

THE FACTS ABOUT T-SPLOST

ARC CLAIM	FACT																					
T-SPLOST is a temporary sales tax that will expire in 10 years.	Some ultra-expensive projects are only partially funded. Two examples: <ul style="list-style-type: none"> • Project TIA-GW-031 for the I-85N corridor states that the \$95 million project only pays for studies and reviews: no construction, facility, or capital equipment purchases in 10 years of funding. The project construction is planned for the year 2040. • Project TIA-CL-002 for Atlanta to Griffin rail states the \$20 million project pays for planning, preliminary engineering, and rail readiness activities. The project construction is planned for the year 2040 																					
T-SPLOST pays for project and operating costs.	There is no identified source for on-going operation (and possible completion as referenced above) for the projects identified after 10 years.																					
There is no Plan B.	<ol style="list-style-type: none"> 1. The Transportation Investment Act, which authorized the T-SPLOST, provides that if the voters in any region vote down the T-SPLOST, that region can put together a better projects list and bring it back to the voters in 2 years. That's Plan B. 2. Georgia law (Code 32-5-30 Congressional District Balancing) calls for equal distribution of all state and federal tax dollars to be distributed equally across all Georgia congressional districts. The Georgia Legislature can change the law so that the funds are used where they are <i>needed</i> to alleviate traffic congestion and make necessary improvements across the state. That's Plan B+ 																					
Rail & transit takes cars off the road.	<ol style="list-style-type: none"> 1. The proposed rail projects are not designed to alleviate traffic congestion. Example: GRTA concluded that light rail in Cobb County would more than double commute time and would therefore be unsuccessful in alleviating traffic congestion. GRTA's newest study underway for the same Cobb County projects adds more stops at select locations not to alleviate traffic but to develop certain privately owned parcels of land. 2. MARTA's 2010 financial report (p. 71) demonstrates that although the population across Atlanta's 10 counties increased 20% since 2000, ridership declined as follows: Rail: -6% Bus: -17% 3. The 2010 Atlanta Regional Commuter Survey reflects that teleworking is on the rise with 27% of respondents stating that they telework on a regular basis - up 7% from 2007. 																					
Rail & transit reduce emissions.	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Per Passenger Mile</th> <th style="text-align: center;">BTU</th> <th style="text-align: center;">Pounds CO2</th> </tr> </thead> <tbody> <tr> <td>Bus – metro Atlanta</td> <td style="text-align: center;">5,800</td> <td style="text-align: center;">1.02</td> </tr> <tr> <td>Bus – GRTA region</td> <td style="text-align: center;">3,370</td> <td style="text-align: center;">0.54</td> </tr> <tr> <td>Bus – Buckhead</td> <td style="text-align: center;">13,419</td> <td style="text-align: center;">2.37</td> </tr> <tr> <td>Paratransit</td> <td style="text-align: center;">17,848</td> <td style="text-align: center;">2.88</td> </tr> <tr> <td>Rail</td> <td style="text-align: center;">1,697</td> <td style="text-align: center;">0.23</td> </tr> <tr> <td>Auto</td> <td style="text-align: center;">3,514</td> <td style="text-align: center;">0.55</td> </tr> </tbody> </table> <p>At first glance, this info appears to show that rail is lower in energy consumption and emissions. However, these facts are <i>only true at full occupancy</i>. The average transit bus in Georgia fills only 22% of its seats; counting standing room they operate an average of about one-sixth full. The Atlanta rail system fills an average of 39% of its seats; counting its ample standing-room capacity it operates only about one-eighth full. Additionally, these figures do not include the energy costs required to build it.</p>	Per Passenger Mile	BTU	Pounds CO2	Bus – metro Atlanta	5,800	1.02	Bus – GRTA region	3,370	0.54	Bus – Buckhead	13,419	2.37	Paratransit	17,848	2.88	Rail	1,697	0.23	Auto	3,514	0.55
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The average commuter pays a "congestion tax" of \$924 per year in "wasted fuel and lost time as a result of traffic congestion.	<p>Fulton & DeKalb residents have been paying additional 1% sales tax for MARTA since 1971. This has been considered as a cost of living in these two counties. The average middle class family spends approximately \$35,000 on retail purchases. The current 1% sales tax amounts to \$350 per year BEFORE you take your first ride. An additional 1% amounts to \$700 per year BEFORE you take your first ride. Then add the cost to ride: \$2.50 each way: \$25 per week or \$1,250 per year per person (allowing 2 weeks of vacation / year).</p> <p>Cost per person = \$1,950; Two-person working family = \$3,900.</p> <p>"Congestion Tax " without T-SPLOST = \$924 per person True Tax with T-SPLOST = \$1,950 per person</p>																					

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OTHER KEY FACTS

LOSS OF “HOME RULE”

Home rule is just local self-government. The State Constitution of Georgia advocates home rule. The core principle is that local authorities or populations seek a measure of freedom from the state legislature.

This new era of regional governance and taxation will end the autonomy local counties have possessed to control their own destinies.

If we develop a Regional Transit Authority and approve the 2012 TIA referendum, problems created by another county will become your county’s financial burden.

TAX INCREASES BY COUNTY

ARC-Member	Current Sales Tax	Percent Tax Increase w/TSPLOST Passage
Cherokee	6%	17%
Clayton	7%	14%
Cobb	6%	17%
DeKalb	7%	14%
Douglas	7%	14%
Fayette	6%	17%
Fulton	7%	14%
Gwinnett	6%	17%
Henry	7%	14%
Rockdale	7%	14%
City of Atlanta	8%	13%

IMPORTANT QUOTES

“Passed by the Legislature to relieve traffic congestion in metro Atlanta, the heavily Atlanta Regional Commission-influenced project list allocates more than 50 percent of the region’s \$6.14 Billion to fund transit projects that by objective accounts will do little to relieve traffic congestion.”

Representative Ed Setzler, AJC, January 23, 2012
Rep Setzler voted in favor of TIA in 2010

“Proponents are campaigning hard. Unfortunately, the plan barely translates into improved regional mobility. Operating in an if-you-build-it-they-will-come fugue, regional leaders allocate more than half the expected funds to expensive transit projects, most of which would not offer congestion relief within 10 years, if ever.”

Benita Dodd, Vice President, Georgia Public Policy Foundation

