MULTIMODAL FUNDING UPDATES
What is the Multimodal Deputate?
What are the mode budgets/spending?
What is the long-term forecast?
Established by Act 89, November 2013

Encompasses . . .

- Aviation
- Rail, Freight, Ports & Waterways
- Public Transportation
- Ports
- Bicycle and Pedestrians
PennDOT Revenue Sources and Uses by Mode

- Motor License Fund Accounts & Liquid Fuels Tax Fund
  - Highway and Bridge Reconstruction/Construction
  - Highway Maintenance, Repair, Operations, and Safety
  - Local Maintenance and Improvement Grants
  - Driver and Vehicle Services
  - Welcome Centers
  - State Police Highway Patrol

- Capital Facilities Fund
  - Grants for Track Improvements, Land Acquisition, and Facilities Construction
  - Fixed-Route Operating Assistance Grants
  - Fixed-Route Asset Improvement Grants
  - Older Pennsylvanians Fixed-Route/Shared-Ride Subsidies
  - Intercity Passenger Rail and Bus Subsidies
  - Persons with Disabilities Transportation Subsidies
  - State Match for Federal Access Programs

- Motor License Fund Aviation Restricted Account
  - Airport Development Grants for Facilities and Equipment
  - Real Estate Tax Rebates
  - Aviation Safety and Licensing

- Multimodal Transportation Fund
  - Facility Maintenance, Development, and Promotion
  - Philadelphia Regional Port Authority Debt Service

- All Modes
  - Act 89-Directed Freight Rail, Ports/Waterways, Passenger Rail, Aviation, and Bicycle/Pedestrian Grants
  - Commonwealth Financing Authority Grants
  - PennDOT Statewide Program Grants

- Oil Company Franchise Tax
  - Driver and Vehicle Fees
  - Federal Project Reimbursement [State Projects]
  - Federal Project Reimbursement [Local Projects]
  - Treasury Investment Earnings

- Unconventional Gas Well Fund
  - Capital Facilities Fund Bonds [General Fund]

- Sales Tax Transfers to Dedicated Transit Funds
  - PA Turnpike Commission Contributions
  - Lottery Fund Payments and Transfers
  - Motor Vehicle Fees and Civil Penalties/Fines
  - Federal Capital/Operating Grants [Non-Urban]
  - Capital Facilities Fund Bonds [General Fund]
  - Treasury Investment Earnings

- Jet Fuel and Aviation Gasoline Taxes
  - Federal Airport Development Capital Grants
  - Capital Facilities Fund Bonds [General Fund]
  - Treasury Investment Earnings

- Multimodal Transportation Fund
  - Motor Vehicle Fees
  - PA Turnpike Commission Contribution
  - Oil Company Franchise Tax Transfer
  - Treasury Investment Earnings
# PUBLIC TRANSPORTATION FUNDING SOURCES

## REVENUE SOURCES
- Pennsylvania Turnpike Commission (PTC) Payments
- Sales and Use Tax
- Transfer from Lottery Fund
- Motor Vehicle Fees
- Vehicle Code Fines

- PTC Payments
- Motor Vehicle Fees
- Oil Company Franchise Tax

- Tire Fee
- Vehicle Rental Fee
- Vehicle Lease Fee
- Sales and Use Tax

## PUBLIC TRANSPORTATION TRUST FUND (PTTF)
- Public Transportation Operating Expenses
- Public Transportation Capital and Asset Management Projects
- Programs of Statewide Significance
- Public Transportation Administration and Oversight
- Passenger Rail Grants

## MULTIMODAL TRANSPORTATION FUND (MTF)
- Aviation Grants
- Rail Freight Grants
- Passenger Rail Grants
- Bicycle/Pedestrian Facilities Grants
- Statewide Program Grants
- Multimodal Administration and Oversight
- Transfers to Commonwealth Financing Authority (CFA)*
- PennPORTS Grants and Debt Service

