

September 26, 2017

# Fiscal Research Center

---

## Analysis of Georgia's Title Ad Valorem Tax, 2013-16

*Laura Wheeler*

# Table of Contents

---

Introduction	2
About the TAVT	
Tax Base and Rate	2
State and Local Government Shares	4
Distribution of Local Revenues	5
TAVT Receipts	6
The Change in the Tax Treatment of Motor Vehicles	7
The Effect of the TAVT Reform	7
Effect of TAVT on Consumer Tax Liabilities	8
Effect of TAVT on State Government Motor Vehicle Receipts	9
Effect of TAVT on Local Government Motor Vehicle Receipts	9
Forecast of TAVT Under Current Law, CY 2018-22	10
Conclusion	12
Appendix	13
About the Author	26
About the Fiscal Research Center	26

# Introduction

---

Adopted in 2012 and implemented in March of 2013, the Georgia title ad valorem tax (TAVT) replaced the state and local sales tax and the annual state and local government ad valorem tax on vehicles purchased after 2012.<sup>1</sup> Although the elimination of the state ad valorem tax had only a temporary impact because this tax was already in process of being phased out by prior legislation, this reform effort has had a wide variety of effects for consumers and state and local government revenues.

This work explores the recent changes to the method of taxing motor vehicles in Georgia and the implications for consumer tax liabilities and aggregate state and local revenues. In addition, this report provides information on the change in motor vehicle receipts at the county level between 2012 and 2016 and includes a forecast of state and local receipts for 2017-22.

The next section explains the new method of taxing motor vehicles. Later sections present a descriptive analysis of the TAVT receipts, compare TAVT receipts to the prior sales tax and ad valorem system, and discuss the effect of the reform on consumer tax liabilities and state and local government revenues. The report concludes with a forecast of state and local government revenue and state and local TAVT shares anticipated over the 2018-22 period.

## About the TAVT

---

### TAX BASE AND RATE

Adopted in 2012 and implemented in March 2013, the TAVT replaced the state and local sales tax levied on motor vehicles and the state and annual local government ad valorem tax on vehicles purchased after 2012. These revenue sources were replaced with the TAVT, which is paid when a motor vehicle is titled with the state. For vehicles purchased prior to 2012, owners continue to owe the annual local government ad valorem tax until the vehicle is sold or becomes salvage. This revenue source is referred to as the remaining ad valorem tax. For vehicles purchased in 2012, buyers had the option of remaining on the sales and ad valorem system or opting into the new TAVT system in 2013.<sup>2</sup>

The TAVT broadens the base of revenues compared to the previous sales and ad valorem tax systems by including casual sales of vehicles (purchases of used vehicles from owner-sellers rather than from certified dealers) and transfers of vehicles from out of state. Under the previous system, these transactions were not subject to sales tax collection at the time of sale but were subject to annual ad valorem payments by owners.

The TAVT is levied on the fair market value of the vehicle. In the case of used vehicles, the fair market is equal to the average of the current fair market value and the current wholesale value as listed in the most recent version of the motor vehicle ad valorem assessment manual used by the Department of Revenue (DOR), less any reduction for trade-in values. In the case of a new vehicle, the fair market

---

<sup>1</sup> The state ad valorem tax was eliminated for all property in Georgia as of January 1, 2016.

<sup>2</sup> Owners who purchased vehicles between January 1, 2012, and February 28, 2013, could opt into the TAVT system at any time prior to February 28, 2014, by paying the difference between the tax due under the TAVT system and the tax due under the sales and ad valorem tax system if any existed.

value is the greater of the retail selling price of the vehicle or the average of the current fair market value and the current wholesale value, less any reduction for the value of trade-ins, any rebates or cash discounts. The retail selling price includes all charges for labor, freight, delivery, dealer fees, and similar charges and dealer add-ons and markups but does not include the value of any extended warranty or maintenance or any finance, insurance or interest charges for deferred payments billed separately.

The TAVT rate of 7 percent was phased in over three years. The initial rate was 6.5 percent in 2013 and increased to 6.75 percent in 2014. The TAVT is scheduled to continue at its current rate indefinitely.<sup>3</sup> The TAVT revenues are shared between the state and local governments. The original shares are shown in Table I, but these are subject to change. The exact share that each level of government receives is based on a formula that is discussed in greater detail later in this analysis. The state (local) TAVT rate is determined by multiplying the combined TAVT rate by the state (local) share as shown in Table I.

**Table I. Original TAVT Combined Rate and State and Local Shares**

CALENDAR YEAR	COMBINED TAVT RATE	STATE SHARE	STATE TAVT RATE	LOCAL SHARE	LOCAL TAVT RATE
2013	6.50%	57%	3.71%	43%	2.80%
2014	6.75%	55%	3.71%	45%	3.04%
2015	7.0%	55%	3.85%	45%	3.15%
2016	7.0%	53.5%	3.75%	46.5%	3.26%
2017	7.0%	44%	3.08%	56%	3.92%
2018	7.0%	40%	2.80%	60%	4.20%
2019	7.0%	36%	2.52%	64%	4.48%
2020	7.0%	34%	2.38%	66%	4.62%
2021	7.0%	30%	2.10%	70%	4.90%
2022	7.0%	28%	1.96%	72%	5.04%

In addition to the standard rates, the TAVT is applicable in the following circumstances:

- The combined rate for rental vehicles equals 1.25 percent of the vehicle fair market value.
- The combined rate for certain transfers between family members is 0.50 percent of fair market value.
- The liability for vehicles registered by individuals moving into the state may be paid over a 12-month period in two equal installments.
- Vehicles used as temporary loaner vehicles by dealerships are not subject to TAVT for up to one year while in such use.
- Used vehicles financed by certified Buy Here Pay Here (BHPH) dealers<sup>4</sup> are subject to a TAVT rate equal to 2.5 percentage points below the standard rate.

<sup>3</sup> The law allows for a rate increase under certain circumstances. These are discussed in more detail below.

<sup>4</sup> BHPH dealers directly finance purchases. Only dealerships financing at least 90 percent of all motor vehicle sales may be certified as BHPH dealers.

- Salvage vehicles and vehicles donated to nonprofit organizations are subject to a 1 percent TAVT upon title transfer.
- Vehicles manufactured in years 1963 through 1985 are subject to a combined state and local TAVT of 1 percent of fair market value.
- Vehicles purchased by disabled veterans are exempt from the TAVT.
- Vehicles qualifying for the Manufacturing Headquarters tag are exempt from the TAVT.

## STATE AND LOCAL GOVERNMENT SHARES

By law, the local government revenue generated by all the local governments in total from the taxation of motor vehicles must equal +/- 1 percent of an annual target collection amount. The annual target collection amount is defined as the sum for all counties of (1) the revenue from vehicles taxed under the TAVT system and (2) the revenue from property taxes collections from vehicles still taxed under the ad valorem system. The target collection amount is based on a formula specified in statute and is equal to the local base amount of \$1 billion in 2012, increasing at a rate of 2 percent annually through 2022. If the actual combined collections exceed the local target amount by more than 1 percent, the local TAVT share for the following year is adjusted downward so that at the adjusted share, the local motor vehicle collections for the prior year, would have equaled the target amount had the adjusted shares been in place. If the collections are more than 1 percent below the target amount, the local shares for the following year are increased in the same manner. The resulting local government share is applied uniformly to every county. This procedure of evaluating the local government motor vehicle revenues relative to the annual target collection amount is referred to as the *annual lookback analysis*. It is conducted annually by DOR, and the results are released by January 15th of each year. The first year in which this analysis occurred was 2016 and was based on the review of 2015 revenues.

The 2016 lookback analysis determined that local governments exceeded the 2015 target collection amount by \$63.2 million. As a result, the local TAVT share for 2016 was reduced from the original statutory rate of 46.5 percent to 40.55 percent. The 2017 lookback analysis determined that local governments fell short of the 2016 target collection amount by \$86.9 million and, as a result, the local TAVT share for 2017 was increased to 45.61 percent. The 2016 reduction in the local rate caused an increase in the state share, and the 2017 increase in the local rate caused a decrease in the state share. Thus, the state absorbs the revenue risk associated with the local guarantee.

In addition to the local government target amounts, the law also includes a state target collection amount. This target is an annual amount equal to a state base amount of \$535 million, increased annually by 2 percent after 2012. In years 2015, 2018 and 2022, DOR is required by law to determine that state revenues from the prior year did not fall below the state target collection amount. If, in fact, state revenues fall short of this target amount by more than 1 percent, the combined TAVT rate of 7 percent is increased to an amount that would have been sufficient to generate the state target amount in the year under review if it had been in place. Because the 2015 review of 2014 revenues found that the state had met its target collection amount, no combined rate change was triggered.<sup>5</sup>

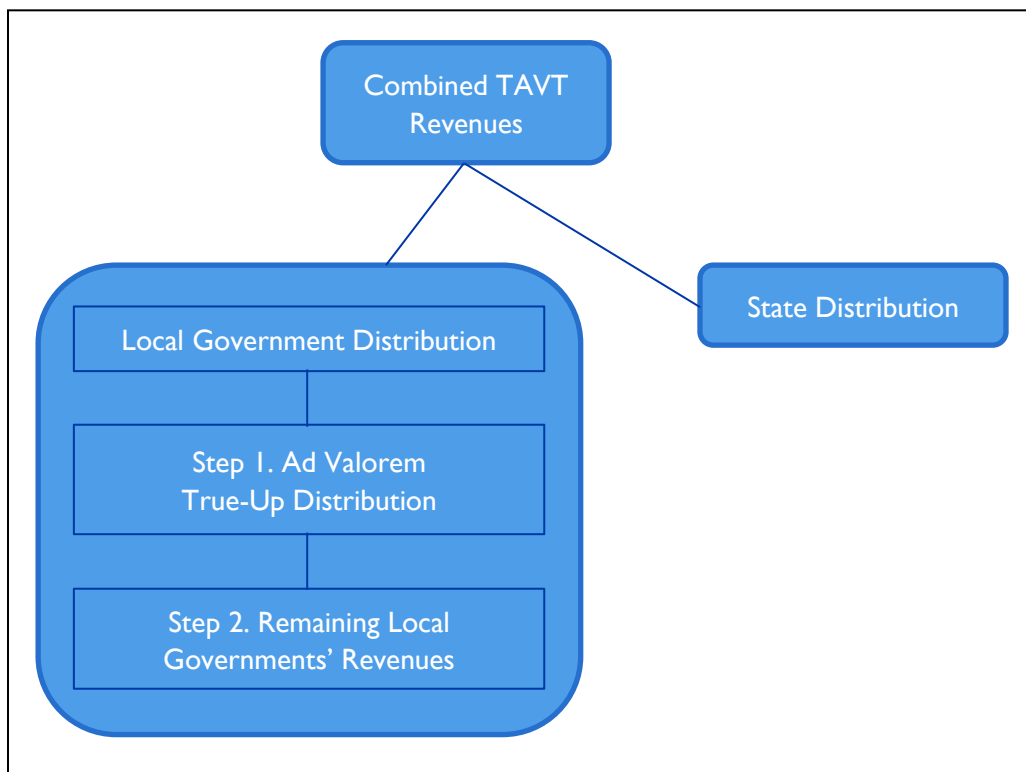
---

<sup>5</sup> The law does not include a downward adjustment of the combined rate.

