



TRANSPORTATION FUNDING REFERENDA FACT SHEET: TSPLOST & MARTA

On November 8, 2016, Atlanta voters will have the opportunity to cast their ballots for two ballot referenda authorizing investment in transit and transportation infrastructure.

The City of Atlanta has proposed a special purpose local option sales tax for transportation – a TSPLOST – for four-tenths of a penny or an additional 4 cents on a \$10 purchase. This TSPLOST will generate approximately \$300 million over a five-year period to fund significant and expansive transportation projects citywide.

- 1** The City of Atlanta proposed TSPLOST project list is a smart, equitable approach to the city's long-term mobility and connectivity needs.
- 2** The projects were chosen through a rational process premised on a comprehensive strategy, long-standing priorities, project-readiness, ability to leverage current capital spending and the Renew Atlanta bond program.
- 3** The projects maximize federal, state and business community partnerships to build more, build smarter.
- 4** The projects will add to Atlanta's economic competitiveness and will benefit residents, employers, employees and visitors across the City.
- 5** Accountability and transparency are built into the project list and implementation plan.

TSPLOST PROJECTS INCLUDE:

✓ Complete Streets	\$75,398,139
✓ Sidewalks and Streetscapes	\$69,611,838
✓ Atlanta Beltline/Multi-use Trails	\$65,900,000
✓ Signal Coordination	\$40,000,000
✓ Street, Capacity and Vehicular Improvements	\$37,797,500
✓ Multi-Use Trails	\$18,475,152
✓ Neighborhood Greenways	\$4,107,013
✓ Project Scoping and Engineering Studies	\$4,000,000
✓ Relay Bike Share	\$3,000,000
✓ Partnership and Matching Funding	\$40,000,000
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Project Total	\$358,289,641
Five (5) percent program management	\$17,914,482
One (1) percent State of Georgia	\$3,762,041
TOTAL	\$379,966,165

If approved, 94 percent of all Atlanta residents and 98 percent of the city's jobs will be within a half-mile of a proposed TSPLOST, MARTA or Renew Atlanta bond transportation or infrastructure project.

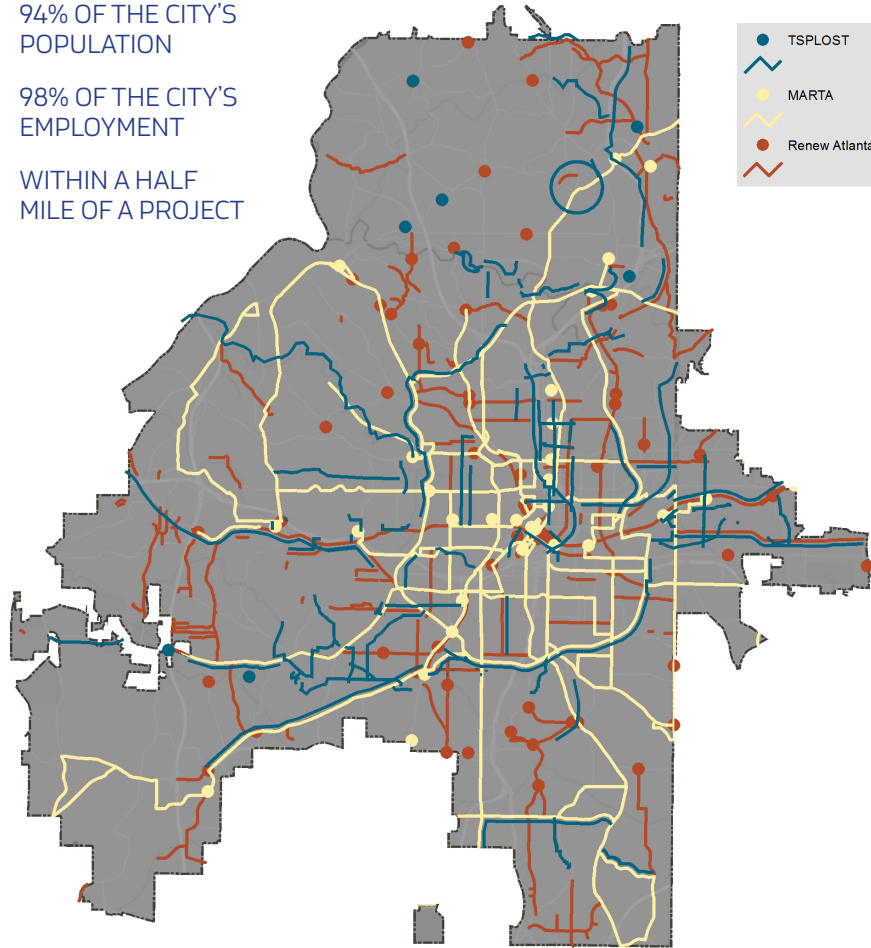
A STORY OF CONNECTIVITY

RENEW ATLANTA & PROPOSED MARTA, TSPLOST PROJECTS

94% OF THE CITY'S
POPULATION

98% OF THE CITY'S
EMPLOYMENT

WITHIN A HALF
MILE OF A PROJECT



MARTA, the Metropolitan Atlanta Rapid Transit Authority, has also proposed a half-penny sales tax for transit expansion and enhancements in the City of Atlanta. The approval of the two referenda will implement high priority projects from the Connect Atlanta Plan, the City's comprehensive transportation plan, the Atlanta Streetcar System Plan, and Concept3, the Atlanta region's transit plan, and more than a dozen neighborhood and community plans that have been adopted in the last six years, and features projects in nearly all of the city's commercial districts.

If approved, 94 percent of all Atlanta residents and 98 percent of the city's jobs will be within a half-mile of a proposed T-SPLOST, MARTA or Renew Atlanta transportation of infrastructure project.

