

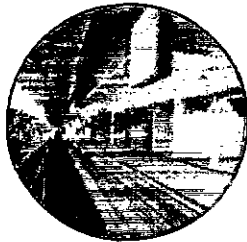
Kosciusko Leadership Academy 2002 Public Transportation



Project Objective



City Bus Information



KABS City Bus Mission

Project Team:

Jeff Webb
Larry Richardson
Sarah Shupe



Passenger Report

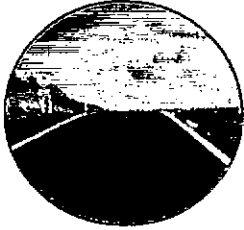


Funding Sources



Relavent Articles

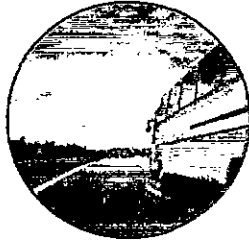
KLA 2002 Public Transportation



Project Objective

We began our project by asking the question “is Kosciusko County offering sufficient public transportation to the community?” We were convinced that public transportation is a vital public service. Through our research we found that it is also an important factor in maintaining the social and economic health of our county. We wanted to find out whether or not the public transportation needs of Kosciusko County were being met. What we found was Kosciusko County’s “best kept secret”. We discovered that KABS City Bus Organization is passionate about meeting the public transportation needs of this county. The goal of our project is to bring awareness to the leaders of our community about KABS City Bus. We created a video presentation including an interview with Rita Baker, General Manager of KABS City Bus. In this interview we learn about what KABS City Bus is doing for our community and what their needs are to continue and improve this important community service.

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City Bus Information

- City Bus Brochure
- Historical Information
- Financial Information
- Operational Information
- Beneficial things KABS has done for the community

SPOTTING YOUR City Bus

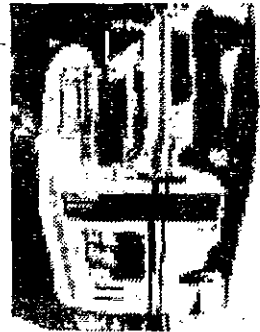
Your bus will arrive at the curb of your requested pick-up location. Please be waiting for the City Bus as it cannot wait for you.

GETTING ON / OFF YOUR BUS

- ◆ Stand at your door, the bus stop, curb, or street corner.
- ◆ Have your pass, token, or change ready when the bus stops.
- ◆ When exiting, please check that you have everything.
- ◆ All KABS buses are equipped with lift services for elderly and wheelchair-bound passengers.

Drivers are fully trained and eager to help you use the lift when steps pose a problem.

This brochure is available in alternative formats at the KABS office



CUANTO CUESTAN LOS VIAJES DE

City Bus

PARA RESERVACIONES (UN DIA DE AVISO) \$1.00

PARA PEDIR EL SERVICIO EL MISMO DIA \$3.00

PASES DE 10 VIAJE SE VENDEN EN LA OFICINA POR \$10.00 CADA UNO

SI LAS CITAS RESERVADAS NO SON UTILIZADAS UNA MULTA DE \$5.00 SE APLICARA A LA PROXIMA VUELTA.

Pases para el CITY BUS se pueden comprar por correo o en persona en:

KABS

1804 E. WINONA AVE.
WARSAW, IN 46580
(219) 267-4990

Para ser un "viaje de prioridad" por favor llamar y hacer una reservacion con 24 horas de anticipacion de la fecha que va viajar.

Usted puede llamar para ser una reservacion permanente. Nosotros los recogeremos a la misma hora todos los dias o solamente un dia a la semana. No tendran que llamar de nuevo solamente cuando van a cancelar una reservacion.

Si usted no puede llamar con un dia de anticipacion, nosotros trataremos de hacer lo mejor que podamos para acomodar su viaje, pero no podemos garantizar que el viaje va ha ser disponible o a la hora que lo necesite.



MASS TRANSIT MADE EASY

Providing service to Kosciusko
County for 19 years!

- ◆ Reliable and affordable curb-to-curb service
- ◆ Expanded Service Area and Hours
- ◆ Guaranteed "On Time" Service
- ◆ Standing Rides Available
- ◆ Service Hours: 5:30 AM to 9:00 PM
- ◆ Great for Work, Shopping, Doctor's Appointments

WHY RIDE *City Bus* ?

- ◆ It saves money and energy.
- ◆ You can help reduce traffic, accidents and pollution by letting KABS' professional drivers take you where you need to go in Warsaw and Winona Lake.
- ◆ If we're ever late, your ride is Free!

HOW TO RIDE *City Bus*

To make a prescheduled trip reservation, call **KABS** a day in advance at 267-4990, Monday through Friday between 8 AM and 4:30 P.M.

Be ready to tell us:

- Where you are
- Where you want to go
- When you want to arrive

WE GUARANTEE

City Bus guarantees on time service. If we're ever late, your ride is free, no excuses, no exceptions, every time, every day. We are the only bus system in Indiana that makes such a promise.

HOW MUCH DOES IT COST

TO RIDE THE *City Bus* ?

FARE \$1.00
(Prescheduled a day in advance)

FARE \$3.00
(Same day service)

10-RIDE PASSES OR TOKENS MAY
BE PURCHASED IN THE OFFICE
FOR \$10.00

➤ IF YOU FAIL TO KEEP A
SCHEDULED RIDE THERE WILL
BE A NO SHOW FEE OF \$5.00.

City Bus PASSES/TOKENS

are available by mail or in person
at:

1804 E. WINONA AVENUE
WARSAW, IN 46580

267-4990

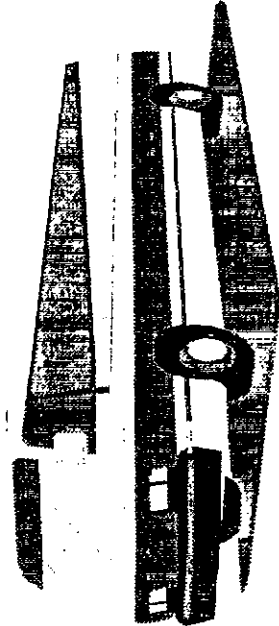
Make checks out to: **KABS**

THREE WAYS TO RIDE

Warsaw and Winona Lake residents have three ways to access the

City Bus.

- ◆ To make a "prescheduled trip", you can call a day in advance of the time you wish to travel and make a reservation.
- ◆ You can call and set up a standing reservation, which means we will pick you up at the same time everyday or just one day each week. You will never have to call unless you need to cancel your reservation.
- ◆ If you cannot call a day in advance, we will still do our best to accommodate you, however we cannot guarantee that a ride will be available exactly when you need to depart.



HOW MUCH DOES IT COST

TO RIDE

INTERURBAN

WHY RIDE INTERURBAN

- It saves money and energy
- KABS INTERURBAN provides safe, convenient passenger responsive transportation
- If we're ever late, your ride is free!

HOW TO RIDE INTERURBAN

To make a trip reservation call KABS at least 24 hours in advance at 267-4990, Monday through Friday between 8:00AM and 4:00PM.

Be ready to tell us:

Where you are

Where you want to go

When you want to arrive

"We'll do the rest"

GENERAL INFORMATION ABOUT INTERURBAN

- INTERURBAN operates in different parts of Kosciusko County on different days. To ensure the best possible trip connections please call as much as two weeks before your desired trip.

- INTERURBAN is a ride-share program. You may travel with other passengers who have common destinations.

- When you schedule a ride, you will be given a 30-minute pick-up "window". Please watch for the bus to arrive within that time.

- If you fail to keep a scheduled ride or cancel a ride within 24 hours of your pick-up time, a \$5.00 NO SHOW fee will be charged

FARE \$5.00
(WITHIN 4 MILES OF WARSAW)

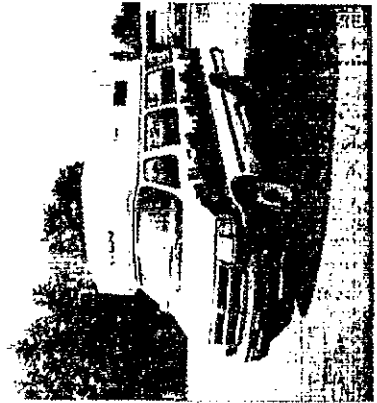
FARE \$8.00
(WITHIN REMAINING AREAS OF
KOSCIUSKO COUNTY)

Fares are per-person, round trip.

Children under 15 travel free with fare paying adult (Common destinations required).

Trips involving excessive mileage may be charged an extra fare.

You may schedule connecting trips around Warsaw on KABS City Bus.



SPOTTING YOUR INTERURBAN BUS

Your INTERURBAN bus will arrive at the curb in front of the requested pick-up location. Please be waiting for the INTERURBAN bus as the bus cannot wait for you.