## DISTRIBUTION OF LOCAL REVENUES

Once the total value of the local government share has been determined, the proceeds are distributed among the local governments in a given county according to the two-step process illustrated in Figure 1. The local TAVT proceeds generated within a county are first allocated to restore the lost ad valorem revenues to the level that existed in 2012. This is done monthly on a county-by-county basis for each local government. For example, the monthly TAVT receipts are allocated to a qualifying government, such as a county, city or school, which when added to its remaining ad valorem receipts from motor vehicles for that month equals the amount of ad valorem receipts the government had received in that month in 2012.<sup>6</sup> This process is referred to as *trueing-up*, and the amount of the TAVT distribution used to backfill the lost ad valorem revenue is referred to as the *true-up amount*. If the county proceeds from the TAVT for a given month are insufficient to fully replace the ad valorem receipts for that month, TAVT receipts from future months are allocated until the levels are restored. As a second step, any TAVT revenues remaining after the true-up process are distributed to the county local governments by, in general, allocating one-third to the school districts, one-third to the county and municipal governments to be distributed according to the distribution arrangement of their local option sales tax, and one-third to the county and municipal governments to be distributed according to the distribution arrangement of their special purpose local option sales tax.

**Figure 1. Illustration of Current TAVT Distribution Arrangement**



<sup>6</sup> This also applies to independent school districts, the MARTA district and any water sewer districts in the state that had been funded via property tax assessments.

## TAVT Receipts

Total TAVT receipts have grown at a compound annual rate of 19 percent over the 2013-16 period (Table 2). This growth reflects several factors, including the TAVT rate increases of 2014 and 2015, and the recovery of the automobile market after the Great Recession.

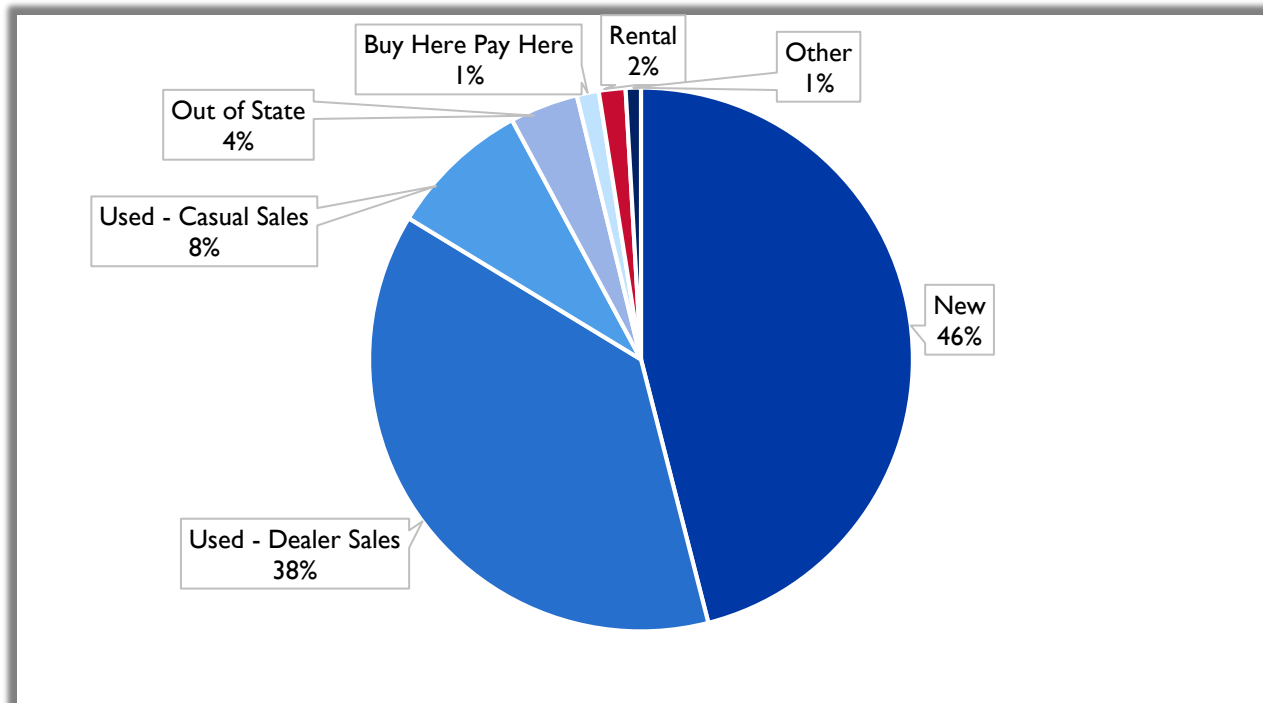
**Table 2. Total TAVT Receipts, Calendar Years (CY) 2013-16**

	MARCH-DECEMBER 2013	CY 2014	CY 2015	CY 2016
State	\$580,975,770	\$807,942,653	\$916,419,438	\$1,032,893,851
Local	\$448,260,279	\$655,062,660	\$745,076,724	\$712,410,676
Total	\$1,029,236,049	\$1,463,005,313	\$1,661,496,162	\$1,745,304,527

Source: Georgia Department of Revenue

Figure 2 shows the share of TAVT receipts associated with each type of transaction for CY 2016. New vehicles accounted for 46 percent of total TAVT revenue, used vehicles sold by dealers accounted for 38 percent and casual sales accounted for 8 percent. Out-of-state transfers and sales accounted for 4 percent, TAVT paid by rental car companies equaled 2 percent, and TAVT levied on BHPH vehicles accounted for 1 percent of total revenues. The remaining tax revenues come from other types of transactions such as transfers between family members and vehicles sold for salvage.

**Figure 2. Shares of Local TAVT Receipts by Transaction Type, CY 2016**



Source: Author's calculations based on DOR Monthly Reports

## The Change in the Tax Treatment of Motor Vehicles

---

Enactment of the TAVT had significant implications for the taxation of motor vehicles in Georgia. Most significantly, the TAVT encompasses a broader tax base than the previous sales and ad valorem tax system, largely because it captures casual sales that were not previously subject to sales tax. In addition, the TAVT applies to out-of-state vehicles at the time of registration and titling in Georgia.

Equally important is the change in the average effective tax rate imposed on motor vehicle sales. Prior to the implementation of the TAVT, the state sales tax rate on motor vehicles was 4 percent, and the local rate varied by county. Most counties levied a 3 percent statutory tax rate, but nine counties in 2012 levied a 2 percent tax, residents of Whitfield faced a 1 percent levy, and residents of the city of Atlanta faced a 4 percent levy.<sup>7</sup> Two of the nine counties at 2 percent were Cobb and Gwinnett, which accounted for about 9 and 10 percent, respectively, of all local motor vehicle tax revenue across the state. Weighted by local motor vehicle sales tax receipts, the average local sales tax rate for motor vehicles in 2012 was 2.9 percent. The statutory TAVT rate of 7.0 percent corresponds to state and local TAVT rates in 2016, given the shares in effect at the time of 4.2 percent and 2.8 percent, respectively.<sup>8</sup> However, because of the various exemptions and reduced rates as described above, the realized local TAVT rate in 2016 equaled 2.1 percent of total sales, and the realized state TAVT rate in 2016 equaled 3 percent. Lastly, because the TAVT eliminated the annual ad valorem tax on vehicles registered after 2012, local ad valorem receipts on motor vehicles declined from \$812 million in 2012 to \$281 million in 2016.

Note that this legislation was implemented just as the automobile market was beginning to recover from historically low purchasing levels. Nationally, U.S. new vehicle sales totaled 14.4 million units in 2012, but increased to 17.6 million units in 2016.<sup>9</sup> In addition, vehicle prices increased over this time period. According to data from the U.S. Bureau of Labor Statistics, new and used vehicle prices rose by 1.7 percent between 2012 and 2016.<sup>10</sup> Reflective of these combined economic effects, the total fair market value of vehicles purchased in Georgia increased from \$24 billion in 2012 to \$34 billion in 2016.<sup>11</sup> Therefore, some of the revenues collected after the implementation of the TAVT represent the recovery of the auto market and are not due to changes in the tax treatment of motor vehicles.

## The Effect of the TAVT Reform

---

The TAVT legislation represented comprehensive tax reform, affecting who pays, how much is paid and who receives the revenues. This section explores the effects of this reform from the perspective of the consumer, the state and local governments.

---

<sup>7</sup> The nine counties are Burke, Cherokee, Cobb, Fayette, Glynn, Greene, Gwinnett, Pike and Treutlen.

<sup>8</sup> This is equal to the local share of 40.55 percent and the state share of 0.5945 multiplied by the total TAVT rate of 7 percent.

