



2012 Impact Report

GoBurgh, an initiative of the Pittsburgh Community Reinvestment Group, released its findings regarding new costs that taxpayers must endure should the Port Authority's 35% service reduction become a reality. These costs, well into the hundreds of millions for transit riders and drivers alike, will be incurred by those living in all six counties of the Pittsburgh metro area.

Transit and Congestion

Findings include an increased direct cost to transit riders of \$60.4 to \$137.4 million, depending on whether or not that rider owns a car. Further, an additional increase of \$268 million in congestions costs are expected to be incurred by drivers in Allegheny County alone. Together, taxpayers will pay between \$328.4 and \$405.4 million more to get around after September 2012.

Allegheny County residents are not alone as the Port Authority is the second-largest carrier of non-Allegheny riders in the entire southwestern Pennsylvania area, behind New Castle Area Transit Authority. The entire metro area will share in the pain of added costs. Over half of the Alpine Village park-and-ride users, for example, live outside Allegheny County. Transit riders in suburban counties will incur \$6.9 to \$15.5 million of that total rider cost or more. This does not include the increased congestion costs to suburban county commuters, which is expected to be well over \$15 million in addition to that of Allegheny County residents.

Parking Demand

In the study, GoBurgh found that the increased parking demand in Downtown Pittsburgh alone would require \$50 to \$90 million in new structures to accommodate the increased demand. In terms of spaces, this equates to building more than half as many structured spaces as the Pittsburgh Parking Authority currently owns – 4,550 new spaces in total.

GoBurgh convenes communities, organizations, and businesses to work toward a sustainable and vibrant transit infrastructure. We advocate for smart and equitable policy development based on extensive research-backed data and information on transit issues.

GoBurgh is an initiative of the Pittsburgh Community Reinvestment Group (PCRG), a nonprofit membership association of neighborhood and community organizations in Allegheny County. Visit pcrg.org for information about other programs.

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Other Factors

Several incalculable but noteworthy factors should be considered in terms of increased cost, lost tax revenue and the attractiveness of the Pittsburgh region to potential and current employers of all sizes, as well as young professionals. These include loss of business and productivity for transit-reliant employers, loss of competitiveness to other major metro areas for young talent and new employers, potential loss of downtown employers to other regions, potential increased parking prices Downtown and in Oakland, the impact ACCESS cuts have on the disabled and elderly, and others.

The study utilized data from the Southwestern Pennsylvania Commission – the region’s metropolitan planning organization – as well as from the Texas Transportation Institute, the American Public Transportation Association, and a survey of Port Authority park-and-ride lots. This is a conservative projection, based upon a loss of 15,000 riders modeled by SPC. Some estimates have put the loss of ridership as high as 20,000.

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Calculations of Cost Impacts related to Port Authority 2012 35% Service Reduction to Taxpayers

Ridership Reduction

Total: 15,000

Annual Mobility Cost Increases

| | |
|---|---------------------|
| Direct Cost to Transit Riders: | \$60.4M - \$137.4M |
| Portion of Direct Transit Costs to be absorbed by non-Allegheny Co. Riders: | \$6.9M - \$15.5M |
| Congestion Costs to Allegheny Co. Drivers: | \$268M |
| Total: | \$328.4M - \$405.4M |

Potential New Parking Capacity Costs

| | |
|---|---------------|
| Increased Parking Demand (Spaces) | |
| Downtown: | 4,550 |
| Oakland: | 1,000 |
| Rest of City | 1,700 |
| Total: | 7,250 |
| Potential Parking Capacity Capital Costs (Downtown Pittsburgh only) | \$50M - \$90M |

Not factored into the numbers:

- *Loss of service for off-peak employees*
- *Loss of business and productivity for transit-reliant employers (i.e. PNC, BNY Mellon, Eat'n Park)*
- *Cost of parking burden in Oakland*
- *Increased medical costs due to greater air pollution*
- *Lack of competitiveness to attract and retain employers and young professionals*
- *Potential loss of employers to other regions.*
- *Potential loss of employment due to lack of access*
- *Potential Increased price of parking in Downtown or Oakland*
- *Increased burden on already overstressed parking assets*
- *Potential property and income tax losses from job loss and increased sprawl*
- *ACCES's role*

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