

## Regional Transportation Sales Tax Referendum

- Keeps taxing authority with state and local governments
- Creates 12 Special Tax Districts for Transportation along boundaries of Regional Commissions
- GDOT Director of Planning initiates and assists with the development of each district's strategic investment list in collaboration with local government officials
- Local government officials create, review, amend, and approve their districts' investment list via "Regional Transportation Roundtables" which meet only twice *(does not set up a new level of government)*
- Incentives for districts to participate in the sales tax referenda:
  1. If a district's Roundtable does not approve by majority vote a project list their citizens can vote on, district "gridlock" is declared and local governments in that district set their match requirement at 50% for local transportation grants they receive from GDOT (match level is set for 2 years)
  2. If a district's Roundtable approves by majority vote a project list their citizens can vote on, local governments in that district will reduce their match requirement from 50% to 30% for local transportation grants they receive from GDOT (match level is set for 2 years)
  3. If a district's citizens approve the tax on the set list of projects, the local governments in that district will reduce their match requirement from 30% to 10% for local transportation grants they receive from GDOT (match level is set for 10 years)
- All counties must participate in the district
- Metro Planning Organizations (MPOs) play a role in developing the project list in their area *(to comply with federal law)*
- First vote is statewide at the general primary in 2012
- Votes tallied by district
- 10-year term of levy
- All revenues invested in districts where funds were collected
- A portion of each district's revenues are designated for discretionary use by local governments within the district, distributed to cities and counties by road miles and population (same as LARP formula) – 15% for any district wholly contained within a single MPO, 25% for other districts
- GSFIC serves as the trustee for each district's revenues and disburses funds to GDOT upon request for managing the voter-approved projects (GRTA will participate in project management but only in metro Atlanta and only for transit projects)
- Citizens Review Panels are set up in each district that levies the tax to check the progress on the investment list and make sure the voter-approved projects are on-time and within budget (members appointed by Speaker and Lt. Governor and must reside within the special district)
- Upon conclusion of the 10-year levy, the list development process and ballot may be reinitiated per a majority of the district's counties and a special act of the General Assembly; process is the same if a district's voters reject the tax following a 24-month waiting period.
- Proceeds of the tax may be used only for the voter-approved projects, which may be all transportation activities and purposes, including construction, maintenance, and operations (except for maintenance and operations of MARTA's existing system)
- Revenues may be used to fund a 20-year reserve for a district's transit maintenance & operations requirements