COUNTY AGENDA REQUEST

Department:	Board of Commissioners	Presenter(s):	Commissioner Steve Brown
Meeting Date:	Wednesday, March 4, 2015	Type of Request:	Old Business

Wording for the Agenda:

Consideration of Resolution 2015-03- A Resolution on Transportation Funding Plans from the Georgia Legislature. This item was tabled during the February 26, 2015 Board of Commissioners meeting.

Background/History/Details:

On February 19, 2015, Commissioner Brown submitted Resolution 2015-03- A Resolution on Transportation Funding Plans from the Georgia Legislature for consideration by the Fayette County Board of Commissioners. The Resolution was tabled by the Board of Commissioners during the February 26, 2015 Board of Commissioners meeting until March 10, 2015.

After discussion with Commissioner Brown, Commissioner Coston offered the attached amendment to his Resolution 2015-03 that appeared on the February 26, 2015 Agenda. Commissioner Brown is in full agreement with the amendments.

A Final Form of Resolution 2015-03 is presented in the supporting materials, followed by a red-line version of the resolution and supplemental documents A-J.

What action are you seeking from the Board of Commissioners?

Adoption of Resolution 2015-03- A Resolution on Transportation Funding Plans From the Georgia General Legislature.

If this item requires funding, please describe:

Not Applicable.

Has this request been considered within the past two years?	Yes	If so, when?	Thursday, February 26, 2015
Is Audio-Visual Equipment Required for this Request?*	Yes	Backup Provided with Request?	Yes

**** All audio-visual material must be submitted to the County Clerk's Office no later than 48 hours prior to the meeting. It is also your department's responsibility to ensure all third-party audio-visual material is submitted at least 48 hours in advance.***

Approved by Finance	Not Applicable	Reviewed by Legal	
Approved by Purchasing	Not Applicable	County Clerk's Approval	Yes
Administrator's Approval			

Staff Notes:

Final Form Revised by
Commissioners Coston/Brown

County of Fayette;
State of Georgia

RESOLUTION 2015-03

A RESOLUTION ON TRANSPORTATION FUNDING PLANS FROM THE GEORGIA LEGISLATURE

WHEREAS, The 2015 General Assembly is reviewing various transportation funding proposals such as House Bill 170; and

WHEREAS, There is general recognition that road and bridge maintenance along with upgrading infrastructure to keep pace with congestion is necessary, but we also acknowledge the Reason Foundation's 21st Annual Report on the Performance of State Highways showing Georgia's rural roads ranked first in the nation, urban roads ranked fourth in the nation and the State ranked thirteenth in the nation overall,[1] stressing good transportation plans judicially created and properly funded; and

WHEREAS, We also recognize that the crisis is not as much about funding as it is about how the funding is spent, advocating the use of the entire State sales tax on fuel, including the $180 million "fourth penny," to be used exclusively for roads and bridges,[2] imploring the State Legislature to make transportation funding a priority in the State's budget; and

WHEREAS, HB 170 in its current iteration is **not** revenue-neutral at the State or local levels, and also significantly impacts local school funding[3]; and

WHEREAS, While excise taxes might be more reliable than sales taxes on gasoline, increased adjustments for inflation and vehicle fuel efficiency should require a vote of the General Assembly to avoid perpetual tax increases without due diligence; and

WHEREAS, Accountability is paramount and using earmarked funds for other purposes is discouraged; and

WHEREAS, The Federal Highway Trust Fund is deficit spending and Congress is mulling a 10 to 15 cent increase in the Federal gas tax[4] and that lower fuel costs benefit our constituents and Georgia's economy; and

WHEREAS, Georgians and other citizens of the United States now see around 25% of their Federal gas taxes diverted to subsidize mass transit in six metro areas[5], streetcars, ferries, sidewalks, bike lanes, hiking trails, and landscaping projects[6], almost none of which show significant signs of relieving traffic congestion; we ask for a resolution from the State Legislature to re-appropriate the Federal gas taxes back to the original "user's fee" principle for roads and bridges; and

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[1] http://reason.org/files/21st_annual_highway_report.pdf
[2] "Historic transit bill meets critics," AJC, Jan. 31, 2015
[3] Rep. David Stover, House District 71 at Fayette GOP, Feb. 17, 2015 (Stover is a signer on HB 170)
[4] "Abolish the Gas Tax," Wall Street Journal, Jan. 15, 2015; NOTE: The bill was dropped in the US House of Representatives on Feb. 4 by Rep. Earl Blumenauer to raise the gas tax by 15 cents
[5] The Highway Trust Fund subsidizes transit in Boston, Chicago, New York, Philadelphia, San Francisco and Washington D.C.
[6] "Abolish the Gas Tax," Wall Street Journal, Jan. 15, 2015

WHEREAS, No State agency has yet to calculate an official matrix on what constitutes an acceptable mass transit project based on ridership, cost-per-rider and total impact on traffic congestion, especially vital now that taxpayers are being asked to fund transit projects statewide[7], and only 3% of the metro Atlanta population commutes by transit according to the Census Bureau's 2013 American Community Survey[8]; and

WHEREAS, We ask the State Legislature to move to reduce the Federal role in gasoline tax collection even though the interstate highway system was officially completed in 1992[9], so Georgians must endure increased costs for building and maintaining roads because of Federal regulation, the Federal Davis-Bacon prevailing wage rules, Federal Buy American procurement provisions and forced unionization of mass transit labor which drastically increases costs and diminishes State and local control; and

WHEREAS, We recognize that government closest to the people is most effective and more accountable to the taxpayers and that giving two or more counties the ability to create transportation funding proposals that specifically meet their needs and allowing their constituents to approve those plans and the levy of the tax is preferred; and

WHEREAS, We recommend not using the Transportation Investment Act (regional T-SPOST) sales tax model since it is an one-size-fits-all program and is less likely to succeed; and

WHEREAS, We ask that the State Legislature seek objective counsel on transportation from local governments and GDOT engineers and not special interest groups; so

BE IT THEREFORE RESOLVED THAT the Board of Commissioners of Fayette County does hereby formally request that the State endeavor to become a national leader in transportation reform by making transportation a priority in the State's budget, adopting specific plans dictating which projects will receive funding, concentrating on road and bridge infrastructure, eliminating proposed projects such as transit rail with no rationale for implementation or justification based on certifiable traffic congestion relief standards, avoiding cost soaring Federal mandates with the State taking over the portion of the Federal gasoline tax. Be it further resolved that the Board of Commissioners of Fayette County requests that the State conduct itself in a manner where there is no harm inflicted upon county governments, city governments and school boards across Georgia.

