

**TRANSPORTATION REVENUE  
OPTIONS COMMISSION**

**PA**

# **MULTIMODAL FUNDING UPDATES**

MAY 13, 2021

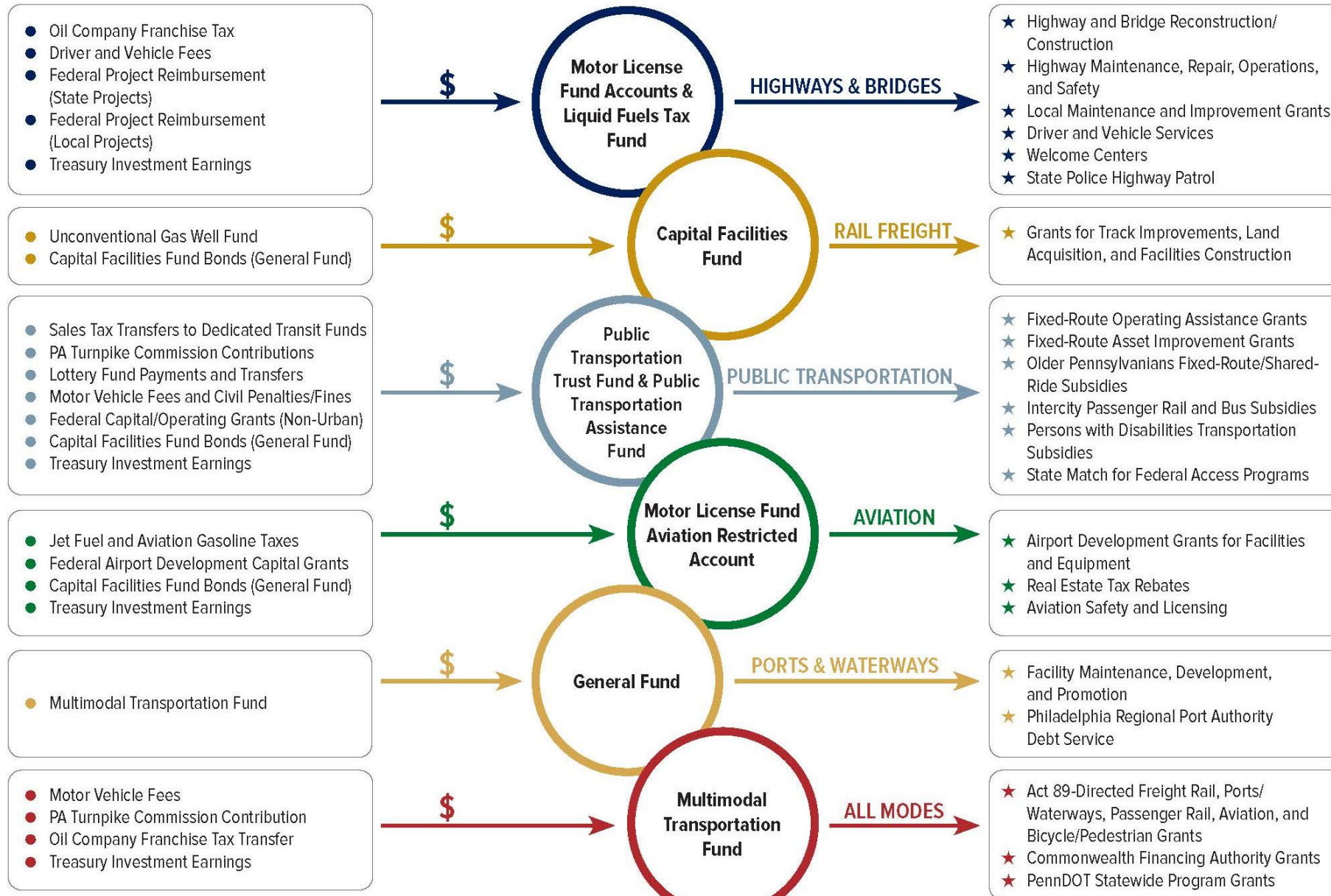
# AGENDA

- What is the Multimodal Deputate?
- What are the mode budgets/spending?
- What is the long-term forecast?