<sup>9</sup> Statista.com and U.S. News and World Report. 2017, January 4, "US Auto sales hit a record 17.55M in 2016, led by SUVs."

<sup>10</sup> U.S. Bureau of Labor Statistics for South urban, base year =1997.

<sup>11</sup> Based on data provided by Georgia Department of Revenue for calendar year 2012 and 2016.



## EFFECT OF TAVT ON CONSUMER TAX LIABILITIES

From the perspective of the consumer, tax liabilities have declined for purchasers of new vehicles but have increased for consumers involved in casual sales and individuals moving into the state. Because the previous sales tax ad valorem system extended the tax liability over the full ownership period of the vehicle, it is appropriate to compare the tax liabilities of the two tax systems over a period of more than one year. The examples presented in Table 3 are based on a five-year ownership period. For instance, under the sales tax ad valorem tax system, a new vehicle worth \$26,500 would have a five-year tax liability of \$2,641, consisting of \$1,855 in sales tax and \$786 in annual property tax payments.<sup>12</sup> Under the TAVT system, this same vehicle would only have a tax payment due upon the initial purchase of \$1,855. In the case of a casual sale of \$4,000, the tax liability under the previous tax system would equal \$155 with no tax levied at the time of sale but \$155 in property tax collected over the five-year period. The tax liability under the TAVT is \$280 due at the time the vehicle is purchased.<sup>13</sup> A similar pattern is shown for the registration of an out-of-state vehicle valued at \$17,000.<sup>14</sup>

**Table 3. Hypothetical Examples of Change in Tax Liabilities by Type of Vehicle Transaction**

		YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL PAYMENTS AFTER FIVE YEARS
Dealer Purchase (\$26,500)	TAVT	\$1,855	-	-	-	-	\$1,855
	Sales Tax/ Ad Valorem	\$1,855	\$245	\$208	\$177	\$156	\$2,641
Casual Sale (\$4,000)	TAVT	\$280	-	-	-	-	\$280
	Sales Tax/ Ad Valorem	-	\$42	\$39	\$38	\$36	\$155
Out-of-State Registration (\$17,000)	TAVT	\$1,190	-	-	-	-	\$1,190
	Sales Tax/ Ad Valorem	-	\$165	\$145	\$131	\$120	\$561

Source: Author's calculations

Based on the number and type of sales transactions in 2016, consumers who paid less under the TAVT system numbered about twice as many as the consumers who paid more.

<sup>12</sup> This example assumes a millage rate of 28.5 mills and a state and local sales tax rate of 7 percent. In addition, the example assumes that a new vehicle depreciates 19 percent in year one, 15 percent in years two and three, and 12 percent in year four and that property tax was not levied on the year in which the vehicle was purchased because the vehicle was purchased after the owner's birthday.

<sup>13</sup> This example assumes that the used vehicle is six years old when purchased. The vehicle is assumed to depreciate by 8 percent in the first year after the transfer, 6 percent in the second year, and 5 percent in the third and fourth year. The example assumes a millage rate of 28.5 mills and a state and local sales tax rate of 7 percent.

<sup>14</sup> The example assumes the vehicle is three years old upon transfer. The example assumes that the depreciation in the first year after transfer equals 15 percent, 12 percent in the second year, 10 percent in the third year and 8 percent in the fourth year. The example assumes a millage rate of 28.5 mills and a state and local sales tax rate of 7 percent.

## EFFECT OF TAVT ON STATE GOVERNMENT MOTOR VEHICLE RECEIPTS

The effect of the tax reform on the state government is confounded with the independent elimination of the state property tax. Because the state initiated the repeal of the property tax before the TAVT reform took effect, the revenue loss from the property tax is not considered in this analysis. Under the sales tax ad valorem system, the state levied a 4 percent sales tax rate on vehicles sold through dealerships. Under the TAVT system, the state motor vehicle rate equaled 3.71 percent in 2013, 4.2 percent in 2016 and 3.8 percent in 2017. Based on the current forecast, this rate is expected to decline to 3.5 percent in 2018 and 2.7 percent by 2022.<sup>15</sup> Table 4 shows that the state revenues from motor vehicles for 2016 are significantly higher than pre-TAVT levels. However, the state revenues in 2022 are forecasted to fall below the 2014 level due to the increase in the local government shares.

**Table 4. State Government Motor Vehicle Receipts Before and After TAVT, CY 2010-16**

YEARS	MOTOR VEHICLE SALES TAX	TAVT
2010	\$472,850,810	-
2011	\$516,340,012	-
2012	\$506,622,862	-
2014	-	\$787,251,834
2015	-	\$899,534,821
2016	-	\$1,018,812,824

*Source: Author's estimates based on DOR data, adjusted to exclude sales tax on parts sold at dealerships*

## EFFECT OF TAVT ON LOCAL GOVERNMENT MOTOR VEHICLE RECEIPTS

Under the previous tax structure, the local government imposed a sales tax rate of 2 to 3 percent rate, depending on the jurisdiction, as well as an annual property tax with a millage rate that varied by jurisdiction. Under the TAVT system, the local governments applied a uniform rate of 2.8 percent in 2013, increasing to 3.2 percent in 2017, and forecasted to increase to 4.3 percent by 2022. The initial legislation was crafted such that the local TAVT share increased in future years to compensate for the eventual decline in the ad valorem receipts. Therefore, in the early years of the reform the local governments received a lower share of the revenues. Table 5 compares the revenues generated at the local government level in aggregate before and after implementation of the TAVT.

Compared to the revenue in 2010, local government revenues from motor vehicles increased by 8 percent between 2010 and 2015. Part of this was due to the base expansion under the TAVT and part was from a recovery of the automobile market from its low point in 2009, as discussed earlier. The 2016 local revenues were about 5 percent lower than the 2010 revenues, reflecting the local share adjustment that occurred in 2016. Local revenues from the taxation of motor vehicles are forecasted to increase to \$0.8 billion by 2017 and to \$1.2 billion by 2022, as is discussed in the later section of this analysis.

<sup>15</sup> These rates differ from those presented in Table 1 because they account for the local share adjustment that occurred in 2016 and 2017 and that is forecasted to occur annually for years 2018-22.

**Table 5. Local Government Motor Vehicle Receipts Before and After TAVT, CY 2010-16**

YEARS	AD VALOREM*	MV SALES TAX**	TAVT***	TOTAL	TOTAL COLLECTION TARGET
2010	\$697,877,814	\$342,409,208	-	\$1,040,287,022	
2011	\$746,635,163	\$373,901,388	-	\$1,120,536,551	
2012	\$811,778,993	\$353,861,031	-	\$1,165,640,024	
2014	\$509,867,078	-	\$655,047,821	\$1,164,914,899	N/A
2015	\$378,134,061	-	\$745,072,845	\$1,123,206,907	\$1,060,000,000
2016	\$280,652,272		\$712,410,623	\$993,062,894	\$1,080,000,000

\*Includes ad valorem penalties

\*\*Author's estimates based on DOR data, adjusted to exclude sales tax on parts sold at dealerships. Sales tax receipts do not include sales tax on trailers.

\*\*\*TAVT rate in 2014 = 6.75 percent and 7 percent in 2015 and 2016. 2013 information is not presented because it is the transition year in which both tax systems existed.

Because the tax liabilities under the ad valorem sales tax system varied by jurisdiction due to differences in local sales tax and millage rates, the effect of moving to the TAVT system had different impacts by county. In addition, changes in economic conditions and demographics caused the transition to the TAVT system to vary substantially across counties. Table 6 provides the amount of gains and losses for all local governments for the 2012-15 period.<sup>16</sup> Overall, total local motor vehicle revenue declined for 99 counties between 2012 and 2015 and increased for 60. The total decline for the former equaled \$75 million and on average represented about a 9 percent decline for those counties. The total amount gained by the 60 counties that saw an increase equaled \$33 million, which represented about an average 10 percent increase across those counties.<sup>17</sup> Tables A1 and A2 in the Appendix provide the county-by-county breakdown of this information for each Georgia county.

**Table 6. Local Government Revenue Gain and Loss, CY 2012-15 (\$ in millions)**

	REVENUE LOSS		REVENUE GAIN	
	VALUE OF DIFFERENCE/ PERCENTAGE DIFFERENCE	NUMBER OF COUNTIES	VALUE OF DIFFERENCE/ PERCENTAGE DIFFERENCE	NUMBER OF COUNTIES
CY 2012-15	-\$74.9/-8.69%	99	\$32.5/10.44%	60

Source: Author's calculations based on DOR data

## FORECAST OF TAVT UNDER CURRENT LAW, CY 2018-22

Table 7 shows the revenue forecasted for the state and local governments for 2018 through 2022 under the current TAVT structure. The local totals represent the combined amounts forecasted for all local

<sup>16</sup> The comparison is made using 2015 data and not 2016 data because the 2016 results are influenced by the share adjustments of 2015.

<sup>17</sup> Corresponding figures for the 2012-16 period show much wider swings due in large part to the 2017 readjustment of local shares. For this reason, the comparison over the 2012-16 period is artificially skewed.

governments in each county. Also shown is the forecast for the total local ad valorem receipts for all local governments. The TAVT forecast reflects the expected value of motor vehicle sales for future years based on historical motor vehicles sales activity, a forecast of new vehicle registrations for the state provided by Moody's Analytics, and a forecast of other vehicle sales and transfers. The state forecast is constructed by incorporating the general sentiment of several publicly available national forecasts of the auto market for the immediate future.<sup>18</sup> Lastly, the specific TAVT forecast was adjusted to account for the change regarding leased vehicles that was passed as part of the 2017 legislation session.<sup>19</sup> The resulting forecast is consistent with historical levels of TAVT activity from 2013 to 2016.

Total TAVT receipts are forecasted to increase by 7.5 percent between 2017 and 2022 reflecting, in part, an anticipated slowdown in the new automobile market in 2018, 2019 and 2020. State TAVT receipts are forecasted to decline 24.1 percent, while local receipts are forecasted to increase 44.4 percent. The decline in the state receipts and the increase in the local receipts reflect the adjustment in the shares that are forecasted over this time period. After incorporating the remaining local ad valorem receipts, total local motor vehicle receipts are projected to increase by 19.7 percent over the 2017-22 period. Although the state receives 53 percent of total TAVT receipts in 2017, by 2022 the state will receive only 38 percent.