GETTING ON/OFF YOUR BUS

- Please have your fare ready when boarding the bus.
- When exiting, please check that you have everything.
- All KABS buses are equipped with lifts. Please inform the driver if you need assistance boarding the bus.

Drivers are fully trained and eager to help you use the lift when steps pose a problem

This brochure available in alternative formats at the KABS Office.

COMO VIAJAR EN EL AREA DE LOS CAMPOS DE KOSCIUSKO

Para hacer una reservacion tiene que llamar a KABS con 24 horas de aviso al 267-4990, de lunes a viernes de 8:00a.m. hasta las 4:00p.m.

Este listo de decirnos:

Donde esta

Donde quiere ir

A que hora tiene que llegar

NOSOTROS HACEMOS EL RESTO

Cuanto cuesta viajar en el area de los campos:

- Tarifa.....\$5.00
(dentro de las 4 millas alrededor de Warsaw)
- Tarifa.....\$8.00
(las otras areas restante del condado de Kosciusko)

Tarifa seran por personas, de ida y vuelta
Niños menores de 15 años viajarian gratis con un adulto que este pago.(es requerido que tengan el mismo destino)

Viajes que envuelvan millaje excesivo seran cargados extras en la tarifa.

INTERURBAN

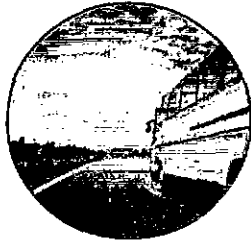
MASS TRANSIT MADE EASY

Providing service to Kosciusko County for 20 years

- Reliable and affordable curb-to-curb service.
- Available to all areas of Kosciusko County
- Guaranteed On Time Service
- Service Hours: 8:30AM to 5:00PM Monday-Friday
- Great for Shopping, Doctors Appointments and fun



KLA 2002 Public Transportation



City Bus Information

Position Statement: Kosciusko Area Bus Service

Cardinal Center believes it is the responsibility of the local community to insure the availability of adequate local funds to support public transportation in Kosciusko County.

Cardinal Center remains committed to support public transit. Public transportation is essential to the health and well being of individuals and of the local community. Kosciusko County is best served by a comprehensive transportation system that serves all members of the community regardless of age, economic status, religious beliefs or physical abilities.

Historical Information:

KABS has provided public transit services to Kosciusko County since 1981.

In 1996 KABS carried more than 86,000 passengers.

Cardinal Center has been the sole source of local funds since 1981.

Most public transit programs in Indiana are operated and funded by local government.

Cardinal Center provides 100% of all local money necessary to operate KABS.

In 1996 Cardinal Center contributed over \$115,000 to support KABS.

Financial Information:

KABS is funded by Federal and State Grants and local matching dollars.

KABS received \$437,000 in Federal and State Grants in 1996.

All grants require local matching dollars.

Cardinal Center contributes over \$73,000 annually for public transit in Warsaw/Winona Lake.

Cardinal Center passengers account for 12% of the passengers in Warsaw/Winona Lake.

The remaining 88% are people going to work, seniors and school children.

Approximately 27% of KABS Operating Expenses must come from local sources.

Fares account for only 7% of KABS operating expenses.

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City Bus Information

Operational Information:

KABS transported 51,600 passengers in Warsaw/Winona Lake service area in 1996.

43,400 passengers were carried on the Kosciusko County routes.

Since 1995 KABS passengers in Warsaw/Winona Lake have increased 72%.

KABS changed from a fixed-route to demand response service in 1995.

Since 1995 KABS has reduced operational costs by 9% through cost savings efforts.

KABS is an effective and efficient transit system.

KABS is one of 13 county transit systems operating in Indiana.

80 Indiana Counties do not have county wide transit services.

Efficient Use of Resources

Discount for scheduling in advance, more efficient use of vehicles

Drivers drive split shifts to accommodate peak ridership

Ongoing training for drivers/staff

Over 2 million miles accident free

Eliminated driver uniforms in 2000

Overtime down: 1995 557.1 hr cost = \$7,527

2000 24.2 hr cost = \$326

KLA 2002 Public Transportation



KABS City Bus Mission

*“The mission of KABS is to meet the public transportation needs of our community. We believe our community deserves public transportation that is: **Reliable - Affordable - Accessible - Convenient - Responsible - Safe - Professional.**”*

Good Things KABS City Bus has done for the Community

Serving Kosciusko County since 1981

- Families have moved to Warsaw because Warsaw has public transportation
- 2000 began Interurban bus 8:30am - 5:00pm, brings county passengers to Warsaw
- Staff volunteers ring bell at Christmas for Salvation Army
- Food drive for Combined Community Services
- Transported Special Olympics passengers to events
- Toy drive for the Beaman Home at Christmas
- 2000 saved a life, passenger Irene W.
- Helped Kosciusko County Foundation with Grand Opening
- Raised funds to purchase a computer for passenger Doug F.
- Transported troubled kids after school to church
- Driven over 2 million miles accident free

KLA 2002 Public Transportation



Passenger Report

KABS/City Bus - 2000 Passenger Report

42,359 Total City Passengers in 2000

35,827 Total County Passengers in 2000

= 78,186 Total Passengers in 2000

- 50% of KABS passengers have a mobility impairment.
- 61% report no other transportation available.
- 89% consider KABS their primary source of transportation.
- 79% of passengers are on fixed incomes.
- 68% have personal incomes less than \$10,000.
- 47% use KABS for work or school.

Passenger Ride Breakdown 2001 - 1st Quarter

Work	30%
School	24%
Medical	2%
Stores/Restaurants	6%
Cardinal Center	11%
Bowen Center	17%
Personal Trips	10%

KLA 2002 Public Transportation



Funding Sources

KABS/City Bus Funding Sources:

Federal Section 5311 Funds: Yearly Grant

State Public Mass Transit Funds: Yearly Grant

Farebox Revenues

Local Income:

Transit Contracts: Cardinal, Bowen Center, Grace College

OBRA Lease

Maintenance Contracts

Special Service

Warsaw City

County Government

Medicaid

Misc. Income

KABS 2000 Actual Costs

Total Operational Costs:	\$46.21 per vehical operational hour
City Bus Costs per passenger:	\$8.21
City Bus Costs per mile:	\$3.20
City Bus Passengers per hour:	4.8
Personnel Costs:	49% of total costs
<i>Program wages:</i>	<i>27%</i>
<i>Support wages:</i>	<i>22%</i>
<i>Fringe Benefit Costs:</i>	<i>22%</i>
Total Labor Costs:	71% of total costs
Insurance:	3%
Materials and supplies:	10%
Misc. Expenses:	4%
Indirect:	11%

KLA 2002 Public Transportation



Relevant Articles

- Determination Drives...So does KABS!, The Paper
- Rural Transportation/Rural Facts - RTC Home Page
- Public Transportation: Wherever Life Takes You
- FTA Program Fact Sheet

Determination drives . . . so does KABS!

By MARGARET FRITZEL
Guest Feature Writer

Doug Fletcher, afflicted with cerebral palsy and paralyzed from the neck down since birth, has an "out of the box" lifestyle. He describes himself as a maverick whose body does not work as well as his mind. Doug was born in Knoxville and moved to Warsaw four years ago. His family includes his mother, Elizabeth; sister, Linda; and niece, Desiree, who still live in Knoxville. His father died of cancer in 1996.

While living at Extended Care, now called Hickory Creek at Warsaw, the activity director took Doug to the Warsaw Community Public Library on the KABS bus. This outing turned

out to be a brand new beginning for him!

Now living at Mason's Health Care Center, Doug takes weekly trips to the library, rain or shine. He said, "It's a plus all the way around. I make new friends, improve my mind and get to be independent. The quality of my life has improved 100 percent since I started going to the library."

He goes on to say, "KABS is my lifeline to the outside world. I would never have had the opportunity to venture outside the confines of the health care facility by myself. Only if the winter weather stops KABS, I will stop!"

Stories about real people in real situations appeal to Doug,

so you can often find him browsing through the biographies. He also enjoys historical books. With only partial use of the fingers on his left hand, Doug navigates patiently and skillfully through the Internet and WCPL's electronic card catalog. Friendships have developed with the KABS drivers and library staff. "Jo Anne Star, library associate, is like a second mother to me," comments Doug. With a chuckle he adds, "She has the tenacity of a bulldog when she's doing reference work. She never quits until she finds the answer to my question." Earlier this year, Doug nominated Jo Anne for the Heart of God award sponsored by the Kosciusko Foundation.

Other kinds of leisure include professional and collegiate sports. He is a big Chicago Cubs fan. Scores of PGA winners are tracked in addition to researching professional baseball teams and players. Doug also enters contests that require him to predict winners and scores for college sports teams.

