



**Transportation Funding and Reform Commission
Listening Session
September 2006
FACT SHEET**

- **There is no more important discussion taking place affecting the ability of our people, communities and regions to grow and prosper than transportation funding and reform.**
 - Decisions made now about how we raise and spend money on roads, bridges and public transportation will affect how and where and whether we grow for decades to come.
 - Numerous studies have made clear the connection between our ability to compete economically and our decisions about where and how we invest state funds.

- **The crisis in funding is real.**
 - Verified by independent study conducted by unusual set of partners: 10,000 Friends of Pennsylvania, Associated Contractors of Pennsylvania, the CEO Council for Growth, the Allegheny Conference and Pennsylvania Environmental Council.
 - Not enough money to maintain what we have, let alone build new capacity. So, fiscally responsible investment strategy is to maintain the existing infrastructure.
 - Gap growing (\$1.5 billion per year in three years) between projected capital repair and operating costs for the state's public transit systems, roads and bridges.

- **It is up to our decision-makers to create a stable program that includes prudent funding, and strategic management of the system as a whole.**
 - We cannot lurch from fiscal crisis to crisis, from one bridge failure to the next.
 - The state must make decisions that consider all modes of transportation -- transit, roads, bridges and rail -- as part of a system.

- **Transit is an essential element of our transportation infrastructure. It is in every county in Pennsylvania, and needs a stable, dedicated source of funding.**
 - Commission must achieve its objective to identify new financial sources and tools to provide transit with a dependable and adequate annual funding stream.

- **Pennsylvania will not solve the problem if the state continues to make decisions based on "business, as usual."**

- Money alone won't fix the problem. A different set of rules and incentives about transportation funding must guide spending decisions. Otherwise, within a decade, we will find ourselves in a worse fiscal position.
- **Local governments, counties, and/or regions can be part of the solution if they are given the tools they need to help raise revenues locally.**
 - Flexibility will allow access to mechanisms that leverage fees, and provide needed revenues for both transit and roads.
 - Local governments should be encouraged to plan and zone to leverage transit investments; for example, zoning around transit stations to leverage their value and use.
- **We will continue to make inefficient choices if we don't tie infrastructure decisions to land use.**
 - PennDOT and regional planning partners can adopt policies and practices to ensure that both transportation plans and local land-use plans minimize the need for new infrastructure, foster revitalization of cities and towns, and support job opportunities.
 - If transportation capital decisions are made without consulting land use plans, investments may be obsolete before they are finished.
 - The state can also require local governments to update zoning to conform with transportation investments, and help educate the residents and decision-makers on the impacts of transportation projects on land use.
- **The decisions the state makes about transportation funding and policy are linked directly to the state's economic competitiveness and prosperity.**