

Congressional District Balancing

September 17, 2008

Congressional District Balancing

- History of Congressional District Balancing
- Current Law
- Hurdles to Successful Balancing
- Status of Balancing by Congressional District

What is Congressional District Balancing?

Encumbrances/expenditures are balanced with projections ...

Actual expenditures are reviewed annually, and programmed projects within the remaining years of the 5-year balancing period are adjusted to meet congressional district balancing requirements

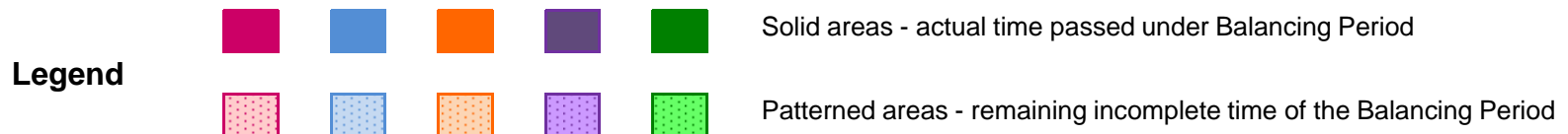
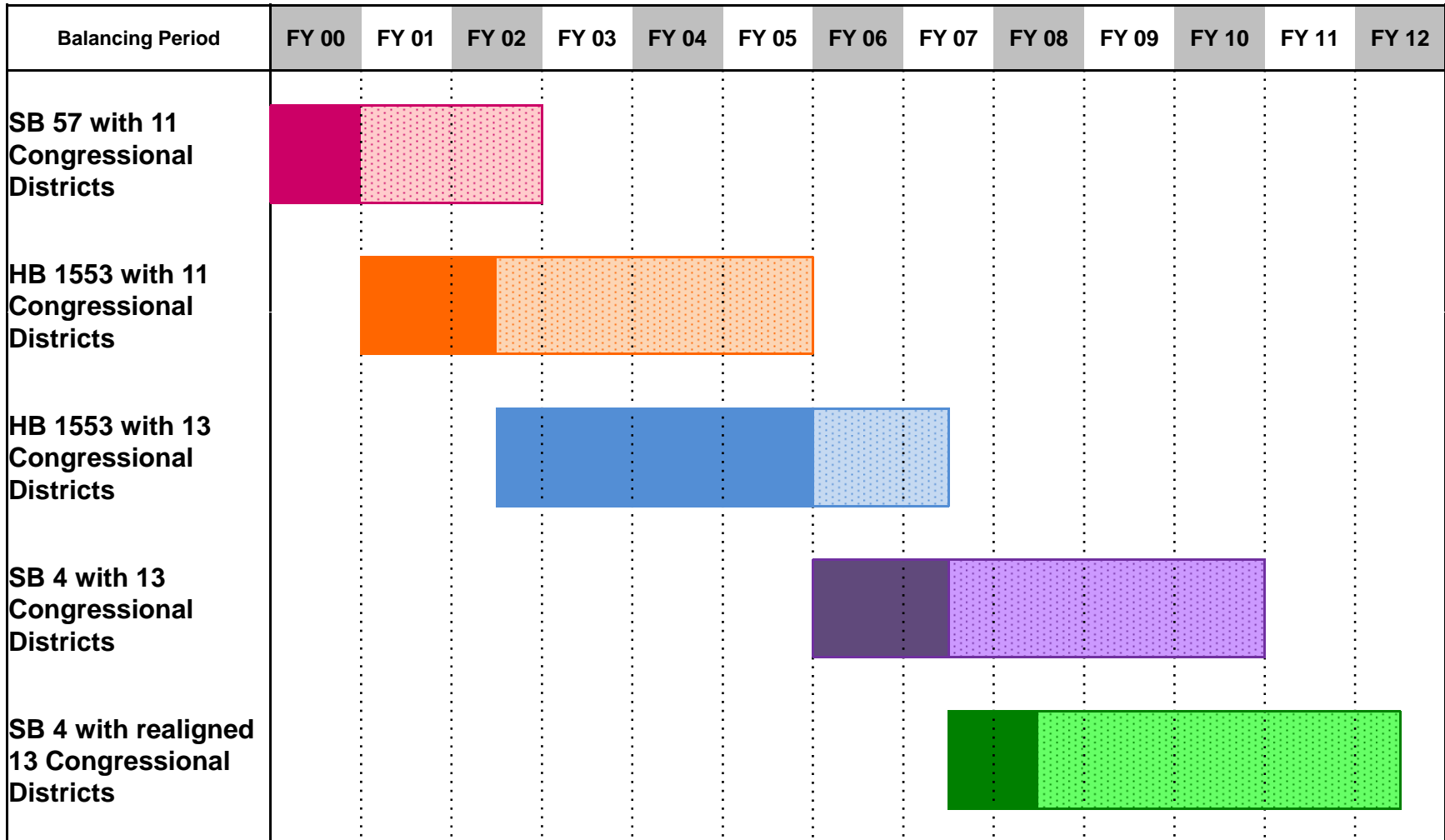
Congressional District Balancing History

BILL	DATE	REQUIREMENT	CONGRESS- IONAL DISTRICTS	EXEMPTIONS
SB 57	7/1/99	100% balancing in 3 years	11	GRTA, CMAQ, MARTA, Ports
HB 1553	7/1/00	85% balancing in 5 years	11	GRTA, CMAQ, MARTA, Ports, GRIP
HB 1553	1/1/03	85% balancing in 5 years	13	GRTA, CMAQ, MARTA, Ports, GRIP
SB 4	7/1/05	80% balancing in 5 years	13	Federal earmarks
SB 4	1/1/07	80% balancing in 5 years	13 re- aligned	Federal earmarks

Congressional District Balancing - Georgia Code 32-5-30

- Requires a 5-year balancing period
 - Current period began January 1, 2007
- All State Public Transportation Funds plus federal funds used for public road and other public transportation purposes
- For Public-Private Initiatives
 - Bond, GARVEE, Federal or state funds used for a PPI would be included in balancing
 - Private funding would not be included