Writing poetry is another interest. His poem "Hungry for Love" won an award and a



DOUG FLETCHER

certificates in a National Library Poetry contest. The challenge of discovering answers to trivia questions also appeals to him. More adventure awaits Doug in the new year 2001. In his motorized wheelchair he plans to travel the halls of Ivy Tech State College as a student! This opportunity to enhance his knowledge of computers and use of technology excites him.

Doug's determination to not let his physical limitations thwart his desire for learning nor stop his thirst for independence is an inspiration to all who know him. His strength of character and perseverance reminds this writer of what Winston Churchill said, "Never give in, never give in, never, never, never, never — in nothing, great or small, large or petty — never give in except to convictions of honor and good sense."

Increase in quality of my life 100%
Have more independence than ever before in
entire life.

KAPS is main reason for move to Warsaw
Have made many more new friends than I
would have if I stayed at home.

I have the freedom to go where & when I want,
without any limitations

Gained ~~more~~ better self-esteem and better view
of my future

Self worth is stronger than ever before because
of freedom to do whatever I want to accomplish.

This all due to KAPS

KAPS is the only reason for me to stay
in Warsaw.

DOUG FLETCHER

To all of the staff & donors
to KABS -

Thank you from the
bottom of my heart for
everything you have done
for me.

It really makes me
feel warm inside to know
that you care the way
you do.

The computer will make
it like so much easier on
the weekends, when I can't
use the KABS.

You have been so
thoughtful and generous
and I never mind it comes to
know I think of you as
an extended family.

This card comes to you
with all the thanks
that I could fit
inside the envelope

All my thanks
and all my gratitude,
your friend,
DJ

This is what we do - public transit

Thank you for having KABS
in this area.

Coming from New York it has
been a blessing for me to get
out for a couple of hours.

Can't wait for Wal Mart's
Super store to open.

Dear Rita,

May 24, 2001

Thank you very much to you and
the rest of the KABS staff for your
shuttle service provided for our
Grand Opening Celebration. Your
services put our minds at ease
regarding how our guests would get
to us during the downtown construction.
We really appreciate your support of
the foundation.

Yours
Sincerely,



Rural Transportation

RuralFacts

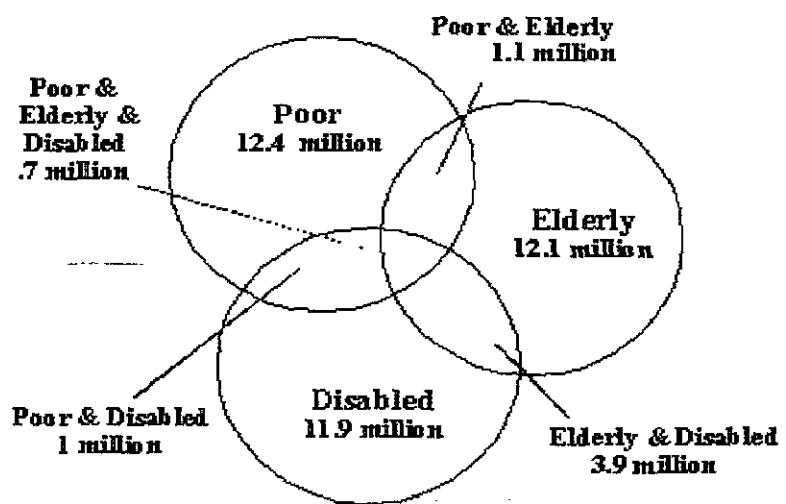
We all need transportation--to work or school, to shop, to visit friends and family, to go to church or keep an appointment--whether we live in the city, country or small town. Ideal transportation is reliable, convenient, safe, affordable, and physically-accessible.

Rural Public Transportation: Who Needs It?

Of the 91 million people living in areas eligible for *Section 5311 non-urbanized transportation services*, more than a third are classified as transportation dependent because they have no personal transportation.

Description of Diagram.

Rural residents make up 27 % of the U.S. population. However in 1996, only 5.5 % of Federal transportation funds were allocated to serve them (Status Report on Public Transportation in Rural America). Rural sidewalks and streets may not be paved, taxis are rare and expensive, and there are few full-size buses, commuter trains or subways. Where there is public transportation for people with disabilities, it is usually provided by vans (53%) or small buses (21%) that have restricted operating times and destinations. Half of these vehicles are past their life expectancies and 60% aren't wheelchair-accessible. Per capita, rural people own more private vehicles than urban people, but more than half of poor rural families don't own one--one out of thirteen rural households.



Transportation Dependent Rural Americans

Half of these vehicles are past their life expectancies and 60% aren't wheelchair-accessible. Per capita, rural people own more private vehicles than urban people, but more than half of poor rural families don't own one--one out of thirteen rural households. What is the rural person

who doesn't drive or who can't afford a car to do?

For 41 % of rural residents, there's **NO** public transportation available at all. Another 25 % live in areas where public transportation is extremely inadequate, providing fewer than 25 trips per year for each household without a personal vehicle. Lack of transportation is one of the most frequently cited problems facing people with disabilities living in rural areas.

Urban residents make up 73 % of U.S. population. In 1996, however, 94.5 % of Federal transportation funds were allocated to serve them. Daily, even people with disabilities choose from an array of transportation options: walking or wheeling on paved sidewalks, hiring taxis, or using accessible public buses, commuter trains, or subways. One out of six households in large urban areas doesn't own a car, but the availability of public transportation makes a personal vehicle unnecessary. Urban public transportation provides 955 trips annually for each household without a personal vehicle.

Description

Rural Public Transportation: Who Uses It?		
Rural residents who do use public transportation have some interesting, but not unexpected characteristics:		
Characteristic	Percent of Rural Population	Percent of those using Public Transportation
Women	51%	62%
Elderly	18%	36%
People with Disabilities	13% (U.S. Census)	24%

Rural Public Transportation: Where are Rural Riders Going?

Rural riders use public transportation to accomplish basic daily tasks and to meet their basic needs:

- 20% of rural riders commute to and from jobs or job training.
- 17% travel to human service agencies (half of that number go to congregate meal programs).
- 14 % keep medical appointments.
- 13% do their shopping.
- 36% do personal/family business, socialize or recreate.

Rural Public Transportation: How Can We Make it Better?

Currently, the expenditure of Federal funds between urban and rural areas is inequitable. Resources allocated to rural transportation should be increased to

reflect rural needs. This doesn't mean that rural services can or should be identical to those available in urban areas-- there are creative rural solutions for rural problems. Rather, the policy goal should be to give rural residents with disabilities equal access to opportunities.

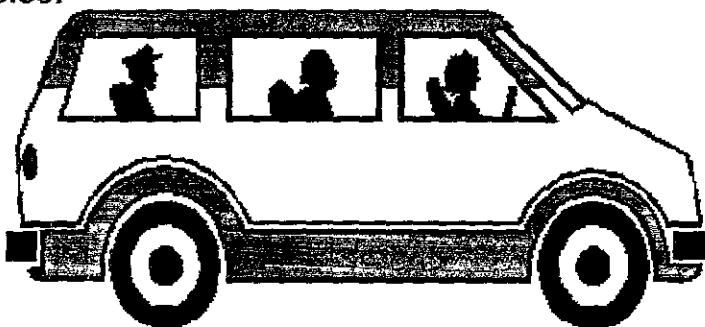
Changes in 49 U.S.C. 5311 can help accomplish this goal. In addition, since a large portion of rural transportation-dependent people are elderly or have a disability, the rural appropriation under 49 U.S.C. 5310 should be reconfigured. Although funds are allocated according to Census data, allocated funds must be spent equitably so those who need it most will have equal access to transportation.

For the two-thirds of rural residents with no or severely inadequate public transportation services, THINGS CAN GET BETTER. It will take money, cooperation, and the kind of inventiveness that has always characterized rural people.

Rural Public Transportation: Promising Rural Strategies

Coordinated Models with Shared Vehicles:

Agencies should be encouraged and rewarded for sharing vehicles and coordinating services. In New Mexico, an Independent Living Center and a community church have acquired and shared an accessible van. Areas of Michigan and Tennessee are exploring ways to use school buses as public transportation. LINK, Inc. of Hayes, Kansas, helped create a multi-county project through agency cooperation.



Volunteer Systems:

Volunteer drivers can be reimbursed for providing transportation to their friends, neighbors and co-workers. The RTC: Rural's Supported Volunteer Rural Transportation Voucher Program has been successful with this. The Community Transportation Association of America supports increased use of volunteers in rural transportation.

Voucher Systems:

Low-income riders can use transportation vouchers to reimburse community and human service agency transportation providers. Our Supported Volunteer Rural Transportation Voucher Program is a successful example.

Personal/Private Enterprise:

Interest-free loan programs that allow carless households to purchase and maintain a vehicle can be established. Tennessee and Georgia are experimenting with this.

Tennessee has also explored allowing individuals to pool transportation allotments to lease shared vehicles. Entrepreneurs can be encouraged to start their own transportation-on-demand small businesses.