# MULTIMODAL DEPUTATE

- 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



# PUBLIC TRANSPORTATION FUNDING SOURCES

## REVENUE SOURCES

## FUND

## USES

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



### 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

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



### 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

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

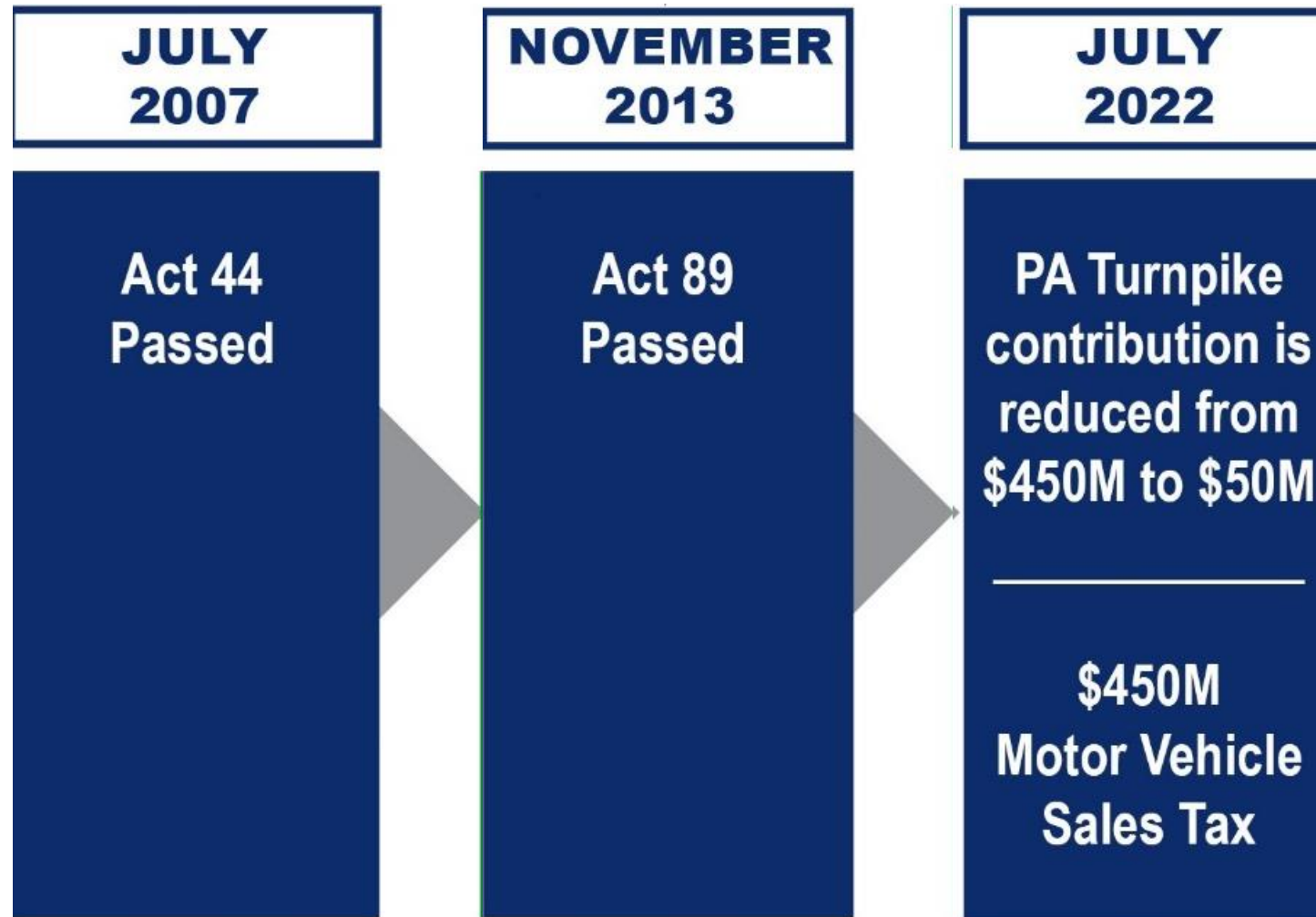


### Public Transportation Assistance Fund (PTAF)



- 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



# PUBLIC TRANSPORTATION FUNDING OVERVIEW

## FY 19-20

State Operating Funds	\$1.106 Billion
State Capital Funds	\$453 Million (Includes 1514 and 1517)
State Bond (TAP)	\$125 Million
Programs of Statewide Significance	\$85 Million (PWD, Amtrak Capital, Shared Ride Capital, Technical Assistance, etc.)
Federal 5311 Funds	\$11.182 Million (used for Operating and Capital)
Federal 5310 Funds	\$16.127 Million (used for Capital vehicle purchases)
Lottery Funds (Shared Ride)	\$53.7 Million