Congressional District Balancing History

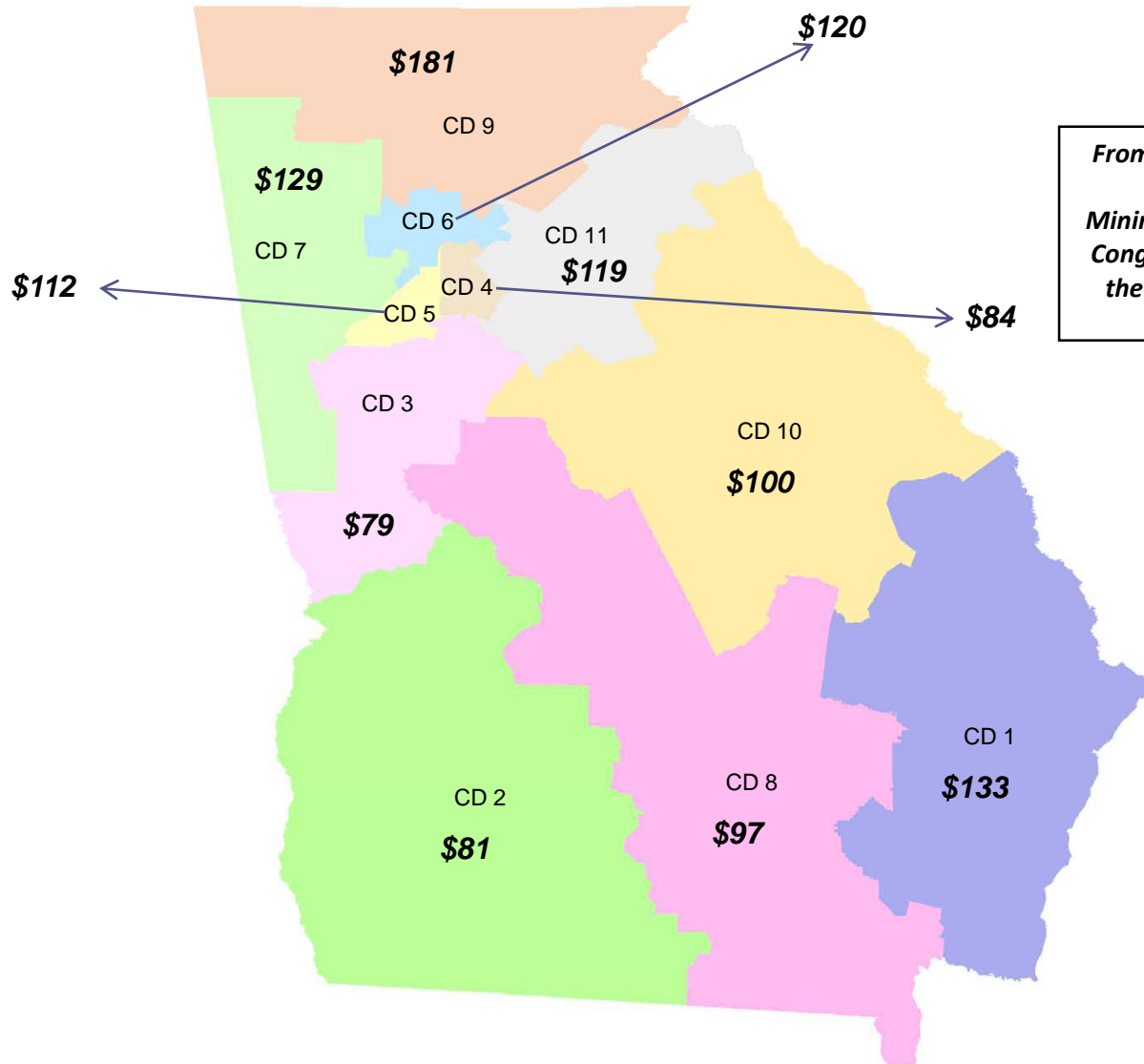


Hurdles to Successful Balancing by Congressional Districts

- No complete 5 year reporting period since the inception of balancing
- Changes in balancing law
 - Balancing requirements change
 - Exemptions to balancing change
- Changes in Congressional district boundaries
- Georgia's 15 MPOs program federal and state funds in their own TIPs -- congressional balancing is not an MPO responsibility