So resolved this 4th day of March 2015, by the

BOARD OF COMMISSIONERS
FAYETTE COUNTY, GEORGIA

Attest:

_____
Charles Oddo, Chairman

_____
Floyd L. Jones, County Clerk

[7] The HB 170 plan sets aside funding for transit by taxing alternative fuel vehicles
[8] "A Streetcar Leaves Us Wanting," Atlanta Magazine, Feb. 2015
[9] http://www.fhwa.dot.gov/interstate/previousfacts.cfm

Red-Line Version

County of Fayette;
State of Georgia

RESOLUTION 2015-03~~??~~

A RESOLUTION ON TRANSPORTATION FUNDING PLANS FROM THE GEORGIA LEGISLATURE

WHEREAS, The 2015 General Assembly is reviewing various transportation funding proposals such as House Bill 170; and

WHEREAS, There is general recognition that road and bridge maintenance along with upgrading infrastructure to keep pace with congestion is necessary ~~and should be funded~~, but we also acknowledge the Reason Foundation's 21st Annual Report on the Performance of State Highways showing Georgia's rural roads ranked first in the nation, urban roads ranked fourth in the nation and the State ranked thirteenth in the nation overall[1]; stressing good transportation plans judicially created and properly funded; and

WHEREAS, We also recognize that the crisis is not as much about funding as it is about how the funding is spent, advocating the use of the entire State sales tax on fuel, including the $180 million "fourth penny," to be used exclusively for roads and bridges, imploring the State Legislature to make transportation funding a priority in the State's budget; and ~~and vague proposals with no specifics about what constitutes the state's "full universe of transportation needs" is a drawback[2]; and~~

WHEREAS, HB 170 in its current iteration is **not** revenue-neutral at the State or local levels, and also significantly impacts local school funding[3]; and

~~**WHEREAS**, An Atlanta Journal-Constitution poll conducted by Abt SRBI found that 64% responded they would not support an increase in gasoline taxes[4], in addition to the 63% of metro Atlantans who opposed the 2012 regional TIA (T-SPLOST), indicating the State should re-evaluate transportation planning and funding philosophies; and~~

~~**WHEREAS**, We support the use of the entire State sales tax on fuel, including the $180 million "fourth penny," to be used exclusively for roads and bridges[5], imploring the State Legislature to make transportation funding a priority in the State's budget; and~~

WHEREAS, While excise taxes might be more reliable than sales taxes on gasoline, increased adjustments for inflation and vehicle fuel efficiency should require a vote of the General Assembly to avoid perpetual tax increases without due diligence; and

WHEREAS, Accountability is paramount and using earmarked funds for other purposes is discouraged; and

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[1] http://reason.org/files/21st_annual_highway_report.pdf
~~[2] HB 170 language~~
[3] Rep. David Stover, House District 71 at Fayette GOP, Feb. 17, 2015 (Stover is a signer on HB 170)
~~[4] "Poll: Most back gas tax hike," AJC, Feb. 17, 2015; NOTE: One poll cited is by the Georgia Transportation Alliance made up of special interest groups like the Georgia Chamber of Commerce~~
~~[5] "Historic transit bill meets critics," AJC, Jan. 31, 2015~~

~~**WHEREAS**, Trust within the constituency is weak with prior promises not kept like Georgia 400 tolls and other government programs where earmarked funds were hijacked for other purposes; and~~

~~**WHEREAS**, There is a distinct lack of recognition from the State Legislature that the~~ The Federal Highway Trust Fund is deficit spending and Congress is mulling a 10 to 15 cent increase in the Federal gas tax[6] and that lower fuel costs benefit our constituents and Georgia's economy; and

WHEREAS, Georgians and other citizens of the United States now see around 25% of their Federal gas taxes diverted to subsidize mass transit in six metro areas[7], streetcars, ferries, sidewalks, bike lanes, hiking trails, and landscaping projects[8], almost none of which show significant signs of relieving traffic congestion; we ask for a resolution from the State Legislature to re-appropriate the Federal gas taxes back to the original "user's fee" principle for roads and bridges; and ~~but there are no resolutions from the State Legislature asking to re-appropriate the Federal gas taxes back to the original "user's fee" principle for roads and bridges; and~~

WHEREAS, No State agency has yet to calculate an official matrix on what constitutes an acceptable mass transit project based on ridership, cost-per-rider and total impact on traffic congestion, especially vital now that taxpayers are being asked to fund transit projects statewide ~~such as the 2.7 mile, $98 million Atlanta Streetcar boondoggle[9],~~ and only 3% of the metro Atlanta population commutes by transit according to the Census Bureau's 2013 American Community Survey[10]; and

WHEREAS, ~~There are no measures from the State Legislature moving~~ We ask the State Legislature to move to reduce the Federal role in gasoline tax collection even though the interstate highway system was officially completed in 1992[11], so Georgians must endure increased costs for building and maintaining roads because of Federal regulation, the Federal Davis-Bacon prevailing wage rules, Federal Buy American procurement provisions and forced unionization of mass transit labor which drastically increases costs and diminishes State and local control; and

WHEREAS, We recognize that government closest to the people is most effective and more accountable to the taxpayers and that giving two or more counties the ability to create transportation funding proposals that specifically meet their needs and allowing their constituents to approve those plans and the levy of the tax is preferred; and

WHEREAS, ~~The mandated~~We recommend not using the Transportation Investment Act (regional T-SPOST) sales tax model since it is an ~~unbearable~~ one-size-fits-all program ~~more inclined to create controversy than transportation solutions~~ less likely to success; and

WHEREAS, We ask that the State Legislature seek objective counsel ~~on transportation beyond the powerful real estate development lobby that created the recent housing bubble leading~~

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[6] "Abolish the Gas Tax," Wall Street Journal, Jan. 15, 2015; NOTE: The bill was dropped in the US House of Representatives on Feb. 4 by Rep. Earl Blumenauer to raise the gas tax by 15 cents

[7] The Highway Trust Fund subsidizes transit in Boston, Chicago, New York, Philadelphia, San Francisco and Washington D.C.

[8] "Abolish the Gas Tax," Wall Street Journal, Jan. 15, 2015

~~[9] The HB 170 plan sets aside funding for transit by taxing alternative fuel vehicles~~

[10] "A Streetcar Leaves Us Wanting," Atlanta Magazine, Feb. 2015

[11] http://www.fhwa.dot.gov/interstate/previousfacts.cfm

~~to a major recession[12], causing Georgia to be a leader in the number of banks failures in the nation[13], promoting our eventual economic downfall~~ on transportation from local governments and GDOT engineers and not special interest groups; so

BE IT THEREFORE RESOLVED THAT the Board of Commissioners of Fayette County does hereby formally request that the State endeavor to become a national leader in transportation reform by making transportation a priority in the State's budget, adopting specific plans dictating which projects will receive funding, concentrating on road and bridge infrastructure, eliminating proposed ~~boondoggle~~ projects such as transit rail with no rationale for implementation or justification based on certifiable traffic congestion relief standards, avoiding cost soaring Federal mandates with the State taking over the portion of the Federal gasoline tax. Be it further resolved that the Board of Commissioners of Fayette County requests that the State conduct itself in a manner where there is no harm inflicted upon county governments, city governments and school boards across Georgia.