**Table 7. Forecast of State and Local\* Motor Vehicle Revenue Under Current Law (\$ in millions)**

	CY 2017	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022
State TAVT	\$949.0	\$838.9	\$726.8	\$676.0	\$675.2	\$720.4
Local TAVT	\$813.4	\$846.8	\$952.0	\$1,036.2	\$1,114.3	\$1,174.7
Local Ad Valorem	\$213.1	\$161.8	\$122.9	\$93.3	\$70.8	\$53.8
Local Total Receipts	\$1,026.5	\$1,008.6	\$1,074.9	\$1,129.5	\$1,185.1	\$1,228.5

\*Local government includes county, municipal, school districts and special districts where applicable.

Source: Author's calculations

Table 8 shows the state and local TAVT shares for 2017-22 that would satisfy the state and local government collection targets under current law. These shares were computed as part of the Table 7 analysis. The amounts are also adjusted to incorporate the 1 percent fee retained by county governments to compensate for costs associated with the administration and collection of this tax. This forecast indicates that the combined TAVT rate for 2023 is not likely to change. Appendix Table A3 presents the local government forecast under current law for each county for CY 2018-22.

**Table 8. Forecast of State and Local TAVT Shares Under Current Law**

	CY 2018	CY 2019	CY 2020	CY 2021	CY 2022
State	50.27%	43.73%	39.88%	38.11%	38.40%
Local	49.73%	56.27%	60.12%	61.89%	61.60%

Source: Author's calculations

<sup>18</sup> These include JD Power and Associates, Trading Economics, Bloomberg and NADA.

<sup>19</sup> In 2017, the legislature amended the TAVT tax base as it applies to leased vehicles. Effective January 1, 2018, the TAVT is only applicable to the sum of the base payments specified in the lease agreement.

## Conclusion

---

This report describes the TAVT system and outlines the implications of moving to this system from the previous sales tax ad valorem system. The legislation of 2012 brought major reform to the taxation of motor vehicles in Georgia. The legislation added more vehicles to the tax rolls by including casual sales and out-of-state vehicles but in many cases reduced the tax liability of vehicle owners by eliminating the annual property tax. In addition, this legislation represented a significant change in the value of state and local government revenues from motor vehicles.

Under the previous sales tax and ad valorem system, local governments imposed different sales tax and millage rates on motor vehicles. Thus, moving to a standard TAVT rate across all counties meant that adopting this legislation had varying affects across the state. In addition, vehicle purchasing patterns and demographic changes vary substantially across the counties, further creating a more uneven transition to the new tax system.

The initial legislation was crafted such that the local TAVT share of revenues was low relative to the state's but increased in future years to compensate for the eventual decline in the ad valorem receipts. Therefore, in the early years of the reform, the local governments received a lower share of the revenues. Moving forward, however, state revenues from the TAVT are forecasted to decline by about 4 percent while the local revenues are forecasted to increase by 9 percent.

# Appendix

**Table A1. Motor Vehicle Ad Valorem Revenue by County and Year**

COUNTY	2012	2013	2014	2015	2016
APPLING	\$1,488,936	\$1,215,804	\$898,951	\$657,506	\$616,014
ATKINSON	\$548,875	\$472,744	\$352,050	\$267,628	\$213,481
BACON	\$834,560	\$716,134	\$542,024	\$422,827	\$347,108
BAKER	\$240,156	\$201,692	\$149,618	\$124,028	\$96,475
BALDWIN	\$2,580,436	\$2,251,087	\$1,647,882	\$1,298,328	\$1,002,308
BANKS	\$1,084,579	\$1,003,635	\$744,059	\$603,414	\$527,029
BARROW	\$5,285,559	\$4,782,356	\$3,597,308	\$2,713,704	\$2,047,797
BARTOW	\$6,776,264	\$5,712,597	\$4,487,885	\$3,578,843	\$2,680,405
BEN HILL	\$1,192,537	\$1,030,753	\$733,350	\$566,853	\$450,074
BERRIEN	\$1,438,335	\$1,141,659	\$841,509	\$659,869	\$521,871
BIBB	\$13,233,693	\$11,091,995	\$7,858,762	\$5,735,898	\$3,967,615
BLECKLEY	\$985,219	\$792,739	\$625,113	\$500,274	\$387,553
BRANTLEY	\$1,521,589	\$1,103,060	\$804,769	\$612,243	\$480,685
BROOKS	\$1,023,618	\$874,586	\$678,616	\$552,165	\$430,922
BRYAN	\$2,444,538	\$2,057,001	\$1,573,797	\$1,172,568	\$874,792
BULLOCH	\$3,476,121	\$2,993,170	\$2,241,438	\$1,669,258	\$1,345,009
BURKE	\$1,522,096	\$1,266,621	\$951,863	\$704,300	\$553,950
BUTTS	\$2,182,140	\$1,698,222	\$1,246,653	\$958,728	\$803,822
CALHOUN	\$450,407	\$414,815	\$349,686	\$320,508	\$294,748
CAMDEN	\$3,521,337	\$3,107,299	\$2,267,379	\$1,760,294	\$1,343,907
CANDLER	\$683,198	\$548,825	\$425,933	\$324,217	\$233,595
CARROLL	\$7,479,979	\$6,309,036	\$4,600,259	\$3,533,251	\$2,681,373
CATOOSA	\$3,591,763	\$2,938,632	\$2,375,932	\$1,794,336	\$1,334,759
CHARLTON	\$750,029	\$682,785	\$483,954	\$378,925	\$283,342
CHATHAM	\$23,519,846	\$19,848,857	\$14,193,776	\$10,183,216	\$7,639,884
CHATTAHOOCHEE	\$216,760	\$191,478	\$139,571	\$101,045	\$75,964
CHATTOOGA	\$1,277,934	\$1,168,248	\$892,903	\$687,577	\$519,823
CHEROKEE	\$20,341,116	\$17,885,664	\$12,944,377	\$9,412,702	\$7,021,821
CLARKE	\$6,356,655	\$5,296,353	\$3,905,980	\$2,870,445	\$2,134,112
CLAY	\$184,174	\$164,719	\$140,342	\$111,463	\$87,779
CLAYTON	\$20,695,545	\$18,296,323	\$11,580,792	\$8,711,912	\$6,384,693
CLINCH	\$500,028	\$425,714	\$310,862	\$237,904	\$195,146
COBB	\$65,156,413	\$56,125,207	\$39,564,612	\$28,608,143	\$20,366,064
COFFEE	\$2,515,284	\$2,107,363	\$1,538,766	\$1,159,180	\$885,611
COLQUITT	\$2,835,352	\$2,434,279	\$1,823,319	\$1,514,398	\$1,169,898

COUNTY	2012	2013	2014	2015	2016
COLUMBIA	\$11,025,470	\$9,334,844	\$7,076,362	\$5,212,666	\$3,974,195
COOK	\$1,116,913	\$973,700	\$725,182	\$578,303	\$449,603
COWETA	\$10,289,438	\$8,554,494	\$6,278,345	\$4,711,976	\$3,545,389
CRAWFORD	\$897,191	\$797,416	\$629,623	\$511,684	\$391,862
CRISP	\$1,560,147	\$1,440,126	\$1,046,011	\$756,225	\$597,390
DADE	\$769,174	\$721,981	\$573,239	\$462,265	\$362,318
DAWSON	\$1,872,464	\$1,587,182	\$1,269,110	\$978,326	\$730,520
DECATUR	\$1,810,275	\$1,721,111	\$1,353,701	\$1,087,856	\$988,646
DEKALB	\$68,014,665	\$58,981,406	\$41,086,823	\$28,924,338	\$20,609,451
DODGE	\$1,033,378	\$840,207	\$638,512	\$535,398	\$443,931
DOOLY	\$982,190	\$802,018	\$610,568	\$473,762	\$378,353
DOUGHERTY	\$7,237,067	\$6,296,165	\$4,478,303	\$3,447,079	\$2,620,144
DOUGLAS	\$10,587,674	\$8,823,823	\$6,783,394	\$4,971,159	\$3,661,760
EARLY	\$1,024,669	\$1,042,524	\$691,399	\$703,630	\$663,310
ECHOLS	\$310,614	\$259,210	\$190,694	\$145,598	\$122,239
EFFINGHAM	\$4,283,153	\$3,928,421	\$2,801,045	\$2,112,360	\$1,561,074
ELBERT	\$1,258,895	\$1,066,968	\$848,130	\$694,276	\$567,393
EMANUEL	\$1,604,209	\$1,323,042	\$980,874	\$738,532	\$575,916
EVANS	\$644,741	\$549,798	\$430,130	\$323,168	\$268,172
FANNIN	\$1,287,819	\$1,101,062	\$899,680	\$666,776	\$521,598
FAYETTE	\$11,497,113	\$9,687,680	\$7,269,312	\$5,418,940	\$3,978,268
FLOYD	\$7,136,071	\$6,117,168	\$4,562,370	\$3,462,150	\$2,714,863
FORSYTH	\$17,617,765	\$15,457,234	\$11,334,496	\$8,437,482	\$6,530,830
FRANKLIN	\$1,546,064	\$1,483,609	\$973,887	\$808,896	\$704,366
FULTON	\$105,441,833	\$90,431,365	\$61,946,525	\$43,492,162	\$29,294,578
GILMER	\$1,932,431	\$1,725,508	\$1,292,011	\$994,598	\$744,606
GLASCOCK	\$199,706	\$178,500	\$143,176	\$114,605	\$91,346
GLYNN	\$5,222,715	\$5,000,361	\$3,667,234	\$2,713,550	\$2,082,089
GORDON	\$3,740,025	\$3,140,663	\$2,428,041	\$1,879,069	\$1,511,976
GRADY	\$1,756,769	\$1,466,275	\$1,246,906	\$988,642	\$798,115
GREENE	\$983,119	\$961,456	\$741,211	\$547,194	\$405,863
GWINNETT	\$77,797,208	\$67,636,410	\$49,798,281	\$35,769,916	\$25,775,812
HABERSHAM	\$2,499,576	\$2,255,786	\$1,824,553	\$1,399,783	\$1,094,207
HALL	\$12,935,219	\$11,781,071	\$9,071,145	\$6,639,911	\$5,085,861
HANCOCK	\$447,321	\$384,349	\$297,295	\$248,660	\$197,193
HARALSON	\$2,123,820	\$1,750,823	\$1,305,446	\$1,082,576	\$847,825
HARRIS	\$2,565,853	\$2,212,629	\$1,764,339	\$1,352,280	\$1,047,859
HART	\$1,147,617	\$1,113,770	\$903,209	\$726,665	\$543,418
HEARD	\$588,229	\$502,257	\$374,185	\$291,547	\$229,478