For more information, please contact us at:

Research and Training Center on Rural Rehabilitation Services
The University of Montana Rural Institute: A Center for Excellence in
Developmental Disabilities Education, Research and Services
52 Corbin Hall
Missoula, MT 59812-7056 | (406) 243-5467 Voice/TT | (406) 243-2349 Fax
(888) 268-2743 Toll Free | muarid@selway.umt.edu

References

Status report on public transportation in rural America, 1994. (1995). Washington, DC: Community Transportation Association of America.

Atlas of public transportation in rural America, 1994. (1995). Washington, DC: Community Transportation Association of America.

Bernier, B. & Seekins, T. (1996a). Making Transportation Work: For People with disabilities in rural America. Missoula: The University of Montana, Montana University Affiliated Rural Institute on Disabilities.

Bernier, B. & Seekins, T. (1996b). Rural transportation voucher program for people with disabilities: Three case studies. Missoula: The University of Montana, Montana University Affiliated Rural Institute on Disabilities.

Resources

Tom Seekins, Director,
RTC on Rural Rehabilitation Services,
The University of Montana Rural Institute: A Center for Excellence in
Developmental Disabilities Education, Research and Services
52 Corbin Hall
Missoula, MT 59812-7056 | (888) 268-2743 | ruraldoc@selway.umt.edu

Community Transportation Association of America,
1341 G Street, N.W., Suite 600,
Washington, DC 20005 | (202) 628-1480 | (800) 527-8279 |
Fax: (202) 737-9197

Rural Transit Assistance Program,
Federal Transit Administration, Department of Transportation,
400 Seventh St., S.W.,
Washington, DC 20590

Transportation Information Specialist,
Economic Research Service, USDA,
1800 M Street, N.W.,
Washington, DC 20036-5831 | (202) 694-5338 or (202) 694-5050 |



This publication is funded by grant # H133B70017-01 from the U.S. Department of Education. The opinions reflect those of the authors and are not necessarily those of the Department of Education.

This RTC: Rural Factsheet was prepared by Diana Spas and Tom Seekins, © RTC: Rural, 1998.

[Return to Independent Living and Community Development Page](#)

[Return to Transportation Page](#)

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Public Transportation: Wherever Life Takes You



- [Public Transportation
Wherever Life Takes You](#)
- [Public Transportation Primer](#)
- [Resource Links](#)
- [News Room](#)
- [Public Transportation
Partnership for Tomorrow \(PT\)²](#)
- [Home](#)

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- [What Is the "Public Transportation: Wherever Life Takes You" Campaign?](#)
- [Why Now?](#)
- [What's the Campaign's Message?](#)
- [What Activities Will the Campaign Undertake?](#)

What Is the "Public Transportation: Wherever Life Takes You" Campaign?

Public transportation organizations and corporations across the country formed the Public Transportation Partnership for Tomorrow (PT)² to launch the "Public Transportation: Wherever Life Takes You" campaign. The campaign is a nationwide education and outreach initiative designed to strengthen support for public transportation among the public and local, state and federal officials in order to positively impact funding decisions.

The "Public Transportation: Wherever Life Takes You" campaign will educate the public about the many benefits public transportation provides to individuals and communities. By helping the American public to appreciate the full value and broad range of advantages, (PT)² partners hope to build broader support for increased investment and pro-public transportation policies.

[▲ Back to Top](#)

Why Now?

Public transportation is undergoing a resurgence - ridership and federal funding are currently at a 40-year all-time high. Throughout the country, improvements are being made in service and in expanding public transportation options. Despite the great progress that has been made, perceptions of public transportation have not kept pace with improvements.

If public transportation is going to continue playing an important role in helping increase mobility, reduce congestion and improve the quality of life, private citizens and elected officials need to better understand how public transportation benefits everyone and builds stronger communities.

The Transportation Equity Act for the 21st Century (TEA-21), which was enacted in June 1998, provides \$41 billion over six years to transit systems in local communities and states throughout the country. In 2003, TEA-21 and its significant investment in public transportation will expire. Congress will need to reauthorize this vital program, which can benefit all communities. As Congress and the

Administration deliberate on the extension of TEA-21 programs and funding levels, the "Public Transportation: Wherever Life Takes You" campaign will help build awareness and encourage support.

[▲ Back to Top](#)

What's the Campaign's Message?

The campaign will emphasize the American values that characterize the personal benefits of public transportation: opportunity, choice, access and freedom. These elements enable people to accomplish what is important to them, making communities stronger and more vibrant for riders and non-riders alike.

What Activities Will the Campaign Undertake?

The "Public Transportation: Wherever Life Takes You" campaign includes the following activities:

National and Local Advertising

Print, radio and cable and local television will be used to motivate interest and action on the topic of public transportation among stakeholders. Venues include network cable television such as Fox News Channel, CNN, CNBC, MSNBC, and national magazines such as Money, Time and Smithsonian.

Policy Research

A strong base of information and policy research will be developed to provide statistics and facts to make public transportation's story compelling to opinion leaders.

Advocacy and Coalition Building

Activities will be initiated at the state and local levels by local transit coalitions. These coalitions will collaborate with other important interest groups to build support among key constituencies. Efforts will also focus on building coalitions among interest groups in key public transportation markets.

"Wherever Life Takes You" Web site

A Web Site, www.publictransportation.org, has been created to help disseminate ongoing information about the "Wherever Life Takes You" campaign and important transportation issues to public transit authorities and local coalitions, opinion leaders, government officials, the media and the public.

[▲ Back to Top](#)

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²

- Public Transportation
Wherever Life Takes You
- Public Transportation Primer
 - What is public transportation?
Who uses it... and where?
 - Why is public transportation
important?
 - Benefits of public transportation
Who pays for it... and why?
- Resource Links
- News Room
- Public Transportation
Partnership for Tomorrow (PT)²
- Home

What is public transportation?

Public transportation includes all multiple occupancy vehicle services designed to transport customers on local and regional routes. These services include: private and public buses; trolleybuses; vanpools; jitneys; demand response services; heavy and light rail; commuter rail; automated guideway transit; inclined plane; cable cars; monorails; tramways; and ferryboats.

How Large is the Public Transportation Industry?

- In 2000, America's public transportation systems employed 350,000 workers to operate, maintain and manage all modes of transit.
- A full 50% of this workforce serve as operators or conductors.
- In addition, 10,000-20,000 professionals work under contract to public transportation systems or are employed by companies and government offices that support these systems.
- The public transportation fleet is comprised of 129,000 vehicles in active service with the majority (58%) being buses.

How Many Public Transportation Providers Are There?

- There are approximately 6,000 public transportation systems operating in the United States and Canada, with the majority of these agencies operating more than one type of service.
- Many agencies typically contract additional services with private operators, further increasing the number of total public transportation providers.

How Much Energy Does Public Transportation Use - and Save?

- In 1999, public transportation vehicles used 856 million gallons of fossil fuels and 5.2 billion kilowatt-hours of electricity - which is less than 1% of all energy consumed in the U.S.
- Among fossil fuels, diesel ranks first and is used primarily by buses, but vehicles also use gasoline, compressed natural gas, propane, and liquefied natural gas.
- Most electricity (65%) is consumed by heavy rail vehicles, as well as commuter rail (25%) and light rail (8%).

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²



- Public Transportation Wherever Life Takes You
- Public Transportation Primer
 - What is public transportation?
 - Who uses it... and where?
 - Why is public transportation important?
 - Benefits of public transportation
 - Who pays for it... and why?
- Resource Links
- News Room
- Public Transportation Partnership for Tomorrow (PT)²
- Home

Who uses it... and where?

Who Uses Public Transportation?

- Public transportation customers are diverse: People age 65 or older represent 7% of riders; 18 years and younger, 10%; women, 52%; White, 45%; African-American, 31%; Hispanic, 18%; and Asian and Native Americans, 6%.
- In 2000, Americans took 9.4 billion trips using public transportation, an increase of 3.5% from the previous year - the equivalent of more than one million new trips each day.
- During the same year, ridership grew twice as fast as the U.S. population and outpaced growth in other travel modes.
- An estimated 14 million Americans ride public transportation each weekday and an additional 25 million use it on a less frequent but regular basis.

Where Do People Go on Public Transportation?

- Work is the most popular destination, with 54% of all trips ending at workplaces. However, people use public transportation for a variety of reasons:

Work	54%	--
School and educational activities	15%	--
Shopping	9%	--
Social visits with family and friends	9%	--
Medical appointments	5.5%	--

Public Transportation: Wherever Life Takes You | Public Transportation Primer | Resource Links | News Room
 Public Transportation Partnership for Tomorrow (PT)² | Search | Site Map | Contact Us

[Search](#) [Site Map](#) [Contact Us](#)

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²

Public Transportation
Wherever Life Takes You

Public Transportation Primer

What is public transportation?