So resolved this ~~26th~~ 4th day of ~~February~~ March 2015, by the

BOARD OF COMMISSIONERS
FAYETTE COUNTY, GEORGIA

Attest:

_____
Charles Oddo, Chairman

_____
Floyd L. Jones, County Clerk

~~[12] "Cause of the Housing Bubble, Burst and Recession Revealed: It's Growth Management," http://www.planetizen.com/node/41867~~

~~[13] "Georgia Banker Shows Road to Redemption for Failed Bank CEOs," American Banker, Jan. 7, 2014; http://www.privatebankofbuckhead.com/news/Clip%20-%20American%20Banker%20-%20Judy%20Turner.pdf~~

Supplemental Document A

REJECT HIKING
ANY NEW GEORGIA TAXES

PAUL BLAIR

In a newly-released joint legislative transportation report, a number of Georgia legislators and consultants claim that Georgia needs to increase the overall state budget by more than 20 percent annually to fund the state's "full universe of transportation needs." This is absurd. Given the full list of tax hikes and spending recommendations, one would think Georgia was a deep-blue state governed by a bunch of out-of-touch Democrats.

Ninety percent of the recommendations contained within the report should be rejected as uncreative attempts to extract more money from taxpayers and commuters.

Less than three years ago, Georgia voters overwhelmingly rejected a statewide ballot initiative to raise the sales tax by 1percent in an effort to fund more transportation spending. The 2015 transportation report suggests that the legislature revisit that failure and consider doing it anyways.

Commuters in Georgia's metro-Atlanta region experience some of the worst traffic in the nation and yet, in 2012 they rejected the 1 percent sales tax hike by a 63 to 37 percent margin. The fact that the newest transportation report deems this region as a top priority for high cost transit and rail projects demonstrates a significant disconnect between the desire of Atlanta voters and state legislators. It should be clear: if legislators want to fund more streetcars and other "large scale" road projects, they're going to have to do it with the historically high revenues that the state is already extracting from taxpayers.

The new report also suggests a number of ways to raise the gas tax to generate more money for state coffers. None of the suggestions are creative. Indexing the gas tax to inflation would constitute an automatic tax hike annually. Raising the gas tax by 10 cents per gallon would be felt immediately by consumers who are celebrating some of the lowest gas prices in years. It's a shame that some legislators are attempting to take advantage of falling gas prices by suggesting consumers can afford to give back those savings to the state.

Taxpayers should ask legislators two big questions regarding transportation projects. The first is what specific projects does the legislature intend on funding? Glittery aspirations aren't specific and neither are generalities about "investments" in infrastructure. What specific roads does the state plan on widening, and how will this make it easier for commuters to get to and from work? The joint transportation report does not adequately answer this question.

The second big question Georgians should ask of legislators is whether their intended spending increases will yield a reasonable return on taxpayer investments. Do city streetcars help or hurt traffic jams? Does light rail benefit commuters or developers? Without an honest conversation that addresses these questions, the transportation report isn't much more than a laundry list of bad ideas from other states, like Virginia, who have successfully extracted more money from consumers.

REFERENCE

* will # be used for maintenance?

While traffic in urban parts of the state may be a drag, Georgia's roads aren't in bad condition. According to the Reason Foundation's 21st Annual Report on the Performance of State Highways, Georgia's rural roads rank number one in the nation for pavement conditions. The state's urban roads rank 4th in the nation and the state ranks 13th overall in highway performance. Without specifics on where the state plans to spend new money, the Reason report furthers the possibility that maintenance deficit claims may be overblown.

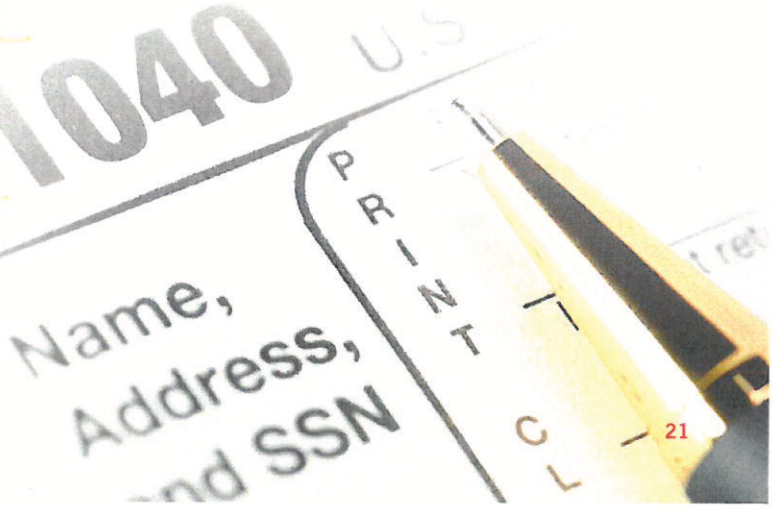
In a recent edition of *James*, I outlined the potential taxpayer savings that could be achieved with public private partnerships (P3s). The 2015 legislative report made no attempt at mentioning the value of P3s, which is another example of how the authors of this report spent little time attempting to craft suggestions that could benefit taxpayers.

For every $1.00 Georgia sends to Washington, D.C. in the form of federal gas taxes, the federal government sends $1.14 back to Atlanta for transportation projects, according to the Georgia Department of Transportation. It is high time Georgia becomes a national leader in transportation reform, especially since its failure to do so is costing taxpayers in other states. Why is it so difficult for Georgia legislators to expand on creative ideas like P3s, which saved taxpayers billions of dollars in states like Indiana and Maryland?

While a majority of voters support more funding for roads and bridges, two-thirds oppose increasing the gas tax, according to a recent poll by SKDKnickerbocker and Benson Strategy Group. For legislators who have signed the Taxpayer Protection Pledge, raising the overall tax burden on Georgia taxpayers, whether through a gas or sales tax hike, would break that written commitment to voters.

Even in non-election years, this is an ill-advised move.

Paul Blair *is the state affairs manager of the Washington, D.C.-based American for Tax Reform founded by Grover Norquist.*



Supplemental Document B

Marietta Daily Journal Editorial opposes House Transportation Bill

State transportation funding bill a non-starter
02.11.15 - 08:51 pm
A proposed fix for Georgia's transportation needs would take existing local taxes on motor fuels from local governments and give the revenues to the state. To say it's surprising that this idea comes from Republican leaders is an understatement.

The proposal, House Bill 170, backed by House Speaker David Ralston, would shift about $500 million from local governments, half the $1 billion that's supposed to be raised by this measure for infrastructure. To make up for lost revenues, local governments would be allowed to levy up to six cents per gallon in excise taxes without a referendum if the latest change is approved by a committee.

House Bill 170 would replace the existing sales tax on fuel with a state excise tax of 29.2 cents per gallon, indexed to the rate of inflation and higher fuel efficiency vehicles. That's a tax increase right off the bat since current gas taxes (both sales and excise) totaled 26.53 cents per gallon as of Jan. 1 this year, according to the American Petroleum Institute.