## PUBLIC TRANSPORTATION ASSISTANCE FUND (PTAF)
- Public Transportation Capital and Asset Management Projects
- Public Transportation Operating Expenses (except for what Port Authority and SEPTA had used for debt backing prior to 2007)
FUNDING TIMELINE

**JULY 2007**
- Act 44 Passed

**NOVEMBER 2013**
- Act 89 Passed

**JULY 2022**
- PA Turnpike contribution is reduced from $450M to $50M
- $450M Motor Vehicle Sales Tax

TRANSPORTATION REVENUE OPTIONS COMMISSION
# PUBLIC TRANSPORTATION FUNDING OVERVIEW

## FY 19-20

<table>
<thead>
<tr>
<th>Funds</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Operating Funds</td>
<td>$1.106 Billion</td>
</tr>
<tr>
<td>State Capital Funds</td>
<td>$453 Million (Includes 1514 and 1517)</td>
</tr>
<tr>
<td>State Bond (TAP)</td>
<td>$125 Million</td>
</tr>
<tr>
<td>Programs of Statewide Significance</td>
<td>$85 Million (PWD, Amtrak Capital, Shared Ride Capital, Technical Assistance, etc.)</td>
</tr>
<tr>
<td>Federal 5311 Funds</td>
<td>$11.182 Million (used for Operating and Capital)</td>
</tr>
<tr>
<td>Federal 5310 Funds</td>
<td>$16.127 Million (used for Capital vehicle purchases)</td>
</tr>
<tr>
<td>Lottery Funds (Shared Ride)</td>
<td>$53.7 Million</td>
</tr>
</tbody>
</table>
PUBLIC TRANSPORTATION NEEDS

- **$1,100M – $1,400M/year** needed for Transit State of Good Repair
- Includes infrastructure needed to continue providing existing service in a safe and efficient way
  - Vehicle replacements (bus and rail)
  - Life-cycle facility rehabilitations/replacement
$131M – $135M/year for Amtrak statewide needs for existing service

- $115M/year for capital
- $16M-$20M/year for operating
- Includes current and planned projects for state of good repair and ADA compliance, including:
  - Stations: Middletown, Parkesburg, Coatesville, Downingtown, Paoli (future phases), Ardmore
  - Rail car replacement/rehabilitation and infrastructure investments
$450M – $650M/year for unfunded/unprogrammed Projects of Significance

- $6.6B Program over 10 – 15 years
- King of Prussia Rail, PAAC Rail & BRT, Pennsylvanian Service and Stations

Benefits of investment statewide

- Economic competitiveness
- Mobility
- Access
<table>
<thead>
<tr>
<th>Category</th>
<th>Funding Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE OF GOOD REPAIR</td>
<td>TRANSIT</td>
</tr>
<tr>
<td>AMTRAK</td>
<td>$131M – $135M</td>
</tr>
<tr>
<td>SUBTOTAL</td>
<td>$1,231M – $1,535M</td>
</tr>
<tr>
<td>PROJECTS OF SIGNIFICANCE</td>
<td>$450M – $650M</td>
</tr>
<tr>
<td>TOTAL NEED</td>
<td>$1,681M – $2,185</td>
</tr>
<tr>
<td>TOTAL FUNDING (WITH PTC ACT 44 REPLACEMENT FUNDING)</td>
<td>$1,000M</td>
</tr>
<tr>
<td>UNMET NEED</td>
<td>$681M – $1,185M</td>
</tr>
</tbody>
</table>
### Aviation Development Grant Funding

<table>
<thead>
<tr>
<th>Account</th>
<th>Pre-COVID (SFY 2019-20)</th>
<th>COVID (SFY 2020-21)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation Restricted Account</td>
<td>$6.5 million</td>
<td>$6.5 million</td>
</tr>
<tr>
<td>Multimodal Transportation Aviation (MMTA)</td>
<td>$6.4 million</td>
<td>$6.4 million</td>
</tr>
<tr>
<td>(MMTA) Funding Set-Aside</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Assistance Program (Capital</td>
<td>$9.3 million</td>
<td>$10.0 million</td>
</tr>
<tr>
<td>Budget)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- COVID impacts have not yet adversely impacted aviation grant funding.
- However, they are beginning to adversely impact the source that provides half of aviation development funding.
- Additional Annual Need: $10 million
## BUDGET – RAIL, FREIGHT, PORTS & WATERWAYS

