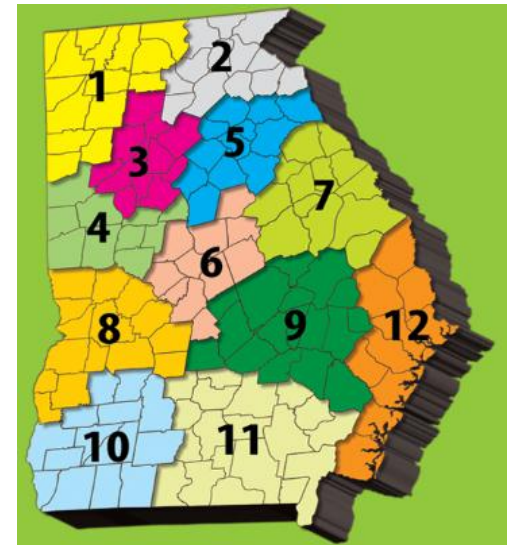


REGIONALISM: THREAT TO THE REPUBLIC

How Regionalism is tearing down constitutionally limited self-government.



**What is the United States of
America, a Democracy or a
Republic?**

Or, something else?

A REPUBLIC



Article IV of the Constitution "guarantee[s] to every State in this Union a Republican form of Government."

A **republic** is a [form of government](#) in which the supreme power rest with the people and representatives or officers for the people are officially granted alienable powers to represent them in "public matters" ([Latin](#): *res publica*) via a constitution.

Consent of the people by popular vote grants these powers.

Government of the people, by the people, and for the people.

THREATS TO OUR FREEDOM

Regional Governance

- Driven by government, not by the people
- Diminishes power of local governments
- Increasing levels of authority for executive branch
- Authority is implemented through appointments
- Unelected and unaccountable bureaucrats wield power
- Administrative form of government extinguishes republican form

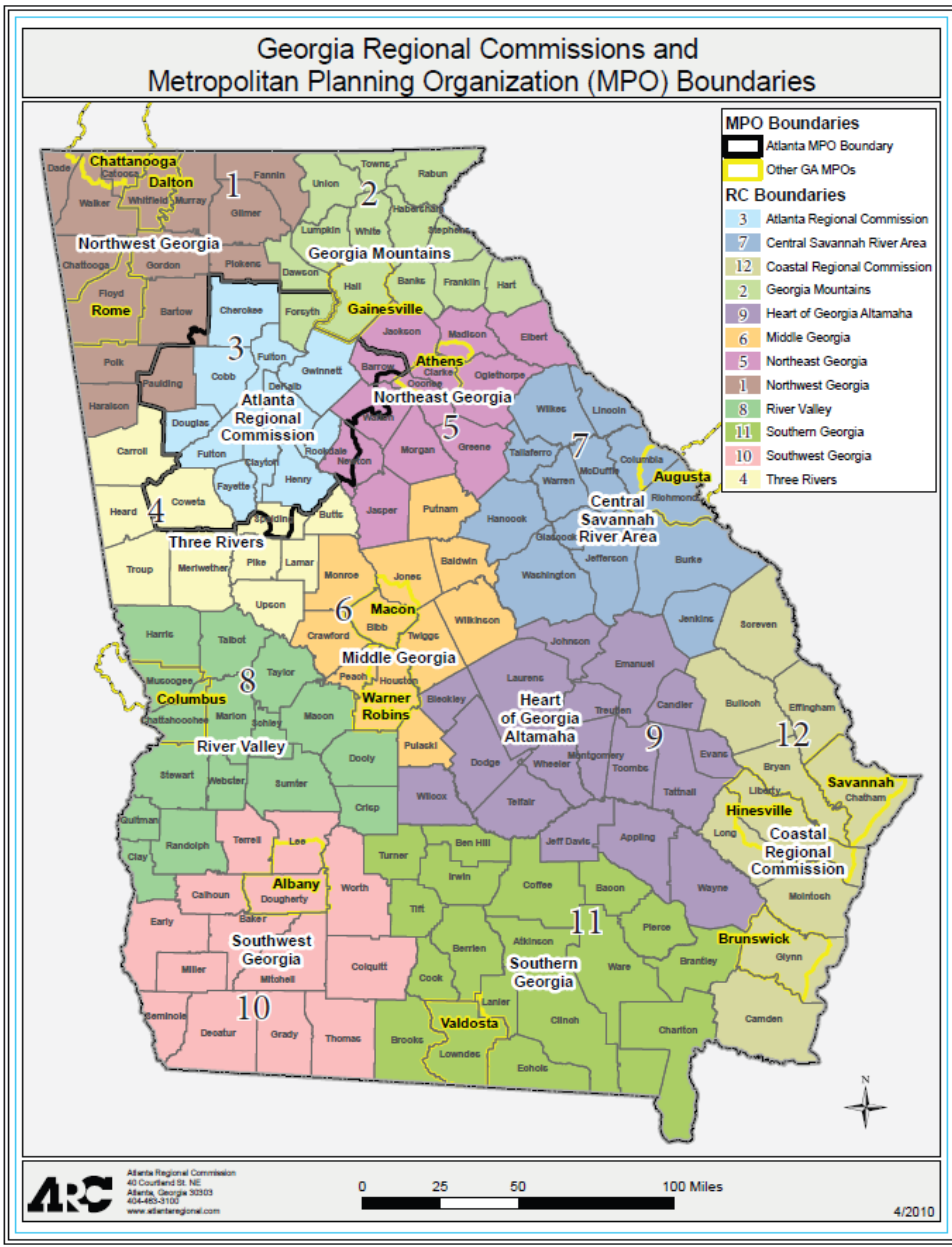
- Examples:
 - Chattanooga Area Regional Council of Governments
 - Georgia H.B. 1216 of 2008 – amended Dept. of Community Affairs
 - Georgia H.B. 277 - Transportation Investment Act of 2010