Currently, the taxes are allocated this way: a 7.5 cents per gallon excise tax, a 4 percent state sales tax and a local sales tax ranging from 3 to 4 percent in most counties. If counties add 6 cents per gallon in excise taxes, that would come to a total of 35.2 cents per gallon compared to the current 26.53 cents.

And to think that sponsors of HB 170 have said it would be "revenue neutral," meaning it would not raise taxes overall. That doesn't even hold true for the state taxes, as noted above.

On this one, Cobb Commission Chairman Tim Lee got it right. He has said HB 170 not only hurts the county government but "it really pokes the school system in the eye" by taking about $18 million — "just takes it from them and doesn't do anything to help them out." Lee opposes the bill, which he said is still in its infancy and is expected to be modified significantly. He also zeroed in on a truism: "When the legislators are in session, it's the 40 most dangerous days of the year."

The battle lines are drawn on this proposal. Lined up behind the bill are Republican leaders, highway contractors, the Georgia Chamber of Commerce and other business interests. Mounting opposition comes from local officials across the state, the Georgia Municipal Association, the Association of County Commissioners, tea partiers and, no doubt, hosts of taxpaying motorists with the power of the ballot.

At a meeting of Rome business and industry leaders last week when GMA's executive director talked about the impact of the bill, John Bennett, Rome's retired city manager, minced no words about sponsors of HB 170. He said, "They don't have the guts to raise taxes down there so they take it away from the cities and the counties."

No doubt, Georgia has plenty of needs for maintaining and improving roads, bridges and other infrastructure. But the sponsors of HB 170 would be well advised to scrap the bill. Like an aging car battery on a cold winter morning, this one's a non-starter.

Supplemental Document C

Kyle Wingfield
My Opinion

What the plan got right

Two comments dominated reactions to the transportation-funding plan House leaders unveiled Wednesday:

"It's better than I expected."

And:

"I wonder what it'll look like in the end?"

The best way to think about the House plan to increase spending on roads, bridges and transit by $1 billion a year is as an opening bid in negotiations still underway. Senators expressed skepticism about the way local governments would be affected (so did a number of House members). The governor's official reaction was notable for its lack of enthusiasm.

Several people wondered why legislators would spend a year talking up the need to spend more on transportation infrastructure, only to settle for a plan that wouldn't generate enough money to tackle such big, critical projects as reworking the top end of I-285 and adding capacity to interstates outside the region.

All that said, the House plan delivers on a few key principles the bill ought to retain as it evolves.

1. *Gas taxes should be spent on transportation.* The state currently diverts about $180 million per year in gas taxes to the general fund, where it is spent on all sorts of things besides transportation. The House plan returns that money to its rightful destination.

Local sales taxes on motor fuel, especially when they are collected as SPLOSTs or as E-SPLOSTs for schools, also are too often spent on other things. Cities and school boards in particular are complaining they would lose a revenue source under this plan. Here's another way to look at it: Some of them have been misusing that revenue source for a long time.

The gas tax is the closest thing we have to a true user fee. Lawmakers at every level of government should treat it – all of it – that way.

2. *Gas taxes should be collected as excise taxes, not sales taxes.* The reason some of our gas taxes go to the general fund is they are levied as sales taxes on motor fuel, and only excise taxes on motor fuel are constitutionally tabbed for roads and bridges. Converting the entire levy to an excise tax would prevent future lawmakers from siphoning off motor-fuel revenues for other purposes. It also should make for a more predictable revenue stream which can be adjusted more easily to account for inflation and higher fuel efficiency.

3. *Transportation is a priority for the state, and the budget should reflect as much.* State revenues are rising, and it is entirely appropriate that some of this increase go toward one of the state's top priorities.

That includes the bond portion of the budget, which is how the state funds many capital projects. While these typically are buildings, there's ample reason to include bridges, roads and even transit infrastructure. Note I said transit *infrastructure*; the most sound use of borrowed money is for capital projects that will deliver benefits for years, not for one-time subsidies for operations.

4. *All motorists should contribute to infrastructure, regardless of the type of vehicle they drive.* Electric vehicles use the same roads and bridges gas-powered cars and trucks use. They ought to pay into the system.

Kyle Wingfield, an Opinion columnist, writes for The Atlanta Journal-Constitution. His column appears Sunday and Thursday. Reach him at kwingfield@ajc.com.

Supplemental Document D

The Atlanta Journal-Constitution Friday, Feb. 13, 2015

Senate OKs bills to battle child sex trafficking, B3

News: metronews@ajc.com | Delivery: ajc.com/customercare or 404-522-4141

AJC AT THE GOLD DOME

Plan's backers, critics sound off

Transportation bill in Ga. House has momentum, but also powerful foes.

By Aaron Gould Sheinin
aaron.gouldsheinin@ajc.com

House Transportation Committee members heard testimony Thursday that was decidedly more pro than con, but they took no vote on a plan to boost transportation revenue.

Sponsored by committee Chairman Jay Roberts, R-Ocilla, House Bill 170 seeks to raise more than $1 billion in additional revenue for transportation projects. The bill would eliminate a state sales tax on motor fuels and phase out the local taxes on gas. In their place would be a state excise tax of 29.2 cents per gallon and an optional local excise tax of 6 cents per gallon, with revenue from that local tax split between county and city governments.

Lawmakers heard more than two hours of testimony, and while many in the audience expected the committee to vote, Roberts said that was never the plan. The committee is expected to meet again next week, lawmakers said, but it remains unclear whether a vote will happen then, either. Roberts said he continues to try to find ways to improve the bill, including a way to help school districts that would lose a considerable amount of their sales tax base under the bill.

Thursday's speakers included Andy Lord of Georgians for a Healthy Future, which wants to add $1.23 to the state's tax on a pack of cigarettes. Raising the tax to $1.60 could return half a billion dollars a year for transportation, Lord said.

"Transportation is more important than a cheap pack of

HB 170 continued on B3

myAJC
COMPREHENSIVE COVERAGE
The Atlanta Journal-Constitution has Georgia's largest team at the Gold Dome for this year's legislative session. To find the most expertise on issues that matter to taxpayers, go to myAJC.com/georgialegislature.

Georgia Rep. Jay Roberts sponsors House Bill 170, which would raise $1 billion in added revenue for transportation projects.
BOB ANDRES / BANDRES@AJC.COM

HB 170

continued from B1

cigarettes," Lord said.

Those supporting the bill Thursday included the Council of Quality Growth, the Georgia Transportation Alliance and the Georgia Economic Developers Association.

The bill has garnered plenty of opposition, from cities, environmentalists and tea party activists. It also has been labeled a tax increase by Washington-based Americans for Tax Reform, a powerful right-leaning think tank. Roberts, however, said that group's leader, Grover Norquist, ought to mind his own business.

Norquist "isn't from Georgia," Roberts said. "And until he fixes Washington, I don't want to hear from him. I don't care what he says."

Meanwhile, the Georgia Municipal Association suggested its own alternative. The GMA urged lawmakers to scrap the proposed 6-cents-per-gallon local excise tax and instead raise the rate of the local option sales tax from 1 percent to 1.15 percent, according to a copy of the proposal obtained by The Atlanta Journal-Constitution.