Who uses it... and where?

• Why is public transportation
important?

• Opportunity

Access

Choice

Freedom

Benefits of public transportation

Who pays for it... and why?

Resource Links

News Room

Public Transportation
Partnership for Tomorrow (PT)²

Home

[Search](#) [Site Map](#) [Contact Us](#)

Why is public transportation important?

Opportunity

Public transportation creates a wealth of new opportunities for individuals and communities. It is a catalyst for economic and social opportunities that help make America more efficient and productive.

The Facts

- [Provides Economic Opportunities](#)
- [Enhances Personal Opportunities](#)
- [Expands Community Opportunities](#)

FACT: Public Transportation Provides Economic Opportunities

- A transit coalition report, "Dollars & Sense: The Economic Case for Public Transportation in America," found that every dollar taxpayers invest in public transportation generates \$6 or more in economic returns.
- Transit capital investment is a significant source of job creation. Economic studies show that 314 jobs are created for each \$10 million invested in transit capital funding and more than 570 jobs are created for each \$10 million invested in the short run.
- A \$10 million investment in public transportation results in a \$30 million gain in sales for local businesses (3 times the public sector investment in transit capital).
- For every \$10 million invested in public transportation, more than \$15 million is saved in transportation costs to both highway and transit users.
- Business output is positively affected by transit investment. A sustained program of transit capital investment will generate an increase of \$2 million in business output. After 20 years, these benefits increase to \$31 million.
- On average, a typical state/local government could realize a 4%-16% gain in revenues due to the increases in income and employment generated by investments in transit.

[▲ Back to Top](#)

FACT: Public Transportation Enhances Personal Opportunities

- American families spent 18% of household spending on transportation,

making it the second largest household expenditure after housing. Public transportation can significantly reduce the amount of money a family spends getting to work, school and other activities.

- The high cost of driving, insuring and parking a car results in a reduction in individual economic opportunities. It can make it hard for many to access high quality and high paying jobs. Public transportation provides an affordable, and for many, necessary alternative to driving.
- A sustained program of transit capital investment will generate an increase of \$800,000 in personal income for each \$10 million in the first year. After 20 years, these benefits increase to \$18 million for personal income.

▲ [Back to Top](#)

FACT: Public Transportation Expands Community Opportunities

- Each year, public transportation systems across the country engage in community-based activities to introduce new riders to the system and say thank you to their employees, customers and communities.
- Public transportation systems work to become part of community residents' culture and lifestyle. The Washington Metropolitan Area Transit Authority hosted a "late night concert" in Washington's Adams Morgan neighborhood to promote its new late night weekend service and the new Metrobus shuttle that serves the area.
- Public transportation systems take an active role in promoting community issues. As part of its "Try Transit Week" celebration, the Annapolis, Maryland, transit system invited "McGruff," the crime fighting dog, and "Sparky," the fire dog, to join Annapolis police and firefighters on board a transit bus.
- Other public transportation systems throughout North America have sponsored "Try Transit Weeks" with promotional events that have included:
 - Giveaways and prize drawings available to bus riders in Riverside, California
 - An expanded multi-media marketing campaign to promote Connecticut's statewide toll-free transit information number
 - Ten-cent rides to celebrate the 10th anniversary of the Santa Clarita Transit system in California
 - "Try Transit Festival" and "Customer Appreciation Day" celebrations at New Jersey Transit rail stations and bus terminals sponsored by the New Jersey Transit Corporation
 - Three days of free rides, specially-designed T-shirts for drivers, and refreshments for riders in Owensboro, Kentucky
 - A week of special events in Springfield, Missouri, including free rides and refreshments, and finger-painting for children
 - Special promotions from the Stark Area Regional Transit Authority in Canton, Ohio, including discounted fares for senior citizens, special fares for two riders traveling together, lunches for the public, and a children's essay contest
 - Free "Dash About" shuttle service and other promotional activities

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²

- Public Transportation
Wherever Life Takes You
- Public Transportation Primer
 - What is public transportation?
 - Who uses it... and where?
 - Why is public transportation important?
 - Opportunity
 - Access
 - Choice
 - Freedom
 - Benefits of public transportation
 - Who pays for it... and why?
- Resource Links
- News Room
- Public Transportation
Partnership for Tomorrow (PT)²
- Home

Why is public transportation important?

Access

Public transportation makes it possible for millions of people to access work, school, medical appointments and other everyday activities. It also provides access to new opportunities by fostering communities where people can drive less and walk more, by providing greater access to community events, and by meeting the needs of all citizens, particularly those who do not drive.

Facts

- Helps People Get Where They Need to Go Every Day
- Helps All Community Members Stay Active, Mobile and Involved
- Provides Access to More Events and Activities, Creating Stronger Community Bonds

FACT: Public Transportation Helps People Get Where They Need to Go Every Day

- Every weekday, public transportation takes an estimated 14 million people where they need to go.
- Work is the most popular destination, with 54% of all trips ending at workplaces. Next, 15% of trips go to schools; 9% to shop; 9% to social visits; and 5.5% to medical appointments.
- Public transportation provides valuable options for suburban commuters who work in the city. In fact, the average annual income of rail commuters is more than \$50,000, and most own two cars.
- Public transportation is a key force in moving former welfare recipients into the workforce as permanent wage earners. APTA's 1999 Access to Work Best Practices Survey revealed that an estimated 94% of welfare recipients attempting to move into the workforce rely on public transportation.
- Under the current \$75 million federal "Access To Jobs" initiative, public transportation systems around the nation work with state and local agencies to identify and assess mobility needs and to improve employment accessibility. These new and expanded services will provide access to jobs for 8 million households without a car.

▲ [Back to Top](#)

[Search](#) [Site Map](#) [Contact Us](#)

FACT: Public Transportation Helps All Community Members Stay Active, Mobile and Involved

- Public transportation customers are diverse: People age 65 or older represent 7% of riders;
- 18 years and younger, 10%; women, 52%; White, 45%; African-American, 31%; Hispanic, 18%; and Asian and Native Americans, 6%.
- 83% of older persons surveyed by AARP state that they want to remain independent as they age. Without public transportation, many seniors would be unable to move around the community to visit friends, get groceries or see the doctor.
- Printing large type and Braille maps and guides, providing reduced fares, and offering door-to-door van service allows those who are unable to drive to easily reach transit stations.
- Two-thirds of U.S. public transportation agencies provide service designed to meet the needs of senior citizens and persons with disabilities.

[▲ Back to Top](#)

FACT: Public Transportation Provides Access to More Events and Activities, Creating Stronger Community Bonds

- Public transportation makes it possible for people to live in all types of areas, including urban downtown areas, without owning a vehicle.
- Public transportation helps to preserve open spaces, enhancing a community's appearance while conserving recreational places where families spend time together.
- Public transportation provides convenient service to popular family and community activities, such as concerts and sporting events.
- Public transportation allows for the creation of "pedestrian-only" zones and other open spaces for community residents to enjoy and share. It means less noise and fewer cars traveling through pedestrian neighborhoods...

[▲ Back to Top](#)

Public Transportation: Wherever Life Takes You | [Public Transportation Primer](#) | [Resource Links](#) | [News Room](#)
[Public Transportation Partnership for Tomorrow \(PT\)²](#) | [Search](#) | [Site Map](#) | [Contact Us](#)

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²

- Public Transportation
Wherever Life Takes You
- Public Transportation Primer
 - What is public transportation?
 - Who uses it... and where?
 - Why is public transportation important?
 - Opportunity
 - Access
 - Choice
 - Freedom
 - Benefits of public transportation
 - Who pays for it... and why?
- Resource Links
- News Room
- Public Transportation
Partnership for Tomorrow (PT)²
- Home

Why is public transportation important?

Choice

Public transportation is an essential part of a balanced transportation system that includes buses, trains, walkways, bicycle paths, air service and highways. Every day transit allows Americans from every walk of life to make decisions that improve the quality of their lives, such as shortening commute times to spend more time with their families, doing their part to improve air quality, or avoiding dangerous driving situations.

Facts

- Reduces Traffic Congestion and Lessens Commute Time
- Allows People to Walk More, Stress Less
- Helps People Breathe Easier
- Helps People Avoid Dangerous Situations

FACT: Public Transportation Reduces Traffic Congestion and Lessens Commute Time

- Drivers in one-third of U.S. cities studied by the Texas Transportation Institute (TTI) spent more than 40 hours a year - an entire work week - in traffic that was stopped dead. In one half of the 68 cities studied by TTI, drivers spent at least half as much time in traffic as they did on vacation each year.
- Traffic isn't a problem just in big cities. Roads and highways in small-to-medium size cities as well as larger metropolitan areas are jammed across the nation.
- Building more roads isn't always the answer to this growing problem. Each of the cities in the TTI study would require an average of 37 more lane miles to keep pace with just one year of increased traffic demand.
- Public transportation takes drivers off the road and eases congestion for everyone. It also offers drivers a reliable, inexpensive and efficient transportation option.
- Recent public opinion polls sponsored by the Transit Cooperative Research Program suggest that 57% of people do not feel their commute will get better over the next three years, and nearly a quarter (24%) feel they will spend more time commuting. Public transportation offers a choice to Americans concerned about increasing commute times.