<table>
<thead>
<tr>
<th>Rail Freight</th>
<th>Ports</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Average Annual Spending:</td>
<td>▪ Average Annual Spending:</td>
</tr>
<tr>
<td>• $35M RTAP</td>
<td>• $9.5M</td>
</tr>
<tr>
<td>• $10M RFAP Grants</td>
<td>• Unfunded Need (next 5 years):</td>
</tr>
<tr>
<td>• Additional Annual Need:</td>
<td>• $140M</td>
</tr>
<tr>
<td>• $10M</td>
<td>• Additional Annual Need:</td>
</tr>
<tr>
<td></td>
<td>• $20M</td>
</tr>
</tbody>
</table>
Average annual spending varies by Districts’ needs for additional funding

$2M Annual Budget
Act 89

Additional annual need of $18M supports Department’s active transportation goals
Public Transportation

- The demand for transit and the need for the essential services it provides will remain.

- May present opportunities to deliver services that are safer, more efficient, and more effective.
PennDOT will participate in a multistate procurement of railcars for the Pennsylvania Keystone Corridor estimated at $300M.
LONG TERM FORECAST – AVIATION

- Reduction of Funding for Capital programming
- Aviation Development Program
  - SFY 2021-22: $12 million
  - SFY 2022-23: $11 million
  - SFY 2023-24: $11 million
  - SFY 2024-25: $11 million
- Transportation Assistance Program
  - SFY 2021-22 through SFY 2024-25: $10 million per year

Continued monitoring of aviation fuel tax revenue will likely result in adjustments to the forecast.
LONG TERM FORECAST – RAIL, FREIGHT, PORTS AND WATERWAYS

- **Passenger Rail**
  - Equipment procurement – $300M
  - Increasing operating costs – increases approx. 3% per year
  - State of good repair/capital program needs – require minimum $6M state funds per year to match federal
  - Expansion/new service support
    - Pennsylvanian service (increased frequencies)
    - Keystone service (increased frequencies/consists)
    - Consideration of New Service

- **Ports**
  - Densification Projects
  - Maintaining State of Good Repair
  - Expansion/Growth
  - Rail on the Docks
LONG TERM FORECAST – BICYCLE & PEDESTRIANS

- Completion of the Active Transportation Plan – Identified Initiatives
- Coordination with DCNR to Maximize Statewide Priorities
MULTIMODAL FUNDING UPDATES
DISTRIBUTION OF ACT 44 FUNDING IN MILLIONS

Capital Program, $375.25
- Programs of Statewide Significance, $19.75
- Multimodal Fund, $30.0
- Operating, $25.0

Total = $450.0 Million
## MTF Revenue Sources

<table>
<thead>
<tr>
<th>Source</th>
<th>FY 2017-2018</th>
<th>FY 2018-2019 (est.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 PTTF (PA Turnpike)</td>
<td>$30,000,000</td>
<td>$0</td>
</tr>
<tr>
<td>2 Unprotected Motor License Fund Fees</td>
<td>$72,461,000</td>
<td>$75,700,000</td>
</tr>
<tr>
<td>3 Oil Company Franchise Tax</td>
<td>$35,000,000</td>
<td>$35,000,000</td>
</tr>
<tr>
<td>4 Share the Road Fee</td>
<td>$5,000</td>
<td>$15,000</td>
</tr>
<tr>
<td>5 Interest</td>
<td>2,845,000</td>
<td>$1,850,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$140,311,000</strong></td>
<td><strong>$112,565,000</strong></td>
</tr>
</tbody>
</table>
## MTF Revenue Distribution

