



2018 Legislative Agenda

*Over 120 public transportation systems operate in Georgia including large systems in the Atlanta region such as MARTA, GRTA Xpress, and the Cobb and Gwinnett bus systems as well as other comprehensive bus systems in cities such as Savannah, Macon, Columbus, Rome, Athens, Albany, Hinesville, Rome, and Augusta. In addition, there are more than 100 small bus and van services, which in addition to addressing general purposes, shuttle citizens to and from medical appointments and employment opportunities on an as-needed basis. Georgia also has four regional rural transit systems serving multiple counties. **As we look to 2018, the following issues emerge as paramount to transit's future across the state.***

Transit Governance & Funding

GTA urges the General Assembly to create a statewide transit governance framework with sustainable funding for Georgia's 120+ local transit systems, which are delivering mobility for life-sustaining services every day, and to create a permanent reliable state funding stream for the operating and capital needs of Georgia's urban, suburban, and rural transit systems

Maximizing Transit Opportunities under the T-SPLOST Provision

The General Assembly in 2015 created a mechanism whereby individual counties could place before their voters a sales tax of up to one cent, designated for transportation purposes that may include transit capital and operations (T-SPLOST). GTA urges the General Assembly to amend the new T-SPLOST law to allow for a longer period of tax collection (at least 20 years) for jurisdictions that wish to present their voters with a transit investment program, and also allow for counties to join together to fund regional public transit projects.

Permanent Motor Fuel Tax Exemption for Transit Systems

For many years, local transit systems, including the over 80 small rural systems, were exempt from paying state motor fuel taxes (MFT), including compressed natural gas, but this exemption was discontinued in 2015. Not only are transit systems now subject to these taxes, the increase from 7.5 cents-per-gallon in MFT to 26-cents-per-gallon has hit transit systems very hard, and in some cases required service cuts. GTA requests that the General Assembly enact legislation establishing a permanent exemption from taxes paid on motor fuel purchases by transit systems.

Regional Transportation Planning and Service Coordination

GTA requests the General Assembly pass legislation authorizing the establishment of a comprehensive regionalized transportation, planning and delivery process, including the coordination of human services transportation, with a statewide focus on strategic planning for transit.