

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

Transportation and Air Quality Committee
June 11, 2020



SPLOST and TSPLOST Collections

\$965M

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

50%

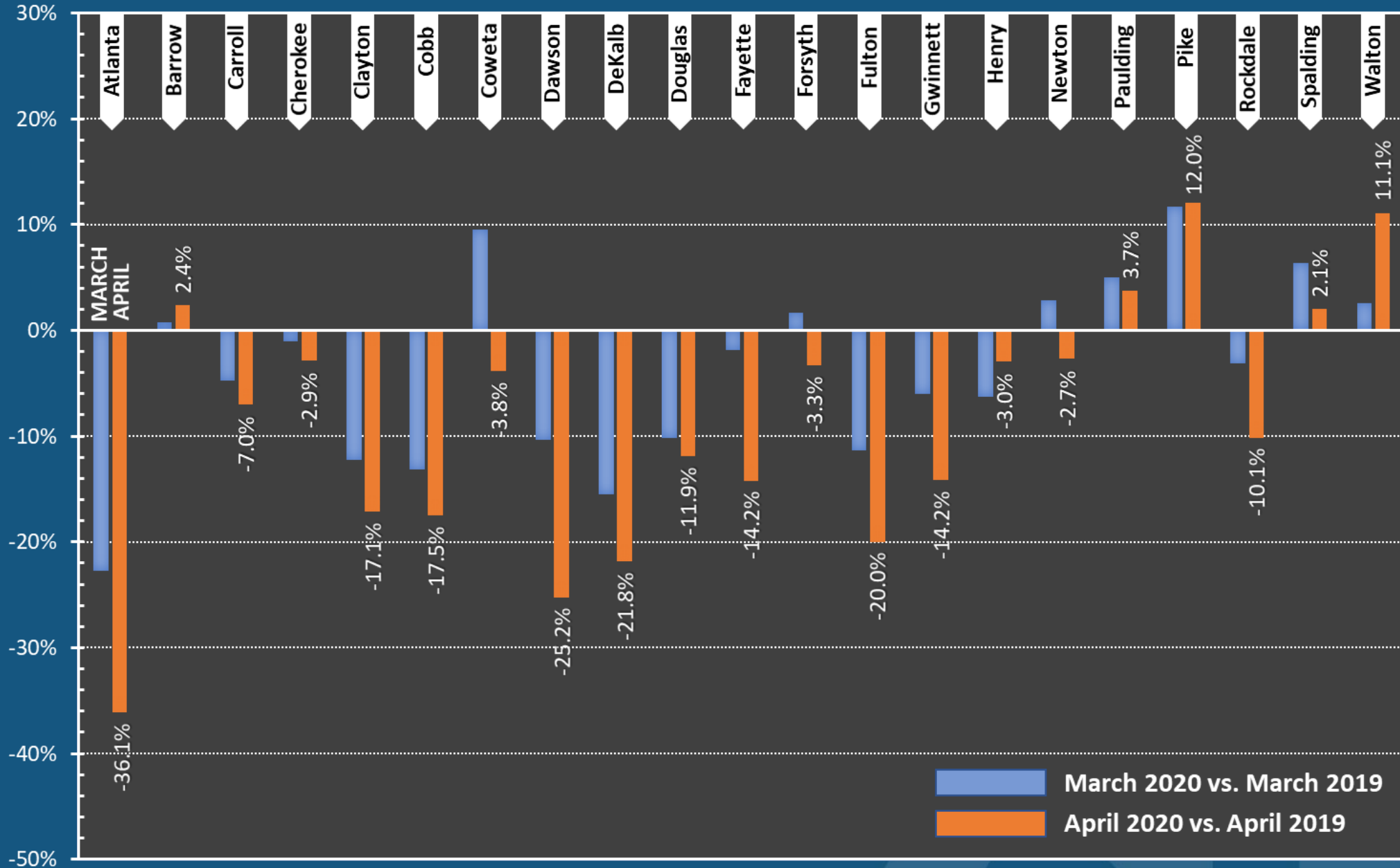
Percent of collections dedicated to transportation (approximate)

-14.5%

Change in collections in April 2020 compared to April 2019



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



State Transportation Collections

\$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

Economic shutdown's impact on motor fuel tax collections during April was skewed due to large one-time settlements received as a result of DOR audit activities. Due to this, total FY2020 collections (July 2019 to June 2020) are still on track to be comparable to FY2019 collections, even with recent dramatically lower travel activity.

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? Was the May jobs report an indication of a quick recovery or an anomaly?

How quickly will people be comfortable returning to “normal” levels of consumer spending activity? Will some sectors of the economy ever recover?

How radically will work travel patterns be permanently altered? And what will higher levels of telecommuting mean for businesses which rely on office workers?