# 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





# AMTRAK NEEDS

- **\$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

# PUBLIC TRANSPORTATION – PROJECTS OF SIGNIFICANCE

- **\$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



# PUBLIC TRANSPORTATION – ANNUAL FUNDING NEED

STATE OF GOOD REPAIR   TRANSIT	\$1,100M – \$1,400M
AMTRAK	\$131M – \$135M
<b><i>SUBTOTAL</i></b>	<b><i>\$1,231M – \$1,535M</i></b>
PROJECTS OF SIGNIFICANCE	\$450M – \$650M
<b><i>TOTAL NEED</i></b>	<b><i>\$1,681M – \$2,185</i></b>
<b>TOTAL FUNDING (WITH PTC ACT 44 REPLACEMENT FUNDING)</b>	<b>\$1,000M</b>
<u>UNMET NEED</u>	<u>\$681M – \$1,185M</u>

# BUDGET – AVIATION

## Aviation Development Grant Funding

Aviation Restricted Account	<ul style="list-style-type: none"><li>■ Pre-COVID (SFY 2019-20): \$6.5 million</li><li>■ COVID (SFY 2020-21): \$6.5 million</li></ul>
Multimodal Transportation Aviation (MMTA) Funding Set-Aside	<ul style="list-style-type: none"><li>■ Pre-COVID (SFY 2019-20): \$6.4 million</li><li>■ COVID (SFY 2020-21): \$6.4 million</li></ul>
Transportation Assistance Program (Capital Budget)	<ul style="list-style-type: none"><li>■ Pre-COVID (SFY 2019-20): \$9.3 million</li><li>■ COVID (SFY 2020-21): \$10.0 million</li></ul>

- 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

## Rail Freight

- Average Annual Spending:
  - \$35M RTAP
  - \$10M RFAP Grants
- Additional Annual Need:
  - \$10M



## Ports

- Average Annual Spending:
  - \$9.5M
- Unfunded Need (next 5 years):
  - \$140M
- Additional Annual Need:
  - \$20M



# BUDGET – BICYCLE & PEDESTRIANS

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



# LONG TERM FORECAST

## 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.





# FUNDING CAPITAL PROJECTS

Advance large-scale capital projects

Ensure available funding

Secure local match

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.