<table>
<thead>
<tr>
<th>Uses</th>
<th>FY 2017-2018</th>
<th>FY 2018-2019 (est.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aviation</td>
<td>$6,238,000</td>
<td>$6,238,000</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>$2,079,000</td>
<td>$2,079,000</td>
</tr>
<tr>
<td>Passenger Rail</td>
<td>$8,317,000</td>
<td>$8,317,000</td>
</tr>
<tr>
<td>Ports/Waterways</td>
<td>$10,396,000</td>
<td>$10,396,000</td>
</tr>
<tr>
<td>PennPORTS – PRPA Debt Service</td>
<td>$4,609,000</td>
<td>$4,606,000</td>
</tr>
<tr>
<td>Rail Freight</td>
<td>$10,396,000</td>
<td>$10,396,000</td>
</tr>
<tr>
<td>Multimodal Administration</td>
<td>$4,317,000</td>
<td>$4,317,000</td>
</tr>
<tr>
<td>PennDOT Discretionary</td>
<td>$40,000,000</td>
<td>$40,000,000</td>
</tr>
<tr>
<td>Transfer to CFA</td>
<td>$53,959,000</td>
<td>$26,216,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$140,311,000</strong></td>
<td><strong>$112,565,000</strong></td>
</tr>
</tbody>
</table>

Annually, any money not allocated for items 1-8 is transferred to the Commonwealth Financing Authority (CFA) to fund eligible programs.
<table>
<thead>
<tr>
<th>Program</th>
<th>Pre-COVID (SFY 2019-20)</th>
<th>COVID (SFY 2020-21)</th>
</tr>
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<tr>
<td>Aviation Restricted Account (Aviation Fuel Tax)</td>
<td>$8.8 million</td>
<td>$5.5 million</td>
</tr>
<tr>
<td>Multimodal Transportation Aviation (MMTA) Funding Set-Aside</td>
<td>$6.4 million</td>
<td>$6.4 million</td>
</tr>
<tr>
<td>Transportation Assistance Program (Aviation Capital Budget)</td>
<td>$10.0 million</td>
<td>$10.0 million</td>
</tr>
</tbody>
</table>
### COVID IMPACTS

#### Aviation

<table>
<thead>
<tr>
<th>Pennsylvania Airports</th>
<th>Numbers in 000’s, US Flights Only</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Enplaned Passengers</strong></td>
<td>CY 2019: 20,562</td>
</tr>
<tr>
<td></td>
<td>CY 2020: 7,941</td>
</tr>
<tr>
<td></td>
<td>% DIFF -61%</td>
</tr>
<tr>
<td><strong>Scheduled Airline Departures</strong></td>
<td>CY 2019: 265</td>
</tr>
<tr>
<td></td>
<td>CY 2020: 158</td>
</tr>
<tr>
<td></td>
<td>% DIFF -40%</td>
</tr>
<tr>
<td><strong>Recovery Trends</strong></td>
<td>Statistics not yet provided for CY 2020 to CY 2021 comparison</td>
</tr>
</tbody>
</table>
COVID IMPACTS

Public Transportation (Buses and Passenger Rail)

Early Stages: 90% Ridership

Currently: 64% Ridership

Reopening: Rising Ridership
COVID IMPACTS

Fixed-Route and ADA Paratransit Ridership (000's)

- 3rd Qtr FY 18-19
- 4th Qtr FY 18-19
- 1st Qtr FY 19-20
- 2nd Qtr FY 19-20
- 3rd Qtr FY 19-20
- 4th Qtr FY 19-20
- 1st Qtr FY 20-21
- 2nd Qtr FY 20-21

April–December 2020

Shared-Ride Ridership by Month 2019 vs. 2020

- Sum of 2019 trips
- Sum of 2020 trips

January
February
March
April
May
June
July
August
September
October
November
December
FEDERAL COVID RELIEF TOTAL