Georgia Transportation Investment Act of 2010

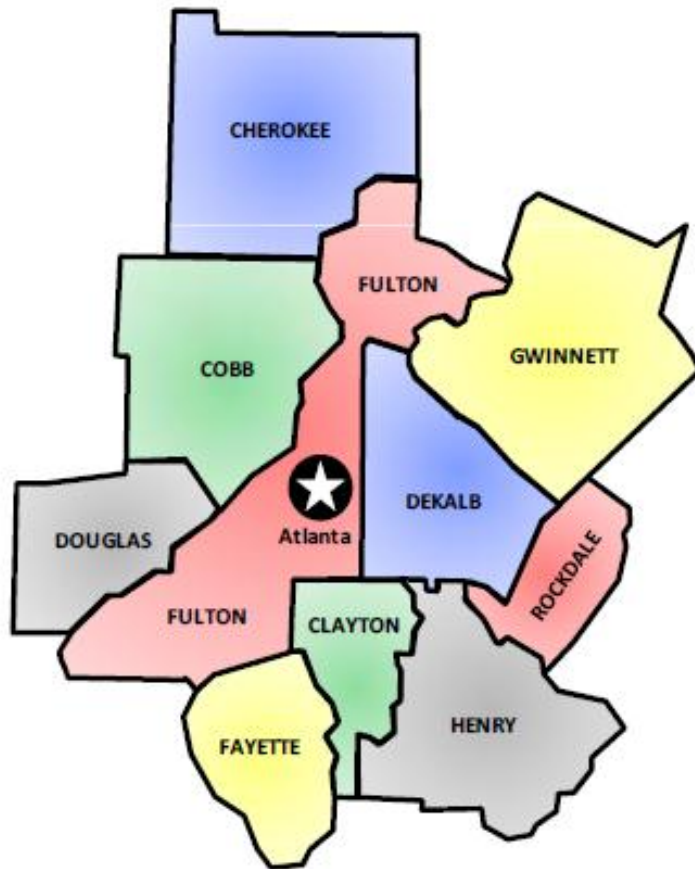
- Transportation Planning Director
- Regional Roundtable
- Executive Committee
- Citizens Review Panel
- 12 Regions
- 1 Mayor from each county
- 1 Commissioner from each county

Unequal apportionment.

Balance shifted toward urban control.



