



To: Governor Josh Shapiro  
PennDOT Secretary Mike Carroll  
House Transportation Committee Chair Ed Neilson  
House Transportation Committee Republican Chair Kerry A. Benninghoff  
House Local Government Committee Chair Robert Freeman  
House Local Government Committee Republican Chair R. Lee James

We are writing to express our organizations' support for HB 1307 and/or HB 902, which create the opportunity to raise critical local funding to supplement state dollars. This will enable the SEPTA region and Allegheny County to address our aging transportation infrastructure and backlog of capital projects, and with prompt action will provide an avenue for generational investment into our public transit systems through the current federal funding opportunities.

With this policy, the legislature would finally be implementing one of the primary recommendations that surfaced from [Representative Martina White's 2019 House Transportation Infrastructure Task Force](#).

The historic lack of capital funding, alongside the sunset of Act 89, has resulted in a major backlog of maintenance and construction projects to create the transportation infrastructure necessary for Pennsylvania's economy to flourish. For the SEPTA service area, this state-of-good-repair backlog now tallies above \$5 billion, while in Allegheny County the light rail system is long overdue for maintenance, with more than [50 rail cars needing replacement at a project cost of between \\$400-\\$500 million](#). Taken together, this creates a poor rider experience that includes infrequent and unreliable transit service, extensive issues of cleanliness and safety, and a lack of accessible stations and vehicles - especially unacceptable for public infrastructure over 30 years after the passage of the Americans with Disabilities Act.

The proposed legislation would give these local municipalities the freedom to increase local funding to supplement existing state funding and help solve these challenges. And it is critical that we tackle this problem now, with the wealth of new federal funding available to Pennsylvania through the Infrastructure Investment and Jobs Act (IIJA) and Inflation Reduction Act (IRA). These federal funding packages can offer our region billions of dollars, but our transit agencies require additional local matching dollars to qualify. Without this money, cities in other states will be more competitive to the business community and receive greater investment, putting Pennsylvania further behind.

In Philadelphia as an example, SEPTA earns the seventh-highest amount of revenue of any system in the country, yet sits at 28th in the amount of local funding - lower than peer cities as disparate as [Phoenix](#), [Chicago](#) and [Seattle](#). Unfortunately, local governments cannot simply decide to raise more funds for public transit; they need state authorization to do so. This local funding will not replace the state's contributions, which remain vital for operations, but it can serve as a pivotal supplement to yield the transformative projects our state deserves like the Roosevelt Boulevard Subway, the East Busway

Extension to the East Suburbs and Mon Valley in Allegheny County. Projects like these can become a reality, but only if we raise local dollars now; every day we delay, these investments become more expensive and harder to achieve.

By enabling local control over additional funding mechanisms, the municipal governments affected by this legislation can maximize the return on investments brought to their region and the state as a whole - [estimated at 5 to 1 from public transit alone](#). Moreover, local transportation funding initiatives have yielded greater public support for public transit and enhanced ridership—reducing congestion and improving air quality— in a diverse array of cities like [Cincinnati](#) and [Phoenix](#).

For all these reasons, we urge you to support HB 1307 and/or HB 902 to allow local governments to control our own destinies, and raise the local capital funds needed to build better transportation infrastructure for Pennsylvania.

Sincerely,



CC:      Members of the House Local Government Committee  
         Members of the House Transportation Committee  
         Members of the Allegheny County delegation  
         Members of the Bucks County delegation  
         Members of the Chester County delegation  
         Members of the Delaware County delegation  
         Members of the Lancaster County delegation  
         Members of the Montgomery County delegation  
         Members of the Philadelphia delegation



HB 1307 would allow for optional fees to be added by certain counties (Allegheny, Bucks, Chester, Delaware, Lancaster, Montgomery, and Philadelphia) to collect additional local funding to support transportation projects.

HB 1307 would enable the Philadelphia region and Allegheny County to address our aging transportation infrastructure and the opportunity to invest in transformative new projects.



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**HB 1307**

# Local Transit Funding

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## HB 1307 BENEFITS

Potential to generate 49,700 jobs based on opportunities this creates for federal investment

Projects like the Roosevelt Blvd Subway in Philadelphia, and the East Busway Extension in Allegheny County could become a reality

Access federal funding through the IRA and IIJA to match funds that are raised locally

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