COUNTY	2012	2013	2014	2015	2016
HENRY	\$19,921,391	\$17,158,868	\$12,515,480	\$9,274,837	\$6,821,414
HOUSTON	\$11,256,672	\$9,418,771	\$6,975,286	\$5,192,296	\$3,940,537
IRWIN	\$785,417	\$628,860	\$469,227	\$374,901	\$301,877
JACKSON	\$5,430,391	\$4,756,733	\$3,740,651	\$2,953,398	\$2,309,751
JASPER	\$1,238,600	\$1,039,324	\$824,576	\$668,253	\$513,451
JEFF DAVIS	\$928,236	\$773,329	\$602,360	\$479,143	\$381,533
JEFFERSON	\$1,192,313	\$1,089,279	\$838,482	\$650,636	\$517,810
JENKINS	\$485,997	\$383,889	\$289,576	\$235,226	\$184,565
JOHNSON	\$548,091	\$476,621	\$374,234	\$295,632	\$218,996
JONES	\$2,567,227	\$2,158,332	\$1,632,443	\$1,268,150	\$1,059,186
LAMAR	\$1,095,693	\$970,946	\$761,127	\$616,838	\$511,260
LANIER	\$600,869	\$510,005	\$368,457	\$287,097	\$218,326
LAURENS	\$3,251,099	\$2,743,260	\$1,965,611	\$1,563,125	\$1,161,166
LEE	\$2,810,955	\$2,343,622	\$1,841,546	\$1,457,721	\$1,093,624
LIBERTY	\$3,732,785	\$3,160,274	\$2,273,745	\$1,812,369	\$1,306,946
LINCOLN	\$656,734	\$556,130	\$446,401	\$362,237	\$269,585
LONG	\$744,824	\$600,583	\$443,880	\$336,602	\$267,072
LOWNDES	\$6,509,887	\$5,647,626	\$3,949,957	\$3,209,818	\$2,458,288
LUMPKIN	\$1,635,190	\$1,559,513	\$1,199,379	\$944,658	\$775,957
MACON	\$887,322	\$737,155	\$569,780	\$456,015	\$372,689
MADISON	\$1,967,435	\$1,711,006	\$1,305,922	\$1,019,784	\$810,328
MARION	\$453,061	\$388,989	\$287,467	\$224,883	\$175,215
MCDUFFIE	\$1,366,106	\$1,181,147	\$848,296	\$673,438	\$527,974
MCINTOSH	\$790,747	\$667,943	\$508,786	\$385,701	\$306,209
MERIWETHER	\$1,718,815	\$1,469,750	\$1,125,851	\$889,136	\$699,941
MILLER	\$633,129	\$535,906	\$405,672	\$333,121	\$283,151
MITCHELL	\$1,850,257	\$1,610,710	\$1,232,024	\$983,130	\$816,969
MONROE	\$2,103,342	\$1,760,117	\$1,355,637	\$1,040,577	\$840,495
MONTGOMERY	\$513,692	\$428,820	\$347,742	\$255,519	\$201,272
MORGAN	\$1,434,054	\$1,341,851	\$1,082,986	\$807,431	\$653,508
MURRAY	\$1,766,111	\$1,464,720	\$1,109,129	\$928,882	\$737,294
MUSCOGEE	\$16,346,740	\$13,935,793	\$9,795,967	\$7,267,271	\$5,355,111
NEWTON	\$8,887,404	\$7,710,562	\$5,809,419	\$4,177,921	\$3,219,923
OCONEE	\$2,887,232	\$2,575,986	\$1,974,860	\$1,471,440	\$1,112,884
OGLETHORPE	\$996,918	\$840,453	\$656,318	\$520,288	\$447,921
PAULDING	\$10,481,279	\$9,158,335	\$6,707,554	\$4,874,250	\$3,550,419
PEACH	\$2,283,179	\$1,869,532	\$1,447,862	\$1,153,263	\$910,055
PICKENS	\$2,079,709	\$1,831,036	\$1,389,019	\$1,112,189	\$872,750
PIERCE	\$1,484,953	\$1,256,455	\$887,571	\$667,264	\$561,224



COUNTY	2012	2013	2014	2015	2016
PIKE	\$1,588,933	\$1,341,302	\$1,052,468	\$865,207	\$676,920
POLK	\$2,696,134	\$2,233,077	\$1,691,518	\$1,324,439	\$1,027,640
PULASKI	\$727,415	\$573,628	\$443,047	\$334,018	\$256,254
PUTNAM	\$1,158,138	\$1,032,023	\$961,950	\$742,491	\$578,403
QUITMAN	\$202,276	\$190,860	\$160,298	\$151,335	\$140,124
RABUN	\$907,868	\$759,600	\$589,218	\$511,754	\$391,420
RANDOLPH	\$696,822	\$630,577	\$460,464	\$315,133	\$301,075
RICHMOND	\$11,984,560	\$10,446,408	\$7,736,069	\$5,975,469	\$4,430,171
ROCKDALE	\$8,856,427	\$7,661,306	\$5,800,372	\$4,293,117	\$3,138,335
SCHLEY	\$395,638	\$337,367	\$243,031	\$190,080	\$210,746
SCREVEN	\$919,279	\$780,236	\$590,318	\$461,612	\$384,407
SEMINOLE	\$854,866	\$770,346	\$585,357	\$455,200	\$359,873
SPALDING	\$5,017,779	\$4,366,360	\$3,314,532	\$2,521,021	\$1,885,855
STEPHENS	\$1,803,417	\$1,491,296	\$1,108,991	\$959,354	\$753,221
STEWART	\$287,561	\$268,242	\$187,745	\$146,502	\$109,287
SUMTER	\$2,379,166	\$2,093,461	\$1,495,137	\$1,160,345	\$920,067
TALBOT	\$465,249	\$451,522	\$332,177	\$261,394	\$208,011
TALIAFERRO	\$146,994	\$122,887	\$93,148	\$75,260	\$57,704
TATTNALL	\$1,358,904	\$1,108,721	\$835,537	\$684,279	\$530,915
TAYLOR	\$507,803	\$435,010	\$357,859	\$289,728	\$232,445
TELFAIR	\$730,867	\$604,345	\$466,400	\$393,353	\$312,797
TERRELL	\$902,605	\$741,972	\$565,025	\$432,325	\$347,304
THOMAS	\$2,760,449	\$2,520,893	\$2,092,143	\$1,560,254	\$1,187,625
TIFT	\$3,380,109	\$3,016,508	\$2,022,033	\$1,680,235	\$1,284,330
TOOMBS	\$1,717,516	\$1,514,886	\$1,083,125	\$804,233	\$624,718
TOWNS	\$412,210	\$422,973	\$328,575	\$271,981	\$210,685
TREUTLEN	\$389,317	\$310,298	\$244,126	\$186,495	\$142,070
TROUP	\$4,720,774	\$4,052,237	\$3,032,530	\$2,315,863	\$1,752,488
TURNER	\$668,739	\$553,668	\$441,302	\$367,272	\$280,040
TWIGGS	\$668,990	\$557,171	\$417,089	\$330,823	\$257,886
UNION	\$1,163,487	\$1,026,044	\$768,915	\$618,048	\$497,902
UPSON	\$1,626,044	\$1,241,146	\$1,210,518	\$1,002,658	\$779,838
WALKER	\$3,151,725	\$2,661,910	\$1,963,043	\$1,665,665	\$1,332,322
WALTON	\$8,635,053	\$7,423,718	\$6,030,182	\$4,497,366	\$3,310,641
WARE	\$2,700,508	\$2,380,607	\$1,702,092	\$1,258,550	\$1,008,213
WARREN	\$414,596	\$355,357	\$282,116	\$228,261	\$177,336
WASHINGTON	\$1,510,274	\$1,365,114	\$1,045,238	\$893,576	\$808,922
WAYNE	\$2,261,437	\$1,926,502	\$1,368,608	\$965,836	\$761,641
WEBSTER	\$184,026	\$165,964	\$125,538	\$91,187	\$72,026

COUNTY	2012	2013	2014	2015	2016
WHEELER	\$384,034	\$343,806	\$267,824	\$197,158	\$150,190
WHITE	\$1,845,506	\$1,614,257	\$1,292,443	\$1,016,607	\$808,033
WHITFIELD	\$5,738,130	\$6,038,420	\$4,425,870	\$3,465,887	\$2,911,011
WILCOX	\$626,912	\$509,149	\$371,658	\$292,236	\$230,834
WILKES	\$753,471	\$622,128	\$489,473	\$410,938	\$325,419
WILKINSON	\$977,565	\$864,225	\$676,763	\$552,916	\$414,463
WORTH	\$1,451,892	\$1,189,439	\$906,095	\$780,207	\$592,162
TOTAL	\$811,778,993	\$701,353,057	\$509,867,078	\$378,134,062	\$280,651,686