Region 3 – Atlanta Regional Commission



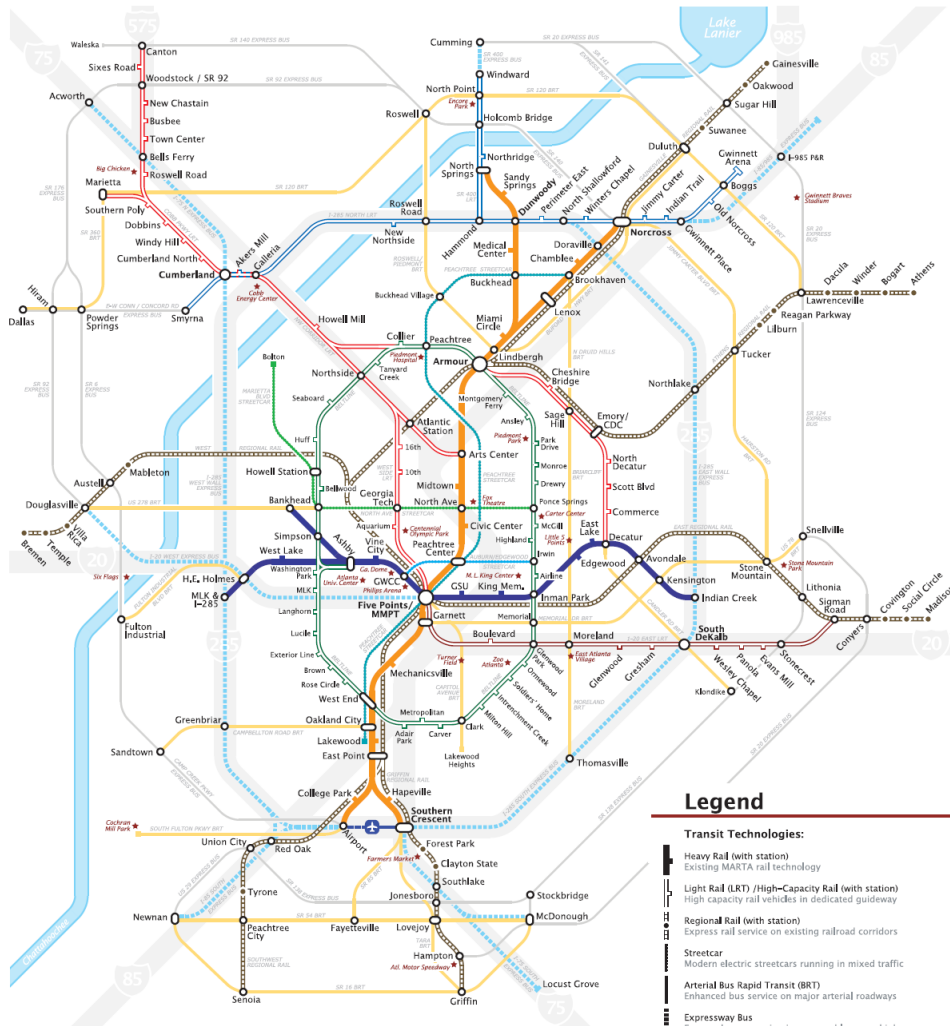
- Cherokee
- Clayton
- Cobb
- Dekalb
- Douglas
- Fayette
- Fulton
- Gwinnett
- Henry
- Rockdale

**TIATSPLOST Total Tax
Over 10 Years \$8+ Billion**

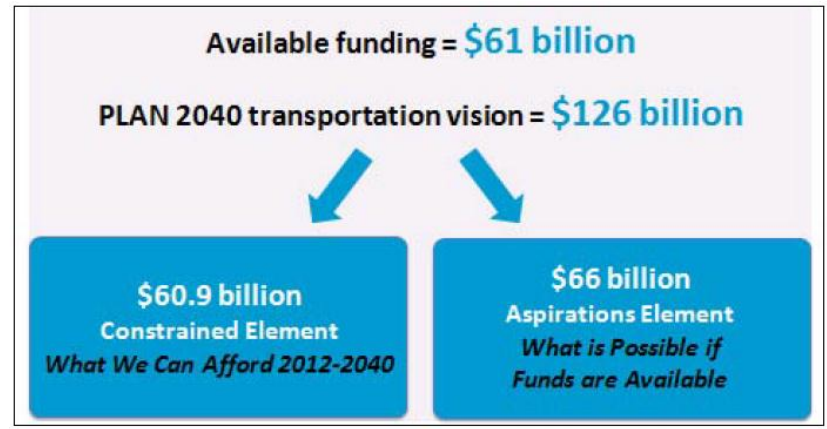
**Funding mechanism for
Regional Governance**