[Search](#) [Site Map](#) [Contact Us](#)

▲ Back to Top

FACT: Public Transportation Allows People to Walk More, Stress Less

- Walking more every day - even if it is the short distance to the bus stop - is good for a person's overall health.
- Using public transportation can eliminate the stress of driving in over-crowded, aggressive and even dangerous conditions. Stress is often a factor in a myriad of health problems.

▲ Back to Top

FACT: Public Transportation Helps People Breathe Easier

- Every year, public transportation prevents the emission of more than 126 million pounds of hydrocarbons, which cause smog, and 156 million pounds of nitrogen oxides, which can cause respiratory illness.
- Taking public transit to work every day instead of driving alone eliminates 3,300 pounds of vehicle exhaust emissions and pollutants every year.
- In 1999, public transportation vehicles used nearly 856 million gallons of fossil fuels and 5.2 billion kilowatt hours of electricity - less than 1% of all energy consumed in the U.S.

▲ Back to Top

FACT: Public Transportation Helps People Avoid Dangerous Situations

- Each year an estimated 284,000 distracted drivers are involved in serious accidents, according to the University of North Carolina Highway Safety Research Center. Public transportation offers drivers distracted by things such as cell phones, radio, and passengers with a reliable transportation option when they do not feel they can drive.
- Alcohol-related traffic deaths are on the rise. In 2000, 16,653 people were killed in accidents involving alcohol, representing 40% of the 41,821 people killed in all traffic crashes (according to the National Highway Traffic Safety Administration). Public transportation helps to keep dangerous drivers off the road by providing a needed transportation choice.
- Aggressive driving has steadily increased by 7% every year since 1990, according to the American Automobile Association's Foundation for Traffic Safety. It is also a steadily growing concern. In a 2000 Highway Traffic Safety Administration study of 6000 drivers, 62% said the behavior of another driver has been a threat to them in the last year. Public transportation gives drivers concerned about aggressive driving access to other forms of transportation.

▲ Back to Top

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²

- Public Transportation
Wherever Life Takes You
- Public Transportation Primer
What is public transportation?
Who uses it... and where?

- Why is public transportation
important?
Opportunity
Access
Choice
Freedom
Benefits of public transportation
Who pays for it... and why?

- Resource Links
- News Room
- Public Transportation
Partnership for Tomorrow (PT)²
- Home

[Search](#) [Site Map](#) [Contact Us](#)

Why is public transportation important?

Freedom

Public transportation provides Americans with freedom to live their lives, pursue opportunities, make choices, and enjoy greater access and mobility. It helps create neighborhoods that are strong, an environment that is clean, and an economy that is prosperous. Ensuring this freedom requires safety and security. That is why every public transportation system in American has made the safety and security of passengers a top priority.

Facts

- [Gives People the Freedom to Go Wherever Life Takes Them](#)
- [Provides the Freedom to Live and Work in Strong, Safe and Clean Communities](#)
- [Is Focused on Maintaining Freedom by Providing Security](#)
- [Is Ready to Protect Freedoms by Responding to New Challenges](#)
- [Is Vital to America's Safety and Defense](#)

FACT: Public Transportation Gives People the Freedom to Go Wherever Life Takes Them

- Public transportation use has increased 21% since 1995. In 2000, Americans took 9.4 billion trips using public transportation, an increase of 3.5 % from the previous year - the equivalent of more than one million new trips each day.
- During the same year, ridership grew twice as fast as the U.S. population and outpaced growth in other travel modes, including roads and airports.
- An estimated 14 million Americans ride public transportation each weekday and an additional 25 million use it on a less frequent but regular basis.

[▲ Back to Top](#)

FACT: Public Transportation Provides the Freedom to Live and Work in Strong, Safe and Clean Communities

- Public transportation helps people to create communities with strong job markets, thriving local businesses and expanding economies. It provides communities with new freedom in planning for future growth.

- Public transportation fosters community pride and spirit. People who take public transportation walk to the bus stop together. They get to know each other face-to-face on the train and they establish stronger ties to the community.
- Public transportation leads to cleaner air for everyone to breathe and fosters healthy habits and choices.

▲ Back to Top

FACT: Public Transportation is Focused on Maintaining Freedom by Providing Security

- Every major public transportation authority has comprehensive emergency plans in place. Public transportation employees receive routine disaster and emergency training and work closely with fire and rescue crews, police and sheriff's departments, and local power companies. Most large transit systems have their own specially trained police forces.
- For nearly 20 years, APTA's safety programs and related safety management audits have been helping America's public transportation systems institute security and safety precautions and plan for unpredictable crises.
- During 1999 - 2000, a record 53 public transportation systems participated in the rail, commuter rail or bus safety audit programs offered by APTA. These comprehensive programs examine all areas of operation to ensure the safety of passengers.
- The Federal Transit Administration and the Department of Transportation's (DOT) Office of Intelligence and Security work hand in hand with APTA on coordinating all of its safety programs and safety management audits.

▲ Back to Top

FACT: Public Transportation is Ready to Protect Freedoms by Responding to New Challenges

- To ensure that federal, state and local agencies are coordinating efforts to increase security and prepare for emergencies, U.S. Transportation Secretary Norman Mineta created the National Infrastructure Security Committee (NISC). The Committee brings together the transportation industry, labor unions and the government to examine current security systems, set national standards, and ensure a high level of protection for all transportation assets.
- Some major public transportation systems, including those in Washington, DC and Boston, are preparing to sound the first alert on bio-terrorist attacks or chemical accidents by readying state of the art scanners and detectors for their systems.
- After September 11, 2001, public transportation systems responded immediately to protect riders by instituting critical safety measures, making security personnel more visible, and removing trash receptacles where

potentially dangerous packages could be hidden.

▲ [Back to Top](#)

FACT: Public Transportation is Vital to America's Safety and Defense

On September 11, 2001 and the days that followed, public transportation in America showed that it is ready to assist when a crisis strikes a community. This isn't the first time public transportation has lent a helping hand in times of crisis. Public transportation has proven time and again that it is a vital resource for everyone in the community and a critical part of America's national defense and our country's freedom.

Below are some recent examples of how public transportation has responded to crises:

September 11, 2001 Terrorist Attacks

New York: The Port Authority Trans-Hudson (PATH) train system in New York, which ran under the World Trade Center complex, put in place an emergency response plan on the morning of September 11. This plan helped evacuate passengers from the complex and saved thousands of lives with no reported injuries. Public transportation was also used to transport rescue workers quickly and efficiently. Similar responses by the New York MTA services also saved lives.

Washington, DC: Public transportation systems provided buses to transport to area hospitals those injured at the attack on the Pentagon. The Metrorail system operated at rush hour levels all day, transporting people out of downtown and away from areas near the Pentagon.

Nationwide: When air service was suspended, transit systems throughout the country evacuated people from airports in major cities, including San Francisco, CA, Portland, OR, Denver, CO, Chicago, IL, St. Louis, MO, Atlanta, GA, Little Rock, AR and Boston, MA.

Hurricane Floyd

Local transit systems across North Carolina offered direct assistance to the victims of Hurricane Floyd in September 1999 by evacuating and rescuing hundreds of residents during and after the hurricane.

Michigan Gas Explosion

In November 1999, the Mass Transportation Authority of Flint, Michigan successfully evacuated residents and employees of a senior citizens housing complex after a gas explosion destroyed the facility.

Calgary Oil Plant Fire

In August 1999, Calgary Transit provided immediate and vital assistance to evacuate residents of southeast Calgary when a nearby oil recycling plant was

consumed by fire after more than 40 explosions erupted at the site.

Volusia County Wildfires

In 1998, public transportation provided invaluable service in the Daytona Beach, Florida area when parts of Volusia County were ravaged by wildfires. Public transportation vehicles operated around the clock to transport firefighters to the site of the wildfires; to evacuate nursing homes, adult day care facilities, and hospitals; and to bring out-of-town firefighters from the airport.

▲ Back to Top

Public Transportation: Wherever Life Takes You | [Public Transportation Primer](#) | [Resource Links](#) | [News Room](#)
[Public Transportation Partnership for Tommorrow \(PT\)²](#) | [Search](#) | [Site Map](#) | [Contact Us](#)

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²

- Public Transportation
Wherever Life Takes You
- Public Transportation Primer
 - What is public transportation?
 - Who uses it... and where?
 - Why is public transportation important?
 - Benefits of public transportation
 - Who pays for it... and why?
- Resource Links
- News Room
- Public Transportation
Partnership for Tomorrow (PT)²
- Home

Benefits of public transportation

While transit clearly benefits those who use it, even larger benefits accrue to all citizens in the form of economic development, reduced congestion, more livable communities and cleaner air.