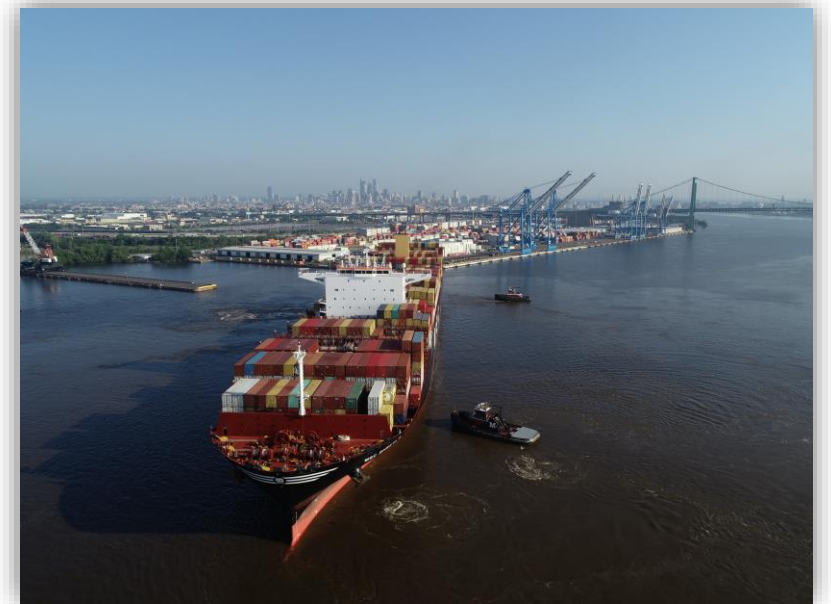
# LONG TERM FORECAST – RAIL, FREIGHT, PORTS AND WATERWAYS

## ■ 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



# QUESTIONS



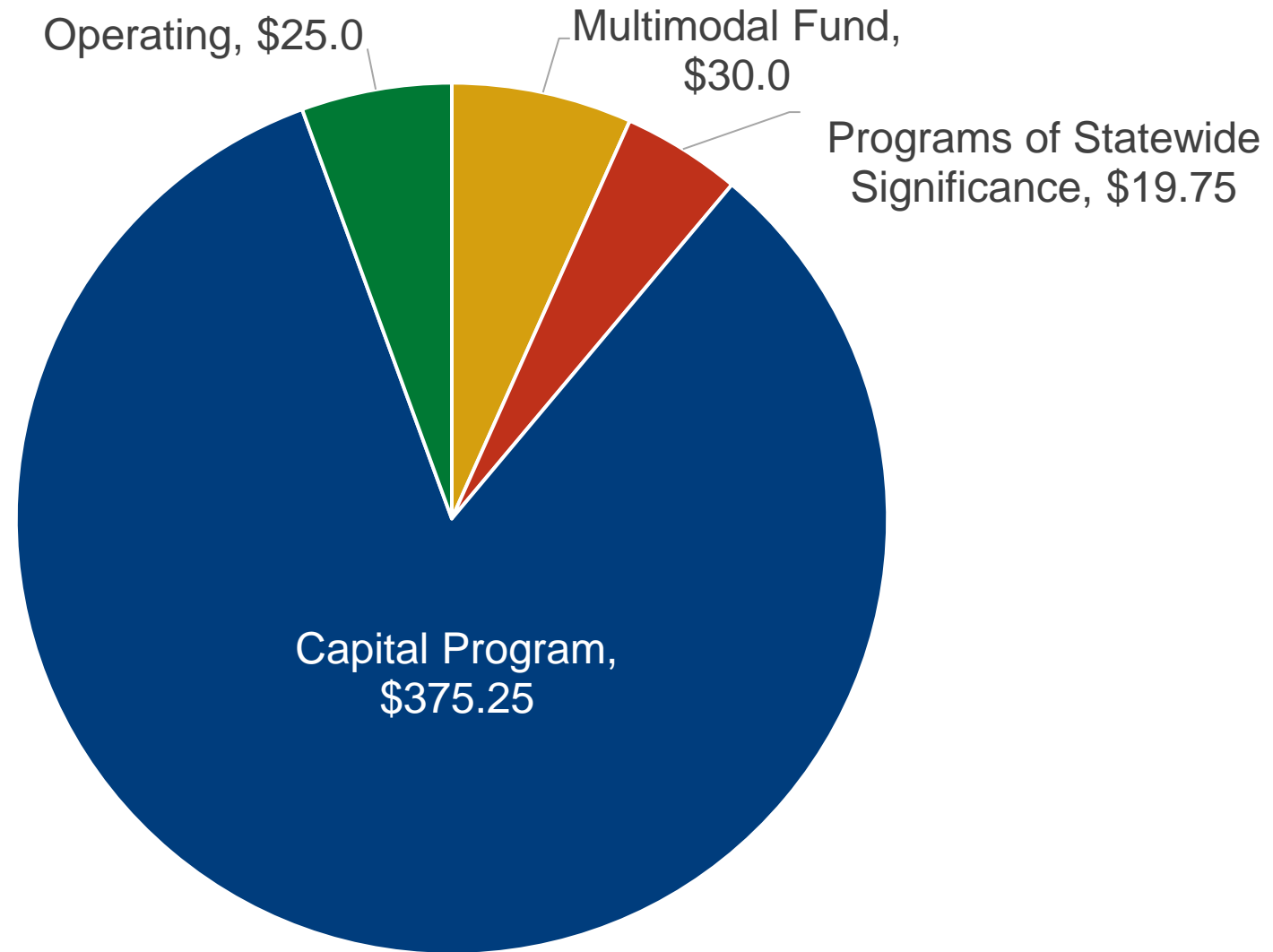
**TRANSPORTATION REVENUE  
OPTIONS COMMISSION**

**PA**

# **MULTIMODAL FUNDING UPDATES**

MAY 13, 2021

# DISTRIBUTION OF ACT 44 FUNDING IN MILLIONS



**Total = \$450.0 Million**



# MULTIMODAL FUND DISTRIBUTION

MTF Revenue Sources			
Source		FY 2017-2018	FY 2018-2019 (est.)
1	PTTF (PA Turnpike)	\$30,000,000	\$0
2	Unprotected Motor License Fund Fees	\$72,461,000	\$75,700,000
3	Oil Company Franchise Tax	\$35,000,000	\$35,000,000
4	Share the Road Fee	\$5,000	\$15,000
5	Interest	2,845,000	\$1,850,000
TOTAL		\$140,311,000	\$112,565,000

