

PPTA FUNDING PRINCIPLES

In response to the fiscal crisis confronting all transit systems, the Pennsylvania Public Transportation Association recommends the following principles as the basis of a funding solution.

The Pennsylvania Public Transportation Association supports:

1. The funding levels identified by the Transportation Funding and Reform Commission.
2. The creation of an adequate, dedicated, predictable and growing source of funding.
3. The stabilization of existing funding sources by transferring them to a single stable funding source with growth potential.
4. The establishment of a hold harmless provision so that no system receives less in real dollars than it currently does. Any transition period designed to distribute all funds based on a new formula must be sufficiently long to allow all systems to adapt.
5. The creation of a new, simpler funding formula that is based on the level of service provided and the service consumed, which would fund systems equally for each unit of each factor in the formula.
6. Any reduction from the recommended level of funding will result in a commensurate reduction in each program, including programs of state significance. Likewise, any increase will also apply equally.
7. The funding proposal should meet the needs of all classes throughout the life of the legislation and provide growth in public transportation throughout the Commonwealth.
8. A legislative study of state programs that fund transportation, including but not limited to the Departments of Public Welfare, Aging, and Transportation, to recommend options to provide standardized program requirements, equitable service standards, mandate coordination and improve efficiencies. The outcomes of the study shall be reported to the Governor's office and the General Assembly within one year.
9. Prior to enactment, increases in local share recommended by the Transportation Funding and Reform Commission should be evaluated in terms of local entities' ability to pay. Any increase ultimately adopted should allow sufficient time for local government to identify funding, either through current revenue sources or enactment of new funding sources.
10. That transportation must be integrated with land use, economic development and environmental policies.
11. Funding programs of statewide significance as identified in the Transportation Funding and Reform Commission Report.