SB 57 funding by 11 Congressional Districts

100% balancing over 3 years, exempted GRITA, CMAQ, Ports

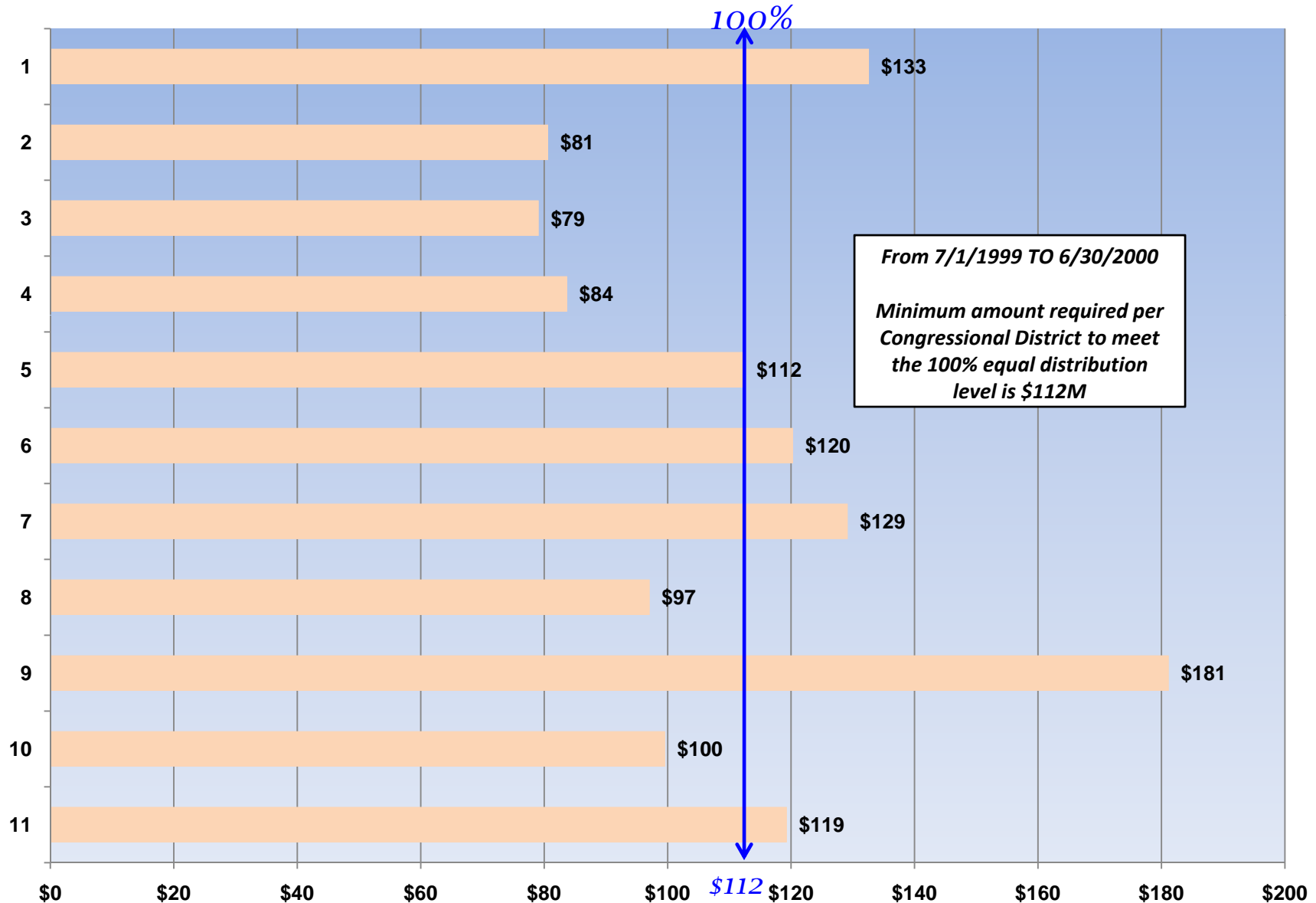


*From 7/1/1999 TO 6/30/2000
Minimum amount required per
Congressional District to meet
the 100% equal distribution
level is \$112M*

\$ in Millions

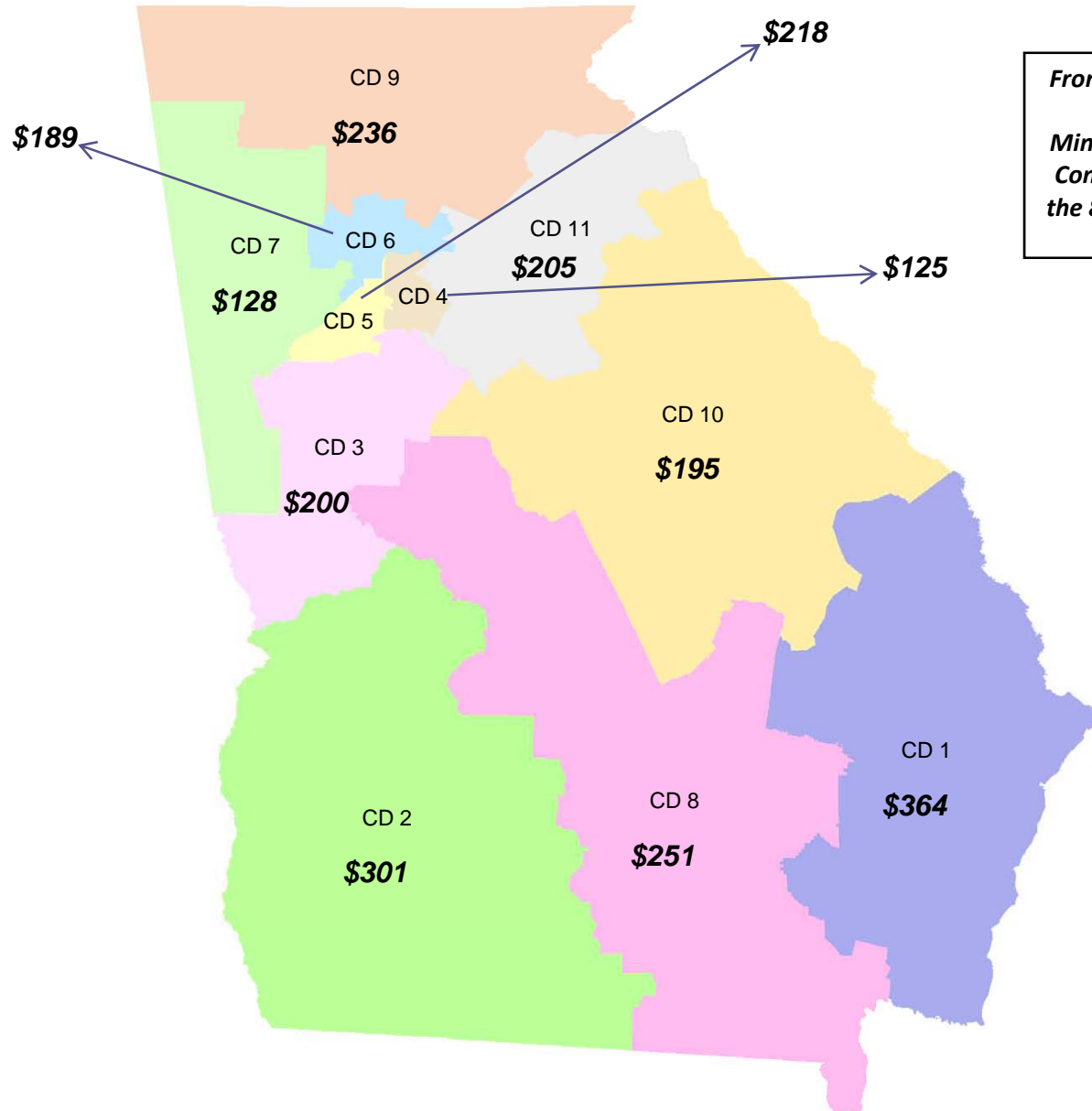
SB 57 funding by 11 Congressional Districts

