



PPTA FUNDING PRINCIPLES

The Pennsylvania Public Transportation Association supports a comprehensive transportation funding package, which would provide an additional \$2.5 billion annually, as outlined in SB1 (PN1162).

The Pennsylvania Public Transportation Association supports:

- 1.** Maintaining the public transportation program provided by ACT 44.
- 2.** \$92M operating funding level for stabilization of public transportation.
- 3.** \$484M annual asset improvement (capital) funding level with a growth factor as identified by the Transportation Advisory Committee Report.
- 4.** \$30M annual service and fare stabilization program to support the Shared Ride Program. Funding should support asset maintenance and the implementation of a service delivery pilot program.
- 5.** Immediate replacement of all Act 44 PA Turnpike revenue that is directed to mass transit with a dedicated equivalent percentage of the sales tax to allow the money to be bonded.
- 6.** The consolidation of transit systems within a region as long as the quality and level of service are not negatively affected and the local match remains at 15% for systems that consolidated. All transit systems involved in a study must actively participate in the development of the management and operational plan.



APPENDIX TO PPTA FUNDING PRINCIPLES

\$92M Operating Funding for Stabilization of Public Transportation

- The existing distribution formula for operating funds contained in Act 44 of 2007 (P.L. 169), § 1513 Operating Program shall remain unchanged.
- Additional operating assistance or new funding above the Fiscal Year 2009 (\$796M) shall be allocated pursuant to the distribution formula under § 1513 of Act 44 for each year thereafter.
- No local transportation organization shall receive financial assistance in an amount less than the amount received in Fiscal Year 2009.¹

Demonstration Projects

- Penn DOT would give consideration every 2 years specifically for new services where the appropriate percentage of growth would be allocated to create a base for that system.

Shared Ride Stabilization Program

- Penn DOT would develop and implement pilot programs to test and evaluate new models for paying for and delivering shared ride and community transportation services. The programs would define delivery models that are cost effective, support service standards based on priorities and can be utilized by all funding programs
- Support a capital funding program for the expanded list of asset maintenance expenses.

New Capital

- The Penn DOT discretionary capital set aside should be 5% with the remaining distribution as follows:
 - SEPTA: 66.5%
 - Port Authority: 22.8%
 - Class 3's, 4's and 5's: 5.7%
- Flexibility in the use of capital funding for an expanded list of asset maintenance expenses.

System Performance Criteria

- *All new funding will remain subject to the Performance Reviews and Criteria set forth in § 1513 (E) and (F) of Act 44.*

¹ Fiscal Year 2009 was selected as the hold harmless base line because operating assistance for all systems was reduced in Fiscal Year 2010.