

Impacts of the COVID-19 Economic Shutdown on Local and State Transportation Revenues in the Atlanta Region

ARC Board

June 24, 2020



SPLOST and TSPLOST Revenues

\$965M

Amount collected by local governments in the 20 county MPO from SPLOSTs and TSPLOSTs in 2019

50%

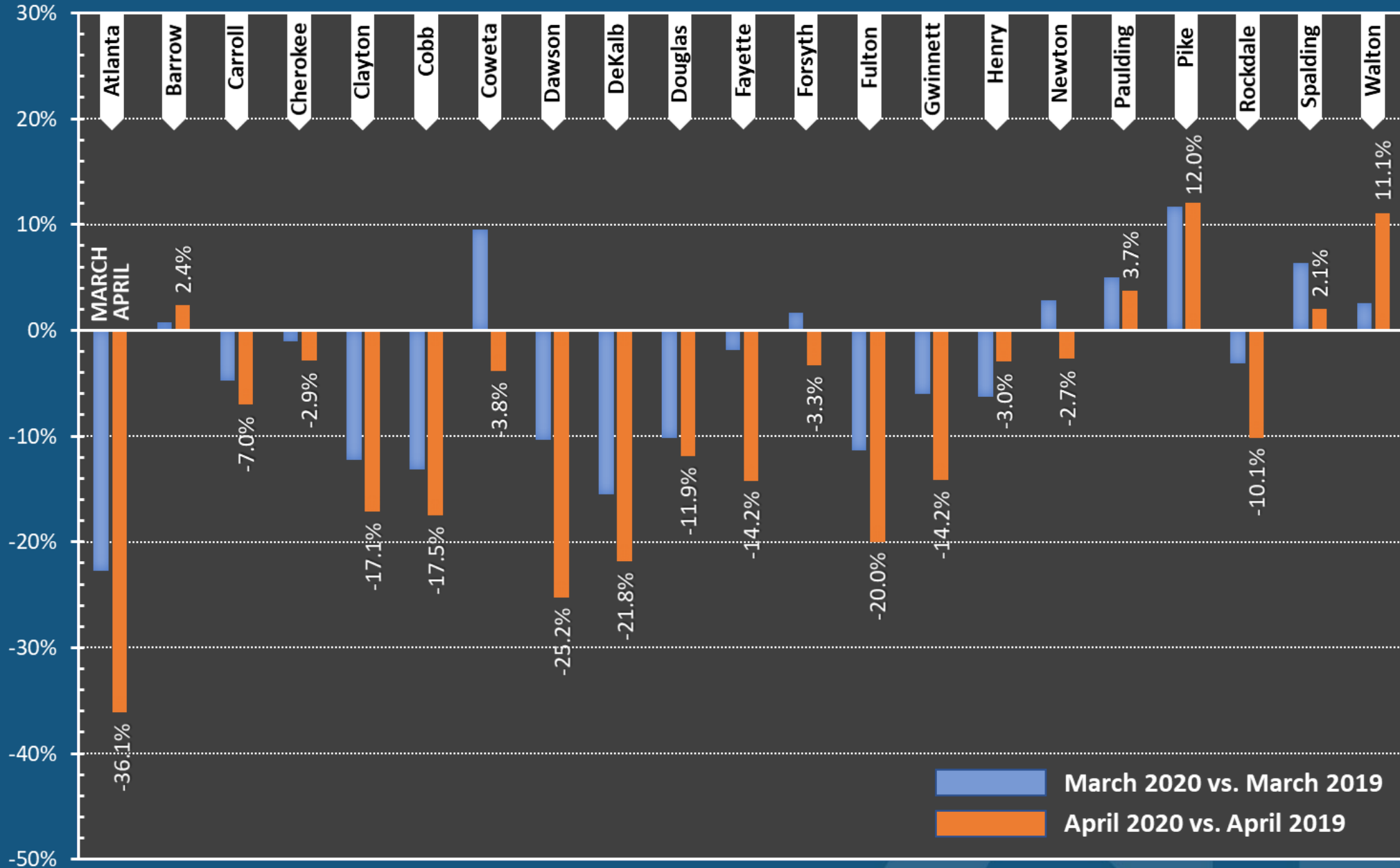
Percent of collections dedicated to transportation (approximate)

-14.5%

Change in collections in April 2020 compared to April 2019*

** April is the most recent month of data available from the Georgia Department of Revenue due to the lag in collections and reporting. Each month's data is released at the end of the following month (e.g., April data was made available in late May)*

Change in Sales Tax Collections by County (2020 vs. 2019)



State Transportation Revenues

\$2.03B

Amount collected in 2019 from motor fuel taxes, highway impact fees and lodging fees