100% balancing over 3 years, exempted GRITA, CMAQ, Ports



HB 1553 funding by 11 Congressional Districts

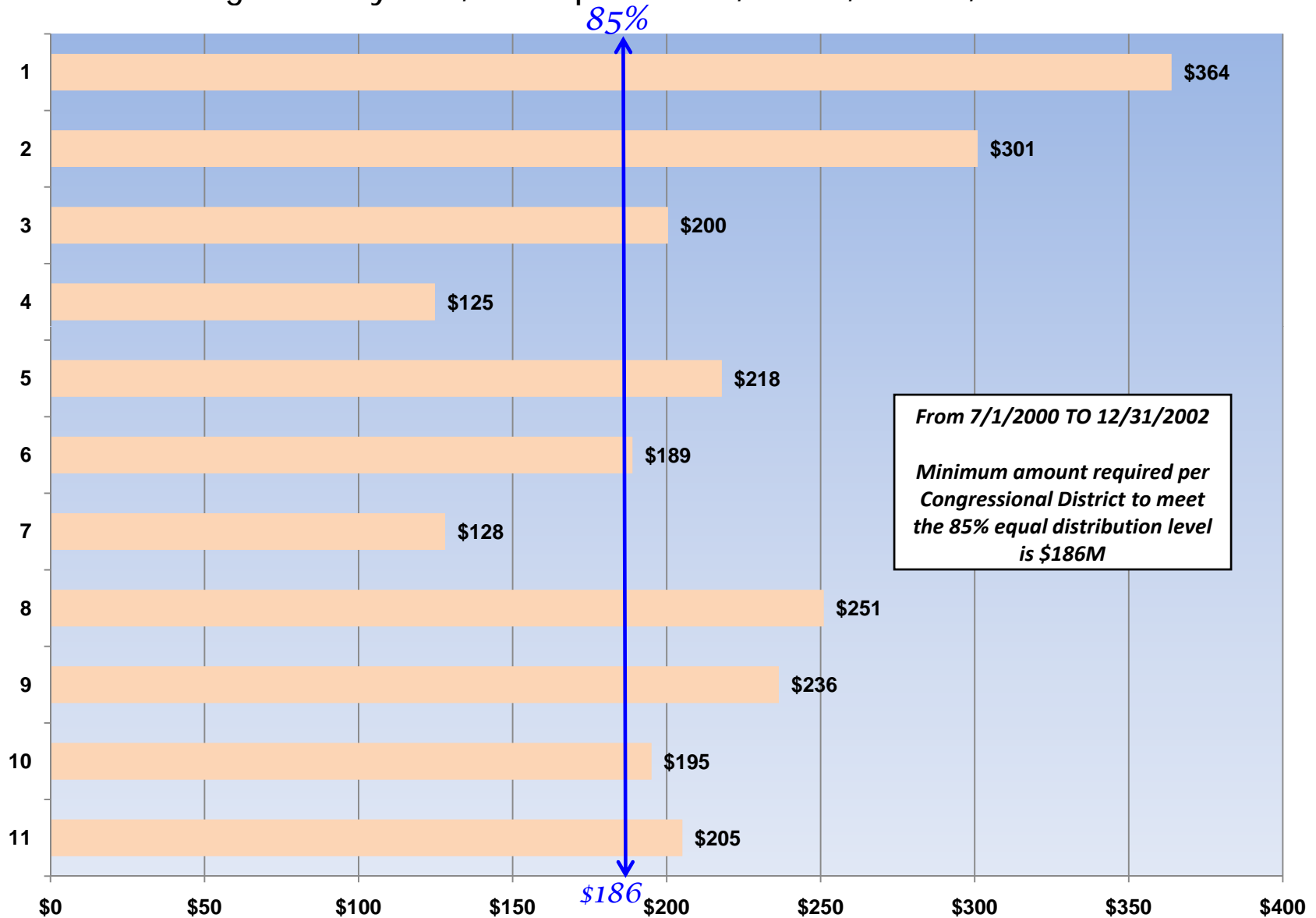
85% balancing over 5 years, exempted GRIP, GRTA, CMAQ, Ports



From 7/1/2000 TO 12/31/2002
Minimum amount required per Congressional District to meet the 85% equal distribution level is \$186M

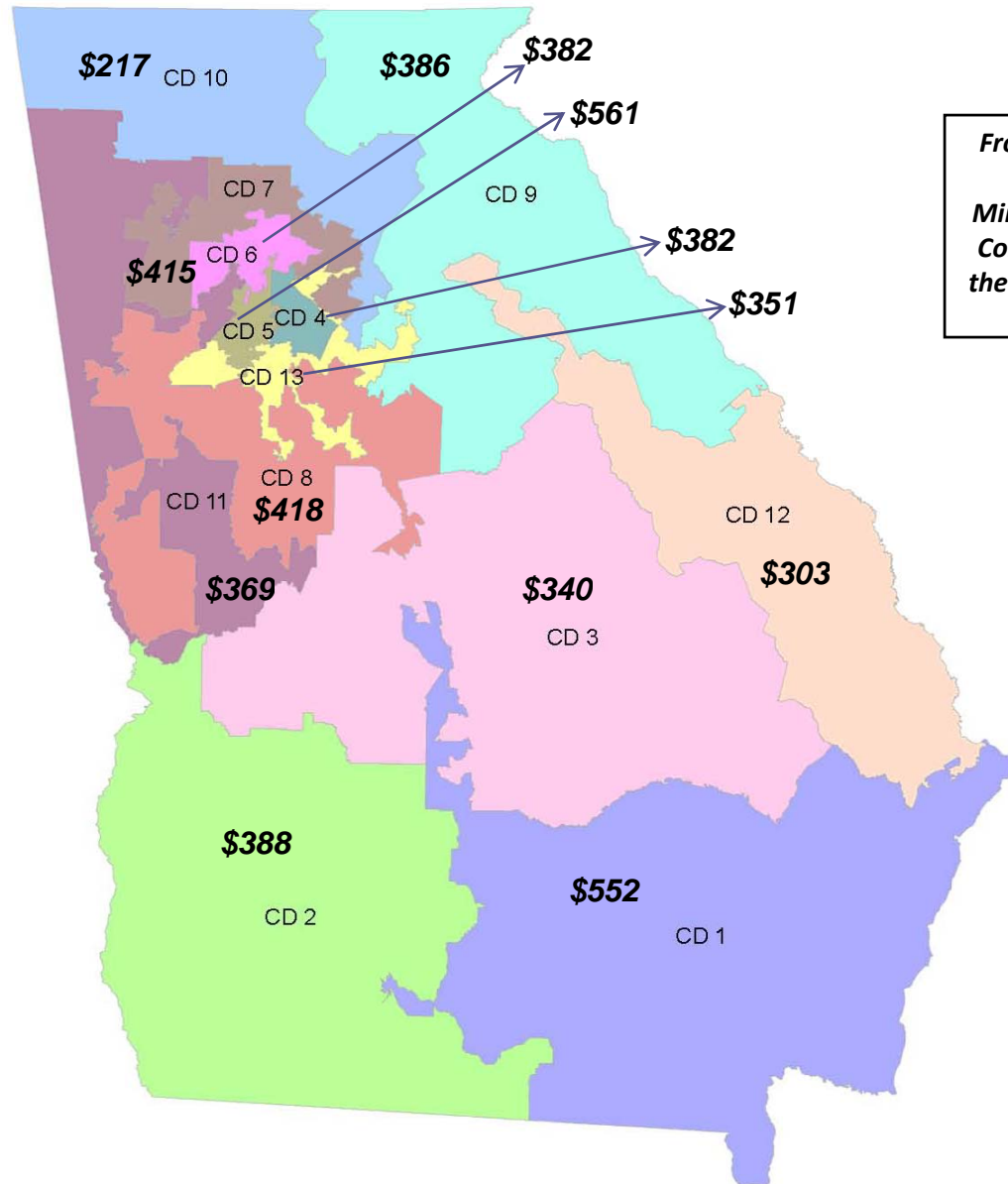
HB 1553 funding by 11 Congressional Districts

