



*File
Rapid Transit*

CITY OF ATLANTA

OFFICE OF COMPTROLLER
CITY HALL

Atlanta, Georgia 30303

December 5, 1967

CHARLES L. DAVIS
COMPTROLLER

EDGAR A. VAUGHN, JR.
DEPUTY COMPTROLLER

MEMORANDUM

TO: Mr. R. Earl Landers

FROM: Charles L. Davis *CLD*

I am enclosing a copy of a draft report made by Mr. Phil Hammer for Rapid Transit under date of July 19, 1967, as well as a copy of a revised report made under date of July 31, 1967.

I have had several conferences with Mr. Hammer; and in his original report, he was proposing to charge the citizens of Atlanta 2 mills at the very outset for Rapid Transit and increasing to 3 mills by 1971. By a like token, he also proposed to charge DeKalb County 2 mills in 1969 and increasing to a high of 2.8 mills in 1971, then descending for the remainder of the life of the bonds. In the case of Fulton County, he was proposing to charge 1 mill at the very outset and increasing to a high of 1.9 mills in 1971, then decreasing for the remaining life of the bonds. Mr. Hammer stated that this allocation would take into consideration such things as the ability of a government to pay the increase in tax digest of an area as the result of Rapid Transit and other factors.

In our discussion, I pointed out that this was not a true yardstick, and I felt the millage should apply county-wide; and in the future if this could be accomplished, this would not be a hindrance to us and others in annexing other areas.

In his revised report, Mr. Hammer is proposing a county-wide levy, which can be found on Page 43, of 1 mill for DeKalb County and 1.5 mills for Fulton County. These will increase in 1975 to 3 mills in Fulton County and 1.6 mills in DeKalb County.

I have also noticed in the paper recently that Rapid Transit is proposing to amend the Transit Act by some eighteen points. Some of these points I am in full agreement with; such as, clarification between the maximum amount of dollars approved in the referendum and the millage rate that will be needed to raise the necessary funds. There are other points I think should be further pursued, particularly those relating to the investment of Rapid Transit funds and perhaps the right of eminent domain. It seems as if this has been a very hot point ever since the Rapid Transit Act was enacted.