This map represents the collaborative process of system level, performance driven project planning conducted by the City of Atlanta through the Renew Atlanta infrastructure program and TSPLOST projects and MARTA.

These two sales tax proposals, if passed, will only take effect within the Atlanta city limits, and only Atlanta voters will have the opportunity to cast their ballots.

Current sales tax in the City of Atlanta is 8 percent. The proposed TSPLOST is for an additional .4 percent sales tax. If the MARTA referendum is also approved, sales tax within the City of Atlanta would be set at 8.9 percent for five years. If approved, the TSPLOST will take effect on April 1, 2017.

Maintaining the public's confidence is important to the City of Atlanta. The program requires an annual audit tracking cost estimates and expenditures as well as an annual report underscoring transparency, efficiency and effectiveness in project delivery.

To learn more, visit <http://atlantaga.gov/tsplost>.



THE BALLOT LANGUAGE WILL READ,

“SHALL AN ADDITIONAL 0.4 PERCENT SALES TAX BE COLLECTED IN THE CITY OF ATLANTA FOR 5 YEARS FOR THE PURPOSE OF TRANSPORTATION IMPROVEMENTS AND CONGESTION REDUCTION?”

10 QUESTIONS ABOUT THE CITY OF ATLANTA TSPLOST

1. What is a TSPLOST?

A Special Purpose Local Option Sales Tax (SPLOST) is a sales tax used to fund capital outlay projects proposed by county and municipal governments. A Transportation SPLOST is a sales tax where the capital outlays are intended for transportation purposes only.

Senate Bill 369 created a special transportation tax district for Fulton County and a special district for the City of Atlanta, including the portion of the City in DeKalb County.

2. When can the tax be implemented?

Collection begins the first day of the calendar quarter following an 80 day period after the vote. If the vote occurs in November 2016, collection will start on April 1, 2017.

3. Is there a maximum tax rate?

The max rate in the City of Atlanta is 0.5%. Under SB 369, the City is allowed up to an additional 0.5% levy for MARTA. The combined tax can be no more than 1.0%.

4. How much money will be raised with a TSPLOST?

Assuming the max rate of 0.5% is leveraged for five years, it is projected the City of Atlanta will generate approximately \$280-\$320 million from April 2017 to March 2022.

5. How long will the TSPLOST last?

Collection of the tax will cease on the earliest of the following dates: The final day of the max period of collection (up to five years) OR the end of the calendar quarter that the DOR Commissioner determines the tax will have raised revenues sufficient to provide funds specified as the max amount of funds to be raised by the tax.

The tax can be renewed and the process can occur while the current tax is being collected.

6. How does a referendum get called?

The City Council must approve a list of projects for inclusion in the referendum and the rate of the tax. The referendum will then be signed by the Fulton Board of Commissioners unless a super majority (5 votes) of the Board of Commissioners vote NOT to move the referendum forward.

The referendum can take place any time after July 1, 2016. The referendum is submitted to the Election Superintendent and includes the following:

1. Specific transportation purposes to be funded
2. The approximate cost of the transportation purposes
3. Maximum amount of net proceeds to be raised by the tax
4. Maximum amount of time in calendar years
5. Rate of tax
6. A list of projects and purposes

7. How can the money be spent?

Funds can only be spent on transportation purposes, which is defined in O.C.G.A. Section 48-8-260(5) as:

(5)Transportation purposes means and includes roads, bridges, public transit, rails, airports, buses, seaports, including without limitation road, street, and bridge purposes pursuant to paragraph (1) of subsection (b) of Code Section 48-8-121, and all accompanying infrastructure and services necessary to provide access to these transportation facilities, including new general obligation debt and other multiyear obligations issued to finance such purposes. Such purposes shall also include the retirement of previously incurred general obligation debt with respect only to such purposes, but only if an intergovernmental agreement has been entered into under this article.

Code Section 48-8-121(b)(1) If the resolution or ordinance calling for the imposition of the tax specified that the proceeds of the tax are to be used in whole or part for capital outlay projects consisting of road, street, and bridge purposes, then authorized uses of the tax proceeds shall include: (A) Acquisition of rights of way for roads, streets, bridges, sidewalks, and bicycle paths; (B) Construction of roads, streets, bridges, sidewalks, and bicycle paths; (C) Renovation and improvement of roads, streets, bridges, sidewalks, and bicycle paths, including resurfacing; (D) Relocation of utilities for roads, streets, bridges, sidewalks, and bicycle paths; (E) Improvement of surface water drainage from roads, streets, bridges, sidewalks, and bicycle paths; and (F) Patching, leveling, milling, widening, shoulder preparation, culvert repair, and other repairs necessary for the preservation of roads, streets, bridges, sidewalks, and bicycle paths. (2) Stormwater capital outlay projects and drainage capital outlay projects may be funded pursuant to subparagraph (a)(1)(D) of Code Section 48-8-111 or in conjunction with road, street, and bridge capital outlay.

A minimum of 30% of revenue generated must be consistent with the Statewide Strategic Transportation Plan.

8. Does the law address the project selection process?

No. There is a lot of flexibility in project selection. It is anticipated that each jurisdiction will handle public involvement.

9. What could the ballot question look like in the City of Atlanta?

Shall an additional {0.5 or 0.25} percent sales tax be collected in the City of Atlanta for five years for the purpose of transportation improvements and congestion reduction?

10. What are the relevant deadlines?

June 30	Deadline for City Council to adopt resolution calling for November 2016 referendum <ul style="list-style-type: none">• Resolution and details on tax rate, projects forwarded to Fulton County Commission
Aug 3	Deadline for Fulton County Commission to authorize referendum and forward to Election Superintendent
November 8	Election Day