85% balancing over 5 years, exempted GRIP, GRTA, CMAQ, Ports



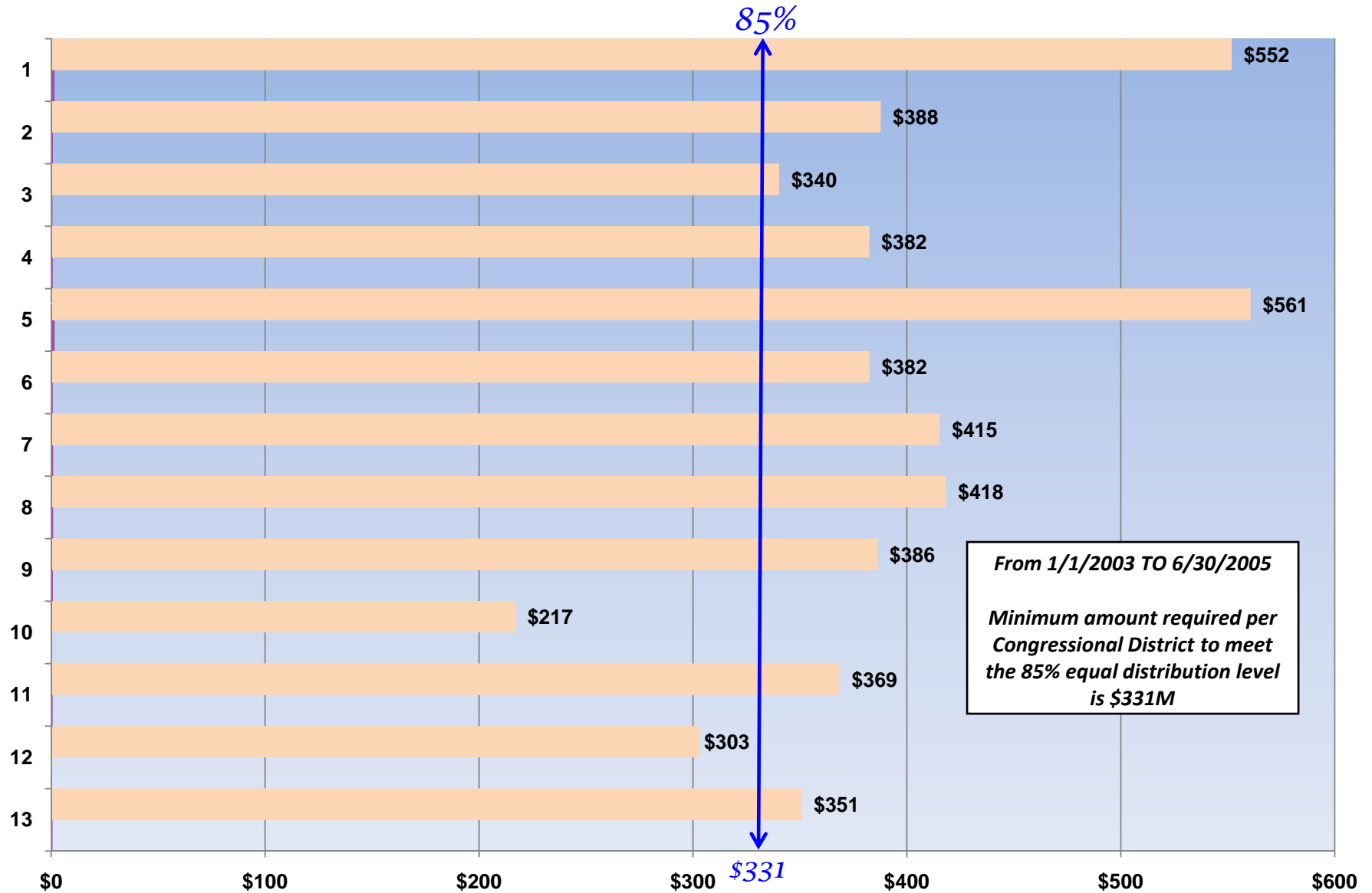
HB 1553 funding by 13 Congressional Districts