Concept 3

The Atlanta Region's Long-Range Transit Vision



ATLANTA REGION PLAN 2040



http://documents.atlantaregional.com/plan2040/docs/tp_PLAN2040RTP_072711.pdf

Table 5-10: Potential Funding Sources for Transportation - 2010-2040

| Potential Funding Mechanism | Tax Levied | Revenue Generated (2010-2040) |
|--|---------------------------------------|--------------------------------|
| Motor Fuels Excise Tax Rate Increases (additional <u>State</u> revenue) | 1-cent | \$1.2 billion |
| | 2-cent | \$2.4 billion |
| | 3-cent | \$3.6 billion |
| Prepaid Motor Fuel Sales Tax Increases (additional <u>State</u> revenue) | 1% Increase | \$5.8 billion |
| | 2% Increase | \$11.6 billion |
| | 4% Increase | \$23.3 billion |
| Regional Vehicle Registration/License Plate Fees | 5-Dollar Fee | \$650.8 million |
| | 10-Dollar Fee | \$1.3 billion |
| Transportation Investment Act (10-County ARC/2013-2022) | 1% Sales Tax | \$7.9 billion |
| Regional Millage Rate Increase | | |
| Net M&O | (0.5 Mills/1 Mil) | \$3.9 billion/\$7.9 billion |
| Industrial | (1 Mil/2 Mills) | \$417 million/\$833 million |
| Commercial | (1 Mil/2 Mills) | \$2.2 billion/\$4.4 billion |
| Regional Vehicle Ad Valorem Tax Increase | (1 Mil/2 Mills) | \$513 million/\$1.0 billion |
| Regional Income Tax Increase (levied by MPO counties) | 0.5% Increase | |
| If Incomes Grow at 1% Annually | | \$12.3 billion |
| If Incomes Grow at 2% Annually | | \$18 billion |
| If Incomes Grow at 3% Annually | | \$26.8 billion |
| Statewide Income Tax Increase-Regional Share | 0.5% Increase | |
| If Incomes Grow at 1% Annually | | \$11.4 billion |
| If Incomes Grow at 2% Annually | | \$16.8 billion |
| If Incomes Grow at 3% Annually | | \$25.3 billion |
| Regional Vehicle Miles Traveled Tax | 1.5 Cents/Mile | \$25.3 billion |
| | 2 Cents/Mile | \$33.7 billion |
| Parking Fees* (Annually for 20 Years in <u>City of Atlanta</u>) | | |
| Transactional Tax | (\$1 x 200,000 spaces) | \$75.9 million-\$181.1 million |
| Ownership Tax | (10% for 50,000 spaces at \$90/month) | \$5.4 million-\$13.4 million |

NO END TO TAXES

Potential Funding Sources:

- Motor Fuel Excise Tax Increase
- Motor Fuel Sales Tax Increases
- TIA/TSPLOST
- Millage Rate Increase
- Regional Vehicle Ad Valorem Tax Increase
- Regional Income Tax Increase
- Statewide Income Tax Increase
- Regional Miles Traveled Tax
- Parking Fee Taxes

Who is Promoting?

- Governor
- Lt. Governor
- Speaker of the House
- Construction firms
- Developers
- People who benefit from the taxes
- Chambers of Commerce



