

***Public Transportation
Synthesis Series III***

**Relationships Between
Business and
Public Transportation**



December 2004

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16. Abstract <p>The goal of this public transportation synthesis series research is to document the positive and successful linkages and relationships between public transportation, the business community, and the national, state and local economy. As funding for public services becomes more competitive, it is essential to maintain public support to detail the direct and indirect benefits that public transportation services provide – both the economic and community benefits. This report provides an overview of the importance of public transportation in the United States. Cost/Benefit methodologies are summarized, including economic multiplier effects. A summary of public transportation systems operating in Florida with current operating and financial data provided. Forecasts of the economic impacts and benefits that Florida public transportation systems provide are estimated.</p>			
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CHAPTER ONE

INTRODUCTION AND OVERVIEW

This research was sponsored under the National Center for Transit Research Public Transportation Synthesis series. The intent of the synthesis efforts is to gather and compile existing research and resources related to specific subject matter, rather than producing new findings and/or determinations. The final product is intended to be a practical, usable reference guide for Florida's public transportation professionals.

The goal of this synthesis is to research and document the positive and successful linkages and relationships between public transportation, the business community, and national, state and local economies. As funding for public services becomes more competitive, it is essential to maintain public support by documenting the direct and indirect benefits that public transportation services provide, including related economic and community benefits.

Chapter Two describes research conducted nationally and locally documenting the benefits of public transportation in economic terms. The research findings have been documented in a variety of aspects by a number of different research institutions and using several different research methods.

Chapter Three expands on the economic benefits that investment in public transportation produce and the concept of benefits/costs detailed in Chapter Two. This chapter provides a summary of six study efforts that document the economic impacts or returns of public transportation investments. This research, conducted over the past decade, provides estimates that place transit's measurable economic and transportation benefits in terms of cost/benefit ratios from 3.12 to 1 to 9.7 to 1.

Chapter Four summarizes the current providers of public transportation in the State of Florida. Detailed National Transit Database operational and financial data are provided for the 26 transit systems receiving Florida Department of Transportation Block Grant funding.

Chapter Five ties together the information presented in previous chapters and calculates the economic benefits that Florida public transportation systems provide – both on a statewide and local basis using two different cost/benefit ratios – 3 to 1 and 5.5 to 1. The chapter concluded that:

- Statewide, the impacts of Florida public transportation systems' FY 2003 operating and capital expenses of \$1,050 billion produced between \$3.151 billion and \$5.778 billion in economic and transportation benefits.
- Similarly, the \$101.9 million of discretionary transit funding from the most recent Federal earmarks will eventually produce between \$350.8 and \$560.6 million in economic return to the nation and Florida.
- The Florida Transportation Disadvantaged Commission's CTC FY 2002 annual operating expenses of \$292.9 million produced additional economic returns of between \$878.7 and \$1,611.0 million.

CHAPTER TWO

PUBLIC TRANSPORTATION IN THE UNITED STATES

This chapter will present an overview of the business and economic importance of the public transportation industry in the United States, with specific documentation of recent research efforts and related to the economic benefits of public transportation.

The section is organized in the following manner:

- An overview of the integral role that public transportation plays in improving our nation's prosperity, equity and mobility;
- Detail the impacts and costs of traffic congestion and the positive benefits that public transit can provide to minimize this growing issue;
- A review of a series of reports exploring the economic impacts and benefits of public transportation; and,
- An overview of the nationwide support for public transportation.

As a synthesis, this research effort was not intended to produce new findings and determinations. Rather the focus is to review existing research and resources to produce a useful and practical user's reference.

Transit's Economic Benefits & Impacts – Facts, Figures and Trivia

To help lay the foundation for the integral role that public transportation plays in improving our nation's prosperity, equity and mobility, the following public transportation facts, figures and examples were gleaned from the web sites of the American Public Transit Association ¹ and the Center for Transportation Excellence².

General Information

- APTA estimates that about 14 million Americans ride on public transportation each weekday.
- Another 25 million people use transit less frequently, but on a regular basis
- Public transportation ridership has increased 22 percent in the last six years.
- The nation's 1,100 rural transit providers carry riders a billion miles each year.
- More than half or 54 percent of all public transportation trips are made to commute to work, while 46 percent are trips to school, shopping, medical appointments and entertainment facilities.
- Three-quarters of Americans support the use of public funds for the expansion and improvement of public transportation.
- Four in five Americans believe that increased investment in public transportation strengthens the economy, creates jobs, reduces traffic congestion and air pollution, and saves energy.
- American families spend 18% of their household budgets on transportation, making it the second largest household expenditure after housing.
- Public transit enhances mobility during emergencies.

Economic Benefits

- Public transportation is a \$32 billion industry that employs more than 350,000 people.
- Every dollar that U.S. taxpayers invest in public transportation generates \$6 or more in economic returns.
- A \$10 million investment in public transportation results in a \$30 million gain in sales for local businesses (3 times the public sector investment in transit capital).
- For each \$10 million invested in transit capital funding more than 314 jobs are created and more than 570 jobs are created for each \$10 million invested in shorter projects.
- A study on U.S. government spending and its impact on worker productivity estimated that a 10-year \$100 billion increase in public transport spending would boost worker output by \$521 billion, compared with \$237 billion for the same spending on highways.
- Americans living in transit intensive metropolitan areas save \$22 billion per year in transportation related expenses.
- Almost half of all Fortune 500 companies, representing over \$2 trillion in annual revenue, are headquartered in America's transit-intensive metropolitan areas.

Environmental Impacts

- For every passenger mile traveled, public transportation is twice as fuel-efficient as private automobiles, sport-utility vehicles, and light trucks.
- If one in 10 Americans regularly used transit, U.S. reliance on foreign oil could decline by more than 40%, or nearly the amount of oil imported from Saudi Arabia each year.
- Without transit, the nation's \$40 billion in annual traffic congestion losses would be \$15 billion higher.
- In 1999, public transportation vehicles used 856 million gallons of fossil fuels and 5.2 billion kilowatt hours of electricity - which is less than 1% of all energy consumed in the U.S.
- Public transportation saves more than 855 million gallons of gasoline, a level equivalent to the energy used to heat, cool, and operate one-fourth of all American homes annually.
- The annual cost of driving a single-occupant vehicle is between \$4,826 (for a small car) and \$9,685 (for a large car), depending upon mileage. The annual average cost for public transportation for one adult ranges from \$200 to \$2,000, depending on services used.
- In comparison to private vehicles, public transportation generates 95% less carbon monoxide, 92% less in volatile organic compounds, and about half as much carbon dioxide and nitrogen oxide per passenger mile.
- If one in five Americans used public transportation daily, carbon monoxide pollution would decrease by more than all the emissions from the entire chemical manufacturing industry and all metal processing plants in the U.S.
- Drivers in one-third of U.S. cities spend more than 40 hours a year (an entire work week) in traffic that is not moving.

Safety Benefits

- The National Safety Council estimates that riding the bus is over 170 times safer than automobile travel.
- In 2000 there were 41,945 highway fatalities and 295 transit related fatalities.
- Public transportation trips result in 190,000 fewer deaths, injuries and accidents annually than trips by car, providing up to \$5 billion in safety benefits, based on 1994 data.

Community and Social Benefits

- Public transportation fosters more livable communities by creating corridors that become natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive.
- Public transportation fuels local development and in turn has a positive impact on local property values. Studies have shown greater increases in the value of properties located near public transportation systems than in similar properties not located near public transportation.
- A transit coalition report, "Dollars & Sense: The Economic Case for Public Transportation in America," found that every dollar taxpayers invest in public transportation generates \$6 or more in economic returns.
- Public transportation enhances equity in American society by creating jobs, getting people to work and providing quality transportation access for low-income individuals and minority communities.