90%

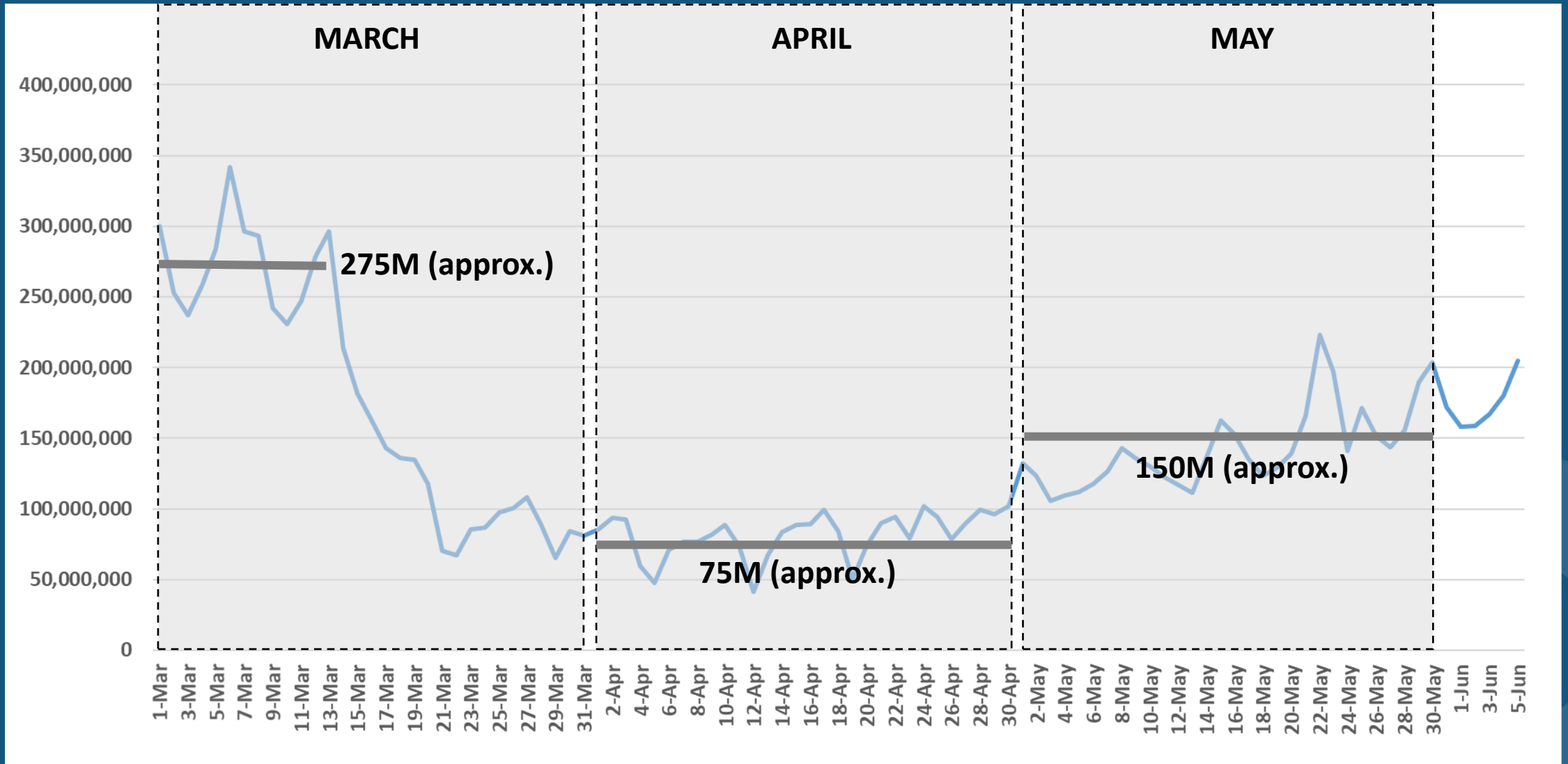
Percent of all collections from motor fuel taxes

-29.4%

Change in state transportation revenue collections in May 2020 compared to May 2019

The economic shutdown's impact on motor fuel tax collections during April, when the statewide shelter in place order was in place, was skewed due to large one-time settlements received as a result of routine Georgia Department of Revenue audit activities.

Estimated Vehicle Miles Traveled in the Atlanta Region



Unknowns in Making TIP/RTP Revenue Forecasts



How much budgeting resiliency is already accounted for in agency transportation programs?

How quickly will employment bounce back?

Will significantly will long-term work travel patterns be altered?

How quickly will people be comfortable returning to “normal” levels of consumer spending activity?

What will “normal” look like when the pandemic is over?