

As the State Legislature considers the funding dilemma for mass transit across the state, as well as the various options to address the issue, we offer the following “food for thought”:

Public Transportation Facts

- One bus removes 40 cars from the road; one train removes 120 vehicles
- Public transportation produces 95 percent less carbon monoxide and nearly half as much carbon dioxide for every passenger mile traveled as compared to traveling with private vehicles
- Public transit use saves 855 million gallons of gasoline each year
- Public transit returns up to \$6.00 in economic benefits to the region for every \$1.00 of public funds invested
- Since it initiated 90-minute service between Harrisburg & Philadelphia on October 30, 2006, Amtrak has seen a 17.6% increase in ridership on the Keystone Corridor
- Americans took 10.1 billion public transportation trips nationwide in 2006 – the most in 49 years
- Public transit use nationwide is up 30 percent since 1995, more than double the growth rate of the population (12 %) and higher than the growth rate for the vehicle miles traveled (24%) during that same period
- The average household spends 19 cents of every dollar earned on transportation
- In 2003, Capital Area Transit’s fuel costs were \$409,000. For the fiscal year ending June 2007, CAT’s fuel costs will exceed \$1.3 million - a 300% increase

Disability Community: Transit vs. Welfare

At a recent regional long-range planning meeting, an attendee who has a visual impairment noted that the State will need to “either fund mass transit or put more money into welfare.” As many people with disabilities rely on public transportation to sustain employment and make a valuable contribution to their communities, their options will significantly decrease if the public transit option is removed from that equation. Without public transportation, more people with disabilities will not have the opportunity to maintain employment, which in turn will increase their reliance on the welfare system.

CORRIDORone Is New Kid on the Block

In the current funding formula system for public transportation in Pennsylvania, there is no provision to allow new systems to be included for state operating assistance, unless funding is taken from existing systems’ assistance. This exclusionary system provides no incentive to increase public transit service in the Commonwealth to help alleviate congestion, preserve the environment, or provide additional transportation alternatives to those that already exist.

As a proposed new transit system in PA, CORRIDORone will help reduce congestion, reduce reliance on fossil fuels used to power individual passenger vehicles, produce less pollution than passenger vehicles and offer additional transportation alternatives throughout the region.

In order to operate regional passenger rail service in south central Pennsylvania, CORRIDORone is seeking to be included in the State funding formula for transit systems at a first year level of \$10 million, with future years’ funding determined by the formula.

PA Transit - Increasing Fares, Decreasing Service

Throughout the Commonwealth, transit agencies are beginning the painful process of planning service cuts and fare increases in the event that the State Legislature does not adopt a plan for funding transit - at dedicated, reliable and adequate levels - by the end of June 2007. Some examples of the planned service cuts/fare increases in Pennsylvania - if no dedicated funding plan is adopted - include (but are not limited to):

- **Capital Area Transit (Harrisburg)** - 6.6% fare increase, effective June 1, 2007; 25% fare increase & 15% service reduction in late summer
- **COLT (Lebanon)** - 40% increase in cash fare, effective June 1, 2007
- **rabbitransit (York)** - 20% service cut, 5% fare increase
- **Red Rose Transit (Lancaster)** - 7.5% average increase in cash fares, 5.6% average increase in Ten Trip Tickets, 4% average increase in Monthly Passes effective July 1, 2007; 17,600 reduction in service hours effective Jan. 1, 2008
- **LANTA (Allentown area)** - implemented a fare increase on April 1, 2007