Source: Georgia Department of Revenue

**Table A2. Motor Vehicle Sales Tax and TAVT Receipts by County and Year\***

COUNTY	2012	2014	2015	2016
APPLING	\$842,244	\$1,125,180	\$1,390,994	\$1,266,906
ATKINSON	\$225,191	\$430,957	\$432,437	\$421,465
BACON	\$352,175	\$571,642	\$683,923	\$697,395
BAKER	\$130,605	\$191,903	\$213,869	\$187,047
BALDWIN	\$1,619,746	\$2,126,430	\$2,411,169	\$2,273,060
BANKS	\$493,397	\$956,251	\$1,146,178	\$1,121,244
BARROW	\$2,581,347	\$4,518,439	\$5,256,397	\$5,221,599
BARTOW	\$3,312,395	\$6,339,514	\$7,312,870	\$6,863,465
BEN HILL	\$552,003	\$870,875	\$961,223	\$898,999
BERRIEN	\$566,147	\$889,519	\$992,927	\$1,023,207
BIBB	\$5,779,774	\$8,661,546	\$10,155,481	\$9,457,648
BLECKLEY	\$440,367	\$632,213	\$751,779	\$702,925
BRANTLEY	\$448,908	\$889,613	\$1,001,904	\$944,878
BROOKS	\$405,144	\$804,867	\$885,879	\$859,126
BRYAN	\$1,476,767	\$2,975,891	\$3,363,317	\$3,152,225
BULLOCH	\$2,185,096	\$3,608,600	\$4,265,750	\$4,240,824
BURKE	\$502,720	\$1,309,352	\$1,477,858	\$1,465,563
BUTTS	\$692,518	\$1,315,224	\$1,503,865	\$1,548,233
CALHOUN	\$137,974	\$270,010	\$255,775	\$223,443
CAMDEN	\$2,151,741	\$3,108,492	\$3,549,577	\$3,403,491
CANDLER	\$367,066	\$531,113	\$677,804	\$670,337
CARROLL	\$3,924,664	\$6,563,794	\$7,426,411	\$7,105,876
CATOOSA	\$2,731,153	\$3,458,682	\$3,942,065	\$3,877,599
CHARLTON	\$286,348	\$446,004	\$507,604	\$501,378
CHATHAM	\$12,903,622	\$19,496,233	\$23,020,444	\$21,610,267
CHATTAHOOCHEE	\$251,685	\$655,551	\$620,882	\$509,860
CHATTOOGA	\$589,946	\$1,068,688	\$1,173,052	\$1,073,120

COUNTY	2012	2014	2015	2016
CHEROKEE	\$6,651,949	\$18,335,755	\$20,598,017	\$19,797,251
CLARKE	\$4,086,191	\$5,177,168	\$6,184,185	\$5,995,903
CLAY	\$82,830	\$118,223	\$155,049	\$140,364
CLAYTON	\$11,701,570	\$14,731,802	\$17,490,586	\$16,054,954
CLINCH	\$193,250	\$389,384	\$436,697	\$412,687
COBB	\$22,167,321	\$57,894,378	\$63,312,452	\$60,748,667
COFFEE	\$1,484,646	\$2,193,736	\$2,535,098	\$2,482,554
COLQUITT	\$1,693,975	\$2,163,859	\$2,523,898	\$2,443,104
COLUMBIA	\$6,164,330	\$10,307,558	\$11,776,329	\$11,239,722
COOK	\$472,334	\$818,604	\$1,061,328	\$995,182
COWETA	\$5,012,121	\$9,325,112	\$10,560,943	\$10,091,662
CRAWFORD	\$292,984	\$725,278	\$775,904	\$727,704
CRISP	\$663,231	\$1,166,281	\$1,311,354	\$1,141,966
DADE	\$472,029	\$773,160	\$974,609	\$843,746
DAWSON	\$936,871	\$1,758,126	\$2,153,901	\$2,012,919
DECATUR	\$1,212,348	\$1,464,026	\$1,767,798	\$1,445,052
DEKALB	\$25,844,651	\$43,972,763	\$50,640,202	\$47,238,780
DODGE	\$511,361	\$895,201	\$1,010,933	\$959,232
DOOLY	\$365,861	\$524,466	\$596,697	\$535,529
DOUGHERTY	\$3,929,273	\$4,511,763	\$5,112,238	\$4,645,270
DOUGLAS	\$5,262,221	\$8,459,298	\$9,481,769	\$9,308,989
EARLY	\$541,062	\$547,426	\$690,330	\$602,392
ECHOLS	\$72,201	\$230,378	\$245,721	\$225,113
EFFINGHAM	\$1,837,770	\$3,899,769	\$4,670,820	\$4,502,739
ELBERT	\$516,197	\$941,219	\$1,077,068	\$1,022,407
EMANUEL	\$765,438	\$1,123,786	\$1,362,254	\$1,300,430
EVANS	\$395,983	\$612,345	\$704,565	\$723,873
FANNIN	\$819,903	\$1,500,465	\$1,823,366	\$1,797,081
FAYETTE	\$3,328,302	\$8,875,886	\$10,099,855	\$9,451,573
FLOYD	\$3,007,924	\$5,019,809	\$5,761,807	\$5,470,481
FORSYTH	\$8,957,907	\$18,697,380	\$21,175,200	\$20,622,725
FRANKLIN	\$797,782	\$1,191,038	\$1,318,349	\$1,294,261
FULTON	\$46,605,091	\$84,407,357	\$95,078,004	\$90,305,109
GILMER	\$878,407	\$1,755,435	\$2,060,744	\$1,945,767
GLASCOCK	\$70,290	\$138,511	\$147,595	\$161,219
GLYNN	\$2,093,142	\$5,265,823	\$6,197,624	\$5,770,542
GORDON	\$1,688,317	\$2,844,880	\$3,276,170	\$3,249,408
GRADY	\$884,726	\$1,242,375	\$1,466,745	\$1,367,969
GREENE	\$406,418	\$1,346,386	\$1,399,605	\$1,452,161

COUNTY	2012	2014	2015	2016
GWINNETT	\$23,864,552	\$63,181,921	\$71,847,082	\$70,558,322
HABERSHAM	\$1,161,157	\$2,210,554	\$2,512,530	\$2,500,151
HALL	\$7,443,104	\$12,157,563	\$14,245,390	\$13,724,332
HANCOCK	\$168,912	\$356,666	\$408,745	\$406,920
HARALSON	\$924,140	\$1,669,831	\$1,926,028	\$1,881,383
HARRIS	\$1,017,691	\$2,298,522	\$2,456,276	\$2,390,278
HART	\$677,831	\$1,371,884	\$1,434,305	\$1,447,735
HEARD	\$294,663	\$609,304	\$702,079	\$645,269
HENRY	\$7,929,471	\$14,202,699	\$16,529,321	\$16,113,677
HOUSTON	\$7,505,882	\$9,263,782	\$10,243,897	\$10,004,394
IRWIN	\$263,167	\$538,664	\$558,065	\$556,168
JACKSON	\$2,297,962	\$4,024,026	\$4,724,354	\$4,678,437
JASPER	\$406,824	\$850,933	\$1,017,931	\$969,875
JEFF DAVIS	\$618,730	\$752,435	\$965,845	\$871,898
JEFFERSON	\$488,892	\$782,868	\$953,012	\$871,726
JENKINS	\$203,690	\$415,805	\$472,273	\$457,013
JOHNSON	\$228,645	\$394,440	\$472,078	\$454,264
JONES	\$840,215	\$1,718,824	\$1,893,979	\$1,888,694
LAMAR	\$411,333	\$948,365	\$1,037,405	\$1,082,877
LANIER	\$249,110	\$427,268	\$495,189	\$489,147
LAURENS	\$1,730,352	\$2,672,294	\$3,222,888	\$3,059,975
LEE	\$1,487,519	\$2,272,522	\$2,457,583	\$2,345,497
LIBERTY	\$2,670,623	\$4,165,257	\$4,503,373	\$4,007,093
LINCOLN	\$213,548	\$462,360	\$521,839	\$465,811
LONG	\$335,433	\$876,568	\$941,063	\$901,551
LOWNDES	\$3,952,965	\$5,947,653	\$6,795,495	\$6,590,870
LUMPKIN	\$1,123,674	\$1,705,802	\$1,855,364	\$1,802,562
MACON	\$283,903	\$538,873	\$563,524	\$557,394
MADISON	\$797,852	\$1,484,680	\$1,777,020	\$1,643,420
MARION	\$173,762	\$423,259	\$430,613	\$450,145
MCDUFFIE	\$594,929	\$1,240,188	\$1,409,845	\$1,346,107
MCINTOSH	\$358,694	\$673,666	\$746,926	\$749,575
MERIWETHER	\$524,691	\$1,117,281	\$1,314,145	\$1,260,005
MILLER	\$402,562	\$345,736	\$413,637	\$380,332
MITCHELL	\$611,255	\$1,064,749	\$1,310,297	\$1,119,107
MONROE	\$892,909	\$1,723,363	\$2,152,153	\$2,079,367
MONTGOMERY	\$320,995	\$529,892	\$605,436	\$603,410
MORGAN	\$687,302	\$1,272,646	\$1,645,443	\$1,555,902
MURRAY	\$1,073,886	\$1,798,860	\$2,026,577	\$1,955,879