Total = $2,457,404,799

Urban, $2,261,752,830, 92%

Urban/Rural, $130,712,530, 5%

Rural, $64,939,439, 3%

Total = $2,457,404,799
<table>
<thead>
<tr>
<th>COVID Relief Funds</th>
<th>FY 2019-20 Expenses</th>
</tr>
</thead>
<tbody>
<tr>
<td>$9,582,382</td>
<td>$36,311,177</td>
</tr>
<tr>
<td>Agencies</td>
<td>Granted Amount</td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Allied Coordinated Transportation Services, Inc</td>
<td>$240,700</td>
</tr>
<tr>
<td>Blair Senior Services, Inc.</td>
<td>$728,930</td>
</tr>
<tr>
<td>Bucks County Transport, Inc.</td>
<td>$1,060,088</td>
</tr>
<tr>
<td>Butler County</td>
<td>$564,270</td>
</tr>
<tr>
<td>Centre County</td>
<td>$463,490</td>
</tr>
<tr>
<td>Clarion County</td>
<td>$16,464</td>
</tr>
<tr>
<td>Community Transit of Delaware County Inc.</td>
<td>$1,004,737</td>
</tr>
<tr>
<td>Greene County</td>
<td>$315,032</td>
</tr>
<tr>
<td>Heritage Health Foundation</td>
<td>$100,000</td>
</tr>
<tr>
<td>Huntingdon-Bedford-Fulton Area Agency on Aging</td>
<td>$675,760</td>
</tr>
<tr>
<td>Mifflin-Juniata</td>
<td>$129,664</td>
</tr>
<tr>
<td>Pike County</td>
<td>$210,000</td>
</tr>
<tr>
<td>Rover Community Transportation</td>
<td>$876,241</td>
</tr>
<tr>
<td>Somerset County</td>
<td>$69,002</td>
</tr>
<tr>
<td>STEP, Inc.</td>
<td>$827,795</td>
</tr>
<tr>
<td>Suburban Transit Network Inc.</td>
<td>$1,680,132</td>
</tr>
<tr>
<td>Susquehanna-Wyoming County Transportation</td>
<td>$255,793</td>
</tr>
<tr>
<td>Wayne County</td>
<td>$364,284</td>
</tr>
<tr>
<td></td>
<td>$9,582,382</td>
</tr>
</tbody>
</table>
Passenger Rail-Amtrak

- Ridership
  - Keystone ≈ 15% of pre-COVID ridership
  - Pennsylvanian ≈ 42% of pre-COVID ridership

- Revenue
  - Keystone ≈ 14% of pre-COVID ridership
  - Pennsylvanian ≈ 42% of pre-COVID ridership

- PennDOT and Amtrak to determine operating funding costs for Keystone and Pennsylvanian service as ridership returns toward pre-COVID numbers.
COVID IMPACTS

- **Keystone**
  - Suspended service March 18, 2020 – May 31, 2020
  - Reduced service January 4, 2021 (approximately half service)

- **Pennsylvanian**
  - Suspended service March 19, 2020 – May 31, 2020
<table>
<thead>
<tr>
<th>Public Transportation</th>
<th>Aviation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CARES:</strong></td>
<td><strong>CARES Act Group 4 Funding (2020):</strong></td>
</tr>
<tr>
<td>• $1.1 Billion</td>
<td>• $1,627,000 for 39 Block Grant Airports</td>
</tr>
<tr>
<td><strong>CRRSAA:</strong></td>
<td><strong>CRRSAA Funding (2021):</strong></td>
</tr>
<tr>
<td>• $443 Million</td>
<td>• $631,000 for 39 Block Grant Airports</td>
</tr>
<tr>
<td><strong>ARPA:</strong></td>
<td></td>
</tr>
<tr>
<td>• $1.046 Billion</td>
<td></td>
</tr>
</tbody>
</table>
FEDERAL RELIEF FUNDING (CARES ACT, CRRSAA, ARPA)

- Passenger Rail (Capital)
  - CARES $63,869,471
  - CRRSAA $6,510,898
  - ARPA $29,060,000
  - Total $99,440,369
Public Transportation – money going to urban and rural agencies…and intercity

Total Federal Funding (CARES + CRRSAA + ARPA)