



Georgia Transit Association
Mobility Options Through Transit

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Georgia's Transportation Summit
Georgia Engineering Alliance

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Georgia's Transit Systems



Georgia On The Move

Mobility Options Through Transit

- Urban Systems (15)
- Rural Systems (112)
- University Systems (5)
- Transportation Management Associations (15)
- Van Pools (Public and Private)
- Human Services (159+)



Why Transit?

- For every \$1 invested in transit:
 - Returns \$6 in local economic activity
 - Provides \$1.50 savings in transportation costs
- \$10 million in transit investment brings \$30 to \$32 million in increased business sales
- Transit-oriented development attracts private investment to communities

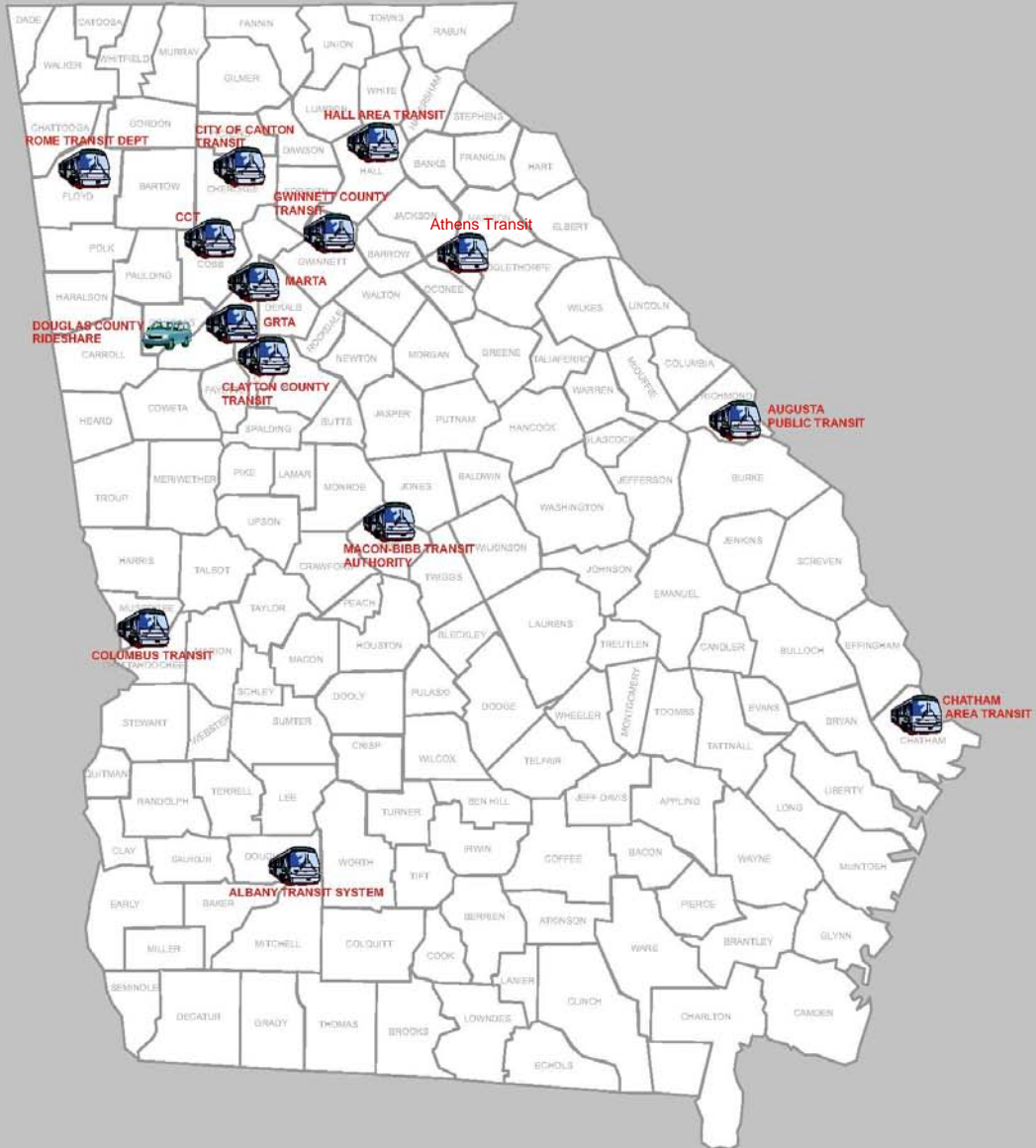
Capital investment in Public Transportation sparks a chain reaction in business activity that far exceeds the initial investment - National Business Coalition for Public Transit

Where Do People Go on Public Transportation?

Work is the most popular transit destination

- 54 percent of all trips end at workplaces
- 15 percent of trips go to schools
- 9 percent to shop
- 9 percent to social visits
- 6 percent to medical appointments
- 7 percent unclassified, entertainment leisure, etc.