The 2004 Urban Mobility Report ³

The Texas Transportation Institute at Texas A&M University annually produces a report providing the trends, findings and measures that could be undertaken to address the nation's growing transportation problems. Trend data from 1982 to 2002 for 85 urban areas is used to provide both a local view and national perspective on the growth and extent of traffic congestion.

The 2004 Urban Mobility Report concludes that:

"The problem can be stated simply – congestion has grown everywhere in areas of all sizes. Congestion occurs during longer portions of the day and delays more travelers and goods than ever before."

In addressing the solutions to the problem, the report states:

"The problem has grown too rapidly and is too complex for only one technology or service to be deployed. A broad range of solutions are recommended to address current problems and meet growing travel demand including: more road and public transportation projects; efficient utilization of current facilities; managing the demand to avoid peak period travel; and, providing land use options that reduce the effect of growth."

Relationships Between Business and Public Transportation

A summary of some of the major findings from the report related to public transportation are detailed in Exhibit A below.

**Exhibit A
Selected 2004 Urban Mobility Report Statistics**

Performance Measure	2002
Total Hours of Delay (billion hours)	3.5
Total Gallons of "Wasted" Fuel (billion gallons)	5.7
Cost of Congestion (billion of 2002 \$\$)	\$63.2
Hours of Delay Saved By Public Transportation (million hours)	1,120
Congestion Costs Saved By Public Transportation (billions of 2002 \$\$)	\$20.0

Seven Florida urban areas were included in this year's report. Exhibit B provides the same performance measures for each area.

**Exhibit B
Selected 2004 Urban Mobility Report Statistics**

Selected Performance Measure	Florida Urban Areas Included in the 2004 Urban Mobility Report						
	Miami-Broward-Palm Beach	Tampa-St. Petersburg	Orlando	Jacksonville	Sarasota / Bradenton	Pensacola	Ft. Myers
Total Hours of Delay (1000 hours)	144,824	45,777	34,579	15,004	5,766	3,104	2,369
Total Gallons of "Wasted" Fuel (million gallons)	221	69	54	25	8	5	3
Cost of Congestion (million of 2002 \$\$)	2,558	808	613	268	101	55	42
Hours of Delay Saved By Public Transportation (1000 hours)	20,334	1,273	2,428	595	141	54	102
Congestion Costs Saved By Public Transportation (millions of 2002 \$\$)	359	23	43	11	3	1	2

Dollars and Sense – The Economic Case for Public Transportation in America⁴

This report, authored by Donald H. Camph of Aldaron, Inc. in 1997, for The Campaign for Efficient Passenger Transportation, provides an exhaustive summary of the economic benefits of public transportation. The executive summary opens with the following quote:

“The bottom line is this: investment in public transportation makes dollars, and it makes sense. The benefits to motorists, to businesses, to transit riders, and to American society as a whole far outweigh the costs.”

The three major findings of the report are:

- #1 *“While transit is clearly a boon for people who use it, even larger benefits accrue to motorists, businesses and society in general.*
- #2 *Given flexibility in how to develop their transportation strategies, more and more areas – central cities, suburbs, and smaller towns and villages – are choosing to make public transit an essential component of their strategic transportation investment portfolio.*
- #3 *In those areas where such strategic investments in transit have been made, ridership has grown, and the economic benefits to those communities have risen accordingly. The market for transit is there, but the Nation’s transportation strategies must be geared to tap into that market.”*

The **benefits of investments in public transportation** cited in the report included: increased efficiency, reduced congestion and costs to motorists, reduced deaths and accidents on the Nation’s highways, spurring and fostering of development, improved productivity, creation of jobs, and a reduction of welfare roles.

The document divides the **benefits of public transportation expenditures** into four broad categories:

Mobility benefits *which come from enabling people to more effectively participate in society as producers, consumers, citizens, and community members.*

Efficiency benefits *which reduce the cost and economic impact of motor vehicle use.*

Economic development benefits *which result as transit encourages and facilitates new development.*

Economic productivity benefits *which result when investment in transit improves the productivity of the National economy.*

An interesting and applicable chapter of the report focused on the “**Myths and Realities**” of public transportation, which are summarized below.

Myth #1 Transit is subsidized, highways are not.

Reality #1 *The truth is that both are subsidized, but transit’s economic benefits to society greatly exceed the subsidy.*

Myth #2 Only transit riders benefit from transit subsidies.

Reality #2 *Benefits to motorists and society in general exceed benefits to riders.*

Myth #3 In spite of subsidies, transit ridership is declining.

Reality #3 *Nationally, transit ridership is increasing slowly, notwithstanding a dramatic increase in price.*

Myth #4 Rail transit only works in center cities.

Reality #4 *Rail is an increasingly important part of metropolitan strategies for linking suburbanites to jobs in the central city, for linking central city residents to suburban jobs, and for reducing suburb-to-city and city-to-suburb congestion.*

Myth #5 Transit only works in metropolitan areas.

Reality #5 *Public transportation is an essential link for Americans living in small towns and rural areas.*

Myth #6 People with cars won’t use transit.

Reality #6 *Like any other service, people with a choice will use a quality service if offered.*

Relationships Between Business and Public Transportation

- Myth #7** Transit is basically for the poor, aged, young, and disabled.
- Reality #7** *A higher percentage of trips on transit is for work than is the case for highways. Moreover, 82.8% of transit ridership nationally is between the ages of 18 to 65.*
- Myth #8** Transit is only for people with low incomes.
- Reality #8** *The data say otherwise. According to the National Personal Transportation Survey, of those surveyed who reported incomes, 60.4% of person trips on transit were made by people whose household income was more than \$20,000, and 27.9% of trips were made by people whose household incomes were \$40,000 or more.*
- Myth #9** Transportation decision-makers use the same criteria for judging transit investments as they do for highways.
- Reality #9** *Historically that has not been the case. Think about it. When a new freeway opens, and there's no traffic, everyone says it's great. When a new rail line opens, ridership isn't given time to build before people start complaining.*
- Myth #10** A lot of the justification for transit is based on qualitative benefits that are hard to measure, so they shouldn't be counted.
- Reality #10** *Economic theory and common sense argue the opposite. Many of transit's benefits (and the auto's costs, or "disbenefits") are "external" to the actual use of the transit system. The list of the automobile's external costs is quite familiar. Congestion, traffic-related deaths, injuries and accidents, air pollution, even urban sprawl: all of these have real economic costs associated with them. Less familiar may be transit's external benefits. Enhanced economic development, greater worker productivity, better access to labor markets, more focused land use patterns: these all have real economic benefits associated with them.*

The Economic Importance of Public Transit⁵

This 2003 white paper, presented by The National Business Coalition for Rapid Transit, in its introduction states:

"The public clearly values public transit: in the last five years, transit use has risen 21 percent. In 2000, Americans used public transportation 9.4 billion times, representing the highest transit ridership in 40 years. Eighty-one percent of people polled link public transportation to improved quality of life, believing that increased public investment in public transportation strengthens the economy,

creates jobs, reduces traffic congestion and air pollution, and saves energy.”

The report provided a list of seven economic benefits derived from public transit:

- #1 Transit access is essential for the nation’s economic health and prosperity.*
- #2 Transit helps maintain the vitality of our major cities’ central business districts.*
- #3 Transit connects workers to jobs in suburban and rural areas.*
- #4 Transit relieves traffic congestion and improves business productivity.*
- #5 Transit stimulates economic development around transit stations.*
- #6 Transit reduces energy consumption and achieves clean air standards.*
- #7 Transit generates jobs and a significant return on investment.*

Public Transportation and the Nation’s Economy: A Quantitative Analysis of Public Transportation’s Economic Impact⁶

This 1999 report, prepared by Cambridge Systematics, Inc. with Economic Development Research Group, provided an update to earlier analyses of the job creation and business revenue impacts of investment in public transit at the national level; examines estimates of transit’s economic impacts in other key dimensions; and, assesses the value to the economy of each dollar invested in transit.