# MULTIMODAL FUND DISTRIBUTION

MTF Revenue Distribution			
Uses		FY 2017-2018	FY 2018-2019 (est.)
1	Aviation	\$6,238,000	\$6,238,000
2	Bicycle/Pedestrian	\$2,079,000	\$2,079,000
3	Passenger Rail	\$8,317,000	\$8,317,000
4	Ports/Waterways	\$10,396,000	\$10,396,000
5	PennPORTS – PRPA Debt Service	\$4,609,000	\$4,606,000
6	Rail Freight	\$10,396,000	\$10,396,000
7	Multimodal Administration	\$4,317,000	\$4,317,000
8	PennDOT Discretionary	\$40,000,000	\$40,000,000
9	Transfer to CFA	\$53,959,000	\$26,216,000
	TOTAL	\$140,311,000	\$112,565,000

Annually, any money not allocated for items 1-8 is transferred to the Commonwealth Financing Authority (CFA) to fund eligible programs.

# AVIATION

Aviation Restricted Account (Aviation Fuel Tax)

- Pre-COVID (SFY 2019-20): \$8.8 million
- **COVID (SFY 2020-21): \$5.5 million**

Multimodal Transportation Aviation (MMTA) Funding Set-Aside

- Pre-COVID (SFY 2019-20): \$6.4 million
- COVID (SFY 2020-21): \$6.4 million

Transportation Assistance Program (Aviation Capital Budget)