COUNTY	2012	2014	2015	2016
MUSCOGEE	\$6,108,731	\$11,441,853	\$12,079,628	\$11,105,727
NEWTON	\$3,568,699	\$6,436,954	\$7,473,100	\$7,198,667
OCONEE	\$1,225,095	\$2,870,900	\$3,160,476	\$3,283,514
OGLETHORPE	\$415,508	\$759,488	\$886,599	\$872,664
PAULDING	\$4,544,704	\$9,328,401	\$10,637,663	\$10,450,144
PEACH	\$991,987	\$1,799,583	\$1,695,660	\$1,611,745
PICKENS	\$1,278,230	\$2,371,381	\$2,485,445	\$2,340,947
PIERCE	\$708,153	\$1,209,964	\$1,344,586	\$1,289,706
PIKE	\$369,498	\$1,143,383	\$1,420,462	\$1,388,291
POLK	\$1,049,265	\$2,055,228	\$2,413,178	\$2,238,118
PULASKI	\$352,662	\$463,051	\$520,117	\$485,650
PUTNAM	\$667,181	\$1,463,098	\$1,626,884	\$1,545,838
QUITMAN	\$54,471	\$93,592	\$92,354	\$117,373
RABUN	\$666,427	\$984,621	\$1,045,450	\$1,120,143
RANDOLPH	\$212,907	\$350,042	\$342,332	\$340,778
RICHMOND	\$6,895,809	\$10,234,283	\$11,727,677	\$11,078,998
ROCKDALE	\$3,236,042	\$5,559,708	\$6,197,309	\$5,961,129
SCHLEY	\$138,191	\$256,882	\$270,854	\$237,066
SCREVEN	\$419,330	\$695,016	\$839,388	\$789,935
SEMINOLE	\$357,336	\$506,964	\$584,295	\$522,837
SPALDING	\$2,481,592	\$3,009,376	\$3,615,928	\$3,435,953
STEPHENS	\$733,230	\$1,257,998	\$1,400,087	\$1,362,128
STEWART	\$100,264	\$212,956	\$220,247	\$210,539
SUMTER	\$800,889	\$1,518,690	\$1,556,956	\$1,510,579
TALBOT	\$143,839	\$315,894	\$357,965	\$354,352
TALIAFERRO	\$27,683	\$73,633	\$104,116	\$74,458
TATTNALL	\$608,839	\$1,179,966	\$1,377,209	\$1,335,277
TAYLOR	\$256,762	\$387,074	\$459,106	\$469,193
TELFAIR	\$346,806	\$518,377	\$555,061	\$539,047
TERRELL	\$339,312	\$560,518	\$625,964	\$517,698
THOMAS	\$1,702,650	\$2,552,869	\$2,803,825	\$2,673,690
TIFT	\$1,394,086	\$2,405,493	\$2,726,031	\$2,560,180
TOOMBS	\$1,066,340	\$1,663,227	\$1,992,872	\$1,903,381
TOWNS	\$404,006	\$828,348	\$863,844	\$856,402
TREUTLEN	\$140,345	\$339,565	\$423,362	\$368,740
TROUP	\$2,263,716	\$3,908,714	\$4,513,560	\$4,119,501
TURNER	\$275,357	\$478,250	\$480,652	\$459,684
TWIGGS	\$240,318	\$457,165	\$506,061	\$451,046
UNION	\$769,271	\$1,496,781	\$1,790,263	\$1,778,893

COUNTY	2012	2014	2015	2016
UPSON	\$620,474	\$1,196,841	\$1,409,677	\$1,349,803
WALKER	\$2,048,686	\$3,022,265	\$3,426,567	\$3,244,324
WALTON	\$2,989,203	\$5,707,927	\$6,638,198	\$6,484,410
WARE	\$1,351,929	\$1,793,821	\$1,954,607	\$1,808,825
WARREN	\$119,909	\$262,760	\$279,829	\$339,980
WASHINGTON	\$658,959	\$997,785	\$1,125,609	\$1,167,829
WAYNE	\$981,077	\$1,623,367	\$1,836,311	\$1,686,743
WEBSTER	\$78,784	\$134,403	\$149,317	\$135,512
WHEELER	\$138,420	\$323,958	\$327,607	\$312,079
WHITE	\$781,173	\$1,499,870	\$1,773,966	\$1,747,528
WHITFIELD	\$1,282,424	\$4,913,537	\$5,926,568	\$5,592,137
WILCOX	\$216,585	\$387,697	\$443,474	\$437,476
WILKES	\$221,853	\$533,709	\$639,690	\$566,477
WILKINSON	\$330,560	\$630,311	\$656,340	\$674,537
WORTH	\$633,685	\$1,175,485	\$1,282,279	\$1,188,723
TOTAL	\$353,861,031	\$655,047,821	\$745,072,845	\$712,410,623

\*Amounts are for sales associated with NAICS code 441110 and 441120 and have been adjusted to exclude the estimated share of parts sold through dealerships. Data for 2013 are not included because it is a transition year.

Source: Author's calculations based on data from the Georgia Department of Revenue

**Table A3. Forecast of Current Law TAVT Revenues by County\* and Year (\$ in millions)**

COUNTY	2018	2019	2020	2021	2022
APPLING	\$1.5	\$1.7	\$1.8	\$2.0	\$2.1
ATKINSON	\$0.5	\$0.6	\$0.6	\$0.7	\$0.7
BACON	\$0.8	\$0.9	\$1.0	\$1.1	\$1.1
BAKER	\$0.2	\$0.2	\$0.3	\$0.3	\$0.3
BALDWIN	\$2.7	\$3.0	\$3.3	\$3.6	\$3.7
BANKS	\$1.3	\$1.5	\$1.6	\$1.8	\$1.8
BARROW	\$6.2	\$7.0	\$7.6	\$8.2	\$8.6
BARTOW	\$8.2	\$9.2	\$10.0	\$10.7	\$11.3
BEN HILL	\$1.1	\$1.2	\$1.3	\$1.4	\$1.5
BERRIEN	\$1.2	\$1.4	\$1.5	\$1.6	\$1.7
BIBB	\$11.2	\$12.6	\$13.8	\$14.8	\$15.6
BLECKLEY	\$0.8	\$0.9	\$1.0	\$1.1	\$1.2
BRANTLEY	\$1.1	\$1.3	\$1.4	\$1.5	\$1.6
BROOKS	\$1.0	\$1.1	\$1.2	\$1.3	\$1.4
BRYAN	\$3.7	\$4.2	\$4.6	\$4.9	\$5.2
BULLOCH	\$5.0	\$5.7	\$6.2	\$6.6	\$7.0
BURKE	\$1.7	\$2.0	\$2.1	\$2.3	\$2.4

COUNTY	2018	2019	2020	2021	2022
BUTTS	\$1.8	\$2.1	\$2.3	\$2.4	\$2.6
CALHOUN	\$0.3	\$0.3	\$0.3	\$0.3	\$0.4
CAMDEN	\$4.0	\$4.5	\$5.0	\$5.3	\$5.6
CANDLER	\$0.8	\$0.9	\$1.0	\$1.0	\$1.1
CARROLL	\$8.4	\$9.5	\$10.3	\$11.1	\$11.7
CATOOSA	\$4.6	\$5.2	\$5.6	\$6.1	\$6.4
CHARLTON	\$0.6	\$0.7	\$0.7	\$0.8	\$0.8
CHATHAM	\$25.7	\$28.9	\$31.4	\$33.8	\$35.6
CHATTAHOOCHEE	\$0.6	\$0.7	\$0.7	\$0.8	\$0.8
CHATTOOGA	\$1.3	\$1.4	\$1.6	\$1.7	\$1.8
CHEROKEE	\$23.5	\$26.5	\$28.8	\$31.0	\$32.6
CLARKE	\$7.1	\$8.0	\$8.7	\$9.4	\$9.9
CLAY	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
CLAYTON	\$19.1	\$21.5	\$23.4	\$25.1	\$26.5
CLINCH	\$0.5	\$0.6	\$0.6	\$0.6	\$0.7
COBB	\$72.2	\$81.2	\$88.4	\$95.0	\$100.2
COFFEE	\$3.0	\$3.3	\$3.6	\$3.9	\$4.1
COLQUITT	\$2.9	\$3.3	\$3.6	\$3.8	\$4.0
COLUMBIA	\$13.4	\$15.0	\$16.3	\$17.6	\$18.5
COOK	\$1.2	\$1.3	\$1.4	\$1.6	\$1.6
COWETA	\$12.0	\$13.5	\$14.7	\$15.8	\$16.6
CRAWFORD	\$0.9	\$1.0	\$1.1	\$1.1	\$1.2
CRISP	\$1.4	\$1.5	\$1.7	\$1.8	\$1.9
DADE	\$1.0	\$1.1	\$1.2	\$1.3	\$1.4
DAWSON	\$2.4	\$2.7	\$2.9	\$3.1	\$3.3
DECATUR	\$1.7	\$1.9	\$2.1	\$2.3	\$2.4
DEKALB	\$56.2	\$63.1	\$68.7	\$73.9	\$77.9
DODGE	\$1.1	\$1.3	\$1.4	\$1.5	\$1.6
DOOLY	\$0.6	\$0.7	\$0.8	\$0.8	\$0.9
DOUGHERTY	\$5.5	\$6.2	\$6.8	\$7.3	\$7.7
DOUGLAS	\$11.1	\$12.4	\$13.5	\$14.6	\$15.3
EARLY	\$0.7	\$0.8	\$0.9	\$0.9	\$1.0
ECHOLS	\$0.3	\$0.3	\$0.3	\$0.4	\$0.4
EFFINGHAM	\$5.4	\$6.0	\$6.5	\$7.0	\$7.4
ELBERT	\$1.2	\$1.4	\$1.5	\$1.6	\$1.7
EMANUEL	\$1.5	\$1.7	\$1.9	\$2.0	\$2.1
EVANS	\$0.9	\$1.0	\$1.1	\$1.1	\$1.2
FANNIN	\$2.1	\$2.4	\$2.6	\$2.8	\$3.0
FAYETTE	\$11.2	\$12.6	\$13.7	\$14.8	\$15.6