American Planning Association



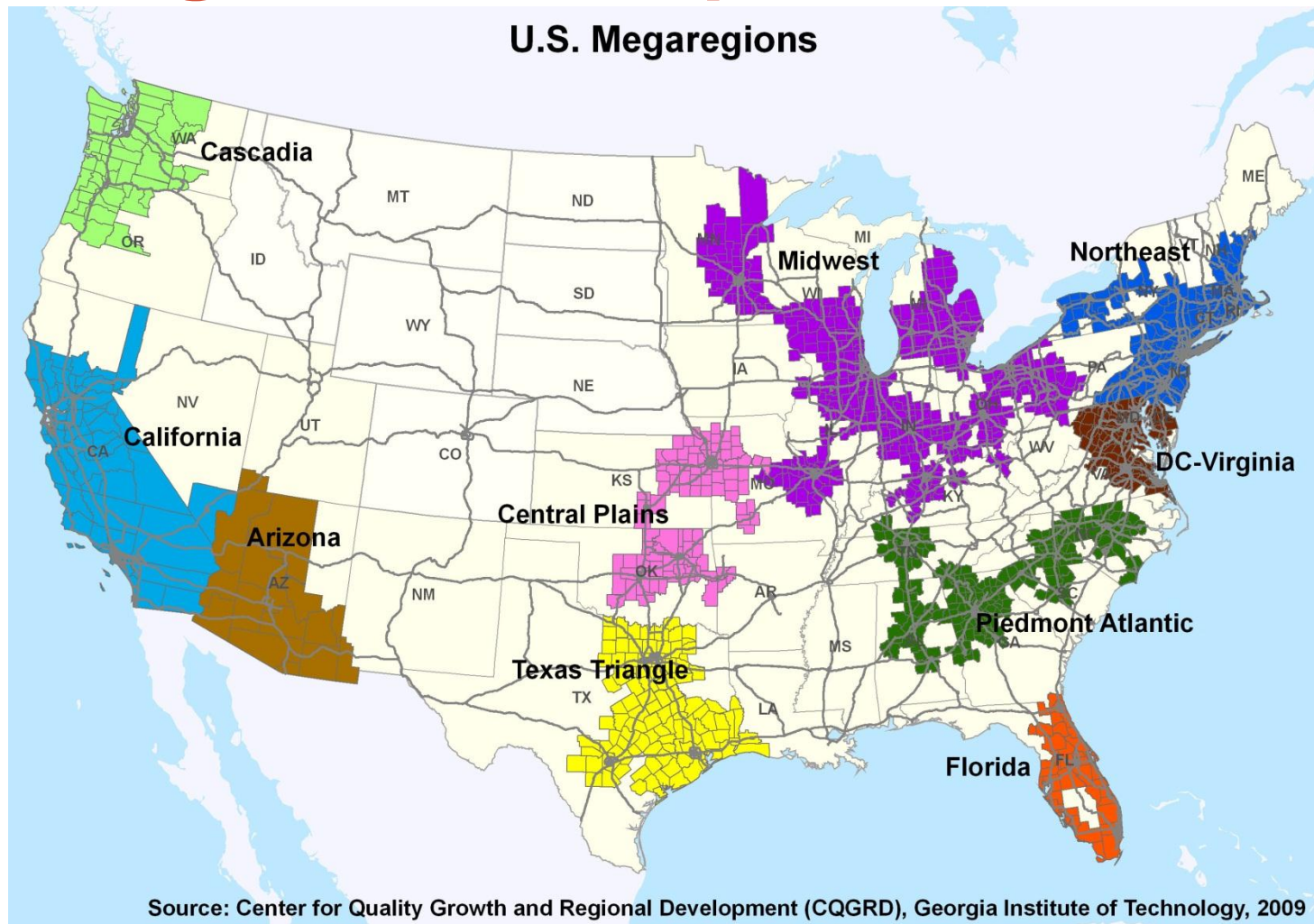
ATLANTA REGIONAL COMMISSION

Lifting Up What Works®

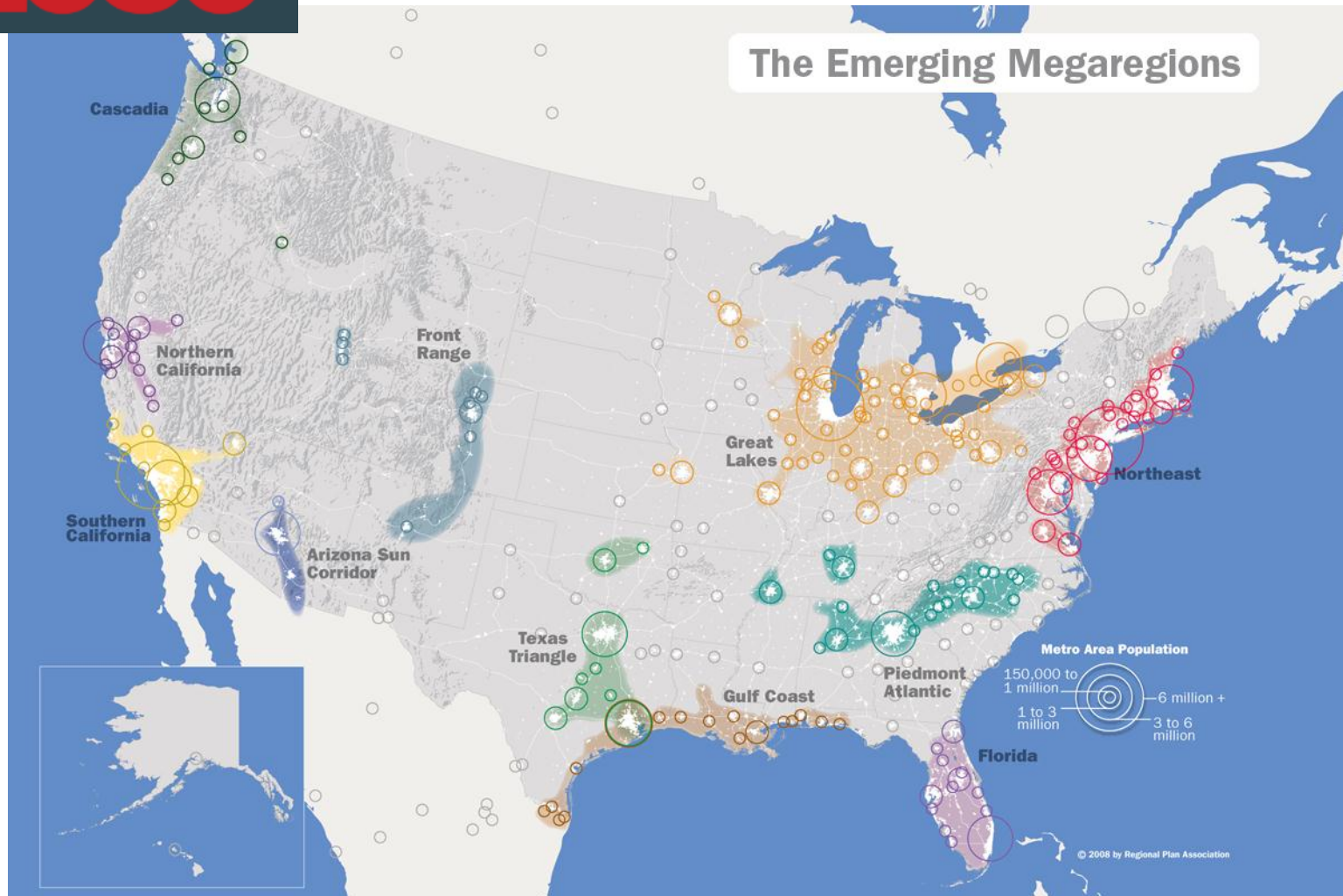
