

Read the Facts! And Voice Your Opinion to Your General Assembly Member.

THERE IS MORE THAN ONE KIND OF TAX RELIEF GET ON BOARD TRANSIT

Rising Gas Prices and Traffic Congestion Impose Burdensome “Taxes” on All of Us.

A \$400 Million Hit

Gasoline prices rising to \$3 per gallon cost Northern Virginia drivers **\$400 million annually** compared to the average gas price last year of “only” \$2.26 per gallon. That is \$250 more for every resident of this region. Each one-cent price increase costs \$5.4 million annually.

This is a “tax” paid to the oil companies and oil supplying countries. It is a tax that does not provide revenues to invest in benefits for taxpayers.

It hurts most those persons with lower incomes but also imposes a severe burden regardless of income level. A Gallup poll shows 84% of respondents are financially squeezed by \$3 per gallon gas.

Another \$2.5 Billion Hit

Traffic congestion costs in the Washington D.C. area are about **\$2.5 billion annually** (third worst in the U.S.) or \$577 annually per commuter.

This is also a tax that generates no revenues to invest to solve the problem.

Public Transit Can Beat Those Tax Increases.

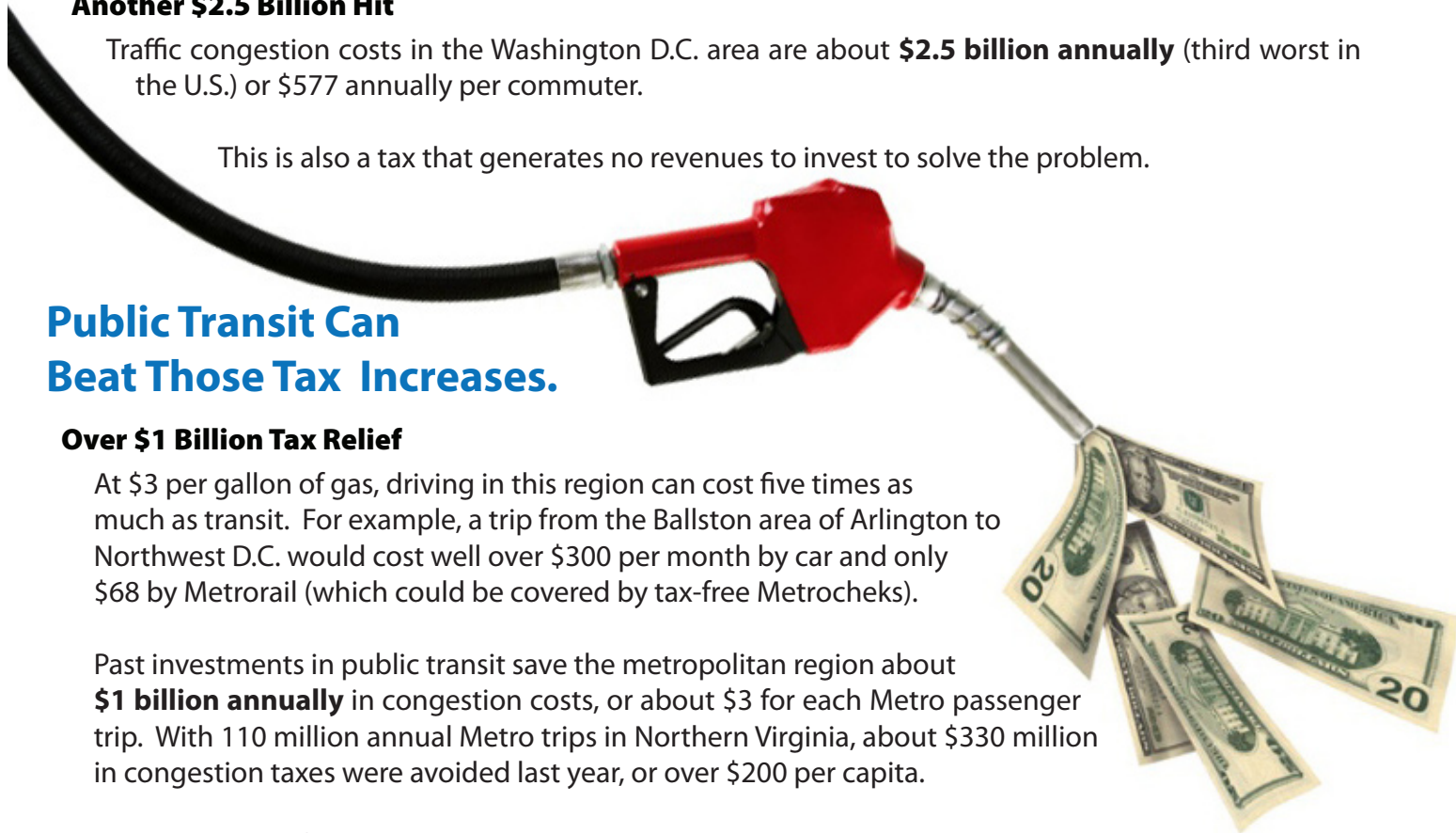
Over \$1 Billion Tax Relief

At \$3 per gallon of gas, driving in this region can cost five times as much as transit. For example, a trip from the Ballston area of Arlington to Northwest D.C. would cost well over \$300 per month by car and only \$68 by Metrorail (which could be covered by tax-free Metrocheks).

Past investments in public transit save the metropolitan region about **\$1 billion annually** in congestion costs, or about \$3 for each Metro passenger trip. With 110 million annual Metro trips in Northern Virginia, about \$330 million in congestion taxes were avoided last year, or over \$200 per capita.

Auto drivers are flocking to Metro in record numbers to avoid these taxes.

Transit also generates air quality improvements (\$3 per trip in Northern Virginia) and job creation (\$7 per trip).



Dedicated Funding for Metro Is a Sound Investment.

One way to provide needed funding is the proposed quarter-cent sales tax for Metro. It yields over \$50 million annually in Arlington and Fairfax counties and the cities of Alexandria, Fairfax and Falls Church.

That is \$38 per capita per year. A recent NVTAC survey shows most individuals in Northern Virginia are willing to pay more than \$100 annually in additional sales taxes for congestion relief.



Dedicated Metro funding (such as the small sales tax or other proposed sources) will leverage \$1.5 billion in federal funds over 10 years.

It will secure 340 new Metrorail cars, 275 new buses and many other rail and bus enhancements.

That money will stay here.

- It will directly improve our lives.
- It will offer drivers a choice of not paying higher congestion and gasoline costs.
- It offers the prospect of property tax relief.

The Virginia General Assembly Should Act Now to Provide Dedicated Metro Funding.

Congestion costs \$577 annually per commuter throughout Metropolitan Washington. Higher-priced gas costs \$250 more per capita in Northern Virginia. On the other hand, a small dedicated Metro sales tax would cost \$38 annually per capita in five Northern Virginia jurisdictions supporting Metro. Other proposed funding sources would offer similar tax relief.

You do the math:

Is it wise to invest \$38 per person each year to help save almost \$1,000 annually per person (congestion, gas, air quality, jobs)?

Please contact your General Assembly member now at :

1-800-889-0229

or

<http://legis.state.va.us/>



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