COUNTY	2018	2019	2020	2021	2022
FLOYD	\$6.5	\$7.3	\$8.0	\$8.6	\$9.0
FORSYTH	\$24.5	\$27.6	\$30.0	\$32.3	\$34.0
FRANKLIN	\$1.5	\$1.7	\$1.9	\$2.0	\$2.1
FULTON	\$107.3	\$120.7	\$131.4	\$141.2	\$148.9
GILMER	\$2.3	\$2.6	\$2.8	\$3.0	\$3.2
GLASCOCK	\$0.2	\$0.2	\$0.2	\$0.3	\$0.3
GLYNN	\$6.9	\$7.7	\$8.4	\$9.0	\$9.5
GORDON	\$3.9	\$4.3	\$4.7	\$5.1	\$5.4
GRADY	\$1.6	\$1.8	\$2.0	\$2.1	\$2.3
GREENE	\$1.7	\$1.9	\$2.1	\$2.3	\$2.4
GWINNETT	\$83.9	\$94.3	\$102.6	\$110.4	\$116.3
HABERSHAM	\$3.0	\$3.3	\$3.6	\$3.9	\$4.1
HALL	\$16.3	\$18.3	\$20.0	\$21.5	\$22.6
HANCOCK	\$0.5	\$0.5	\$0.6	\$0.6	\$0.7
HARALSON	\$2.2	\$2.5	\$2.7	\$2.9	\$3.1
HARRIS	\$2.8	\$3.2	\$3.5	\$3.7	\$3.9
HART	\$1.7	\$1.9	\$2.1	\$2.3	\$2.4
HEARD	\$0.8	\$0.9	\$0.9	\$1.0	\$1.1
HENRY	\$19.2	\$21.5	\$23.4	\$25.2	\$26.6
HOUSTON	\$11.9	\$13.4	\$14.6	\$15.6	\$16.5
IRWIN	\$0.7	\$0.7	\$0.8	\$0.9	\$0.9
JACKSON	\$5.6	\$6.3	\$6.8	\$7.3	\$7.7
JASPER	\$1.2	\$1.3	\$1.4	\$1.5	\$1.6
JEFF DAVIS	\$1.0	\$1.2	\$1.3	\$1.4	\$1.4
JEFFERSON	\$1.0	\$1.2	\$1.3	\$1.4	\$1.4
JENKINS	\$0.5	\$0.6	\$0.7	\$0.7	\$0.8
JOHNSON	\$0.5	\$0.6	\$0.7	\$0.7	\$0.7
JONES	\$2.2	\$2.5	\$2.7	\$3.0	\$3.1
LAMAR	\$1.3	\$1.4	\$1.6	\$1.7	\$1.8
LANIER	\$0.6	\$0.7	\$0.7	\$0.8	\$0.8
LAURENS	\$3.6	\$4.1	\$4.5	\$4.8	\$5.0
LEE	\$2.8	\$3.1	\$3.4	\$3.7	\$3.9
LIBERTY	\$4.8	\$5.4	\$5.8	\$6.3	\$6.6
LINCOLN	\$0.6	\$0.6	\$0.7	\$0.7	\$0.8
LONG	\$1.1	\$1.2	\$1.3	\$1.4	\$1.5
LOWNDES	\$7.8	\$8.8	\$9.6	\$10.3	\$10.9
LUMPKIN	\$2.1	\$2.4	\$2.6	\$2.8	\$3.0
MACON	\$0.7	\$0.7	\$0.8	\$0.9	\$0.9
MADISON	\$2.0	\$2.2	\$2.4	\$2.6	\$2.7



COUNTY	2018	2019	2020	2021	2022
MARION	\$0.5	\$0.6	\$0.7	\$0.7	\$0.7
MCDUFFIE	\$1.6	\$1.8	\$2.0	\$2.1	\$2.2
MCINTOSH	\$0.9	\$1.0	\$1.1	\$1.2	\$1.2
MERIWETHER	\$1.5	\$1.7	\$1.8	\$2.0	\$2.1
MILLER	\$0.5	\$0.5	\$0.6	\$0.6	\$0.6
MITCHELL	\$1.3	\$1.5	\$1.6	\$1.8	\$1.8
MONROE	\$2.5	\$2.8	\$3.0	\$3.3	\$3.4
MONTGOMERY	\$0.7	\$0.8	\$0.9	\$0.9	\$1.0
MORGAN	\$1.8	\$2.1	\$2.3	\$2.4	\$2.6
MURRAY	\$2.3	\$2.6	\$2.8	\$3.1	\$3.2
MUSCOGEE	\$13.2	\$14.8	\$16.2	\$17.4	\$18.3
NEWTON	\$8.6	\$9.6	\$10.5	\$11.3	\$11.9
OCONEE	\$3.9	\$4.4	\$4.8	\$5.1	\$5.4
OGLETHORPE	\$1.0	\$1.2	\$1.3	\$1.4	\$1.4
PAULDING	\$12.4	\$14.0	\$15.2	\$16.3	\$17.2
PEACH	\$1.9	\$2.2	\$2.3	\$2.5	\$2.7
PICKENS	\$2.8	\$3.1	\$3.4	\$3.7	\$3.9
PIERCE	\$1.5	\$1.7	\$1.9	\$2.0	\$2.1
PIKE	\$1.7	\$1.9	\$2.0	\$2.2	\$2.3
POLK	\$2.7	\$3.0	\$3.3	\$3.5	\$3.7
PULASKI	\$0.6	\$0.6	\$0.7	\$0.8	\$0.8
PUTNAM	\$1.8	\$2.1	\$2.2	\$2.4	\$2.5
QUITMAN	\$0.1	\$0.2	\$0.2	\$0.2	\$0.2
RABUN	\$1.3	\$1.5	\$1.6	\$1.8	\$1.8
RANDOLPH	\$0.4	\$0.5	\$0.5	\$0.5	\$0.6
RICHMOND	\$13.2	\$14.8	\$16.1	\$17.3	\$18.3
ROCKDALE	\$7.1	\$8.0	\$8.7	\$9.3	\$9.8
SCHLEY	\$0.3	\$0.3	\$0.3	\$0.4	\$0.4
SCREVEN	\$0.9	\$1.1	\$1.1	\$1.2	\$1.3
SEMINOLE	\$0.6	\$0.7	\$0.8	\$0.8	\$0.9
SPALDING	\$4.1	\$4.6	\$5.0	\$5.4	\$5.7
STEPHENS	\$1.6	\$1.8	\$2.0	\$2.1	\$2.2
STEWART	\$0.3	\$0.3	\$0.3	\$0.3	\$0.3
SUMTER	\$1.8	\$2.0	\$2.2	\$2.4	\$2.5
TALBOT	\$0.4	\$0.5	\$0.5	\$0.6	\$0.6
TALIAFERRO	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1
TATTNALL	\$1.6	\$1.8	\$1.9	\$2.1	\$2.2
TAYLOR	\$0.6	\$0.6	\$0.7	\$0.7	\$0.8
TELFAIR	\$0.6	\$0.7	\$0.8	\$0.8	\$0.9

COUNTY	2018	2019	2020	2021	2022
TERRELL	\$0.6	\$0.7	\$0.8	\$0.8	\$0.9
THOMAS	\$3.2	\$3.6	\$3.9	\$4.2	\$4.4
TIFT	\$3.0	\$3.4	\$3.7	\$4.0	\$4.2
TOOMBS	\$2.3	\$2.5	\$2.8	\$3.0	\$3.1
TOWNS	\$1.0	\$1.1	\$1.2	\$1.3	\$1.4
TREUTLEN	\$0.4	\$0.5	\$0.5	\$0.6	\$0.6
TROUP	\$4.9	\$5.5	\$6.0	\$6.4	\$6.8
TURNER	\$0.5	\$0.6	\$0.7	\$0.7	\$0.8
TWIGGS	\$0.5	\$0.6	\$0.7	\$0.7	\$0.7
UNION	\$2.1	\$2.4	\$2.6	\$2.8	\$2.9
UPSON	\$1.6	\$1.8	\$2.0	\$2.1	\$2.2
WALKER	\$3.9	\$4.3	\$4.7	\$5.1	\$5.3
WALTON	\$7.7	\$8.7	\$9.4	\$10.1	\$10.7
WARE	\$2.2	\$2.4	\$2.6	\$2.8	\$3.0
WARREN	\$0.4	\$0.5	\$0.5	\$0.5	\$0.6
WASHINGTON	\$1.4	\$1.6	\$1.7	\$1.8	\$1.9
WAYNE	\$2.0	\$2.3	\$2.5	\$2.6	\$2.8
WEBSTER	\$0.2	\$0.2	\$0.2	\$0.2	\$0.2
WHEELER	\$0.4	\$0.4	\$0.5	\$0.5	\$0.5
WHITE	\$2.1	\$2.3	\$2.5	\$2.7	\$2.9
WHITFIELD	\$6.6	\$7.5	\$8.1	\$8.7	\$9.2
WILCOX	\$0.5	\$0.6	\$0.6	\$0.7	\$0.7
WILKES	\$0.7	\$0.8	\$0.8	\$0.9	\$0.9
WILKINSON	\$0.8	\$0.9	\$1.0	\$1.1	\$1.1
WORTH	\$1.4	\$1.6	\$1.7	\$1.9	\$2.0
TOTAL	\$846.8	\$952.0	\$1,036.2	\$1,114.3	\$1,174.7

\*Specific county forecasts for 2018-22 of total anticipated local TAVT revenues are based on the 2016 county share of total TAVT local government revenue. Amounts represent forecasted TAVT receipts for all local governments in a county.

Source: Author's calculations

## About the Author

---

**LAURA WHEELER** is a senior research associate at the Fiscal Research Center at Georgia State University. During her time in the Andrew Young School of Policy Studies, Wheeler has worked on many issues related to state and local governments, such as forecasting revenue effects of proposed legislation, local government structure and finances, and forecasting local government revenues. She received her doctorate in economics from the Maxwell School at Syracuse University. Previously, she worked for several years with the Joint Committee on Taxation for Congress and as an independent tax policy consultant. Wheeler's other research interests include state and local taxation, corporate taxation and welfare policy.

## About the Fiscal Research Center

---

Established in 1995, the Fiscal Research Center (FRC) provides nonpartisan research, technical assistance and education in the evaluation and design of state tax and economic policy. FRC's responsibilities include developing estimates for tax-related fiscal notes, writing the Georgia State Tax Expenditure Budget, supporting the state's economist, and conducting policy and academic research on a variety of topics associated with state tax policy issues.

FRC Reports, Policy Briefs, and other publications maintain a position of neutrality on public policy issues in order to safeguard the academic freedom of the authors. Thus, interpretations or conclusions in FRC publications should be understood to be solely those of the author(s).

For more information on the Fiscal Research Center, visit our website at: [frc.gsu.edu](http://frc.gsu.edu).