- Stimulates Economic Development
- Saves Money
- Creates Jobs
- Gets People To Work
- Eases Traffic Congestion
- Fosters More Livable Communities
- Boosts Real Estate Values
- Improves Air Quality
- Reduces Energy Consumption
- Ensures Safety
- Enhances Mobility During Emergencies

[Search](#) [Site Map](#) [Contact Us](#)

Stimulates Economic Development

- A transit coalition report, "Dollars & Sense: The Economic Case for Public Transportation in America," found that every dollar taxpayers invest in public transportation generates \$6 or more in economic returns.
- Every \$10 million in capital investment in public transportation yields \$30 million in increased sales.
- Every \$10 million in operating investment yields \$32 million in increased sales.

[▲ Back to Top](#)

Saves Money

- It's more cost efficient to use public transportation, particularly in business and urban areas.
- For every \$10 million invested in public transportation, more than \$15 million is saved in transportation costs to both highway and public transportation users.
- According to the American Automobile Association, the estimated cost of driving a single-occupant vehicle is between \$4,826 (for a small car) and \$9,685 (for a large car), depending upon mileage. By contrast, the annual

average cost for public transportation for one adult ranges from \$200 to \$2,000, depending upon mileage, time of day, type of vehicle or service.

▲ Back to Top

Creates Jobs

- In addition to the 350,000 people directly employed by public transportation systems, thousands of others are employed in related support services (i.e., engineering, manufacturing, construction, retail, etc.). For every \$10 million invested in capital projects for public transportation, more than 300 jobs are created and a \$30 million gain in sales for business is realized.

▲ Back to Top

Gets People to Work

- Public transportation is key to moving former welfare recipients into the workforce as permanent wage earners. An estimated 94% of welfare recipients attempting to move into the workforce do not own cars and rely on public transportation.
- The current \$75 million federal "Access To Jobs" initiative provides grants to transit service providers to help low-income residents get to work by providing transportation choices.
- Another \$500 million for these programs is guaranteed by law for a five-year period.
- Public transportation provides valuable options for suburban commuters who work in the city. In fact, the average annual income of rail commuters is more than \$50,000 and most own two cars.

▲ Back to Top

Eases Traffic Congestion

- Nearly half of all Americans believe traffic is a serious problem where they live. Most (57%) do not feel their commute will improve over the next three years, and nearly a quarter expect to spend more time commuting.
- According to the Texas Transportation Institute (TTI), car drivers spent more than 40 hours last year stuck in traffic in one-third of the cities studied.
- Half the drivers spent the same amount of time stuck in traffic as they did on vacation, according to the same TTI study. These findings apply to small, medium and large cities.
- Public transportation helps to alleviate our nation's crowded network of roads by providing transportation choices.
- Without transportation choices, there would be 64,413 more cars on the road in New Orleans, 167,061 more cars on San Diego roads, and 2,610,280 more cars on New York City roads, according to the Sierra Club.
- In Portland, Oregon, a study by the Sierra Club showed that when more

transportation options are offered, people use their cars less, thereby cutting traffic by 6% and traffic delays by 66%.

▲ [Back to Top](#)

Fosters More Livable Communities

- Public transportation facilities and corridors are natural focal points for economic and social activities. These activities help create strong neighborhood centers that are more economically stable, safe and productive.
- Studies have shown that the ability to travel in an area conveniently, without a car, is an important component of a community's livability.
- Public transportation provides opportunity, access, choice and freedom, all of which contribute to improved quality of life.
- For example, Salt Lake City's new TRAX system has achieved nearly 20,000 daily riders since 1999 (41% of whom are new to transit), thereby helping to revitalize the downtown area by attracting new businesses, a community center, ice-skating rink and amphitheater.

▲ [Back to Top](#)

Boosts Real Estate Values

- Public transportation fuels local development and in turn has a positive impact on local property values.
- Studies have shown greater increases in the value of properties located near public transportation systems than in similar properties not located near public transportation.

▲ [Back to Top](#)

Improves Air Quality

- Public transportation helps promote cleaner air by reducing automobile use, which can exacerbate smog and public health problems.
- Each year, public transportation use avoids the emission of more than 126 million pounds of hydrocarbons, a primary cause of smog, and 156 million pounds of nitrogen oxides, which can cause respiratory disease.
- For each mile traveled, fewer pollutants are emitted by transit vehicles than by a single-passenger automobile. (Buses emit 80% less carbon monoxide than a car; rail, almost none.)
- According to the Sierra Club, 7 of the 12 cities with the highest grades for low car and truck smog per person (New York, Chicago, Los Angeles, San Diego, San Francisco, Sacramento and Washington, DC) are located in the states that spend the most on clean transportation choices, demonstrating the power of public transit as a tool to combat air pollution.

[▲ Back to Top](#)

Reduces Energy Consumption

- *Public transportation can significantly reduce dependency on gasoline, reducing auto fuel consumption by 1.5 billion gallons annually.*
- *For example, a person who commutes 60 miles each way daily could save an estimated 1,888 gallons of gasoline every year by switching from using a car to using public transportation.*
- *Many U.S. transit systems are continuing to invest in compressed natural gas, low-sulfur burning buses or diesel-electric hybrid buses.*

[▲ Back to Top](#)

Ensures Safety

- *Public transportation continues to be one of the safest modes of travel in the United States.*
- *Riding a transit bus is 91 times safer than car travel. By train, passengers are 15 times safer.*
- *Every major public transportation system participates in annual safety audit programs that examine all areas of operation.*
- *Transit vehicle operators are highly trained to anticipate and avoid problems. Most transit vehicles are larger, newer and more substantial than autos or vans.*

[▲ Back to Top](#)

Enhances Mobility During Emergencies

- *During many types of crises, both natural and man-made, people rely on public transportation.*
- *On September 11, 2001, the New York-New Jersey Port Authority transit systems moved people safely away from the World Trade Center disaster.*
- *Public transportation systems have operated around the clock to transport firefighters to the sites of wildfires; to evacuate nursing homes and hospitals; to move people to safety during storms; and to bring out-of-town police and rescue workers from airports.*

[▲ Back to Top](#)

Public Transportation: Wherever Life Takes You | [Public Transportation Primer](#) | [Resource Links](#) | [News Room](#)
[Public Transportation Partnership for Tomorrow \(PT\)²](#) | [Search](#) | [Site Map](#) | [Contact Us](#)

Public Transportation Wherever Life Takes You

Public Transportation Partnership for Tomorrow (PT)²

- Public Transportation
Wherever Life Takes You
- Public Transportation Primer
 - What is public transportation?
 - Who uses it... and where?
 - Why is public transportation important?
 - Benefits of public transportation
 - Who pays for it... and why?
- Resource Links
- News Room
- Public Transportation
Partnership for Tomorrow (PT)²
- Home

[Search](#) [Site Map](#) [Contact Us](#)

Who pays for it... and how much?

Who Pays For What?

- [Who Pays For Public Transportation?](#)
- [How Much Does Government Contribute in Total?](#)
- [How is the Money Spent?](#)
- [Why Is More Funding Necessary?](#)

Who Pays For Public Transportation?

- Public transportation is funded through two main sources: capital funds and operating fees.
- Capital funds finance infrastructure needs such as new construction and rehabilitation of existing facilities. The federal government contributes 44% of these funds, but this portion can be as high as 80% for some projects. The balance is made up of a combination of state and local government funds, with states contributing 10% and local governments, 13%.
- In 1999, public transportation received a total of \$9 billion in capital funds from all sources.
- Operating funds provide income for operating expenses. Approximately 74% of these funds come from local sources.
- Passenger fares comprise 37%; local governments, 20%; and non-government agencies and taxes, tolls and fees, 16%. State and federal governments contribute 22% and 4% respectively.
- In 1999, an adult passenger paid an average of \$1.09 per base fare.

▲ [Back to Top](#)

How Much Does Government Contribute in Total?

- In fiscal year 2002, the fifth year of funding under the Transportation Equity Act for the 21st Century (TEA-21), the federal government will invest \$6.7 billion in public transportation.
- Total public expenditures (federal, state and local) to operate, maintain and invest in public transit systems in the United States have totaled \$15.4 billion each year for the past four years.

▲ [Back to Top](#)

How is the Money Spent?