The key findings of the research and analysis included:

- Transit capital investment is a significant source of job creation. The year following the investment, 314 jobs are created for every \$10 million invested in transit capital funding.*
- Transit operations spending provides a direct infusion to the local economy. Over 570 jobs are created for each \$10 million invested in the short run.*

Relationships Between Business and Public Transportation

- *Businesses would realize a gain in sales 3 times the public sector investment in transit capital; a \$10 million investment results in a \$30 million gain in sales.*
- *Businesses benefit as well from transit operations spending, with a \$32 million increase in business sales for each \$10 million in transit operation spending.*
- *The additional economic benefits from transportation impacts of transit investment in major metropolitan areas are substantial. For every \$10 million invested, over \$15 million is saved in transportation costs to both highway and transit users. These costs include operating costs, fuel costs, and congestion costs.*
- *Business output and personal income are positively impacted by transit investment, growing rapidly over time.*
- *Transit capital and operating investment generates personal income and business profits that produce positive fiscal impacts.*
- *Additional economic benefits of transit's economic impact not quantified but never the less important include "benefit of life" benefits, changes in land use, social welfare benefits and reductions in the cost of other public sector functions.*
- *The findings compliment studies of local economic impacts and builds upon the body of evidence that shows transit is a sound public investment. Local studies have shown benefit/cost ratios as high as 9 to 1.*

This report provided a concise and easily understood summary and graphical presentation of the fundamental economic relationships that can be measured from investments in transportation – including public transit:

- **“Direct”** investment supports jobs for the short term
- **“Indirect”** investment or spending by suppliers whose goods and services are used in the project or activity also support jobs
- Both these investment streams provide business revenue and personal income
- Income is spent throughout the economy and supports other jobs and related spending, referred to as **“Induced”** impacts

As detailed in Exhibit C, the combination of direct, indirect, and induced spending – often referred to as the “**Multiplier Effect**”, stimulates the economy, resulting in the expansion of existing business and attraction of new businesses.

**Exhibit C
The Multiplier Effect ⁷**

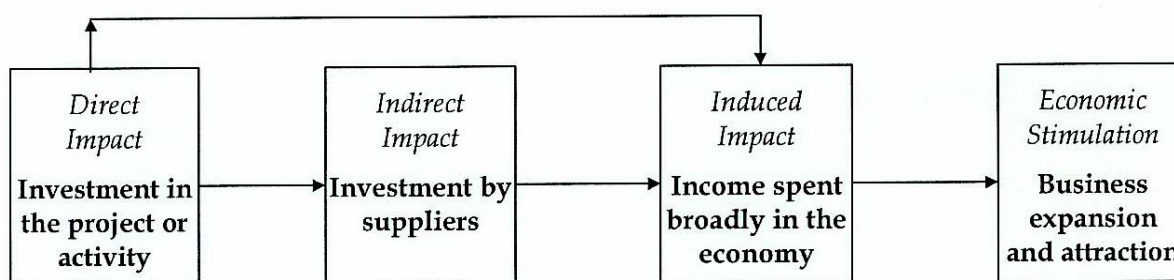
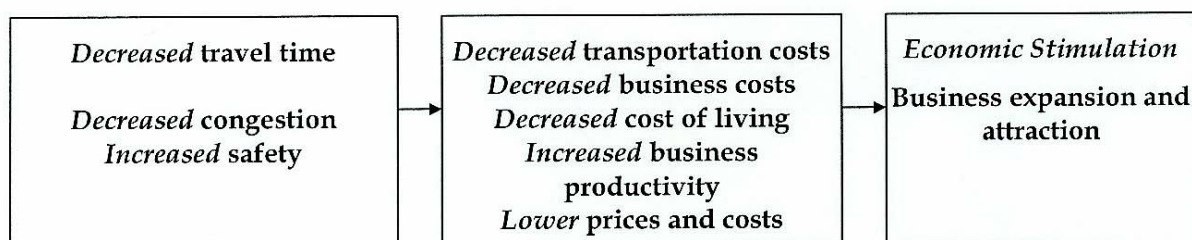


Exhibit D from the report provides a graphic summary of the relationships between transportation and economic impacts. As transit services are improved, changes in travel patterns occur which have consequences for the economy.

**Exhibit D
Relationship Between Transportation and Economic Impacts ⁸**



The Benefits of Public Transportation – Essential Support for a Strong Economy⁹

The American Public Transportation Association in partnership with the Public Transportation Partnership for Tomorrow produced a three fold information brochure which provides a similar overview of the economic benefits of public transportation.

Relationships Between Business and Public Transportation

The two primary ways public transportation contributes to the nation's economy include:

- Direct dollar investment, multiplied throughout the economy
- Improved transportation options, which create economic benefits for individuals, households, businesses and governments

The document states:

“Dollars invested in public transportation flow through all sectors of the economy and a cross section of American communities, large and small, urban and rural. Through increased jobs, income, profit and tax revenue, they provide an economic stimulus far exceeding the original investment – as much as six dollars for every dollar invested.”

Graphics from the brochure display the economic impacts that public transportation investments produce as shown below.

Figure 1
Investments in Public Transportation Expand the Economy

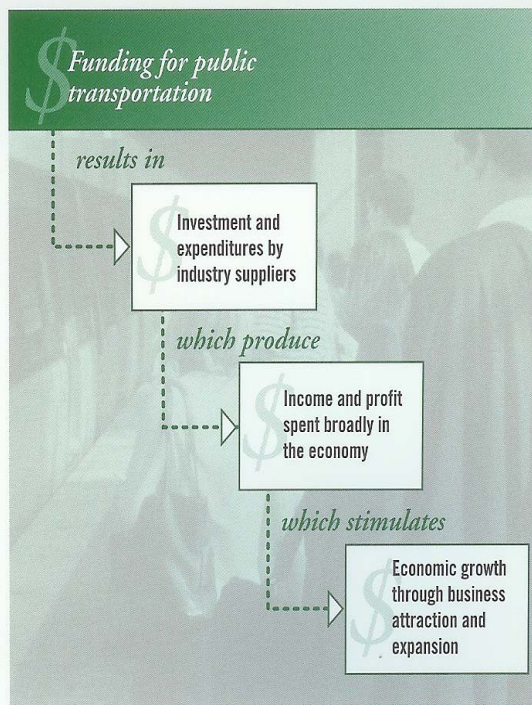
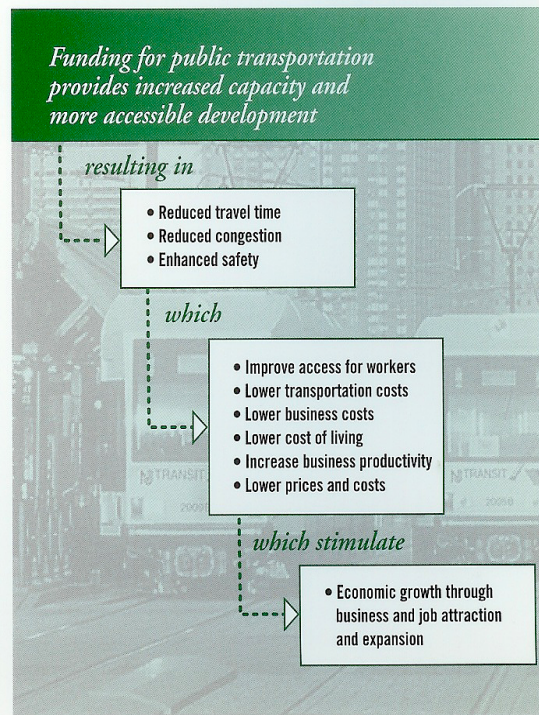


