

FUNDING NEEDS

- Support a comprehensive, multi-modal transportation funding package at or close to the \$2.5 billion level passed by the Senate by a 45-5 bipartisan vote.
- PA's transportation funding needs gap is now \$4.5 billion per year. TAC Report in 2010 noted \$3.5 billion, growing \$1 million per day. Three years later gap equals \$4.5 billion.
- Funding Needs are for:
 - PennDOT for repair of roads and bridges;
 - Local Government Share ; Municipal, Township, County;
 - Public Transit in ALL 67 counties;
 - Multimodal Fund – crucial to manufacturing and business growth

WHAT ABOUT GREATER EFFICIENCY NEEDED AT PENNDOT?

- The greatest “inefficiency” is the lack of sufficient funds which forces PennDOT and local governments to defer proper reconstruction and maintenance in favor of small fixes. It is akin to painting over rotted wood. The future costs are much greater.
- 74% of PennDOT's actual spending is with the private sector (construction/consultants/material purchases – salt/patch material)
- PennDOT's modernization efforts under this Administration has resulted in \$50-75 million in annual savings and the Department continues to identify areas where it can increase efficiencies and deploy new technologies but it will never come close to addressing the growing funding needs of the Department.

PENNDOT'S CURRENT SPEND IS \$6.8 BILLION

- “Reprioritizing” bills ignore the facts:
 - The \$6.8 budget includes all transportation money including about \$3.5 billion in pass through to state agencies, transit, local government and the State Police.
 - The General Assembly over the past 10 years has shifted \$300 million from the Motor License Fund to the State Police budget. Current PSP MLF shift equals 10 cents per gallon of state gas tax or 1/3 of the tax.

REQUEST TO LEGISLATORS (HOUSE MEMBERS – BOTH PARTIES)

- It is our belief that bipartisan negotiations are ongoing between the House, Senate, and Administration. A vote on Senate Bill 1 should NOT occur until the negotiation process has had the opportunity to bear fruit and a compromise reached.
- The House Transportation Committee's version of Senate Bill 1 (currently before the House) does not adequately fund public transit nor local governments.
- Enacting a \$2.5 billion transportation funding package will put Pennsylvania back on track and put 50,000 people back to work.
- The Senate voted 45-5 to approve SB1. We ask the House to join in support of this bipartisan comprehensive funding measure, and we ask YOU to be part of a bipartisan comprehensive funding plan.

October 7, 2013