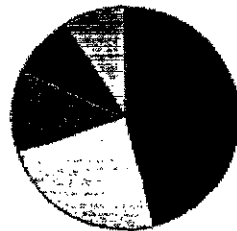
- For 1999 capital expenses: facilities cost 52%; vehicles, 36%; and equipment and services, 12%. Of these categories, heavy rail expenses accounted for 30%; bus, 36%; commuter rail, 18%, and light rail, 11%.
- For 1999 operating expenses: salaries and wages cost 46%; benefits, 26%; purchased transportation, 12%; and fuel and supplies, 9%. Services, utilities, insurance and other costs make up the balance.
- In 1999, public transportation spent \$20.5 billion on operating expenses.

[▲ Back to Top](#)

Why is More Funding Necessary?

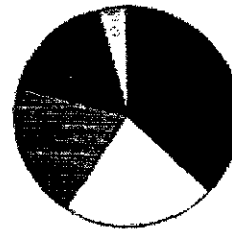
- Public transportation usage is expected to experience the sharpest growth of any form of transportation this decade.
- The American Society of Civil Engineers (ASCE) reports that improvements to transit bus and rail facilities are not keeping up with the strain placed on systems by increased ridership. ASCE says public transportation spending *must increase by 41% just to maintain current conditions.*
- According to the U.S. Department of Transportation, in today's dollars, \$17 billion in capital investment is needed annually to maintain and improve performance of the nation's transit systems.

Operating Expenses



- 46% Salaries and Wages
- 26% Fringe Benefits
- 12% Purchased Transportation
- 9% Fuel & Supplies
- 9% Services, Utilities, Insurance & Other

Operating Funds



- 37% Passenger Fares
- 22% State Government
- 20% Local Governments
- 17% Non-Government & Transit Taxes
- 4% Federal Government

[▲ Back to Top](#)

Public Transportation
Wherever Life Takes You



Resource Links

Local public transportation Web Sites
www.apta.com/sites/transus

American Public Transportation Association
www.apta.com

Center for Transportation Excellence
www.cfte.org

Federal Transit Administration
www.fta.dot.gov

U.S. Department of Transportation
www.dot.gov

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[Public Transportation Partnership for Tomorrow \(PT\)²](#) | [Search](#) | [Site Map](#) | [Contact Us](#)

- [Public Transportation Wherever Life Takes You](#)
- [Public Transportation Primer](#)
- [Resource Links](#)
- [News Room](#)
- [Public Transportation Partnership for Tomorrow \(PT\)²](#)
- [Home](#)

[Search](#) [Site Map](#) [Contact Us](#)

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Wherever Life Takes You*

Public Transportation Partnership for Tomorrow (PT)²

- [Public Transportation
Wherever Life Takes You](#)
- [Public Transportation Primer](#)
- [Resource Links](#)
- [News Room](#)
- [Public Transportation
Partnership for Tomorrow \(PT\)²](#)
- [Home](#)

Campaign

After several years of development, a coalition comprised of hundreds of concerned businesses and transit organizations, including the American Public Transportation Association (APTA), is launching a national education and outreach program called Public Transportation Partnership for Tomorrow (PT)². This effort is designed to build increased awareness, support and investment for public transportation throughout the nation.

The (PT)² program has four main goals:

- Improve perceptions about the value and benefits of public transportation;
- Increase appreciation for public transportation's contributions to local communities;
- Increase federal funding for public transportation; and
- Broaden support for public transportation at the federal, state and local levels.

The (PT)² "Public Transportation: Wherever Life Takes You" campaign will help achieve these objectives by promoting four themes - opportunity, access, choice and freedom - that characterize the benefits of our nation's public transportation systems.

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[Public Transportation Partnership for Tomorrow \(PT\)²](#) | [Search](#) | [Site Map](#) | [Contact Us](#)

[Search](#) [Site Map](#) [Contact Us](#)



U.S. Department
of Transportation
Federal Transit
Administration

FTA Program Fact Sheet

Nonurbanized Area Formula Grants

Appropriation: Funded under Formula Grants

Description: The goals of the nonurbanized formula program are: 1) to enhance the access of people in nonurbanized areas to health care, shopping, education, employment, public services, and recreation; 2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural and small urban areas; 3) to encourage and facilitate the most efficient use of all Federal funds used to provide passenger transportation in nonurbanized areas through the coordination of programs and services; 4) to assist in the development and support of intercity bus transportation; and 5) to provide for the participation of private transportation providers in nonurbanized transportation to the maximum extent feasible.

Statutory Reference: 49USC5311

Eligible Recipients: State and local governments, non-profit organizations (including Indian tribes and groups), and public transit operators.

Eligible Purposes: Funds may be used for capital, operating, and administrative purposes.

Allocation of Funding: Funding is apportioned by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000. The amount that the state may use for state administration, planning, and technical assistance activities is limited to 15 percent of the annual apportionment. States must spend 15 percent of the apportionment to support rural intercity bus service unless the Governor certifies that the intercity bus needs of the state are adequately met.

Match: The maximum Federal share for capital and project administration is 80 percent (except for projects to meet the requirement of the Americans with Disabilities Act (ADA), the Clean Air Act, or bicycle access projects, which may be funded at 90 percent.) The maximum Federal share for operating assistance is 50 percent of the net operating costs. The local share is 50 percent, which shall come from an undistributed cash surplus, a replacement or depreciation cash fund or reserve, or new capital.

Funding Availability: Year appropriated plus two years (total of three years).

FY 2001 Appropriation: \$205,009,154

For More Information Contact: The Office of Program Management, (202) 366-4020



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Federal Transit
Administration

Federal Transit Administration
United States Department of Transportation

BOOKSHOP LINKS SEARCH GRANTEES SITE MAP WHAT'S NEW CONTACT

FTA Program Fact Sheet

Elderly and Persons with Disabilities Grants

Appropriation: Funded under Formula Grants

Description: Funds are used to provide transportation services to meet the special needs of the elderly and persons with disabilities.

Statutory Reference: 49USC5310

Eligible Recipients: States apply for funds on behalf of local private non-profit agencies and certain public bodies.

Eligible Purposes: Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

Allocation of Funding: Funds are allocated by a formula that considers the number of elderly individuals and individuals with disabilities in each State.

Match: 80 percent Federal and 20 percent local

Funding Availability: Year of appropriation (one year).

FY 2001 Appropriation: \$77,240,497

For More Information Contact: The Office of Program Management, (202) 366-4020



Rural Transit Program



The Federal Section 5311 (formerly known as Section 18) Program was created via the Federal Tran Act of 1964 to provide public transportation in non-urbanized areas (population of 50,000 or less). T goal of the program is to provide transportation to people living in rural areas where mobility is limit because of access to public transportation. The program uses federal and state funds to support th operation of rural transportation systems. Eligible systems annually apply and receive funding for operating and capital costs.

Eligible applicants for Section 5311 funding include counties, cities, public transportation corporation regional transportation authorities. The applicant may either directly provide transit service or purch service from an eligible provider. Eligible providers include local public bodies, private for-profit and profit agencies that will provide services to the general public. (Private non-profit and for-profit pro cannot apply for assistance directly and must work through a designated public entity.)



Eligible grant assistance includes the following categories:

Feasibility Study Grants
First-time applicants must demonstrate the feasibility of initiating public transit service. These grants are available to assist grantees in determining demand for public transit service, the level of local support and projected operating and capital costs. Section 5311 may fund up to 80% of the total feasibility study costs.
Operating Project Grants
Operating Grants provide assistance for driver and mechanic salaries, fringe benefits, fuel, oil, tires, parts and casualty insurance. Section 5311 may fund up to 50% of the net operating costs.
Capital Project Grants
Capital projects generally include expenses for purchasing vehicles, communication equipment, fareboxes, passenger shelters, and construction of and rehabilitation of transit facilities. Section 5311 capital assistance may fund up to 80% of the total capital costs.
Intercity Projects
Section 5311(f) also funds capital, operating, planning and marketing projects for intercity transportation projects. An intercity project is defined as public transit service with limited stops over fixed routes connecting two or more urban areas. Projects may also include the transportation of residents of non-urbanized areas to and from urbanized areas.

Project Managers by Transit System:

James English	Vickie Rayburn	Jose Evans
E-mail James	E-mail Vickie	E-mail Jose
Kosciusko County	Bedford	Cass County
Huntingburg	Franklin County	Columbus
Warsaw (InterCity)	Mitchell	Madison County
LaPorte	Marion	New Castle
Monroe County	Michigan City	Richmond
Seymour	Waveland	Wabash County
Union County	Plymouth	Johnson County
Southeastern Indiana Regional Planning Commission	Washington	Harrison County
Southern Indiana (TARC) (Intercity)	Kankakee-Iroquois Regional Planning Commission (KIRPC)	
	Orange County	
	Vincennes	

James English Program Manager	317/232-1483	E-Mail James
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KLA 2002 Presentation

Public Transportation:
The Jury is out

Presented by,
Jeff Webb, Larry Richardson, Sarah Shupe