

2018 Challenges Ahead

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ATL

REGIONAL ISSUE

Establishing Regional Transit Funding and Governance

BACKGROUND

For the Atlanta region to remain economically competitive in the future, we need a comprehensive transportation network that includes a robust portfolio of mobility options, including well-funded regional transit. Employers are increasingly making corporate location decisions on factors that include easy access to transit for employees.

With this backdrop, the state of Georgia contributes significantly less to transit services than our direct economic competitor states and ranks poorly against national averages. Transit service in the Atlanta region has primarily been funded through fares, federal funds, local sales taxes, and locally-generated property taxes and fees.

Georgia spends about \$14.5 million annually on transit, primarily for the Xpress commuter bus service in the Atlanta region. This means that the state contributes only 1.24% of all transit funding in Georgia. This places us 45th out of 50 states, and pales in comparison to the national average of 26.9%. Georgia remains the largest state by population without a dedicated state transit funding source.

Our neighboring states of Florida, Tennessee, and North Carolina spend anywhere from \$5.85 to \$13.61 per capita in state funds on transit, and state funds comprise roughly one tenth of all money spent on transit. Georgia spends only \$1.42 per capita, in comparison.

Comparison of Georgia to Selected Competitor States

State	Population	State Funds for Transit	Percentage of Funds from State	State Funds Per Capita
Virginia	8,367,587	\$115,076,347	16.57%	\$13.75
Florida	20,224,914	\$275,586,204	12.59%	\$13.61
Tennessee	6,595,056	\$38,323,678	12.33%	\$5.85
N. Carolina	10,035,186	\$68,323,678	8.71%	\$6.81
Georgia	10,199,398	\$14,488,110	1.24%	\$1.42

REGIONAL PLAYERS

Atlanta Regional Commission
Georgia Department of Transportation
State Road and Tollway Authority
Georgia Department of Transportation
MARTA
Regional transit providers

INSIGHTS & INNOVATION

As the Atlanta region has grown over the past half-century, so have its transportation needs. To meet transit service needs, multiple systems beyond the original MARTA have sprung up, including county-operated bus or vanpool services in Cobb, Gwinnett, Cherokee, Henry, and Douglas counties.

ARC has facilitated dialogue over the past 15 years about how to make transit trips more seamless for the customer, first through the Regional Transit Institutional Analysis, then the Transit Planning Board, which finally evolved into the Regional Transit Committee of today. ARC also endorsed in 2011 a potential regional governance framework, containing many ideas which have merit in current legislative discussions.

To fulfill the vision of a comprehensive regional transit network for the 21st century, ARC is committed to working with legislators and other stakeholders on a governance framework that allows this vision to become reality.



Atlanta Regional Commission