- Pre-COVID (SFY 2019-20): \$10.0 million
- COVID (SFY 2020-21): \$10.0 million



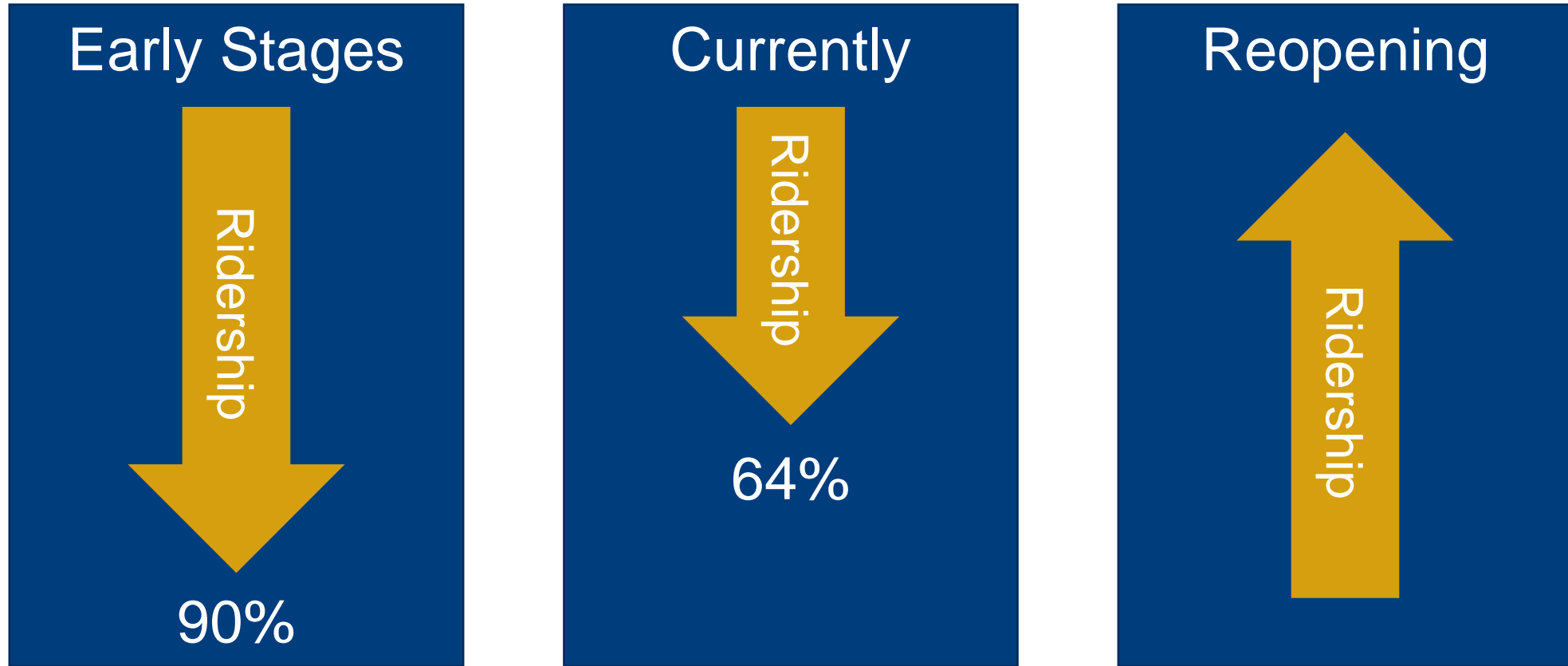
# COVID IMPACTS

## Aviation

Pennsylvania Airports	Numbers in 000's, US Flights Only
Enplaned Passengers	<ul style="list-style-type: none"><li>▪ CY 2019: 20,562</li><li>▪ CY 2020: 7,941</li><li>▪ % DIFF <b>-61%</b></li></ul>
Scheduled Airline Departures	<ul style="list-style-type: none"><li>▪ CY 2019: 265</li><li>▪ CY 2020: 158</li><li>▪ % DIFF <b>-40%</b></li></ul>
Recovery Trends	Statistics not yet provided for CY 2020 to CY 2021 comparison