85% balancing over 5 years, exempted GRIP, GRTA, CMAQ, Ports



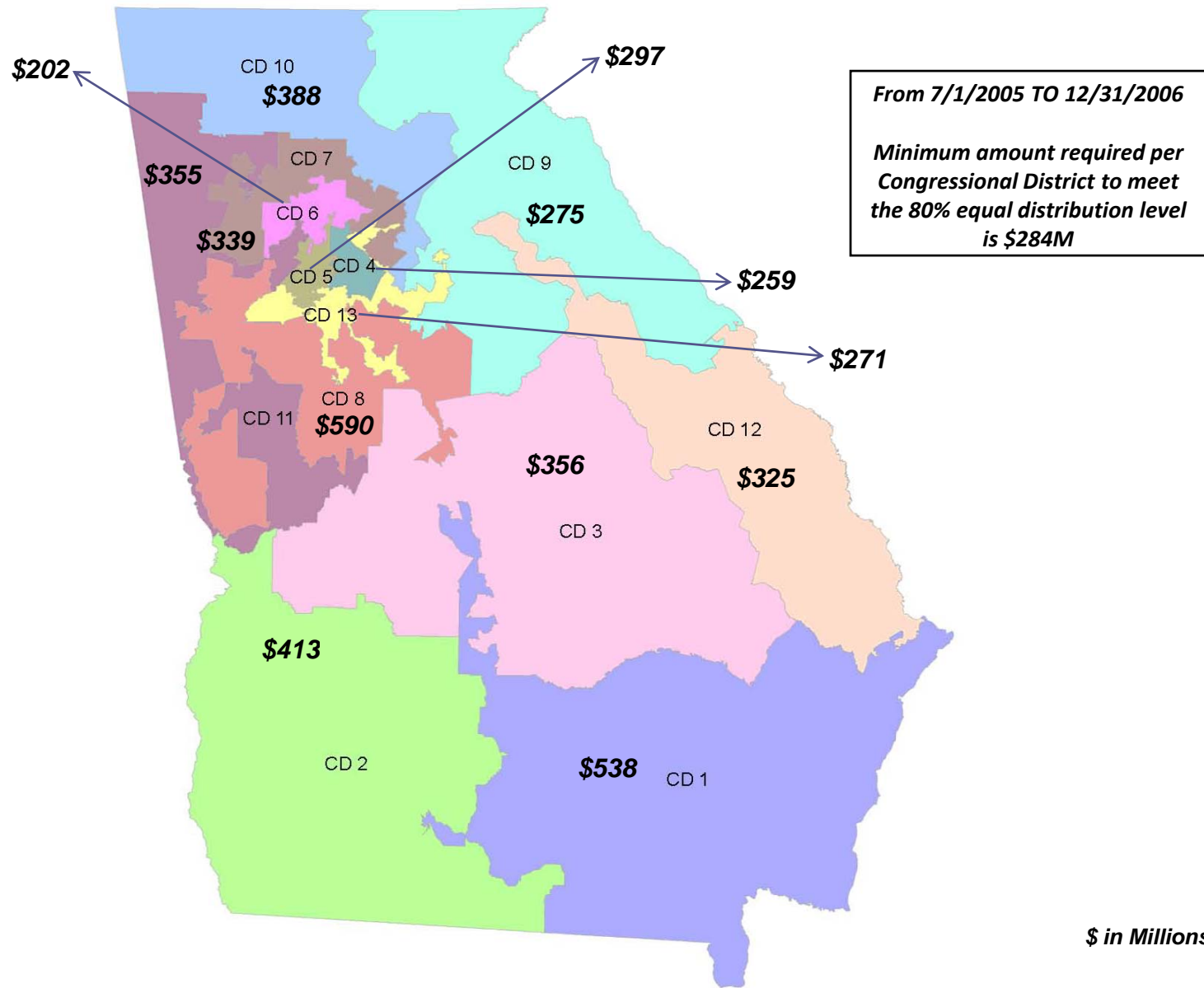
HB 1553 funding by 13 Congressional Districts

85% balancing over 5 years, exempted GRIP, GRTA, CMAQ, Ports



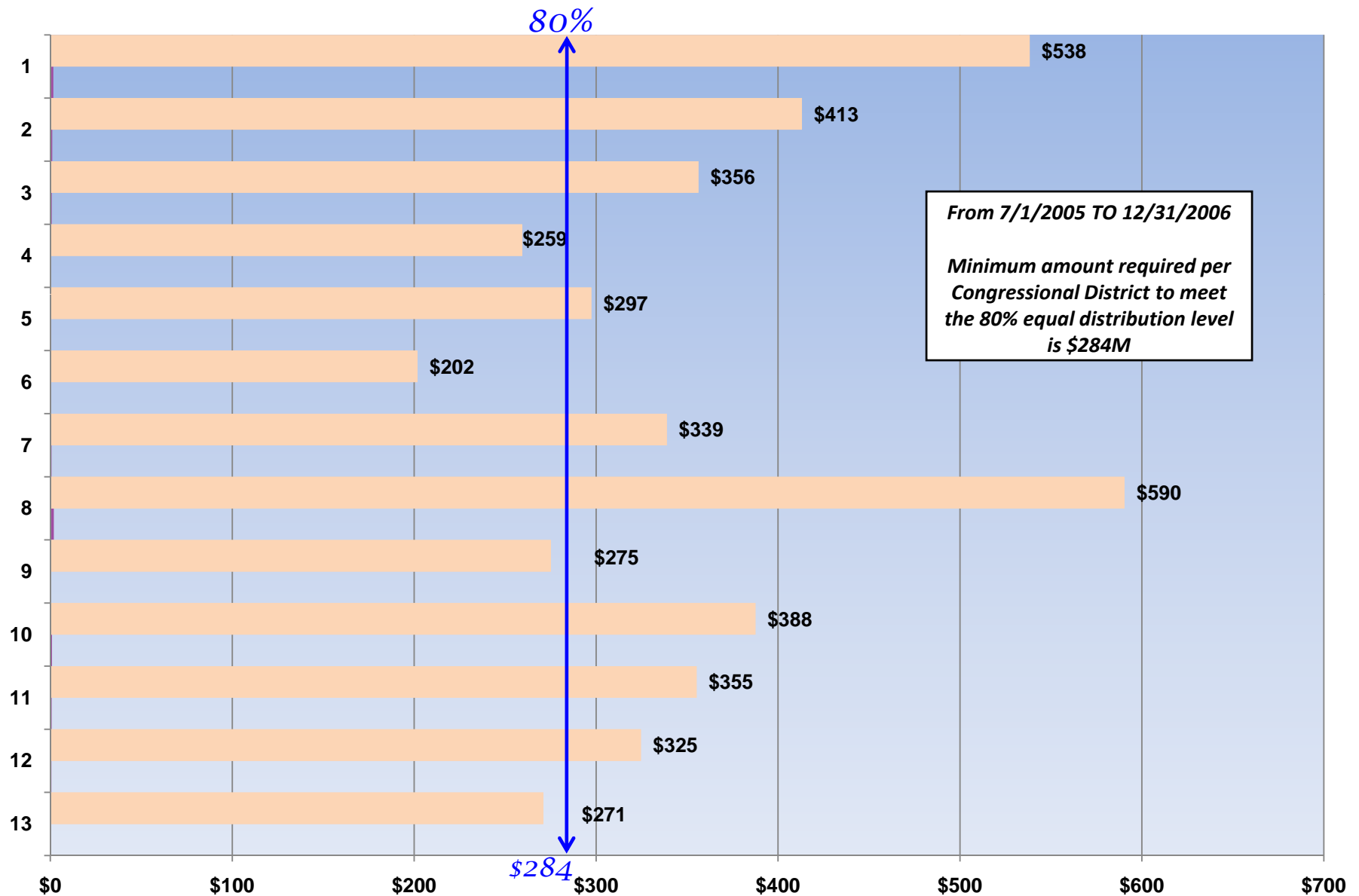
SB 4 funding by 13 Congressional Districts