Figure 2
Improved Access and Mobility Stimulate Economic Activity



Nationwide Support for Public Transportation

In February 2004, Wirthlin Worldwide, under contract to the American Public Transportation Association, conducted a random telephone survey of over 1,000 adults 18 years of age and older living in the continental United States.¹⁰

Key findings of the survey include:

- *Public transportation remains a favorite of Americans and a plurality link increased investment in public transportation to enhanced quality of life. Fully, four-in-five (81%) agree that increased public investment in public transportation would strengthen the economy, create jobs, reduce traffic congestion and air pollution, and save energy. Recognition of public transportation quality of life benefits is consistent across locales.*
- *Almost three-quarters (72%) support the use of public funds for the expansion and improvement of public transportation.*
- *Traffic congestion is an important issue and most adults (56%) say that the need to reduce traffic congestion and the time it takes to get to work has become more important in the past five years.*
- *Most Americans (57%) agree that their community needs more public transportation options. Regardless of locale, residents voice support for public transportation options and funding in their communities – urban (64%), suburban (59%), rural (51%) and small town (55%).*

These findings are supported based upon the results of the 2004 elections. Of the 30 ballot initiatives, bond issues, referendums, tax increases or other transit-related questions posed to the voters in the November 2nd election, 22 of them were approved. The Center for Urban Transportation Excellence reported those approvals are worth an estimated total of more than \$40 billion.¹¹ Another 21 transit initiatives were on the ballot in August and other special-election dates during 2004 and 17 were approved.

William Millar, president of the American Public Transportation Association, made the following statement regarding this success:

“In the past several years, public transportation in America has undergone a renaissance. If you look at all of the year 2004, some 42 out of 53 referenda were passed. It was not uncommon ten years ago for more than half the referenda to fail. What it shows is that in many places, the public is ready to invest in public transportation.”¹²

CHAPTER THREE

COST / BENEFIT METHODOLOGIES

Building upon the economic benefits that investment in public transportation and benefit/cost concepts detailed in Chapter 2, this Chapter will review six different recent attempts to document the economic impacts of public transit investments. The studies include:

- HLB Decisions Economics, Inc.'s look at public transit services in six Wisconsin communities
- Transit Cooperative Research Program Report 34, entitled: "Assessment of the Economic Impacts of Rural Public Transportation"
- Cambridge Systematics, Inc. report entitled: "Public Transportation and the Nation's Economy – A Quantitative Analysis of Public Transportation's Economic Impact"
- Cambridge Systematics, Inc. study for the Florida Department of Transportation entitled: "Macroeconomic Impacts of the Florida Department of Transportation Work Program"
- CUTR's 1997 report entitled: "An Analysis of the Economic Impacts of Urban Transit Systems on Florida's Economy"
- The University of Central Florida's 2003 report entitled: "The Economic Importance of LYNX to Central Florida – 2002"

For brevity, only a brief background on the study purpose and their conclusions related to the economic impact of public transit investments will we presented.

HLB Decisions Economics Economic Benefits of Wisconsin Public Transit¹³

In 2003, the international consulting organization of HLB Decision Economics, Inc., under contract to the Wisconsin Department of Transportation, researched public transit services in six Wisconsin communities and concluded that every dollar invested in public transit in the state generates over \$3 in economic return.

Transit Cooperative Research Program Report 34, “Assessment of the Economic Impacts of Rural Public Transportation”¹⁴

This TCRP report’s objective was to identify and quantify the economic impacts of rural transportation in the United States in both a local and a national level, and to develop practical economic impact methodology. The report’s conclusion related to benefit/cost ratios was:

“Both our aggregate and our case study approach have produced benefit/cost ratios for rural public transit systems that are in excess of three to one. While this ratio is greater than those documented in previous research efforts, the approach used in the case studies was designed to produce conservative estimates of the true total level of economic impacts.”

Cambridge Systematics, Inc. report entitled: “Public Transportation and the Nation’s Economy – A Quantitative Analysis of Public Transportation’s Economic Impact”⁶

This economic analysis was carried out to evaluate the cost and benefits of transit investment in the nation’s economy. The study considered the economic impacts of both capital and operating investments aggregated to the national level. The relevant findings included:

- There is a \$32 million increase in business sales for each \$10 million in transit operating spending
- There is a 3 times gain in business sales times the public sector investment in transit capital

This report summarized several studies conducted during the previous decade that examined transit’s measurable economic and transportation benefits from several perspectives. These studies produce a wide range of benefit/cost ratios – ranging from 3.12 to 9.7.

Cambridge Systematics, Inc. study for the Florida Department of Transportation entitled: “Macroeconomic Impacts of the Florida Department of Transportation Work Program”

This 2003 report was prepared specifically for the Florida Department of Transportation to estimate the macroeconomic impacts of the Florida DOT five-year Work Program. This analysis established the link between Work Program investment in highways, transit and rail over the next five years, and the economic growth in Florida over the next 25 years.

The report concluded there was a benefit/cost ratio of 5.5 to 1 for every dollar invested in the Work Program for highway, transit and rail in Florida.

CUTR’s 1997 report entitled: “An Analysis of the Economic Impacts of Urban Transit Systems on Florida’s Economy”

The objective of this 1997 effort was to undertake an objective analysis of the economic contributions that fixed-route transit makes to Florida. The economic benefits measured in this report, which was only a portion of the total economic benefits, concluded that for \$261 million of cost, Florida realized benefits of \$623 million. This represents a cost/benefit ratio of 2.39 to 1.

The University of Central Florida’s 2003 report entitled: “The Economic Importance of LYNX to Central Florida – 2002”

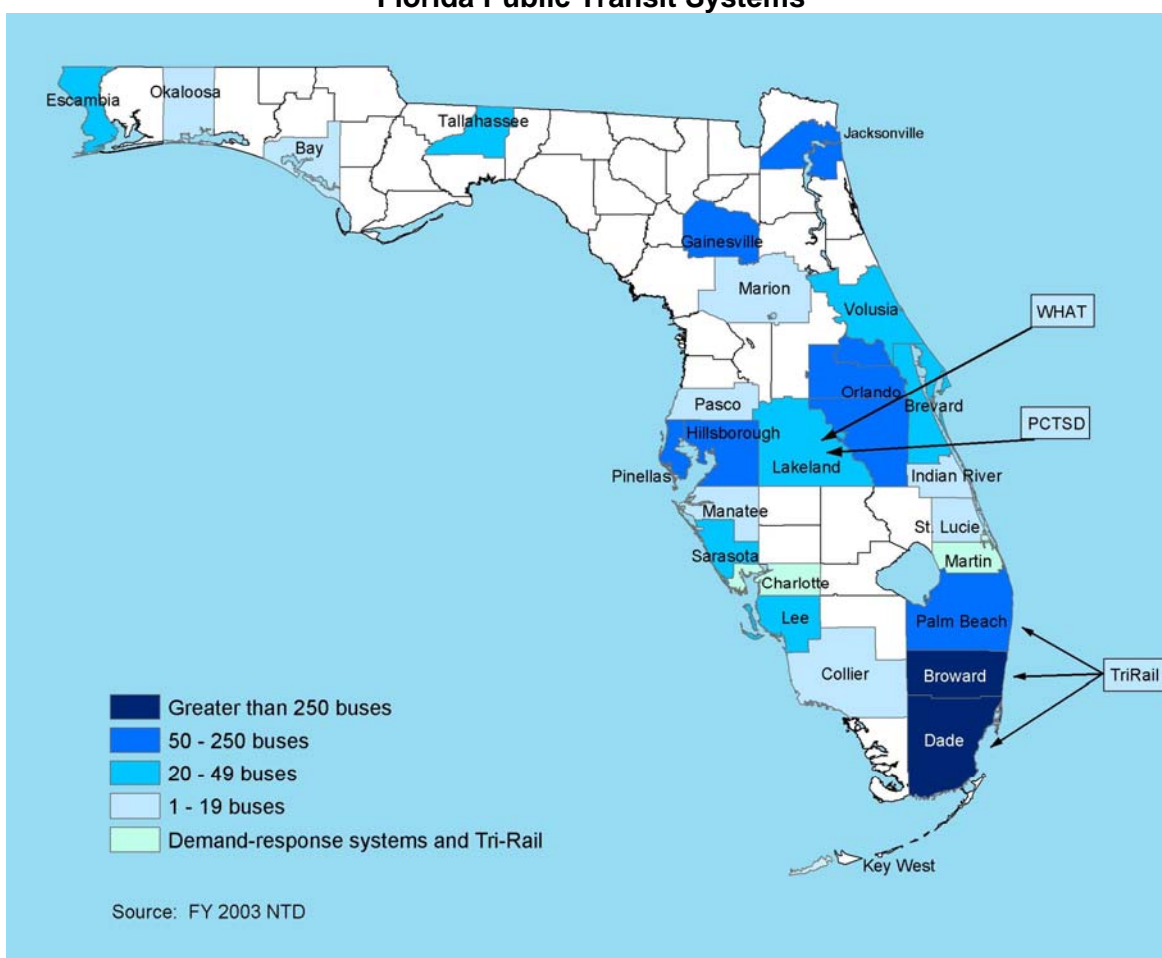
This 2003 report focused specifically on the economic benefits supplied to Central Florida by the LYNX bus system. Focusing only on the federal and state funds, the report concluded that the “multiplier effect” of 0.74 was produced for every dollar spent. This represents a cost/benefit ratio of 1.74 to 1.

