

FLORIDA PUBLIC TRANSPORTATION ASSOCIATION

Basic Transit Data (Statewide, 2008)

Annual Trips (2008) – 262.2 Million
Number of Buses – 3,050
Number of Fixed Route Systems - 28
Rail/Fixed Guideway Cars – 221
Operating Budgets - \$1.03 Billion
Capital Budgets (Approx \$500 Million annually)
46% Ridership Growth over last Ten Years

Public Transportation in Florida is a key component in Florida's overall economic health. Of the 262.2 million rides transit provides annually, over two-thirds are directly job related. Most of the other rides, whether for shopping, school, or medical, also have a direct economic impact. Fixed-route transit attracts significant federal funds that increase Florida's annual economic output by \$46 million, generates 4,041 jobs annually, and increases annual labor income by \$192 million. Florida's transit systems also directly employ approximately 25,000 persons. Fixed-route transit saved transit and highway users \$566 million in out-of-pocket travel costs in 2008. These cost savings alone increased annual economic output by \$161 million, generated 177 jobs, and increased labor income by \$129 million.* Florida's transit systems can be a major ally in your goal of creating 700,000 new jobs.

Our association supports High Speed Rail and its incredible job potential, but does have concerns that funding the project not impact funds for local transit systems, and that feeder support for HSR by both rail and bus, be taken into account as plans progress.

Issues of concern to our local transit systems are:

1. Operating Funding Support. Local governments, including farebox revenues already provide over 80 percent of funding for transit. The state's support through the Block Grant provides less than 7 percent, and federal funds cannot be used for operating in areas of over 200,000 in population.

An increase in overall funding for our state's transportation programs, and an increase in the public transit component for local operations is badly needed.

2. Understanding the difficulty of state revenue increases at this time, we are asking the that ability for governments to address their needs locally be maximized.
 - A. Local Option Gas Taxes be passed by Majority rather than Super-Majority Votes of county commissions.
 - B. Local Option Sales Taxes be passed by County Commission votes, and not require a referendum.
 - C. Local Option Gas Taxes be linked to the Consumer Price Index, just as the state gas tax is.
3. The ability of student fees to fund transit on our major University campuses be extended to Community Colleges as well.
4. Texting and Cell Phone use by Transit Operators while vehicles are in motion be prohibited by state statute.

*On-going study by the Center for Urban Transportation Research.