



House Commission on Transit Governance & Funding Briefing

Presented to
Intermodal Committee
State Board of Transportation
December 13, 2017



House Commission on Transit Governance & Funding

- **Created by House Resolution 848**
- **Recognized need for**
 - System of regional, integrated and comprehensive mass transportation for economic development
 - Create efficiency and solutions to improve mobility
 - Develop a unified regional governance structure in metro areas
 - Determine means to fund construction and operation of mass transportation
- **Powers & Duties**
 - Undertake study of conditions, needs, issues and challenges
 - Recommend any actions or legislation deemed necessary
- **December 31, 2018 any reports & proposals due**



House Commission on Transit Governance & Funding Members

House Members:

Rep. Kevin Tanner, Chairman

Rep. Christian Coomer

Rep. Mary Margaret Oliver

Rep. Jason Shaw

Rep. Calvin Smyre

Rep. Tom Taylor

Transit System Members:

Liz Hausmann

District 1, Fulton Co. Board of
Commissioners

Curtis Kolber

CEO & Exec. Director,
Chatham Area Transit

Butch McDuffie

Director, Athens Transit
System

Charlotte Nash

Chairman, Gwinnett Co.
Board of Commissioners

Resident Members:

Brian Anderson

President/CEO, Columbus
Chamber of Commerce

Rhonda Briggins

President, Georgia Transit
Association

Sen. Butch Miller

Senate District 49, Gainesville

Bob Ott

District 2, Cobb Co. Board
of Commissioners

Ex-Officio Members:

Russell McMurry, P.E.; Commissioner, GDOT

Keith Parker; CEO, MARTA

Chris Tomlinson; Executive Director, GRTA

All MPO Directors

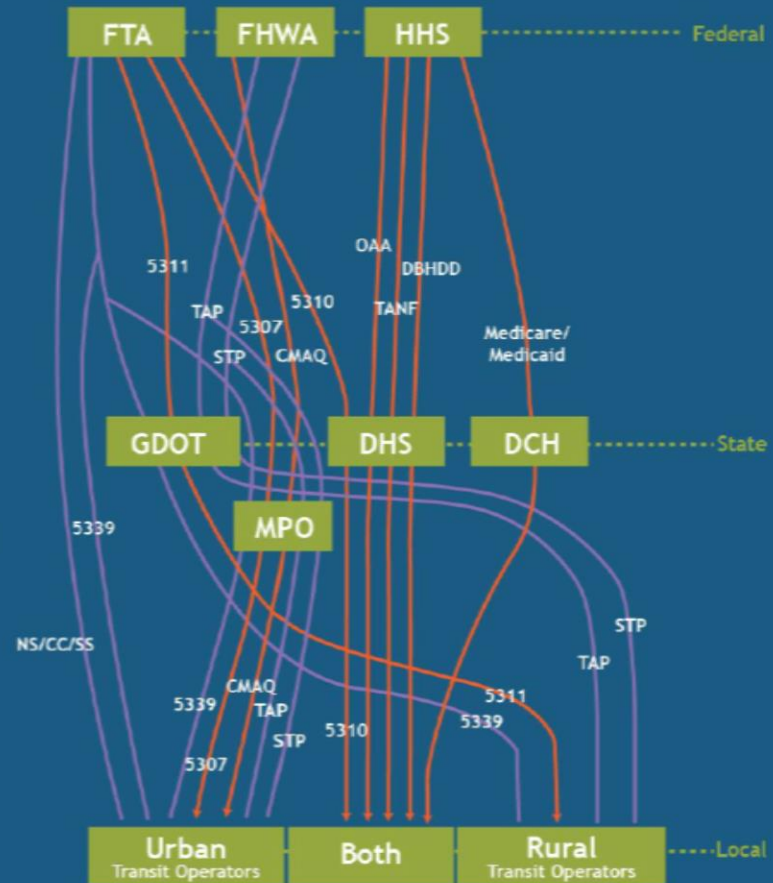


House Commission on Transit Governance & Funding Meetings

- **June 29, 2017 – Atlanta - ARC, GDOT and SRTA/GRTA Presentations**
- **August 2, 2017 – Atlanta - MARTA Presentation**
- **October 10, 2017 – Atlanta @ ARC**
 - **ARC & GDOT & MARTA Follow-up Presentations on Funding**
 - **Nat. Conf. of State Legislators**
 - **Transportation 4 America**
- **November 13, 2017 – Columbus State University**
 - **FTA Regional Administrator**
 - **Ga. Assoc. Regional Commissions**
 - **Ga. Railroad Association**
 - **City of Columbus – TIA Program**
 - **Ontario, Can & Denver Co. Transit Systems**
- **December 6, 2017 – Savannah – Ga. Transit Assn. Annual Conference**
 - **Chatham Area Transit & Uber & Lyft & Transitions-Rural Transit Provider**
 - **ARC & DeLoitte – Mobility Trends**
 - **DeLoitte – Metro Atlanta Transit Greenhouse**

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Funding Sources and Flow



* All items simplified for intelligibility.



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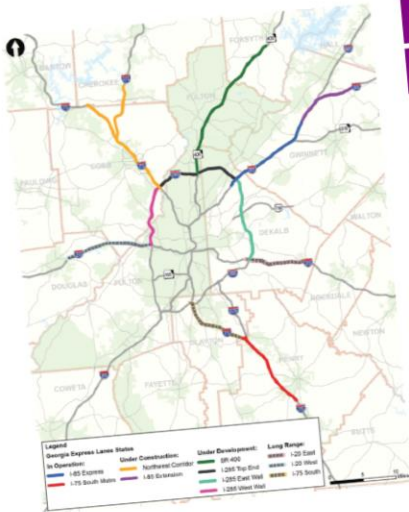
1. Counties Not Yet Served by Public Transit

County Name	Population	County Name	Population	County Name	Population
Appling	18,391	Atkinson	8,287	Barrow	71,425
Candler	10,944	Charlton	13,044	Chattahoochee	12,350
Clinch	6,802	Coffee	43,129	Echols	3,997
Emanuel	22,861	Evans	10,813	Fayette	108,355
Franklin	22,044	Irwin	9,412	Harris	32,673
Houston	147,919	Jasper	13,543	Jeff Davis	14,986
Johnson	9,776	Lanier	10,398	Laurens	47,927
Madison	28,116	Marion	8,721	Monroe	27,005
Montgomery	8,973	Newton	102,201	Oconee	34,050
Oglethorpe	14,512	Schley	5,072	Stephens	25,595
Tatnall	25,477	Toombs	27,302	Treutlen	6,665
Washington	20,679	Webster	2,707	White	27,781
				Georgia Citizens Not Yet Served by Public Transit	1,003,932



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Transit Investment through Express Lanes



GEORGIA MANAGED LANES NETWORK

OPEN AND OPERATING

- I-85 Express Lanes
- I-75 South Metro Express Lanes

COMING SOON

- Northwest Corridor Express Lanes – Late
- I-85 Express Lanes Extension – Fall 2015

UPCOMING MAJOR MOBILITY PROJECTS

- SR 400 Express Lanes
- I-285 East Wall Express Lanes
- Revive 285 Top End
- I-285 West Wall Express Lanes

2. Use of Managed Lanes by Transit Riders

Facility	Current No. of Transit Routes 2015	Current Annual Transit Boardings 2015	Estimated Transit Routes 2021	Estimated Annual Transit Boardings 2021	Projected Percent Change in Annual Boardings
I-85	5	335,000	7	376,000	12.2%
I-75/575 NW Corridor	4	204,000	6	498,000	144.1%
GA 400	1	67,000	2	72,000	7.5%

“Express buses on I-85 . . . constitute only 1.2% of vehicles using the HOT lane during the morning peak period, yet they carry 26% of the total HOT lane person throughput.” – Georgia Tech, 2013 HOT Lane Study



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Survey of State Funding – FY '15