Also, cities want lawmakers to revisit the 2012 Transportation Infrastructure Act, which split the state into mega-regions for referendums to raise sales taxes by 1 percent to fund a specific project list. That vote passed in only three regions and failed in the rest, including metro Atlanta. The GMA's proposal would allow two or more counties within each region to band together for smaller transportation tax votes.

This plan, GMA spokeswoman Amy Henderson said, "will make city and county governments whole from the loss of revenue from taxing gas sales. This will allow them to continue funding voter-approved local projects, including transportation, and continue to (provide) property tax relief."

As written, she said, HB 170 still blows a hole in city budgets.

The GMA, of course, is not the only critic of the bill. The Georgia Sierra Club lamented the lack of funding for transit in the bill. House leaders have committed to using money raised from a new annual user fee on drivers of electric vehicles for transit. The $200 fee for personal cars and $300 fee for business vehicles would generate an estimated $7.5 million the first year and up to $15 million in future years, sponsors said.

"The bill as currently written squanders a chance to bring long-overdue balance to state transportation funding," Sierra Club lobbyist Neill Herring said. "Legislators should seize this opportunity to finally fix the dedication issue and open the gas tax to all transportation purposes."

Another part of the bill has also sparked criticism.

On Wednesday, the Washington-based think tank Securing America's Future Energy unveiled a study that shows eliminating the state's $5,000 tax credit for the purchase of a new electric vehicle would cost the state $252 million over 16 years in lost gross domestic product.

Eliminating that credit, the study said, would lead more car buyers to purchase gasoline-powered cars, which means more consumer spending on gasoline and vehicle repairs. The study said the state would be more vulnerable to spikes in oil prices as well.

Supplemental Document E

Analysis questions Georgia transportation plan's impact on revenue

6:17 p.m. Tuesday, Feb. 17, 2015 | Filed in: **Politics**
Aaron Gould Sheinin, AJC

Legislation proposed in the state House to boost transportation funding would fall short of its goal by nearly $125 million in its first year, according to a copy of an official state estimate obtained by The Atlanta Journal-Constitution.

The estimate, however, shows that by 2020, House Bill 170 could generate slightly more than the $1 billion sponsors see as the minimum needed to address Georgia's growing transportation infrastructure problems.

The so-called fiscal note, produced by the Georgia State University Fiscal Research Center, only addresses changes made to state taxes, not any proposed shift in how local governments tax motor fuel. It shows the bill could generate an additional $871.1 million in the fiscal year that begins July 1 and $1.053.6 billion by fiscal 2020.

The bill's sponsor, Transportation Committee Chairman Jay Roberts, R-Ocilla, said Tuesday that the fiscal note is not a surprise.

"The fiscal note is about in line with what we expected," Roberts said. "This is still a work in progress, and we are working to stabilize and modernize transportation funding in Georgia."

Plan undergoing revisions

Some of that progress could be revealed Wednesday, when HB 170 is again before the full House Transportation Committee. Roberts said Tuesday that he will discuss revisions to his bill, but he declined to discuss them in advance.

As written, HB 170 would phase out the state's sales tax on motor fuel and increase the state excise tax from 7.5 cents per gallon to 29.2 cents per gallon. It also would create a $200 annual registration fee for privately owned electric vehicles and a $300-per-year fee for commercial electric vehicles.

The fiscal note was written before the bill was changed to also include eliminating the state's $5,000 tax credit for the purchase of electric cars. Roberts said last week that could produce $45 million the first year.

The fiscal note shows that HB 170 would raise less money at first than if lawmakers did nothing. In calendar 2016, for example, the state would raise $910.1 million under the current tax structure. But in later years the changes made in the bill would bear fruit. If nothing changed, for example, the state would bring in $927.4 million in 2020.

$1 billion to maintain current infrastructure

Lawmakers, business leaders and local officials spent much of the past summer studying ways to generate new revenue for roads, bridges and transit. Their report suggested the state needs an additional $1 billion to $1.5 billion a year just to adequately maintain current infrastructure.

Seth Millican, the executive director of the Georgia Transportation Alliance, an arm of the Georgia Chamber of Commerce, said work remains to be done on the bill.

"We applaud the leadership of the House and Chairman Roberts for their leadership on this critical issue," he said. "We will continue our support of HB 170 as we work together toward accomplishing that goal."

Several people with direct knowledge of the negotiations have told the AJC that bill supporters have said the proposed excise tax of 29.2 cents per gallon might have to increase to meet revenue goals. Gov. Nathan Deal last week hinted that lawmakers should look to raise more than $1 billion in new revenue.

Opponents seek change in funding formula

The fiscal note, however, shows the difficulty in raising that much new money in a way that is politically feasible.

How feasible the current version of the bill is remains in doubt. Local governments, especially cities and school districts, have complained that it would eat into their revenue.

In addition to the new state excise tax, the latest version of the bill would phase out local sales taxes on fuel. Those taxes, levied as part of a variety of special option sales taxes, would be replaced with up to 6 cents per gallon in excise taxes enacted by counties. Revenue from that local tax would be divvied up among cities and the county according to established state formulas.

The Georgia Municipal Association opposes that plan, saying the current formula is unfair and that it eliminates the flexibility they have to use current sales taxes for nontransportation projects. Instead, the GMA said, the state should raise the local sales tax rate from 1 percent to 1.15 percent and exempt motor fuel from the tax.

COMPREHENSIVE COVERAGE

The Atlanta Journal-Constitution has Georgia's largest team at the Gold Dome for this year's legislative session. To find the most expertise on issues that matter to taxpayers, go to myAJC.com/georgialegislature.

Transportation funding levels

A report released late last year by a joint legislative committee offered three options to maintain or build on the state's transportation system:

- $1 billion to $1.5 billion per year in new revenue to maintain existing infrastructure.
- $2.1 billion to $2.9 billion per year in new revenue to expand existing programs, including interstate capacity and transit.
- $3.9 billion to $5.4 billion per year in new revenue to meet a "full universe" of transportation needs, including passenger rail.

Source: Joint Study Committee on Critical Transportation Infrastructure Funding

Supplemental Document F

ATLANTA STREETCAR

Cost to run streetcar system likely to rise 50%

Ridership 18% lower than expected during free ride period.

By Richard Belcher
Channel 2 Action News

Running Atlanta's new streetcar system will cost 50 percent more than the city estimated a year ago – from a projected $3.2 million to $4.8 million, according to data provided by Atlanta officials.

In addition, ridership on the sleek blue cars is 18 percent lower than projected. ' that's during an introduc- iod when it's free to ıta Streetcar.

Michael Geisler, the city's chief operating officer, said an extra layer of oversight by MARTA is responsible for part of the additional cost, while creation of a new office to seek federal transit money accounts for much of the rest. Paying MARTA for its services will cost about $575,000 the first year, with an additional $50,000 next year. But the expense disappears after that, according to a draft operating budget of the streetcar.