CHAPTER FOUR PUBLIC TRANSPORTATION IN FLORIDA

Fixed Route Systems

In Fiscal Year 2002, 26 transit systems in Florida received State Block Grant funds. A total of 22 systems provide fixed route motorbus, with 20 of these also providing demand-response service. Three provided only demand response service. The remaining system, Tri-Rail, operates commuter rail service in South Florida. Also, Miami-Dade Transit operates heavy rail (Metrorail) and an automated guideway system (Metromover). Jacksonville Transportation Authority also operates an automated guideway (Skyway).¹⁵

**Exhibit E
Florida Public Transit Systems**



As detailed in Exhibit F, Florida's fixed route bus systems provide regularly scheduled public transportation services to a combined service area population of almost 17 million. A combined peak hour fleet of 2,761 buses transport over 185 million bus passengers annually.

**Exhibit F
Florida Public Transportation Systems
Fixed Route Bus Only
2003 General Performance Indicators ¹⁶**

General Performance Indicator	FY 2003
Service Area Population	16,945,707
Total Employees (FTE's)	7,258
Peak Period Vehicle Requirement	2,761
Annual Passenger Trips	185,224,168
Operating Expenses (Fixed Bus Only)	\$576,466,652
Annual Revenue Hours	7,703,005
Annual Revenue Miles	106,343,735

System level operating and financial data was also compiled on the 26 Florida systems receiving FDOT Block Grant Funding in Exhibits G and H. ¹⁷ This data represents FY 2003 National Transit Database information that was obtained from the Florida Transit Information System. This data is used in the next section of the report to project the related economic impacts.

Relationships Between Business and Public Transportation

**Exhibit G
NTD 2003 Florida Transit Systems Data
Operational Data – Fixed Route Only**

NTD 2003 - Florida Transit System Data			Area Measures		Fixed Route Measures					
NTD ID	Agency Name	Location	Service Area Population	Service Area Population Density	Revenue Miles	Revenue Hours	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Passenger Trips	Total Employee FTEs
4031	Lakeland Area Mass Transit District Citrus Connection	Lakeland	110,000	1,428.57	1,357,569	81,848	25	25	1,510,481	90.46
4127	Polk County Transit Services Division	Bartow	86,427	3,201.00	753,459	41,827	19	19	332,180	14.25
	Total Polk County		196,427	1,888.72	2,111,028	123,675	44	44	1,842,661	105
4034	Miami-Dade Transit	Miami	1,900,000	6,666.67	27,506,309	2,336,218	957	506	64,546,632	2,585.68
4029	Broward County Mass Transit Division	Pompano Beach	1,623,018	3,958.58	15,392,404	1,145,842	343	272	35,912,736	950.02
4035	Central Florida Regional Transportation Authority	Orlando	1,536,900	605.56	12,986,576	932,284	236	190	21,894,985	834.33
4041	Hillsborough Area Regional Transit Authority	Tampa	578,252	2,276.58	6,219,959	510,698	190	152	9,185,410	444.11
4027	Pinellas Suncoast Transit Authority	Clearwater	877,996	4,122.05	7,657,615	523,013	182	138	9,487,531	463.41
4040	Jacksonville Transportation Authority	Jacksonville	899,992	3,718.98	9,333,566	520,438	171	144	8,484,871	513.16
4037	Palm Tran, Inc.	West Palm Beach	900,386	2,515.04	6,573,448	405,668	141	114	7,199,527	409.13
4030	Gainesville Regional Transit System	Gainesville	144,164	1,948.16	2,408,321	212,034	105	88	8,103,120	189.03
4036	City of Tallahassee-TALTRAN	Tallahassee	162,310	1,591.27	1,721,087	141,478	57	48	4,372,762	141.78
4032	County of Volusia dba: VOTRAN	South Daytona	454,581	376.62	2,534,359	158,747	55	48	2,836,863	137.23
4028	Lee County Transit	Fort Myers	280,707	2,319.89	2,902,945	178,104	53	43	2,335,842	146.19
4038	Escambia County Area Transit	Pensacola	294,410	1,840.06	1,426,325	97,531	39	32	1,627,028	95.35
4046	Sarasota County Transportation Authority	Sarasota	308,043	1,937.38	1,618,007	101,914	35	26	1,718,370	88.24
4074	Pasco County Public Transportation	New Port Richey	371,245	498.32	641,519	35,724	27	14	463,409	27.31
4063	Space Coast Area Transit	Melbourne	499,360	1,155.93	1,061,646	51,107	23	20	618,924	45.13
4026	Manatee County Area Transit	Bradenton	285,486	1,057.36	937,083	82,517	22	15	1,191,615	47.5
4104	Indian River County Council on Aging, Inc.	Vero Beach	120,962	1,493.36	250,646	22,977	14	9	205,571	17.9
4128	Okaloosa County Board of County Commissioners	Fort Walton Beach	170,498	852.49	267,780	21,429	14	12	96,795	n/a
4085	Bay County COA - Bay Coordinated Transportation	Panama City	132,419	1,298.23	227,477	13,726	10	8	105,749	9.62
4120	SunTran	Ocala	77,515	1,409.36	374,361	23,075	9	6	249,578	n/a
4097	Council on Aging of St. Lucie, Inc.	Fort Pierce	212,000	370.63	133,711	8,283	4	3	19,047	8.5
4077	Tri-County Commuter Rail Authority	Ft. Lauderdale	4,919,036	4,407.74	2,057,563	56,523	30	20	2,725,142	n/a
4113	Council on Aging of Martin County, Inc. - DR only	Stuart								
4129	Charlotte County Transit Department - DR only	Punta Gorda								
		TOTALS	16,945,707		106,343,735	7,703,005	2,761	1,952	185,224,168	7,258