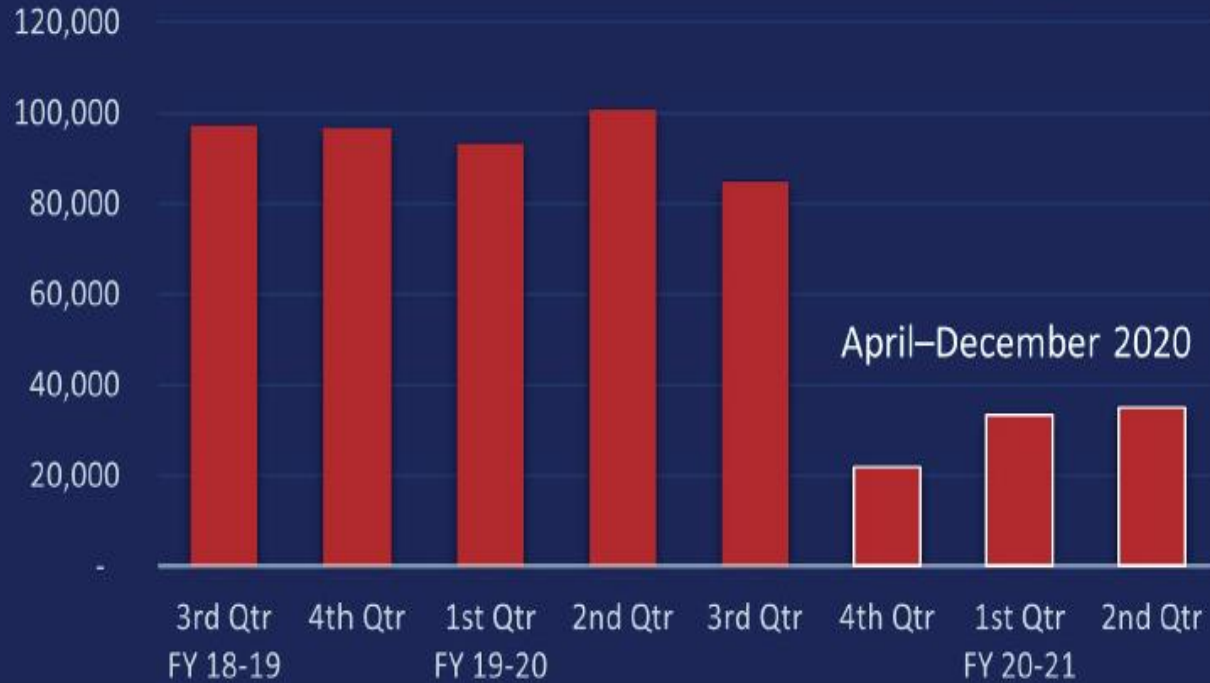
# COVID IMPACTS

## Public Transportation (Buses and Passenger Rail)



# COVID IMPACTS

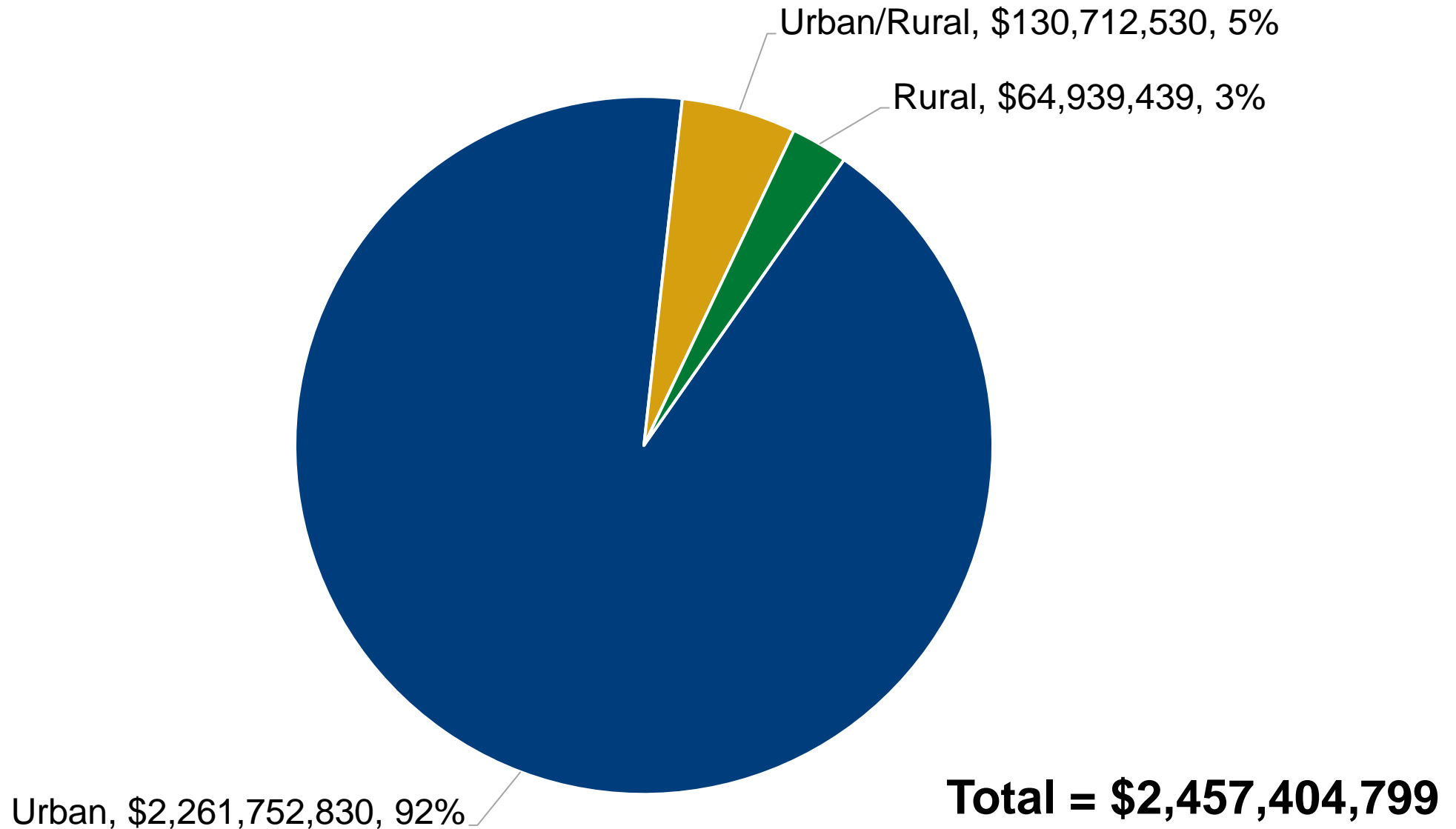
## Fixed-Route and ADA Paratransit Ridership (000's)