80% balancing over 5 years, exempted federal earmarks

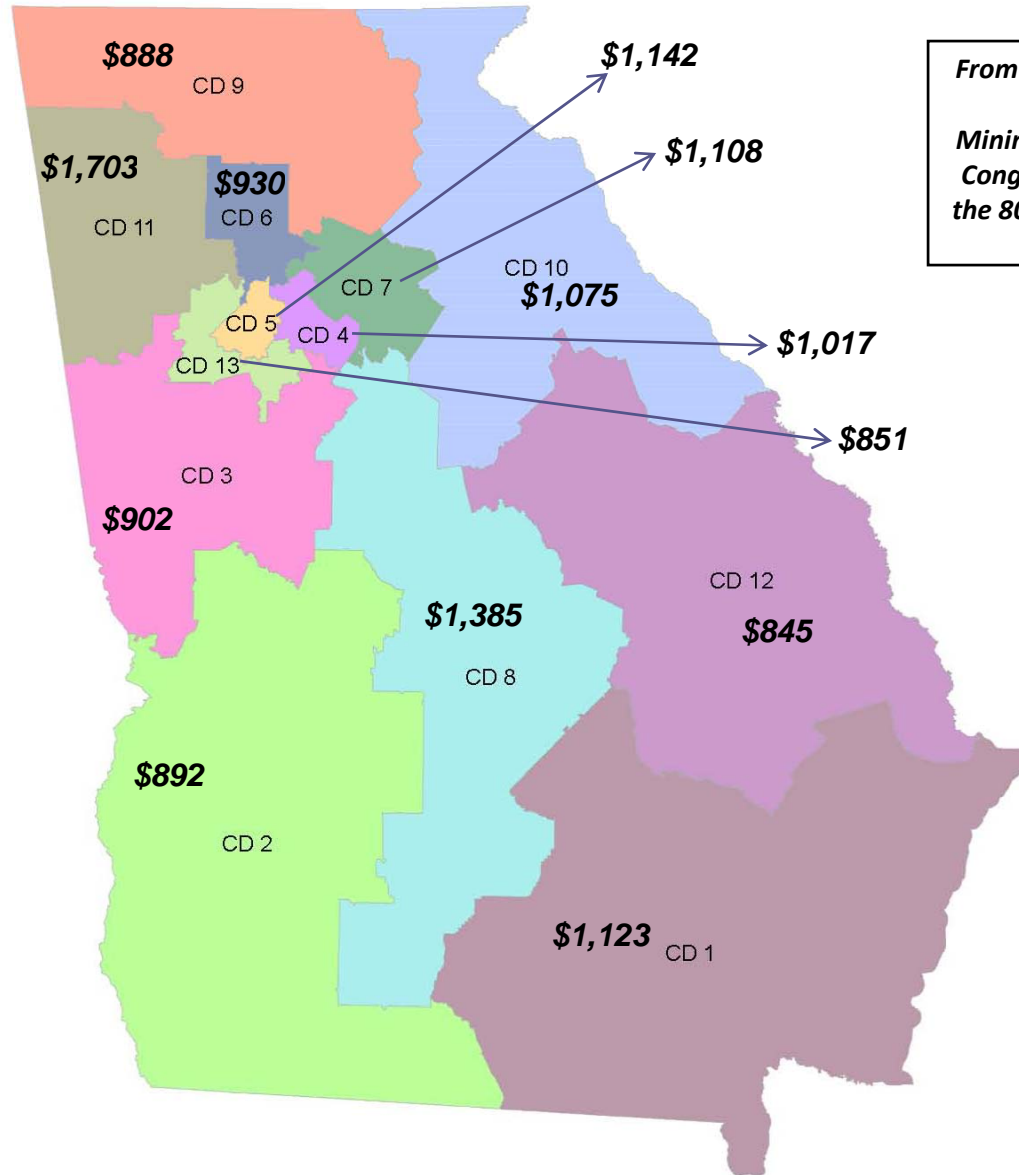


SB 4 funding by 13 Congressional Districts

80% balancing over 5 years, exempted federal earmarks



SB 4 funding by realigned 13 Congressional Districts
 80% balancing over 5 years, exempts federal earmarks