Relationships Between Business and Public Transportation

**Exhibit H
NTD 2003 Florida Transit Systems Data
Financial Data – Bus Only and Total System**

NTD 2003 - Florida Transit System Data

Total System Measures

NTD ID	Agency Name	Expenses			Revenues				
		Bus Only Operating Expense	Total System Operating Expenses	Total Capital Funds Expended	Federal	State	Local	Fare Revenues	Other Funds
4031	Lakeland Area Mass Transit District Citrus Connection	\$3,656,813	\$5,018,414	\$707,884	\$1,832,484	\$986,636	\$1,346,176	\$691,356	\$244,280
4127	Polk County Transit Services Division	\$1,363,363	\$3,740,277	\$879,360	\$1,370,088	\$1,045,009	\$1,214,539	\$110,641	\$39,250
	Total Polk County	\$5,020,176	\$8,758,691	\$1,587,244	\$3,202,572	\$2,031,645	\$2,560,715	\$801,997	\$283,530
4034	Miami-Dade Transit	\$214,417,916	\$328,331,344	\$63,480,589	\$41,653,539	\$18,956,741	\$180,690,392	\$66,560,209	\$19,621,011
4029	Broward County Mass Transit Division	\$77,068,669	\$99,593,129	\$13,708,841	\$6,106,922	\$14,325,248	\$59,294,086	\$17,484,170	\$2,382,703
4035	Central Florida Regional Transportation Authority	\$62,666,486	\$81,711,385	\$13,750,726	\$17,583,141	\$16,480,210	\$33,094,839	\$14,276,809	\$1,299,078
4041	Hillsborough Area Regional Transit Authority	\$30,445,904	\$31,668,503	\$23,114,067	\$5,017,920	\$3,523,230	\$17,327,040	\$7,233,676	\$889,509
4027	Pinellas Suncoast Transit Authority	\$32,655,094	\$37,405,444	\$13,728,933	\$2,157,369	\$4,542,563	\$20,866,046	\$8,592,425	\$1,258,800
4040	Jacksonville Transportation Authority	\$40,134,120	\$61,644,489	\$7,307,333	\$3,944,298	\$5,045,579	\$33,891,483	\$18,085,463	\$506,858
4037	Palm Tran, Inc.	\$30,518,746	\$43,882,483	\$1,978,405	\$7,311,684	\$6,837,658	\$22,942,766	\$6,339,426	\$1,470,879
4030	Gainesville Regional Transit System	\$10,917,692	\$11,659,808	\$840,833	\$1,404,349	\$3,087,667	\$3,082,426	\$739,849	\$4,656,964
4036	City of Tallahassee-TALTRAN	\$9,405,042	\$10,645,372	\$2,626,554	\$989,577	\$976,903	\$4,825,310	\$4,601,879	\$236,216
4032	County of Volusia dba: VOTRAN	\$8,576,200	\$14,334,533	\$4,232,980	\$897,330	\$3,051,872	\$5,715,870	\$4,485,675	\$169,890
4028	Lee County Transit	\$8,263,434	\$9,372,280	\$2,080,814	\$3,475,348	\$2,456,838	\$4,525,429	\$1,410,912	\$545,297
4038	Escambia County Area Transit	\$5,520,791	\$6,558,723	\$729,411	\$1,289,731	\$1,744,275	\$2,367,163	\$921,026	\$236,528
4046	Sarasota County Transportation Authority	\$5,554,178	\$9,507,196	\$5,348,509	\$1,416,350	\$2,863,920	\$4,872,713	\$746,021	\$39,600
4074	Pasco County Public Transportation	\$1,386,375	\$3,756,423	\$373,694	\$549,714	\$2,309,884	\$686,224	\$210,601	\$0
4063	Space Coast Area Transit	\$3,485,612	\$9,032,677	\$2,603,068	\$1,976,742	\$2,670,177	\$1,172,641	\$3,142,567	\$26,684
4026	Manatee County Area Transit	\$3,566,510	\$5,982,872	\$53,061	\$782,484	\$1,600,643	\$1,873,196	\$462,902	\$111,032
4104	Indian River County Council on Aging, Inc.	\$718,036	\$1,776,986	\$118,986	\$638,918	\$762,521	\$381,880	\$37,462	\$0
4128	Okaloosa County Board of County Commissioners	\$414,666	\$1,638,081	\$915,027	\$238,757	\$641,381	\$142,120	\$606,503	\$9,320
4085	Bay County COA - Bay Coordinated Transportation	\$312,152	\$1,674,247	\$814,931	\$378,991	\$554,328	\$0	\$698,686	\$42,242
4120	SunTran	\$1,261,311	\$1,384,671	\$43,048	\$762,200	\$209,944	\$233,027	\$161,670	\$17,830
4097	Council on Aging of St. Lucie, Inc.	\$392,256	\$2,187,564	\$455,316	\$975,343	\$1,260,869	\$36,507	\$58,099	\$195,682
4077	Tri-County Commuter Rail Authority	\$23,765,286	\$23,765,286	\$77,565,650	\$11,110,742	\$5,992,652	\$4,695,000	\$6,306,114	\$380,500
4113	Council on Aging of Martin County, Inc. - DR only		\$1,790,116	\$332,115	\$663,794	\$752,737	\$306,075	\$75,857	\$25,995
4129	Charlotte County Transit Department - DR only		\$903,799	\$278,921	\$665,143	\$139,318	\$0	\$99,098	\$240
		\$576,466,652	\$808,966,102	\$238,069,056	\$115,192,958	\$102,818,803	\$405,582,948	\$164,139,096	\$34,406,388

Transportation Disadvantaged Systems

The State of Florida Commission for the Transportation Disadvantaged (CTD) is an independent commission housed administratively within the Florida Department of Transportation (FDOT). The CTD's mission is to ensure the availability of efficient, cost-effective, and quality transportation services for transportation disadvantaged persons. Community Transportation Coordinators (CTCs) are responsible for transit service provision at the local level. There are four potential organization types of local coordinators or CTCs: private non-profit, private for-profit, local government and public transit entities. In addition, there are three different operating environments: sole source, partial brokerage, or complete brokerage.¹⁸

As detailed in Exhibit I, the Florida CTCs directly employ over 9,000 employees to provide much needed specialized transportation services to over 615,000 unique passengers who take over 48 million trips annually.

**Exhibit I
Community Transportation Coordinators (CTC)
2002 Operating Statistics¹⁹**

Operating Statistic	2002
Number of CTCs	49
Counties Served	67
Transportation Operators	468
Passengers Served	615,091
Passenger Trips	48,176,142
Vehicle Miles	138,789,715
Operating Expenses	\$292,900,000
Vehicles	3,533
Employees	9,049

FY 2005 Florida Federal Transit Earmarked Projects

In addition to the state and federal transit funding obtained through the formula grant program (i.e., the FDOT Block Grant Program and the Federal Transit Administration Section 5307 Program), Florida public transit systems have actively and successfully pursued discretionary funding sources that are earmarked through a very competitive congressional earmark process.

Exhibit J provides a summary of Florida's most recent federal transit earmarks.