## Shared-Ride Ridership by Month 2019 vs. 2020



# FEDERAL COVID RELIEF TOTAL





# SHARED RIDE COVID RELIEF PAYMENTS

**18 Agencies**

**COVID Relief Funds**

**FY 2019-20 Expenses**

**\$9,582,382**

**\$36,311,177**



# SHARED RIDE PAYMENTS

Agencies	Granted Amount	FY 2019-20 Expenses
Allied Coordinated Transportation Services, Inc	\$ 240,700	\$ 619,919
Blair Senior Services, Inc.	\$ 728,930	\$ 2,365,730
Bucks County Transport, Inc.	\$ 1,060,088	\$ 2,490,036
Butler County	\$ 564,270	\$ 573,578
Centre County	\$ 463,490	\$ 1,441,237
Clarion County	\$ 16,464	\$ 769,805
Community Transit of Delaware County Inc.	\$ 1,004,737	\$ 6,039,220
Greene County	\$ 315,032	\$ 1,036,635
Heritage Health Foundation	\$ 100,000	\$ 1,099,148
Huntingdon-Bedford-Fulton Area Agency on Aging	\$ 675,760	\$ 1,768,657
Mifflin-Juniata	\$ 129,664	\$ 960,273
Pike County	\$ 210,000	\$ 791,193
Rover Community Transportation	\$ 876,241	\$ 3,347,866
Somerset County	\$ 69,002	\$ 413,383
STEP, Inc.	\$ 827,795	\$ 2,396,569
Suburban Transit Network Inc.	\$ 1,680,132	\$ 7,027,518
Susquehanna-Wyoming County Transportation	\$ 255,793	\$ 1,265,888
Wayne County	\$ 364,284	\$ 1,904,522
	\$ 9,582,382	\$ 36,311,177

# COVID IMPACTS

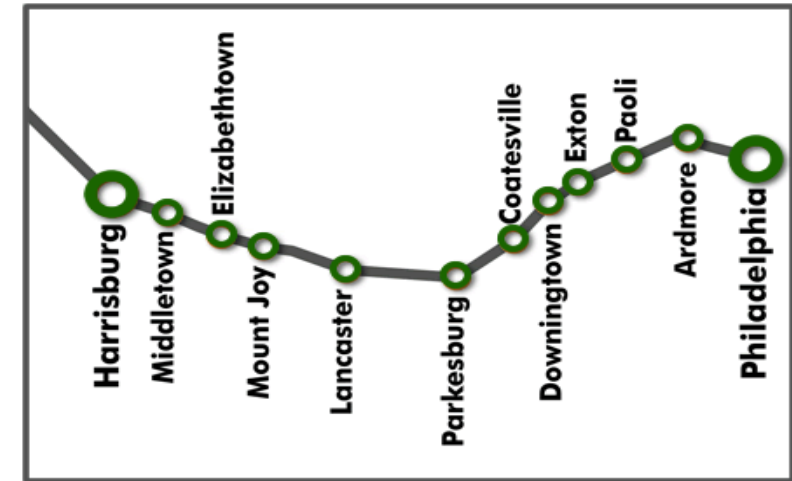
## Passenger Rail-Amtrak

- Ridership
  - Keystone  $\approx$  15% of pre-COVID ridership
  - Pennsylvanian  $\approx$  42% of pre-COVID ridership
- Revenue
  - Keystone  $\approx$  14% of pre-COVID ridership
  - Pennsylvanian  $\approx$  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



# FEDERAL RELIEF FUNDING (CARES ACT, CRRSAA, ARPA)

## Public Transportation

- CARES:
  - \$1.1 Billion
- CRRSAA:
  - \$443 Million
- ARPA:
  - \$1.046 Billion



## Aviation

- CARES Act Group 4 Funding (2020):
  - \$1,627,000 for 39 Block Grant Airports
- CRRSAA Funding (2021)
  - \$631,000 for 39 Block Grant Airports



# 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**

# FEDERAL RELIEF FUNDING (CARES ACT, CRRSAA, ARPA)

- Public Transportation – money going to urban and rural agencies...and intercity