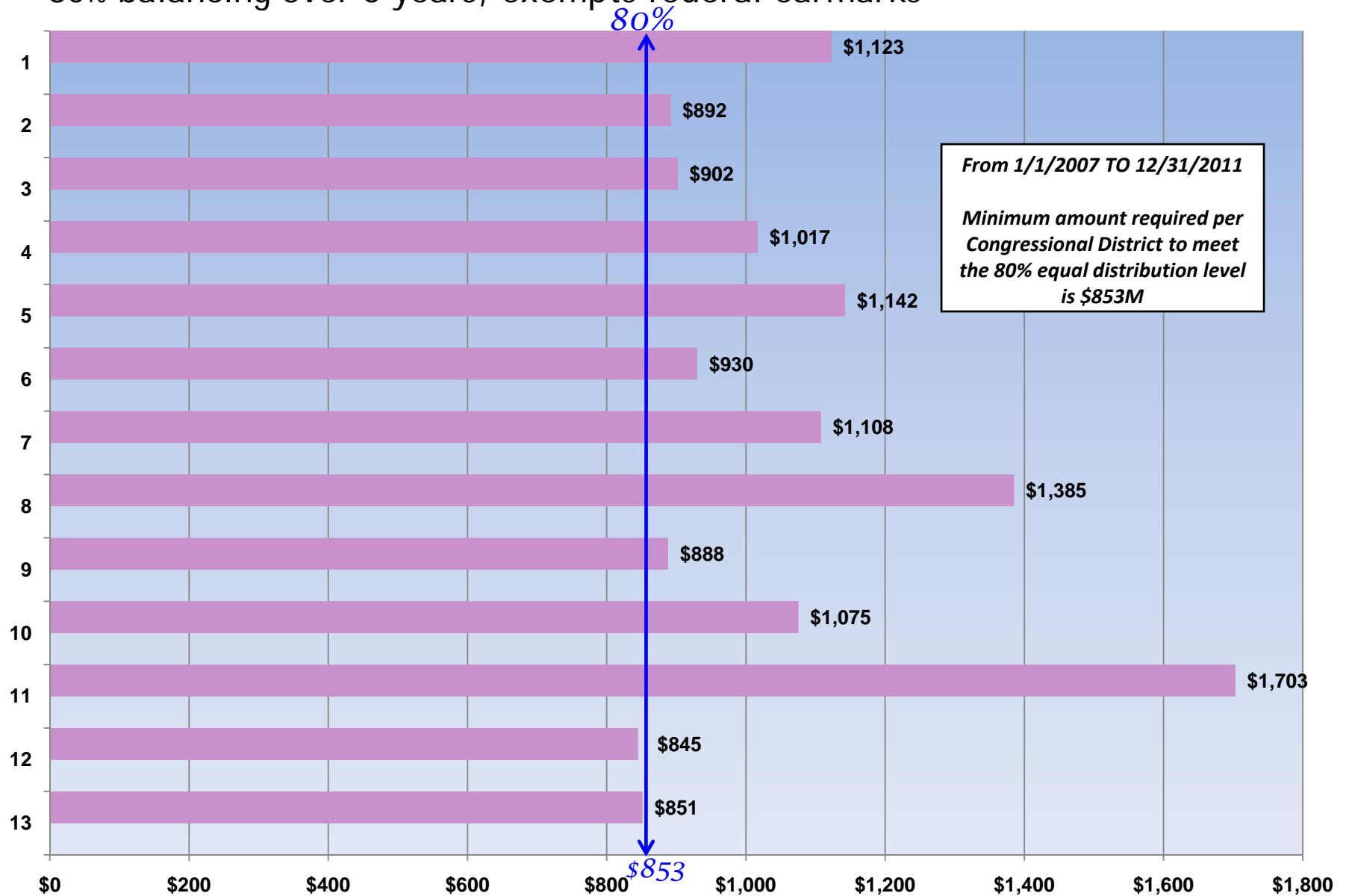


From 1/1/2007 TO 12/31/2011
 Minimum amount required per Congressional District to meet the 80% equal distribution level is \$853M

\$ in Millions

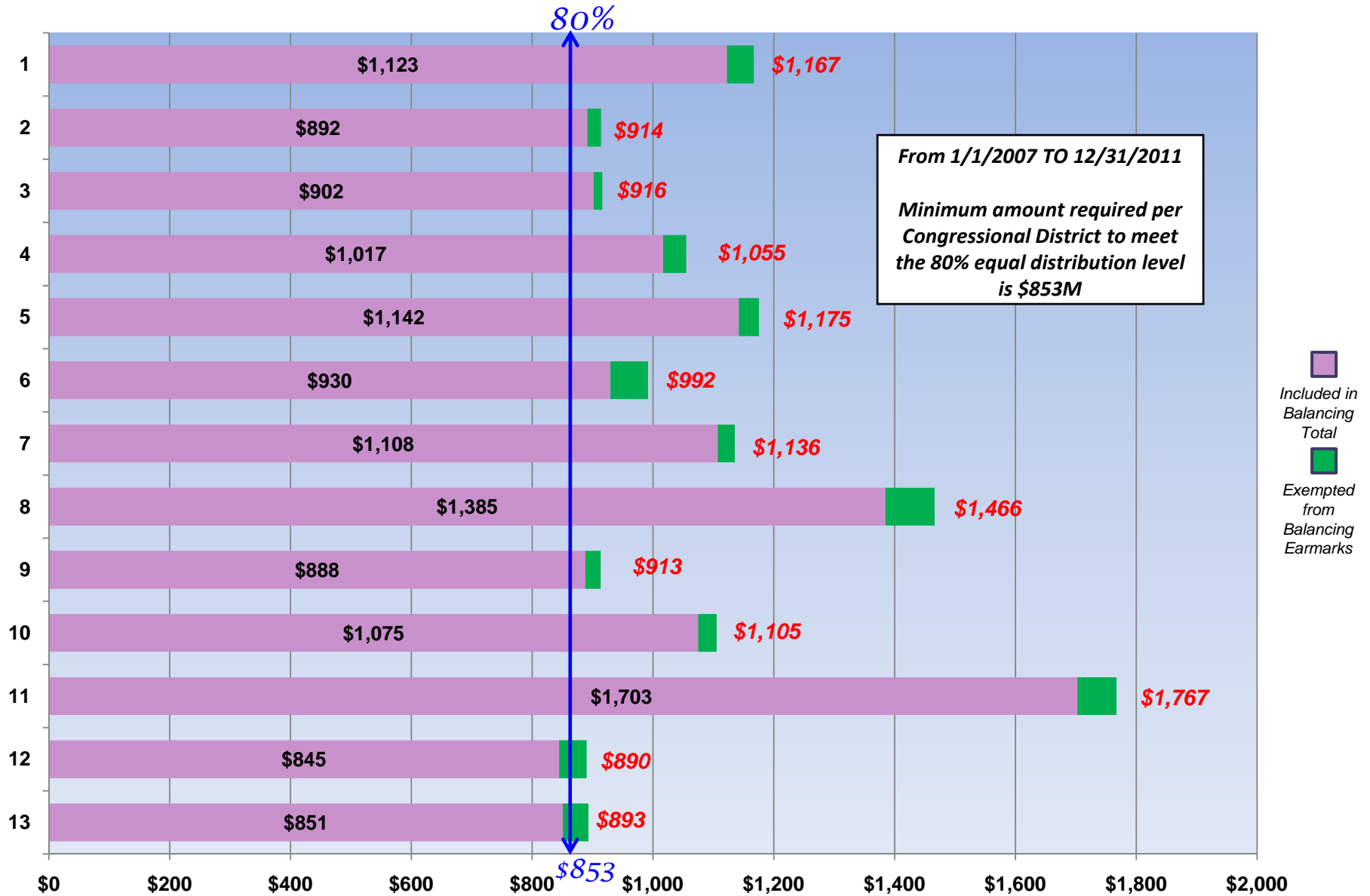
SB 4 funding by realigned 13 Congressional Districts

80% balancing over 5 years, exempts federal earmarks



SB 4 funding by realigned 13 Congressional Districts

80% balancing over 5 years, exempts federal earmarks



**Congressional District Balancing
as we know it and as it has been
practiced since 1999...**

DOES NOT WORK!

Where do we go from here?

- Do the right projects – based on real need and feasibility
- Board has authority to waive the balancing requirement, and may be asked to do so if the results of project prioritization can support the decision
- State Transportation Board Legislative Committee is to a open dialogue with legislative transportation leaders to address the challenges of congressional balancing

Questions?

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