Relationships Between Business and Public Transportation

**Exhibit J
FY 2005 Florida Federal Transit Earmarked Projects**

PROJECT DESCRIPTION	2005
Broward/Palm Beach County buses, Florida	\$ 750,000
DeBary Intermodal Transportation Facility, Florida	\$ 250,000
Flagler County buses and bus facilities, Florida	\$ 150,000
Gainesville Regional Airport multi-modal facility, Florida	\$ 300,000
Gainesville RTS buses and bus facilities, Florida	\$ 1,000,000
Hillsborough Area Regional Transit (HART), Florida	\$ 500,000
Homestead East-West bus connector, Florida	\$ 250,000
Jacksonville JTA Transit rolling stock, Florida	\$ 500,000
Key West bus and bus facilities, Florida	\$ 2,000,000
Lakeland Area Citrus Connection transit system, Florida	\$ 750,000
Miami Beach intermodal Greenway Transit Facility, Florida	\$ 700,000
Miami Beach intermodal Transit Facility, Florida	\$ 700,000
Miami Intermodal Center, Florida	\$ 6,000,000
Miami-Dade County bus procurement, Florida	\$ 500,000
Miramar Parkway transit shelter enhancements, Florida	\$ 100,000
National Center for Transportation Needs, Florida	\$ 600,000
North Florida and West Coast Transit Coalition Bus Acquisition	\$ 4,000,000
NW 7th Avenue Transit Hub, Florida (Key West)	\$ 1,000,000
Pinellas Suncoast Transit Authority, Florida	\$ 9,300,000
Putnam County Ride Solutions buses and bus facilities, Florida	\$ 1,500,000
Sistrunk transit & pedestrian access improvement, Florida (Ft. Lauderdale)	\$ 1,000,000
Southwest Broward bus facility, Florida	\$ 1,200,000
St. Johns County Council on Aging buses and bus facilities, Florida	\$ 750,000
St. Lucie County bus purchase, Florida	\$ 400,000
St. Petersburg intermodal facility, Florida	\$ 500,000
TalTran Bus replacement project, Florida	\$ 800,000
Trolley System, Boynton Beach, Florida	\$ 250,000
Winter Haven Transit Terminal, Florida	\$ 500,000
Total Bus and Bus Facilities	\$ 36,250,000
Ft. Lauderdale, Florida, South Florida Commuter Rail Upgrades	\$ 11,409,506
Total New Starts	\$ 11,409,506
Family Service Centers of Clearwater Ways to Work, FL	\$ 500,000
Hillsborough Area Regional Transit JARC, Florida	\$ 100,000
Total JARC	\$ 600,000
Total for FTA	\$ 48,259,506
Central Florida Regional Transportation Authority (LYNX): North Orange/South Seminole ITS Enhanced Circulator	\$ 500,000
Florida State University System Center for Intermodal Transportation Safety	\$ 3,000,000
Ft. Lauderdale Intelligent Trans System Improvement, Florida	\$ 1,000,000
Hillsborough Area Regional Transit Authority: Bus Tracking, Communication and Security, Florida	\$ 750,000
Jacksonville Transportation Authority: Intelligent Transportation Systems Regional Planning, Florida	\$ 750,000
Total ITS	\$ 6,000,000
Total of All Florida Transit Discretionary Funding	\$ 101,919,012

CHAPTER FIVE

FLORIDA ECONOMIC IMPACTS

This chapter ties together the information presented in previous chapters and calculates the economic benefits that Florida public transportation systems provide both on a statewide and local basis.

For purposes of these calculations two different cost/benefit ratios discussed in Chapter Three were utilized:

- The first was the **3 to 1 ratio**. Based on the information previously presented, it was felt that this represented a very conservative estimate of the economic and community benefits that investments in public transportation produce.
- The second was the **5.5 to 1 ratio** documented in the analysis of the Florida DOT Work Program macroeconomic benefits. This is a more realistic estimate of the benefits and economic impacts and is directly calculated for Florida.

As detailed in Exhibits K, L and M, total benefits were calculated based on the transit system operating and capital expenditures reported in the Fiscal Year 2003 National Transit Database.

Statewide, the impacts of the FY 2003 operating and capital expenses of \$1,050 billion produced between \$3.151 billion and \$5.778 billion in economic and transportation benefits.

Similarly, the \$101,919,012 of discretionary transit funding from the most recent Federal earmarks will eventually produce between \$350,757,000 and \$560,555,000 in economic return to the nation and Florida.

The Florida Transportation Disadvantaged Commission's CTC annual operating expenses of \$292,900,000 in FY 2002 also produced additional economic returns of between \$878,700,000 and \$1,610,950,000.

Relationships Between Business and Public Transportation

**Exhibit K
Combined Benefit/Cost Return for FY 2003**

NTD 2003 - Florida Transit System Data		Benefit/Cost Ratio	Benefit/Cost Ratio
		3 to 1	5.5 to 1
NTD ID	Agency Name	Combined Benefit/Cost	Combined Benefit/Cost
4031	Lakeland Area Mass Transit District Citrus Connection	\$17,178,894.00	\$ 31,494,639
4127	Polk County Transit Services Division	\$13,858,911.00	\$ 25,408,004
	Total Polk County	\$31,037,805.00	\$ 56,902,643
4034	Miami-Dade Transit	\$1,175,435,799.00	\$ 2,154,965,632
4029	Broward County Mass Transit Division	\$339,905,910.00	\$ 623,160,835
4035	Central Florida Regional Transportation Authority	\$286,386,333.00	\$ 525,041,611
4041	Hillsborough Area Regional Transit Authority	\$164,347,710.00	\$ 301,304,135
4027	Pinellas Suncoast Transit Authority	\$153,403,131.00	\$ 281,239,074
4040	Jacksonville Transportation Authority	\$206,855,466.00	\$ 379,235,021
4037	Palm Tran, Inc.	\$137,582,664.00	\$ 252,234,884
4030	Gainesville Regional Transit System	\$37,501,923.00	\$ 68,753,526
4036	City of Tallahassee-TALTRAN	\$39,815,778.00	\$ 72,995,593
4032	County of Volusia dba: VOTRAN	\$55,702,539.00	\$ 102,121,322
4028	Lee County Transit	\$34,359,282.00	\$ 62,992,017
4038	Escambia County Area Transit	\$21,864,402.00	\$ 40,084,737
4046	Sarasota County Transportation Authority	\$44,567,115.00	\$ 81,706,378
4074	Pasco County Public Transportation	\$12,390,351.00	\$ 22,715,644
4063	Space Coast Area Transit	\$34,907,235.00	\$ 63,996,598
4026	Manatee County Area Transit	\$18,107,799.00	\$ 33,197,632
4104	Indian River County Council on Aging, Inc.	\$5,687,916.00	\$ 10,427,846
4128	Okaloosa County Board of County Commissioners	\$7,659,324.00	\$ 14,042,094
4085	Bay County COA - Bay Coordinated Transportation	\$7,467,534.00	\$ 13,690,479
4120	SunTran	\$4,283,157.00	\$ 7,852,455
4097	Council on Aging of St. Lucie, Inc.	\$7,928,640.00	\$ 14,535,840
4077	Tri-County Commuter Rail Authority	\$303,992,808.00	\$ 557,320,148
4113	Council on Aging of Martin County, Inc. - DR only	\$6,366,693.00	\$ 11,672,271
4129	Charlotte County Transit Department - DR only	\$3,548,160.00	\$ 6,504,960
	STATE TOTALS	\$3,151,416,225.00	\$ 5,777,596,413