The Atlanta Streetcar system, which cost about $98 million to build, travels from Centennial Olympic Park on the western side of downtown

Streetcar continued on **A10**

The Atlanta Streetcar travels along Edgewood Avenue recently. Six weeks into the streetcar's first three months — that special period when it's free to ride — 102,000 people rode on the cars. The city's target was 124,800. But officials remain upbeat. KENT D. JOHNSON / AJC

Streetcar

continued from A1

to the Martin Luther King Jr. National Historic Site on the eastern side. It began passenger runs Dec. 30.

The city decided it would run the system because it could do so more economically than either MARTA or a private contractor. But the federal government, which is paying a large part of the expense, insisted that MARTA have some role in the project, at least at first.

"So (part of) the additional cost is basically related to MARTA staffing," Geisler said.

The city also will spend more than $1 million a year on the new office dedicated to amassing federal transit funding. Geisler said that cost will not go down.

City Hall had estimated earlier that it would cost slightly less than $3.2 million a year to operate the system. But total expenses during the next five years will average $4.8 million – a 52 percent increase, according to the draft operating budget.

Six weeks into the Atlanta Streetcar's first three months – that special period when it's free to ride – 102,000 people rode on the cars. The city's target for the period was 124,800.

But Geisler is upbeat.

"We're quite satisfied with the way ridership has progressed," he said, "and we think that people are going to get in the habit of riding the streetcar and using it for any number of different activities."

Fares from the streetcar – it will cost $1 to ride – will only cover about 20 percent to 25 percent of the expense of operating the system. The rest is coming from federal grants and contributions from city tax money and the downtown business community.

Supplemental Document G

Lower Gas Prices Test Transit Systems' Ridership Models

Eric Morath

High gasoline prices in recent ars helped give public-transit encies across the U.S. their st ridership numbers in half a ntury. Now, falling prices pose obstacle to further growth.

The swift drop in gas prices, less than $2 a gallon in much the nation, already appears to encouraging Americans to rive more. Miles driven in-eased 3% in October from a ear earlier, the largest year-ver-year gain since 2006, and dvanced 1.1% in November, ac-rding to the U.S. Federal High-ay Administration.

It is too soon to say whether ose Americans who are driving ore are forgoing public transit r would change their habits, but n extended run of low gas rices could change the cost cal-ulus for future transit riders. nd a lasting shift could boost ressure on governments from eattle to Salt Lake City to leveland to re-evaluate expan-ion plans for buses, subways nd trains amid limited funding or infrastructure spending.

Many cities across the coun-ry made major service improvements or installed new options, such as light-rail systems, to meet the demands a new wave of riders introduced to public transit in recent years.

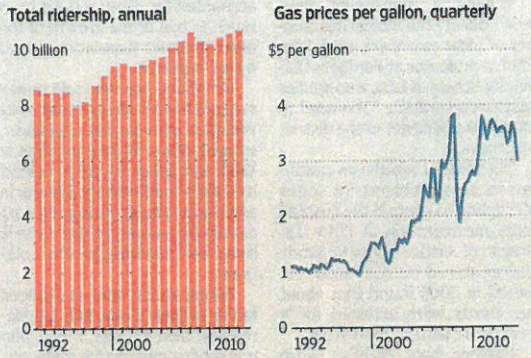
When gas prices first topped $4 a gallon in 2008, "we were overloaded," said Joe Calabrese, chief executive of the Greater Cleveland Regional Transit Authority. "We had people parking on the grass of our parking lots."

The Cleveland RTA expanded since then, including refurbishing rail stations and the opening of a bus line with rail-like infrastructure on the city's east side. Not all the drivers who made the initial transition to public transit have stuck with it, but many have, Mr. Calabrese said. And housing built along improved bus lines ensures a steady supply of riders who choose the area to be close to transit.

For Carm Basile, chief executive of Capital District Transportation Authority in Albany, N.Y., fuel prices are a relatively minor long-term concern. "If fuel prices continue go down, it's going to nick away at riders that have a car available," Mr. Basile said. But he expects Albany's upward ridership trend to continue because faster service is attracting new customers and colleges are footing the bill for students' fares under a new program.

Ridership Resurgence

Recent peaks in the number of trips on trains, buses, subways and other mass transit followed increases in gasoline prices.



Sources: American Public Transportation Association; Energy Information Administration

The Wall Street Journal

Indeed, a number of factors support strong ridership even in the face of lower gas prices. Steady job growth has more commuters taking transit to work. Smartphone apps offering real-time schedules make riding buses more predictable and convenient. And, historically, consumers have been more likely to shift behavior in response to energy prices rising, rather than falling, transit experts say.

"Once riders have found transit, they tend to stay," said Michael Melaniphy, chief executive of the American Public Transportation Association. "When you look at millennials, they're less car-centric. They're moving downtown and want transportation options."

But some transit riders, such as 43-year-old Karie Hailes, say lower gas prices allows them to use their cars more. She now drives two or three days a week to her job in Washington, D.C., instead of taking the subway.

"There's less of a financial burden with gas prices cheaper now," she said. "I want to just get in my car and get to my destination," which includes dropping off her 11-year-old son at school.

Public-transit use peaked just after World War II, with more than 23 billion individual transit trips taken annually, according to APTA. When Americans moved to the suburbs in the 1950s and began to purchase cars in greater numbers, ridership fell swiftly, dropping below 10 billion trips in 1958 and reaching a low of 6.6 billion in 1972, just before the first oil embargo.

Use trended up slowly since, again topping 10 billion in 2006, a year after gasoline price topped $2 a gallon for the first time, and continued to move along with fuel prices.

Through the first nine months of 2014, ridership was outpacing 2013 levels, according to APTA data. The decline in gas prices, which could change ridership dynamics, didn't accelerate until the fall.

Since transit fares cover only about a third of operating costs on average, with the governments covering the bulk of the rest, decreased ridership doesn't decimate budgets. But ridership patterns do play an important role for how agencies spend limited improvement funds.

Federal spending on mass transit has been nearly flat for the past five years, increasing 3% in 2014 from 2010 levels.

On the local level, most transit-funding initiatives passed last year, but voters in Kansas City, Mo., and Austin, Texas, rejected measures intended to pay for transit expansion. Maryland elected a governor who favors road improvements over extending rail lines in Baltimore and elsewhere in the state.

Supplemental Document H

WSJ Feb 2015

The Tesla Paradox

Elon Musk isn't known for modesty, and this week the Tesla Motors CEO laid out his ambition to grow 50% a year and deliver a stock valuation in 10 years of $700 billion—the current valuation of Apple, the world's most valuable company. So why does Tesla, which is already valued at about $27 billion, still need so much taxpayer welfare?

Visions of a $700 billion market cap but still living off subsidies.

Mr. Musk this week played down a $108 million loss in Tesla's fiscal fourth quarter, which he attributed to one-time manufacturing inefficiencies, a strong dollar and lower than expected deliveries. Tesla said delivering some "cars was physically impossible due to a combination of customers being on vacation, severe winter weather and shipping problems (with actual ships)." Tesla shares fell 4.66% Thursday on the news.

