



TRANSIT DRIVES PENNSYLVANIA MOBILITY **FACT SHEET**

Public Transit moves Pennsylvanians, lots of them, every day of the year...

Over 416 million passengers traveled on Pennsylvania transit systems in 2000/01. They went to work and school; they visited their families on holidays; they shopped and had medical check ups. They did all the vital things people do thanks to public transportation.

Pennsylvania public transit is wide ranging...

State public transit systems operate more than two billion vehicle miles aboard 6,500 vehicles. Seventy-four transit agencies exist in Pennsylvania.

Better energy consumption, cleaner air...

Public transportation produces 95% less carbon monoxide, more than 92% fewer volatile organic compounds, and nearly half as much carbon dioxide and nitrogen oxides than the auto for every passenger mile traveled. It also reduces annual emissions of pollutants that create smog--volatile organic compounds and nitrogen oxides--by more than 70,000 tons and 27,000 tons respectively.

Our senior citizens found more ways to enjoy life...

Citizens over 64 years of age rode free or at low cost on transit thanks to the State Lottery. In fact, more than 43 million seniors took buses, vans, trolleys, inclines and trains in 2000/01. They volunteered, socialized, visited doctors, and spent time with their grandchildren.

Meeting the needs of Pennsylvanians with disabilities....

Pennsylvania transit agencies provided nearly 3 million trips to people with disabilities on paratransit services last year, including work, school, medical and entertainment trips.



TRANSIT DRIVES PENNSYLVANIA'S ECONOMY **FACT SHEET**

Public Transit infuses more than \$1 billion annually into Pennsylvania's economy...

Pennsylvania's transit agencies are spending more than \$1 billion annually with Pennsylvania businesses. These expenses are for "***Made in Pennsylvania***" products and services ranging from steel to foam seating to security. More than 2,000 Pennsylvania businesses benefit from transit's investment, not just large vehicle manufacturers.

The investment doesn't stop there...

Transit generates a huge return on investment. Capital projects such as vehicle acquisition and infrastructure improvements generate an additional \$6.00 investment for each \$1.00 directly spent.

Auto fuel efficiency hits a bump in the road

For every passenger mile traveled, public transportation uses about one-half the fuel of private autos, SUVs, and light trucks. Also, public transit carries many more riders at one time than private automobiles.

A large portion of the money comes from Pennsylvania riders...

Pennsylvania transit agencies run a tight ship. In urban areas, riders pay more than 45% of the cost of transit. In rural areas, riders pay 24% of the cost. Funding is also paid for with State Lottery proceeds (for free or low cost senior-citizen transportation), and other direct-revenue sources.

Transit directly employs Pennsylvanians...

Approximately 15,000 men and women are employed by transit agencies in Pennsylvania. They pay income taxes and wage taxes. They support schools and foster the health of our children.