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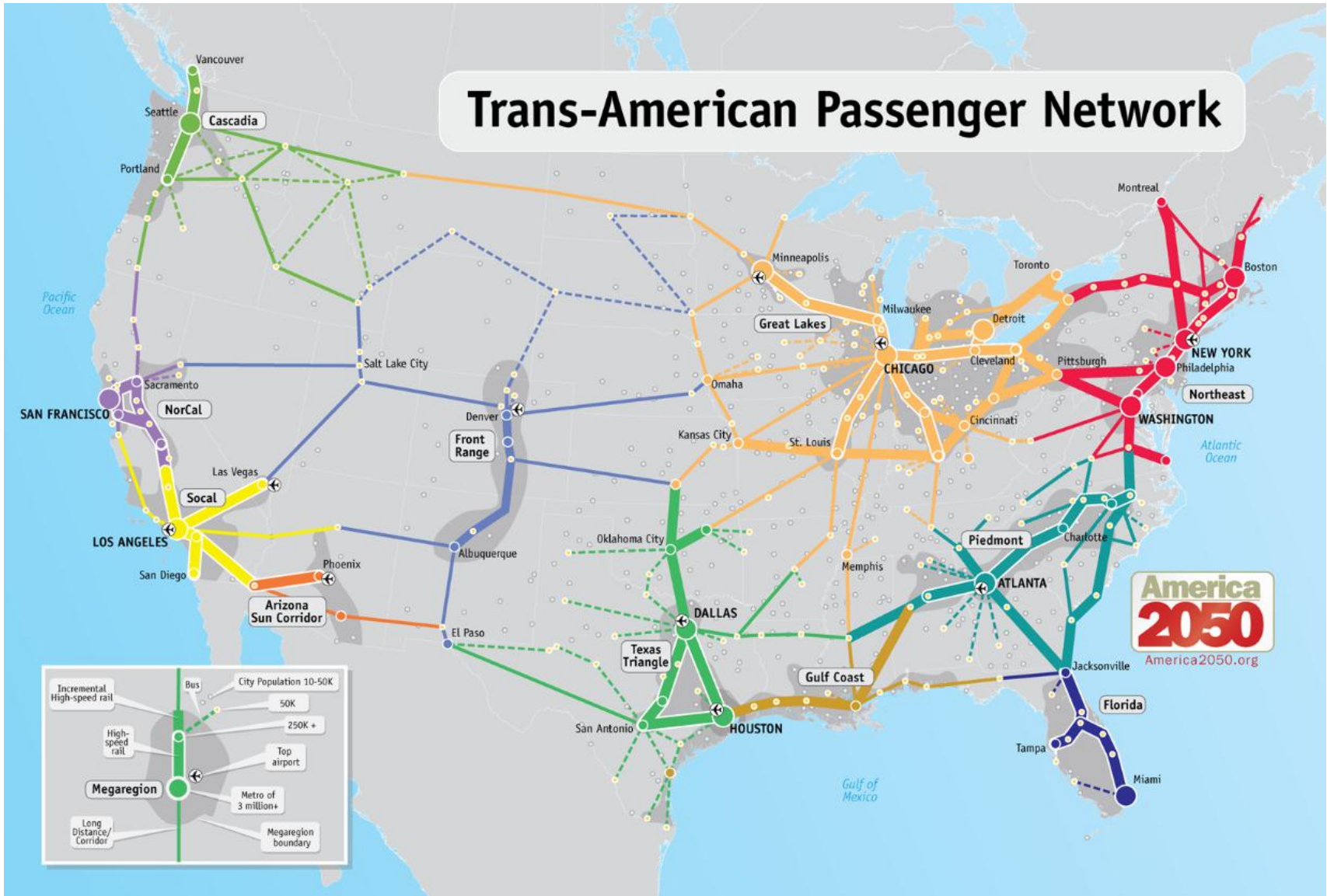
GA TECH: Center for Quality Growth and Regional Development