State of Georgia Urban Transit Systems 2006



Urban Transit Program Revenue/Funding Sources (Millions)

Local Sources						
2008 data	Fare Box Revenue	Sales Taxes and Bonds	General Fund	State	Federal	Total
Operating	\$ 128.4	\$ 518.1	\$ 67.0	\$ 2.4	\$ 246.7	\$ 962.6
Capital	N/A	\$ 352.6	\$ 5.2	\$ 8.7	\$ 188.4	\$ 554.9
Totals	\$ 128.4 (8.5 %)	\$ 870.7 (57.4 %)	\$ 72.2 (4.8 %)	\$ 11.1 (0.7 %)	\$ 435.1 (28.7 %)	\$ 1,517.5 (100%)

Local areas pay 70.6%, Federal 28.7%
State's contribution is less than 1%
FY10/11 State Match reduced to 0%



Urban Transit Program Summary

- 15 urban systems
- 1,237 vehicles
- Approx: 175,000,000 trips a year
- Approx: 700,000 trips weekdays
- Approx: 7% of the state population

**Statewide 2008 increase
in ridership of approximately 8%**

Rural Transit Program Revenue/Funding Sources (Millions)

		Local Sources				
2008 data	Other Revenue Sources	Fare Box Revenue	Local	State	Federal	Total
Operating	\$ 0	\$ 1.3	\$ 8.4	\$ 0	\$ 8.4	\$ 18.1
Capital	N/A	N/A	\$ 0.1	\$ 0.1	\$ 0.5	\$ 0.7
Totals	\$ 0 (0 %)	\$ 1.3 (6.9 %)	\$ 8.5 (45.2 %)	\$ 0.1 (0.5 %)	\$ 8.9 (47.3 %)	\$ 18.8 (100 %)

Local area pays 52%, Federal 47%
State' contribution is less than 1%.
FY10/11 State Match reduced to 0%

Georgia Rural Transit Systems

- Are Growing – 103 FY 06 to 112 in FY09
- Service demand is greater than available local funding match
- Regions are working together to create economies of scale:
 - Southwest GA RC – Operating a regional system
 - Three Rivers RC – Operating a regional system
 - Coastal GA RC – Operating a regional

Rural Public Transportation

FY(2008)

- Trip Purpose:
 - Medical: 17.8 %
 - Employment: 15.6 %
 - Nutrition: 15.8 %
 - Social: 15.1 %
 - Education: 8.2 %
 - Personal: 27.4 %
- 2008 ridership 2, 024,164
- 41.1 % of riders are seniors
- 18.5 % are persons with disabilities



Georgia Transit System Challenges

- Overall state transit assistance for Top 10 Most Populous States:
 - GA is **last** with \$0.50 per capita
 - Per Capita spending down 44% from FY2005 (\$0.91)
 - Other states range from \$1.22 to \$133.28
- On average our economic competitors provide 40 times more transit assistance.

State	FY 2006 Funding (in Millions of \$)	FY 2006 Pop. (in Millions)	Per capita Investment
California	\$2,208.8	36.5	\$ 60.59
Texas	\$ 28.7	23.5	\$ 1.22
Florida	\$ 176.4	18.1	\$ 9.75
Georgia	\$ 4.7	9.4	\$ 0.50
North Carolina	\$ 66.5	8.9	\$7.5

Georgia Transit Funding Operating Assistance

- 42 states provide operating assistance
- Georgia and eight others do not (AL, AZ, CO, HI, ID, KY, NV & UT)
- New or expanding current transit services are limited by lack of operating assistance
- Our economic competitors support transit and its mobility benefits

Service Summary

The Georgia Transit Association is dedicated to improving public transportation throughout the State of Georgia

- Transit serves Rural and Urban areas
- Transit is part of the transportation solution
- Is key to improving the state's economic position, improving our citizens quality of life, our air quality, saving energy and to help reduce traffic congestion
- Demand for transit is growing, but service is constrained due to a lack of operating and capital funding
- Senior transportation needs are increasing, especially as Georgia seeks to attract more seniors

Potential Solutions

- SB39/SR 44 Regional Approach to a Transportation Special Purpose Local Option Sales Tax (T-SPLOST)
- HB277/HR206 State-wide Approach to a Transportation Tax
- Create individual income tax credits for transit use, HB 255 and promote corporate income tax credit for providing transit benefits
- Renew Motor Fuel Tax exemption for transit systems, HB1035
- Improved Human Services Transit Coordination and funding, SB 22

GTA Funding Principles for New Revenues

- Cover all transportation modes
- Operations and Maintenance and Capital for local and/or regional transit systems
- Allow flexibility for improvements to current systems and development of new Local and Regional Transit Systems, (including participation by regional partnerships, sole county or unified governments)
- Supplement, not replace existing funding

Georgia's Transit Systems

Questions and Comments



The University of Georgia