The world loves an optimist, and fast-growing start-ups often lose money as they focus on capital investment. What makes Tesla different is that the bottom line would have been much worse without $86 million in profits from the sale of government emissions credits. A Barclays analyst told the Journal that the fourth-quarter results were "heavily supported" by the credits.

Because it produces only electric cars, Tesla receives excess "credits" for complying with federal fuel-efficiency standards and state zero-emission vehicle (ZEV) mandates, notably in California. Tesla can then hawk its surplus credits to auto makers that fail to meet the government rules. Last year Tesla made a roughly $150 million killing from selling ZEV credits. That's up from $130 million in 2013, $32 million in 2012, and $3 million in 2011. All told in 2014 Tesla sold about $216 million in credits, equal to about 7% of its auto sales.

Those government subsidies come on top of a $7,500 federal tax credit for each electric car sale and state rebates. Nevada and California have also bestowed upward of $1.5 billion in tax breaks on Tesla.

A Tesla earnings report last year predicted that revenue from credits would "remain low in the future relative to our automotive sales" though it would "pursue opportunities to monetize ZEV credits." Such opportunities will abound as California's ZEV and federal fuel-efficiency mandates grow more stringent. More states are also adopting electric-car mandates.

Capitalism needs visionaries, but its reputation suffers when companies worth billions soak middle-class taxpayers for profits. Turn off the taxpayer tap, Mr. Musk. It would earn you more friends for the long haul.

Supplemental Document I

The House Transportation bill has dominated headlines, and drawn its share of critical fire, since its introduction recently. Today, a member of the transportation infrastructure committee that developed guidelines for the bill answers detractors with a call for much-needed action. In turn, the leader of a statewide cities group suggests a broader search for revenue rather than the current legislation, which he says would decimate city budgets. We also hear from a electric-vehicle advocate who criticizes legislation that would eliminate the state tax credit for EV owners.

"HE IS A 'MARTA REPUBLICAN' CRY BABY" — Commissioner STEVE BROWN

GUEST COLUMN

Help wanted, but no critics

By Edward H. Lindsey

"It is not the critic who counts; not the man who points out how the strong man stumbles, or where the doer of deeds could have done them better." – President Theodore Roosevelt, in his "Man in the Arena" speech.

Edward H. Lindsey, a Republican, is a former Georgia House majority whip.

The Georgia General Assembly's Joint Study Committee on Critical Transportation Infrastructure Funding recently published its findings calling for an increase in annual transportation spending of $1 billion to $1.5 billion. It recognized a strong transportation infrastructure lies at the heart of our state's future success; we ignore its present weaknesses at our peril.

In response, the Georgia House leadership has placed on the table its transportation plan, and the long knives of opponents have quickly emerged. An alphabet soup of organizations are cranking out their calls to respective members to oppose the plan including GSBA (Georgia School Board Association), GMA (Georgia Municipal Association), ACCG (Association County Commissioners of Georgia) and, of course, the usual assortment of naysayer organizations who can collectively be labeled by the acronym CAVE (Committees Against Virtually Everything).

These organizations denounce the House leadership plan on the table but offer no viable alternatives despite the fact our transportation woes endanger our safety, dampen our quality of life and impede our economic development. It is time for these organizations to understand:

1. Almost half our roads and bridges are rated in fair or poor condition; this means our school children are riding on unsafe roads.

2. Our city residents are stuck in some of the worst commutes in the country.

3. Our economy in every county suffers without a strong transportation network when businesses cannot get the goods, customers and employees they need to grow and prosper.

4. While government should not try to do everything, there are a few things it must do well, like transportation, and that costs money.

The Georgia House leadership plan does the following:

- It phases out the practice of allowing state and local governments to divert sales taxes on gasoline to their general funds for spending on non-transportation items. This has crippled our ability to meet our transportation needs. Approximately $180 million in state gasoline taxes and $500 million in local gasoline taxes are diverted to state and local general funds each year. It is time for gas taxes to be viewed as a user fee devoted exclusively to transportation.
- It abolishes sales taxes on gasoline and replaces them with an excise tax that, under our state Constitution, must be used exclusively for transportation purposes. This provides security against future elected officials jeopardizing our long-term transportation needs by siphoning off money for short-term pet projects.
- It devotes $100 million in bonds to mass transit, the state's first major investment in this vital part of our transportation needs.
- It provides local governments with the ability to directly raise money for local transportation needs.
- It imposes a $200 user fee on alternative fuel vehicles ($300 for commercial vehicles) to ensure these vehicle owners pay their fair share toward transportation.

The Georgia House leadership plan is not perfect - few proposals ever are - and constructive debate at this point is critical in developing the right transportation plan for our state. It is time for GSBA, GMA, ACCG, CAVE and others to move beyond "just say no" and offer meaningful alternatives if they do not like the one presently offered.

We need at this moment a lot more leaders who dare to enter President Roosevelt's arena and "actually strive to do the deeds" to protect our future, and a few less mindless critics who are merely "cold and timid souls who neither know victory nor defeat."

Edward H. Lindsey also served as a citizen member of the General Assembly's Joint Study Committee on Critical Transportation Infrastructure Funding.

Supplemental Document J

Georgia Republicans Push A Massive Tax Increase

Featured Story Front Page Stories 22 hours ago

Republicans in the Georgia House of Representatives are pushing a massive tax increase on Georgians.

Essentially, they want to convert the current sales tax in Georgia to an excise tax. That actually makes a ton of sense and I fully support it.

They also want to ensure that 100% of money raised at the gas pump is spent on transportation. I support that too.

Lastly, the want to charge a $200.00 fee to electric vehicles. I support that too. We pay for roads and bridges with a gas tax. Electric vehicles have access to roads and bridges without paying for them. It makes sense.

But here is where the problem is. In converting the sales tax to the excise tax, they also plan to increase it. At current prices, it amounts to a $0.07 cent increase in a gallon of gas. “Wait!,” you say. “That’s it?!?!” You ask that incredulously.

Here’s the catch. The Republicans are structuring the gas tax so that all the money raised at the pump will go to the state. Currently, cities get some, counties get some, and the state gets some. Under the pending plan, 100% of the money will go to the state. They’re considering changing that slightly.

But the net result will be the same. Every city and county in Georgia will be forced to raise new taxes to pay for roads and bridges. They’re operating the same way they are operating with RFRA. Makes sense considering they’re using the Chamber of Commerce play book on both.

With RFRA, they’ll gut it, then pass it and claim to have supported it all along.

With transportation, they'll pass it knowing it will force massive new taxes, but claim they did not vote for a tax increase.

Go here to find your Georgia state representative. Call him and tell him to oppose this massive new tax increase.

Were they to convert the sales tax to the excise tax at a rate of $0.22 cents or $0.20 cents instead of what they are ultimately proposing, $0.29, it'd be a no brainer. But now they are ensuring a massive tax increase on Georgia families and need to be stopped.

