax. In partnership with the Georgia Department of Transportation, regions are empowered to advance their economic and community development with regionally-oriented funds for construction projects, allowing them to be undertaken more quickly and efficiently.

In 2012, voters in three regions - **River Valley**, **Central Savannah River Area (CSRA)**, and **Heart of Georgia Altamaha (HOGA)** - approved their participation and in 2018 the **Southern Georgia** region joined them. In 2020, CSRA approved a second decade of involvement - called TIA 2 - and in 2022, River Valley and HOGA voters also approved an additional term. In May 2024, Southern Georgia voters approved a second term, anticipated to start in 2027.

TIA's first term (TIA 1) managed 1,022 total projects with an original approved total budget of \$1.9 billion.

TIA 2 includes 996 total projects with an original approved total budget of \$2.4 billion.

### What are some key features of TIA?

- Each region may levy a 1% transportation sales tax for up to 10 years
- Individual counties within a region may not opt out of participation
- All revenue raised within a region stays within that region
- TIA funds are not subject to Congressional District Balancing
- Regional roundtables of local officials establish their regions' project criteria as well as select projects for their approved investment lists
- Regions participating in TIA receive a Local Maintenance & Improvement Grant program (LMIG) match reduction, from 30% to 10%\*

\*A county that elects to participate in the single county T-SPLIST option offered via the 2015 Transportation Funding Act does **not** receive this LMIG match reduction.

### How is TIA funding allocated?

**75%**  
REGIONAL

of a region's TIA proceeds is used to fund all projects on the region's final project list as approved by that region's roundtable.

**25%**  
LOCAL

of a region's TIA proceeds is divided among all local governments within the region based on the current "LARP Formula." These **discretionary funds** may be used for any transportation project and are delivered solely by local governments.

### How can discretionary funds be used?



In accordance to Code 48-8-242(10), discretionary funds can be used for projects involving any new or existing transportation infrastructure, including airports, roads, bridges, mass transit, ports, terminals, bike lanes, pedestrian facilities, as well as transportation operations and infrastructure maintenance. Discretionary funds may also be used as a local match for state and/or federal funding.

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### Who administers and oversees TIA?

**Georgia Department of Transportation (Georgia DOT)** is responsible for management of the budget, schedule, execution and delivery of projects on the approved investment lists, in coordination with state and local agencies.

**Georgia Department of Revenue (DoR)** collects the sales taxes.

**Georgia State Financing and Investment Commission (GSFIC)** distributes the funds and 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.