

# Frequently asked questions and answers

## Public transit is in trouble

Despite increasing costs of providing an integral service, Pittsburgh Regional Transit has not seen an increase in the state share of its budget in more than a decade. Meanwhile, the landscape of public transit has changed drastically over the last five years, and additional state funding is needed to avoid major service cuts, layoffs, and fare increases.

## Why does PRT need more funding?

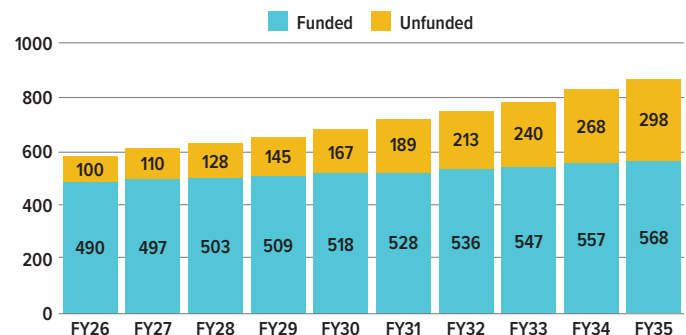
Act 89, the state funding measure that supported PRT and other transit agencies in Pennsylvania since 2013, has effectively expired. Additional funding is essential to maintain current service levels and meet future transit needs. Transit is a critical component of the region's infrastructure, supporting economic activity, environmental sustainability, and social equity.

## Why should we invest in PRT when ridership has declined?

PRT continues to serve more than 33 million trips annually, and ridership continues to recover since the Covid-19 pandemic. While work-from-home policies have changed travel patterns, many residents continue to rely on transit for work, school, medical appointments, and other essential travel. Investment in public transit is an investment in economic growth and mobility, and increased funding will allow PRT to improve service reliability, expand access to underserved areas, and implement modern technologies that enhance the rider experience.

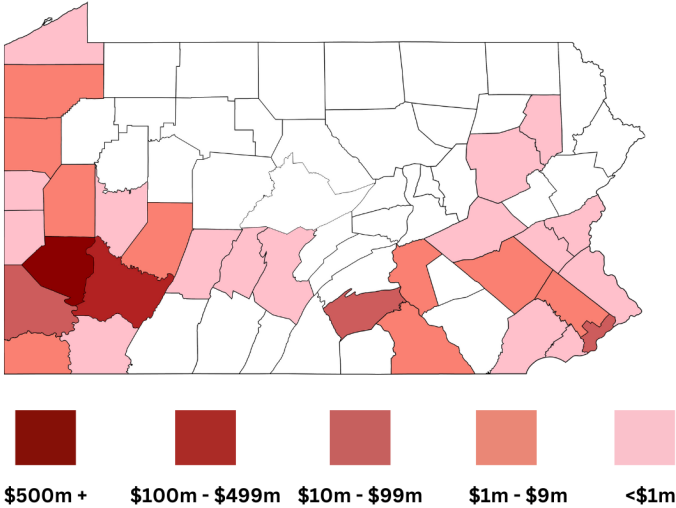
## What happens if PRT does not receive additional funding?

PRT balanced its FY2025 budget using \$50 million from its reserve account, and without additional funding, PRT will face a \$100 million deficit in FY2026, with increasing shortfalls every year thereafter. Using emergency reserves is not sustainable, and will eventually result in major service cuts, fare hikes, and layoffs. Riders could experience longer wait times, reduced frequency, and discontinued routes, which would disproportionately impact low-income communities, seniors, and individuals with disabilities. The regional economy would suffer with less access to jobs, educational opportunities, and would likely discourage businesses from locating in Pittsburgh. Moreover, service reductions could increase road congestion, leading to longer commutes and higher transportation costs for residents.





Pittsburgh Regional Transit



## How does PRT benefit the economy?

Over the past five years alone, PRT has invested nearly \$2 billion across Pennsylvania, benefiting multiple counties and boosting the state's economy, including:

- \$1.6 billion in Allegheny County
- \$114 million in Westmoreland County
- \$16 million in Cumberland County
- \$12 million in Washington County
- \$5 million in Butler County

This funding supports large and small businesses and economic growth statewide.

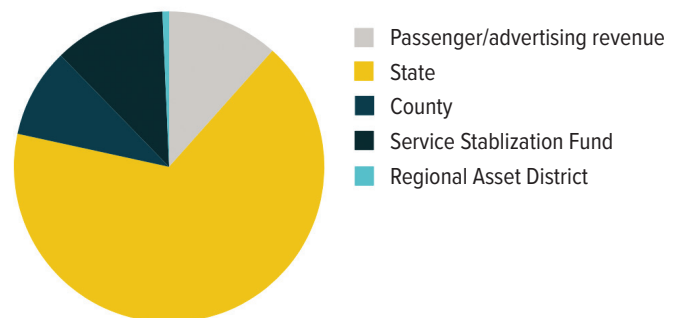
Public transit also stimulates economic development by attracting businesses and real estate investments to transit-accessible locations, and studies have shown that every dollar invested in public transportation generates approximately three dollars in economic returns.

## Hasn't the governor already proposed new funding?

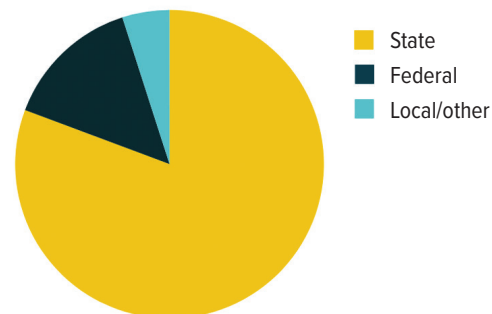
Governor Shapiro has proposed increasing the amount of sales tax revenue transferred to the Public Transportation Trust Fund by 1.75%. PRT estimates this would increase its share by an additional \$40 million a year. However, this level of funding would fall short of the annual investment PRT needs to continue to serve riders at the current service levels.

## PRT funding sources FY25

### Operating budget



### Capital budget



## How can I help?

PRT has already reduced service by more than 36% in the last 25 years, and many fear cutting service further will lead the agency into a "death spiral" where service cuts and less funding lead only to more service cuts and even less funding.

**Legislative action is needed to ensure that riders across Allegheny County maintain their access to fast, frequent, and affordable public transit.**