The House is having trouble getting votes already **so call now and oppose it.**

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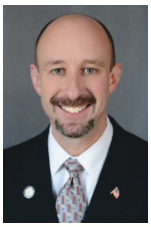
A public retreat by a sponsor of Georgia's push for more transportation cash

AJC, February 23, 2015 | Filed in: **Georgia Legislature**, **Transportation**.

Even as House Republican leaders scour their caucus for votes for H.B. 170, at least one of their number has drifted into the "no" column.

As our AJC colleague Aaron Gould Sheinin reported last week, the revised transportation bill didn't land onFriday's House calendar. That may have given opponents more time to regroup.



State Rep. David Stover, R-Palmetto/Special

Today we got word from state Rep. David Stover, R-Palmetto, that he's taking his name off the list of sponsors because it amounts to a "$500 million tax increase."

House leaders are set to speak at an afternoon press conference. The topic will be tax reform, but they can expect some questions on this as well. From Stover's Facebook post:

As it currently stands, it would be a $500 million tax increase and I can not and will not support any such increase on the backs of our citizens. 6.1 billion gallons of gas and diesel are sold in Georgia each and every year. The increase would first, wipe out the state sales tax portion on fuel purchases, this is an offset. Second, it will move the total tax to $.292 / gallon on gasoline and $.33 / gallon on diesel fuel. This is only $.0108 /

gallon more than what we are all paying right now at the pump. The problem is that the local portion of the gasoline tax will remain.

This amounts to $.0728 / gallon and that is the increase per gallon that each and every Georgian would be facing if this bill passes. I was told to put it into perspective, the increase amounts to about $86 per Georgia driver per year. This would not be an issue had we offset the tax burden on Georgian's somewhere else. It may not be an issue had the budget included increased spending for transportation out of the general funds.

If we, as a legislature, are going to ask our fellow citizens to pay more at the pump, then the state should be happy to drop some of its pet projects and dedicate more funding from the general fund towards transportation. The budget being presented to us this week did not even bother to move the 4th penny from the sale of motor fuel over to transportation. I cannot, and will not, support this bill in good conscience.

Not surprisingly, Erick Erickson of Redstate.com has come out against H.B. 170 as well, with the words "massive" and "tax increase." From this afternoon's post:

The Republicans are structuring the gas tax so that all the money raised at the pump will go to the state. Currently, cities get some, counties get some, and the state gets some. Under the pending plan, 100% of the money will go to the state. They're considering changing that slightly.

But the net result will be the same. Every city and county in Georgia will be forced to raise new taxes to pay for roads and bridges. They're operating the same way they are operating with Religious Freedom Restoration Act (RFRA). Makes sense considering they're using the Chamber of Commerce play book on both.

With RFRA, they'll gut it, then pass it and claim to have supported it all along.

With transportation, they'll pass it knowing it will force massive new taxes, but claim they did not vote for a tax increase.

Supplemental Document L

Resolution 2015-03

Protecting Fayette County Citizens

From

Overbearing tax increases, loss of local control and funding transit

Constituent Dissatisfaction

1. 63% of metro Atlantans opposed the 2012 regional TIA (T-SPLOST)

2. An Atlanta Journal-Constitution poll conducted by Abt SRBI found that 64% responded they would not support an increase in gasoline taxes.

It's **not** "revenue neutral"

The legislative promise was a one billion dollar increase in transportation spending with no tax increase.

This was not true at local and state levels.

Conservative Rep. David Stover pulled his name from HB 170 saying it is a *"$500 million tax increase."*

State Priorities

All of the State sales tax on fuel, including the $180 million “fourth penny,” should be used exclusively for roads and bridges.

State Priorities

New legislation allows for automatic increases in gas taxes for inflation and vehicle fuel efficiency **without** a vote of the General Assembly.

Congress Too
(How high can taxes go?)

There was a bi-partisan effort initiated this month in Congress to raise the Federal gas tax by 10 to 15 cents.

Hurting our families with commodity taxes!

The Federal Highway Trust Fund

Is

Broke

25% = Other than roads and bridges

Georgians must endure increased costs for building and maintaining roads because of Federal regulation.

For every penny of road cost

+

Federal regulation adds significant additional cost

Who pays for it?

Resolution 2015-03 Objectives:

1. Preserve revenue streams for **all** local governments
2. Prioritization of state funds instead of tax increases
3. Eliminate expensive, burdensome Federal regulation and costs
4. Fayette County Citizens should not pay for wasteful transit projects
5. Special interests should not dictate our transportation planning

Supplemental Document I

Floyd Jones

From: Pota Coston
Sent: Tuesday, March 03, 2015 12:37 PM
To: Steve Rapson; Floyd Jones; Charles Oddo
Subject: Fwd: Offered amendments to the resolution
Attachments: Resolution Transportation Tax With References 2015 Draft.doc; ATT00001.htm

Attached is the revised Resolution from Commissioner Brown for you to email to the other Commissioners for review and comment.

Pota

Sent from my iPhone

Begin forwarded message:

> **From:** Steve Brown <CommissionerBrown@fayettecountyga.gov>
> **Date:** March 3, 2015 at 12:16:08 PM EST
> **To:** Pota Coston <pcoston@fayettecountyga.gov>
> **Subject: Offered amendments to the resolution**
>
> Pota,
>
> Please see the attached per our discussion.
>
> I suggest you use something similar to the following language when you give this to the County Clerk.
>
> "After discussion with Commissioner Brown, I am offering the attached amendments to his 2015-03 resolution that appeared on the February 26, 2015 agenda. Commissioner Brown is in full agreement with the amendments."
>
> Linking the document back to the February 26 agenda will avoid the last minute submission issue since documents on the dais have now become controversial for the time being.
>
> **Steve Brown**
> Commissioner

Fayette County Board of Commissioners
140 Stonewall Avenue, Suite 100
Fayetteville, GA 30214
cell: 404.798.0587
www.fayettecountyga.gov

Supplemental Document J

Floyd Jones

From: Steve Rapson
Sent: Tuesday, March 03, 2015 5:30 PM
To: Floyd Jones
Subject: FW: HB170 Update

Steven Rapson
Fayette County
County Manager
srapson@fayettecountyga.gov
770.305.5100

From: Pota Coston
Sent: Tuesday, March 3, 2015 4:35 PM
To: Steve Rapson; Charles Oddo
Subject: Fwd: HB170 Update

Hi Steve and Chuck,

As you know the bill is changing daily below are a couple of points that have changed.

A couple of points:

1) The language that would have adversely affected school systems has been removed from the bill as of 3/3.

2) In the last paragraph, the resolution recommends to the State that they, "adopt specific plans dictating which projects will receive funding, concentrating on road and bridge infrastructure . . ." GDOT established the Statewide Strategic Transportation Plan (SSTP) and the Statewide Transportation Improvement Plan (STIP) in 2007 for that very purpose so this resolution just tells the State to do what it's already doing. Steve do you know or can Phil Mallon shed more light on these two plans for us?

http://www.legis.ga.gov/Legislation/en-US/display/20072008/SB/200