Georgia

- \$3.05 Million
- 100% General Fund



Alabama

- No State Funding



Tennessee

- \$47.2 Million
- 100% Gas Tax



North Carolina

- \$84.8 Million
- 100% Trust Fund



South Carolina

- \$6 Million
- 100% Gas Tax

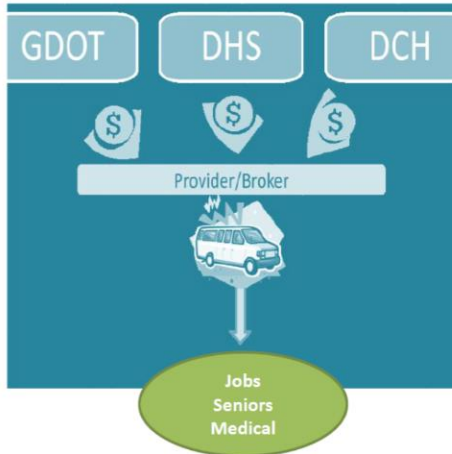


Florida

- \$271 Million
- 56% Gas Tax
- 26.7% Registration Fees
- 17.3% Other (rental car fees)

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Regional Commission Coordinated Transit



Rural Transit Resilience

- Regional Service Area
- Pools Trips and Passengers
- Creates Sustainable Funding

Economic Mobility

- Regional Job Access
- Regional Job Training
- Sustainable Rural Industries

Funding Discussions



Rural Public Transit Network

- A stronger rural public transit network is needed to improve economic mobility for rural Georgians
- Maximizes available funds, and reduces the amount of additional funding resources required
- Supports cross county travel because jobs and services don't stop at the county line
- Allow regions and local governments to design systems that meet the needs of the region
- Florida and Texas have good models for state, and regional coordination of transit services

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Colorado – FasTracks

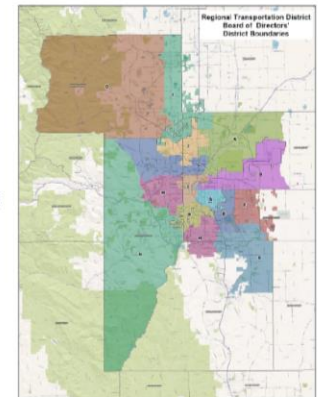
- 2004 Voter-approved 0.4% sales tax increase for transit expansion
- Scope: 9 new rail lines (92 miles) and 18 miles of bus rapid transit
- EAGLE Rail Project & Denver Union Station P3s
- DRCOG (MPO) Oversight under CO SB 208 (1990)



RTD FasTracks

Regional Transportation District

- Created in 1969
- Eight-county service area
- Service area: 2,342 sq. miles
- 2.92 million population
- 15 elected Board members
- 1 percent sales tax
 - 0.6% base system
 - 0.4% FasTracks
- 2,813 employees





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What does a rideshare company have to do with mass transit?

- **Quite a lot, and Likely More to Come**
- Rideshare provides first mile/last mile connectivity beyond existing stations and routes
- People are using rideshare as a supplement, not substitute to public transit
- Ridesharing can extend the effective range of stations by providing affordable, fast transportation to those without cars
- Ridesharing can reduce traffic congestion on roads feeding to heavy rail stations
- Ridesharing can reduce parking challenges at stations without lots

U B E R



AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
 2016 APTA [Study on Rideshare and Mass Transit](#):

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KEY FINDING 1 The more people use shared modes, the more likely they are to use public transit, own fewer cars, and spend less on transportation overall.	5
KEY FINDING 2 Shared modes complement public transit, enhancing urban mobility.	10
KEY FINDING 3 Shared modes will continue to grow in significance, and public entities should engage with them to ensure that benefits are widely and equitably shared.	17
KEY FINDING 4 The public sector and private industry should collaborate to improve technology.	
RECOMMENDATIONS	
APPENDIX	

Metric	% Change
% of Commuter trips to/from MARTA**	150%
Weekly POOL trips to/from MARTA**	168%
First-Time Riders to/from MARTA stations***	76%

*Commuting Together campaign ran April 3 - May 12

**w/o 3/27 (pre-collapse) vs. w/o 5/1

***6 week period prior to collapse vs. full campaign

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Study Focus & Definitions

Our team is working to identify ways to improve transit in Georgia

Study Focus:

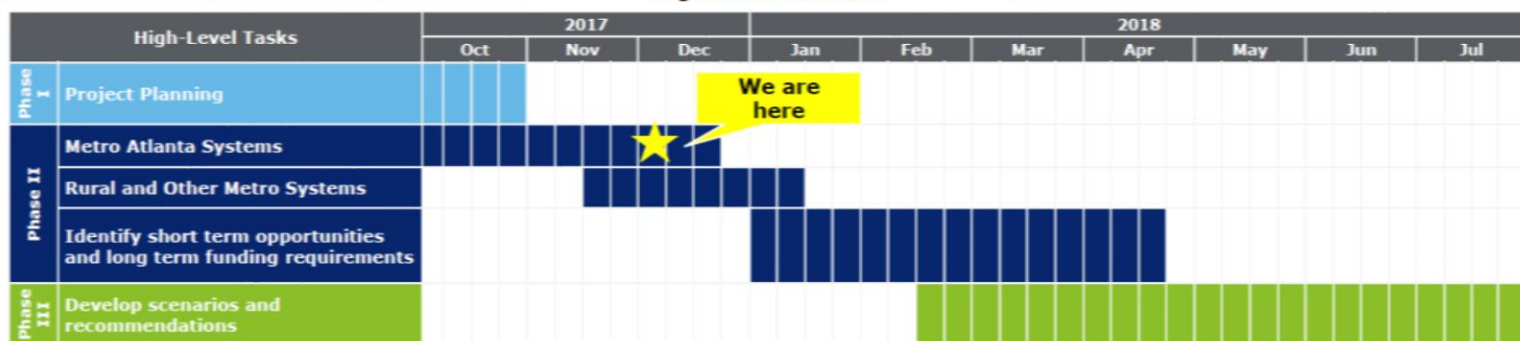
This study's core question is:

What operational, governance, funding, policy and regulatory changes should be made in order to improve transit in the State of Georgia?

Key Definitions:

Transit	Mobility
<ul style="list-style-type: none"> Continuous shared-ride surface transportation Open to the public (or specific segments) 	<ul style="list-style-type: none"> Incorporates transit and broader modes, services and providers that transport people Includes taxi, rideshare and autonomous vehicles

High Level Timeline



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Metro Atlanta Transit Greenhouse Lab

The Lab explored the current state, identifying opportunities for improvement

STRENGTHS

- Connected and engaged **leadership**
- Good cross-system **cooperation**
- Dedicated **revenue** streams (TSPLOST)
- Strong links and **accountability** between funders and operators (especially via sales tax)
- Transit is a strong asset for **economic development**, such as the Airport connection

WEAKNESSES

- **Fragmented** operating model and lack of regional coordination
- Not a strong **culture** supporting mass transit
- Some **misalignment** between transit needs and service areas
- Planning and facilities don't always cater well to **multi-mode transit**

OPPORTUNITIES

- **Political environment** and public attitudes to transit are ripe for change
- Multiple **funding sources** create room to grow (federal, state, local, and private)
- **Technology** is opening up new opportunities to improve transit experiences
- Operations can be made more **efficient**, including by working together better

THREATS

- Continued decline in transit **ridership** (this is a nation-wide problem too)
- **Complex** political environment makes change challenging
- Funding sources need to **diversify** and **increase** to meet growing demand
- **Change** takes time but many stakeholders may not be patient

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Early Findings and Directions

Lab participants highlighted their views on some comparison transit systems



Positive elements

London, UK

- 63% fare box recovery
- Diversity of funding sources (not overly reliant)

Los Angeles, CA

- 50% Board members take public transit
- 30 year tax measures

Vancouver, CAN

- Regional vision and centralized prioritization
- 30% of capital projects are state funded



Negative elements

Boston, MA

- Advisory board with 135 members!
- Unpredictable appropriations

Washington, DC

- No dedicated revenue stream
- High operating expenses

Dallas, TX

- Fragmented structure
- Minimal state funding



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Take-Away's to Date:

- Rapid Pace of Change in Technology
- Importance of First & Last Mile Connections
- Georgia – 4th largest growing older population in the U.S.
- Need for Service Coordination
- Retain Local Decision Making
- Need for 20+ year tax collections on TSPLOST for transit project



Questions?