Relationships Between Business and Public Transportation

Exhibit L – FY 2003 Florida Systems Data With 3 to 1 Ratio Applied

NTD 2003 - Florida Transit System Data		Total System		Benefit / Cost Ratio of 3 to 1		
		Expenses		Total Benefits		
NTD ID	Agency Name	Total System Operating Expenses	Total Capital Funds Expended	Operating Benefit/Cost	Capital Benefit/Cost	Combined Benefit/Cost
4031	Lakeland Area Mass Transit District Citrus Connection	\$5,018,414	\$707,884	\$15,055,242	\$2,123,652	\$17,178,894
4127	Polk County Transit Services Division	\$3,740,277	\$879,360	\$11,220,831	\$2,638,080	\$13,858,911
	Total Polk County	\$8,758,691	\$1,587,244	\$26,276,073	\$4,761,732	\$31,037,805
4034	Miami-Dade Transit	\$328,331,344	\$63,480,589	\$984,994,032	\$190,441,767	\$1,175,435,799
4029	Broward County Mass Transit Division	\$99,593,129	\$13,708,841	\$298,779,387	\$41,126,523	\$339,905,910
4035	Central Florida Regional Transportation Authority	\$81,711,385	\$13,750,726	\$245,134,155	\$41,252,178	\$286,386,333
4041	Hillsborough Area Regional Transit Authority	\$31,668,503	\$23,114,067	\$95,005,509	\$69,342,201	\$164,347,710
4027	Pinellas Suncoast Transit Authority	\$37,405,444	\$13,728,933	\$112,216,332	\$41,186,799	\$153,403,131
4040	Jacksonville Transportation Authority	\$61,644,489	\$7,307,333	\$184,933,467	\$21,921,999	\$206,855,466
4037	Palm Tran, Inc.	\$43,882,483	\$1,978,405	\$131,647,449	\$5,935,215	\$137,582,664
4030	Gainesville Regional Transit System	\$11,659,808	\$840,833	\$34,979,424	\$2,522,499	\$37,501,923
4036	City of Tallahassee-TALTRAN	\$10,645,372	\$2,626,554	\$31,936,116	\$7,879,662	\$39,815,778
4032	County of Volusia dba: VOTRAN	\$14,334,533	\$4,232,980	\$43,003,599	\$12,698,940	\$55,702,539
4028	Lee County Transit	\$9,372,280	\$2,080,814	\$28,116,840	\$6,242,442	\$34,359,282
4038	Escambia County Area Transit	\$6,558,723	\$729,411	\$19,676,169	\$2,188,233	\$21,864,402
4046	Sarasota County Transportation Authority	\$9,507,196	\$5,348,509	\$28,521,588	\$16,045,527	\$44,567,115
4074	Pasco County Public Transportation	\$3,756,423	\$373,694	\$11,269,269	\$1,121,082	\$12,390,351
4063	Space Coast Area Transit	\$9,032,677	\$2,603,068	\$27,098,031	\$7,809,204	\$34,907,235
4026	Manatee County Area Transit	\$5,982,872	\$53,061	\$17,948,616	\$159,183	\$18,107,799
4104	Indian River County Council on Aging, Inc.	\$1,776,986	\$118,986	\$5,330,958	\$356,958	\$5,687,916
4128	Okaloosa County Board of County Commissioners	\$1,638,081	\$915,027	\$4,914,243	\$2,745,081	\$7,659,324
4085	Bay County COA - Bay Coordinated Transportation	\$1,674,247	\$814,931	\$5,022,741	\$2,444,793	\$7,467,534
4120	SunTran	\$1,384,671	\$43,048	\$4,154,013	\$129,144	\$4,283,157
4097	Council on Aging of St. Lucie, Inc.	\$2,187,564	\$455,316	\$6,562,692	\$1,365,948	\$7,928,640
4077	Tri-County Commuter Rail Authority	\$23,765,286	\$77,565,650	\$71,295,858	\$232,696,950	\$303,992,808
4113	Council on Aging of Martin County, Inc. - DR only	\$1,790,116	\$332,115	\$5,370,348	\$996,345	\$6,366,693
4129	Charlotte County Transit Department - DR only	\$903,799	\$278,921	\$2,711,397	\$836,763	\$3,548,160
	STATE TOTALS	\$811,802,580	\$238,669,495	\$2,435,407,740	\$716,008,485	\$3,151,416,225

Relationships Between Business and Public Transportation

Exhibit M – FY 2003 Florida Systems Data With 5.5 to 1 Ratio Applied

NTD 2003 - Florida Transit System Data		Total System		Benefit / Cost Ratio of 5.5 to 1		
		Expenses		Total Benefits		
NTD ID	Agency Name	Total System Operating Expenses	Total Capital Funds Expended	Operating Benefit/Cost	Capital Benefit/Cost	Combined Benefit/Cost
4031	Lakeland Area Mass Transit District Citrus Connection	\$5,018,414	\$707,884	\$27,601,277	\$3,893,362	\$31,494,639
4127	Polk County Transit Services Division	\$3,740,277	\$879,360	\$20,571,524	\$4,836,480	\$25,408,004
	Total Polk County	\$8,758,691	\$1,587,244	\$48,172,801	\$8,729,842	\$56,902,643
				\$0	\$0	
4034	Miami-Dade Transit	\$328,331,344	\$63,480,589	\$1,805,822,392	\$349,143,240	\$2,154,965,632
4029	Broward County Mass Transit Division	\$99,593,129	\$13,708,841	\$547,762,210	\$75,398,626	\$623,160,835
4035	Central Florida Regional Transportation Authority	\$81,711,385	\$13,750,726	\$449,412,618	\$75,628,993	\$525,041,611
4041	Hillsborough Area Regional Transit Authority	\$31,668,503	\$23,114,067	\$174,176,767	\$127,127,369	\$301,304,135
4027	Pinellas Suncoast Transit Authority	\$37,405,444	\$13,728,933	\$205,729,942	\$75,509,132	\$281,239,074
4040	Jacksonville Transportation Authority	\$61,644,489	\$7,307,333	\$339,044,690	\$40,190,332	\$379,235,021
4037	Palm Tran, Inc.	\$43,882,483	\$1,978,405	\$241,353,657	\$10,881,228	\$252,234,884
4030	Gainesville Regional Transit System	\$11,659,808	\$840,833	\$64,128,944	\$4,624,582	\$68,753,526
4036	City of Tallahassee-TALTRAN	\$10,645,372	\$2,626,554	\$58,549,546	\$14,446,047	\$72,995,593
4032	County of Volusia dba: VOTRAN	\$14,334,533	\$4,232,980	\$78,839,932	\$23,281,390	\$102,121,322
4028	Lee County Transit	\$9,372,280	\$2,080,814	\$51,547,540	\$11,444,477	\$62,992,017
4038	Escambia County Area Transit	\$6,558,723	\$729,411	\$36,072,977	\$4,011,761	\$40,084,737
4046	Sarasota County Transportation Authority	\$9,507,196	\$5,348,509	\$52,289,578	\$29,416,800	\$81,706,378
4074	Pasco County Public Transportation	\$3,756,423	\$373,694	\$20,660,327	\$2,055,317	\$22,715,644
4063	Space Coast Area Transit	\$9,032,677	\$2,603,068	\$49,679,724	\$14,316,874	\$63,996,598
4026	Manatee County Area Transit	\$5,982,872	\$53,061	\$32,905,796	\$291,836	\$33,197,632
4104	Indian River County Council on Aging, Inc.	\$1,776,986	\$118,986	\$9,773,423	\$654,423	\$10,427,846
4128	Okaloosa County Board of County Commissioners	\$1,638,081	\$915,027	\$9,009,446	\$5,032,649	\$14,042,094
4085	Bay County COA - Bay Coordinated Transportation	\$1,674,247	\$814,931	\$9,208,359	\$4,482,121	\$13,690,479
4120	SunTran	\$1,384,671	\$43,048	\$7,615,691	\$236,764	\$7,852,455
4097	Council on Aging of St. Lucie, Inc.	\$2,187,564	\$455,316	\$12,031,602	\$2,504,238	\$14,535,840
4077	Tri-County Commuter Rail Authority	\$23,765,286	\$77,565,650	\$130,709,073	\$426,611,075	\$557,320,148
4113	Council on Aging of Martin County, Inc. - DR only	\$1,790,116	\$332,115	\$9,845,638	\$1,826,633	\$11,672,271
4129	Charlotte County Transit Department - DR only	\$903,799	\$278,921	\$4,970,895	\$1,534,066	\$6,504,960
	STATE TOTALS	\$811,802,580	\$238,669,495	\$4,464,914,190	\$1,312,682,223	\$5,777,596,413

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- ¹⁹ Ibid; page 38; Source: Commission for the Transportation Disadvantaged, 2002 Annual Performance Report (January 2003)