

## **PPTA FUNDING PRINCIPLES – STATE TRANSPORTATION FUNDING**

The 55 transit systems of the Pennsylvania Public Transportation Association (PPTA) are dedicated to delivering safe, reliable, sustainable, accessible and customer-focused public transit services. Every day, public transportation provides over one million rides to people throughout all of Pennsylvania's 67 counties. Together, these trips contribute to mobility, economic vitality, sustainability and enhanced quality of life throughout the Commonwealth.

Act 89 of 2013 has provided stable and reliable funding to ensure that Pennsylvania's public transportation systems can provide critical mobility to citizens across Pennsylvania. The Commonwealth must build upon the success of Act 89. PPTA recommends the following principles as the basis for the path forward.

### **The Pennsylvania Public Transportation Association supports:**

1. Continuation of funding provided under the Public Transportation Assistance Fund (PTAF). Operating funds for all systems should be distributed based on formulas established in Act 89 and continue to be protected with the hold harmless provisions.
2. Securing Act 44 public transportation programs, including the Public Transportation Trust Fund. The Trust fund should be distributed equitably among public transportation recipients with a focus on predictability.
3. Annual state budgets affirm Pennsylvania's commitment to Act 89 investment levels and provides at least \$450 million in bondable funding. This includes the transition of \$450 million in Pennsylvania Turnpike Commission obligations to the General Fund Motor Vehicle Sales and Use tax as required by Act 44/Act 89. Safeguards must be put into place to ensure that these resources are allocated annually.
4. The PennDOT report, "PA's Investment in Public Transit and Passenger Rail," which demonstrates how high-quality public transit and passenger rail service are essential to the state's businesses and workforce, to its residents, and to its economic competitiveness. To meet this objective, public transportation must be able to address state of good repair needs and grow to respond to economic development in communities throughout the Commonwealth. The Pennsylvania Transportation Advisory Committee's 2019 report, the "Risks to Transportation Funding in Pennsylvania," identified an additional \$1.2 Billion funding need for public transit agencies.
6. Enabling legislation to provide communities the ability to generate local revenue to help fund state of good repair projects and/or service expansion projects, including "spike" projects, to meet local mobility needs. "Spike" funding for projects should be bondable and not replace current funding for public transportation capital or operating needs.
7. Ensuring the Commonwealth provides adequate match funding to maximize federal formula and discretionary grants made available for public transportation through federal investments, including the Infrastructure Investment and Jobs Act of 2021. The ability to utilize all available federal funds is vital to maintaining transit vehicles and facilities in a state of good repair while also investing in system enhancements and safety improvements.

8. Continuation of a fully coordinated, cost-effective human service transportation system across the Commonwealth that includes the PA Lottery's Senior Shared Ride Program, Shared Ride Program for Persons with Disabilities, the Medical Assistance Transportation Program (MATP), ADA Complementary Paratransit service, and other human service transportation programs.