**PENNSYLVANIA BUSINESSES PROVIDE THESE GOODS
AND SERVICES TO THE TRANSIT INDUSTRY**

Accounting Services ♦ Advertising ♦ Air Compressor Repairs ♦ Air Piping ♦
Antifreeze Recycling ♦ Appraisals ♦ Architectural Design ♦ Auditing Services
♦ Auto Body Supplies ♦ Auto Paint Supplies ♦ Auto Parts ♦
Automated Door Service ♦ Batteries and Accessories Bearings ♦ Brake Lathe
Supplies ♦ Brake Linings ♦ Building Maintenance ♦ Building Repair Services
♦ Bus Parts ♦ Bus Wash Parts ♦ Cement ♦ Chassis Sales and Service ♦
Cleaning Services and Supplies ♦ Computer Sales, Service and Supplies ♦
Construction Fencing ♦ Construction Road Barriers ♦ Consulting Services ♦
Copper Rolling ♦ Data Processing Services ♦
Demolition Services ♦ Door Controls ♦ Drain Cleaning ♦ Drug Testing
Services ♦ Electrical Contracting ♦ Electricity ♦ Electronic Supplies ♦
Engine Sales and Service ♦ Engineering Consulting Services ♦ Equipment
Cleaning, Maintenance and Repair ♦ Extermination Services ♦ Fire Alarm
Service ♦ Floor Caulking ♦ Floor Mats ♦ Foam Bus Seats ♦ Fuel and Oil
Fuel Pump Repairs ♦ Garage Door Sales and Service ♦ General Contracting
Glass Windows and Doors ♦ Graphic Services ♦ Handrails ♦ Hoist Parts
HVAC & Plumbing services ♦ HVAC Sales and Service ♦ Hydraulic Sales and
Services ♦ Insurance Services ♦ Internet Services ♦ Janitorial Products and
Services ♦ Landscaping Services ♦ Legal Services ♦ Lighting Supplies
Marketing Services ♦ Metal recycling ♦ Mufflers ♦ Office Equipment Sales
and Services ♦ Oil Reclamation ♦ Pest Control ♦ Plumbing & Piping Supplies
♦ Power Wash Equipment and Repair ♦ Printing Services
Radiator Repair ♦ Railroad Maintenance Vehicles ♦ Railroad Rails Railroad
Ties ♦ Roofing Services and Products ♦ Scrap Removal
Security Services ♦ Spray Lubricants ♦ Sprinkler Systems and Repairs
Steel Fabrication ♦ Structural Steel ♦ Telephone Services ♦ Temporary
Employees ♦ Tires ♦ Tool Sales and Rental ♦ Towing Service ♦ Traction
Motors ♦ Traffic Control Equipment ♦ Traffic Signs ♦ Transmission Parts and
Service ♦ Transportation Information System ♦ Traprock ♦ Trash Removal ♦
Truck Tire Mounting & Service ♦ Uniform Sales and Rental Service ♦
Upholstery Repairs ♦ Welding Gases and Supplies



PENNSYLVANIA PUBLIC TRANSPORTATION ASSOCIATION (PPTA) **PROPOSAL FOR NEW FUNDING**

Background: There are 74 transit systems in the Commonwealth of Pennsylvania, divided into five classes, based on number of vehicles and service area, ranging from the largest, the Southeastern Pennsylvania Transportation Authority through the Port Authority of Allegheny County and small urban and rural systems to class 5 systems that carry predominantly social service clients on paratransit vehicles in most of the counties of the state. During the last year for which statistics are available, these systems provided over 416 million rides. Pennsylvania's transit agencies spend more than \$1.1 billion annually for provision of services and approximately \$500 million for capital improvements. Last year, transit spent almost \$1.1 billion on materials and services contracts with over 2,000 Pennsylvania businesses. Transit throughout the state directly employs more than 15,000 men and women.

To support these successes, the statewide need for additional resources is tremendous: over \$500 million annually to stabilize operations, fund state of good repair capital projects, and allow for major capital investments to expand and improve existing systems.

Goals of Funding Proposal:

- Restoration of cut in General Fund operating assistance raising level back to \$270M
- To obtain additional dedicated operating and capital aid from the state, sufficient to stabilize service and meet anticipated physical plant needs for at least the next five years;
- To obtain sufficient state capital assistance to fund state of good repair projects, including infrastructure, safety, and renewal projects, vehicle

replacements and overhaul, environmental mitigation, routine capital improvements and state match for a federal program that has doubled over the last six years and is expected to continue to grow in the future while state funding remained constant;

- To obtain new state capital funds for major capital initiatives, including funds to match the Federal New Starts program at a level sufficient to successfully compete for those funds, i.e., at least at a 60/40, federal/state match ratio;
- To meet the needs of each class to the same extent; and,
- To address the particular needs of each class and multi-class needs:
 - Vehicle replacement, asset maintenance, working capital reserve and emergency relief funding for class 5, distributed on a formula basis
 - Mechanism to fund new rural transit systems (class 4) and provisions to assure use of all available rural funds
 - Additional flexibility for class 3 (small urban) and class 4 (rural)
 - New class 3 formula due to federal funding loss, new urbanized areas and growth
 - Elimination of \$75 million cap on sales tax revenue directed to transit
 - Increased bondable funds for capital purposes
 - Additional state funds to match federal new starts program and permit all systems to make needed major capital investments
 - Revised mechanism to provide PennDOT funds
 - Funds for intercity passenger rail services
- Fund existing and proposed programs with sales and use tax; return current funding sources to State (except sales).