America 2050



Trans-American Passenger Network



WHY SHOULD WE CARE?

- Being implemented all across the U.S.
- Grants offered to lure local governments into accepting these policies.
- Pleasant-sounding names camouflage top-down, centralized planning programs
- Public acceptance is baited by touting the programs as growing jobs or the economy.
- Visioning or Consensus Building Workshops are used to get public buy in to predetermined outcome.

No More “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.

The statewide vote gives CONSENT to regional governance. Voice of the people.

T-SPLOST is TOP DOWN – not “LOCAL”

- **Transportation Planning Director** – Appointed by Governor
- **Regional Roundtable** – consists of only 2 members from any county. BOC Chair and 1 mayor elected by other mayors.
- **Executive Committee** – Elected by Roundtable
- **Citizens Review Panel** – Appointed by Speaker of the House (3) and Lt. Governor (2). Panel has no enforcement power.

Mostly appointed positions that are unaccountable to the people.

Project Selection “TOP DOWN”

- Local governments submits “potential” projects to DOT
- GDOT Planning Director ensures conformity with approved criteria and creates a “long list” of projects
- GDOT Planning Director collaborates with Executive Committee on Regional project selection and price on each project
- Roundtable approves (rubber stamps) list
- GDOT is contractor on all projects statewide

The taxpayers vote the Tax DOWN

That is the ONLY LOCAL CONTROL in the TIA!

Please use it!

COUNTER STRATEGY

- Stop the creation of non-elected regional government councils that are difficult to hold accountable.
- Stop local governments from taking state and federal grants that come with massive strings attached to enforce compliance.
- Remove outsider organizations and stakeholder groups that are pressuring your elected officials to do their bidding.
- Reintroduce S.B. 86 to abolish regional government (passed H. 159-7, S. 47-0, Deal VETOED on May 13, 2011).
- Reintroduce H.B. 938 of 2012 would have provided for an opt-out for counties.