

SOUTHEAST
PARTNERSHIP FOR

mobility

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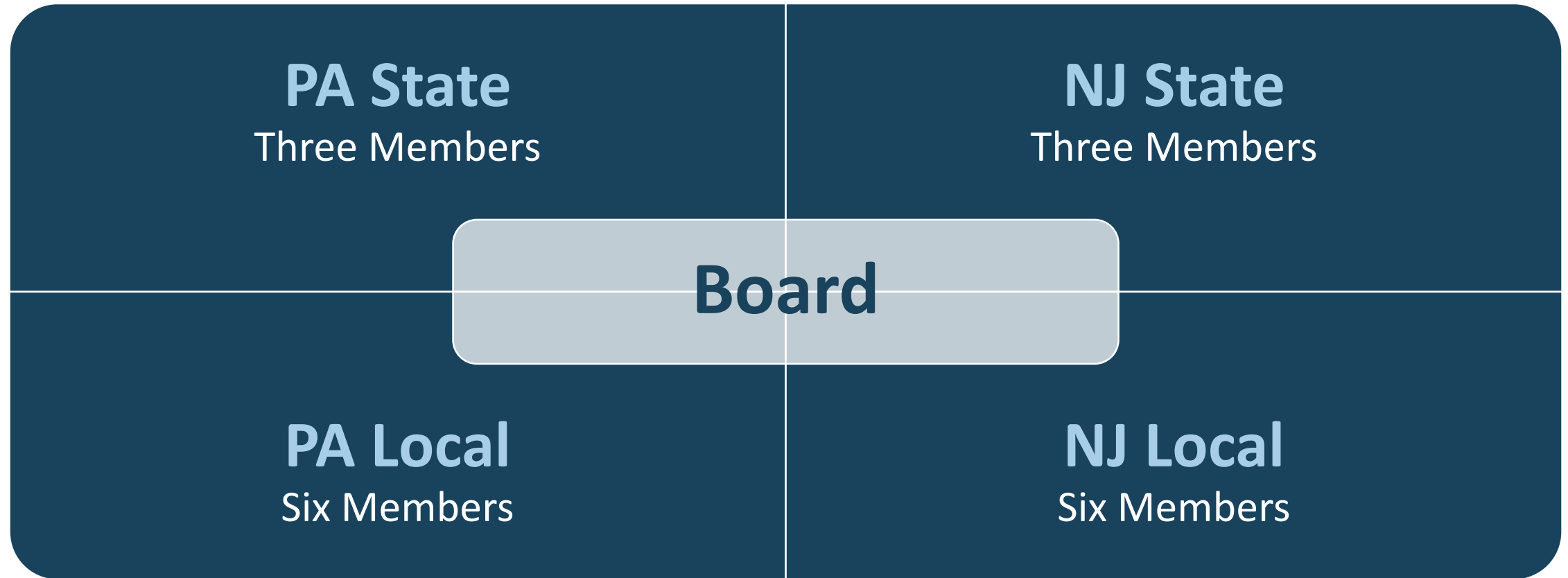


What is DVRPC?



- MPO for Greater Philadelphia region
- Created in 1965
- Planning for “orderly growth and development”
- Transportation, land use, open space, housing and economic development, population and employment forecasts
- Regional Plan: Connections 2045

DVRPC Board Structure



The Connections 2045 Vision



Integrated, Multimodal Transportation System

Provide for Alternative Modes



Invest in Centers



Fix it First



Generate Local Funding





The Philadelphia Region is an ECONOMIC ENGINE FOR PENNSYLVANIA

On just

5%
OF
PENNSYLVANIA'S
LAND MASS...



Southeast PA...



generates

41%

OF PA'S
ECONOMIC OUTPUT



produces

36%

OF PA'S
GENERAL FUND
REVENUE



represents

32%

OF PA'S
POPULATION

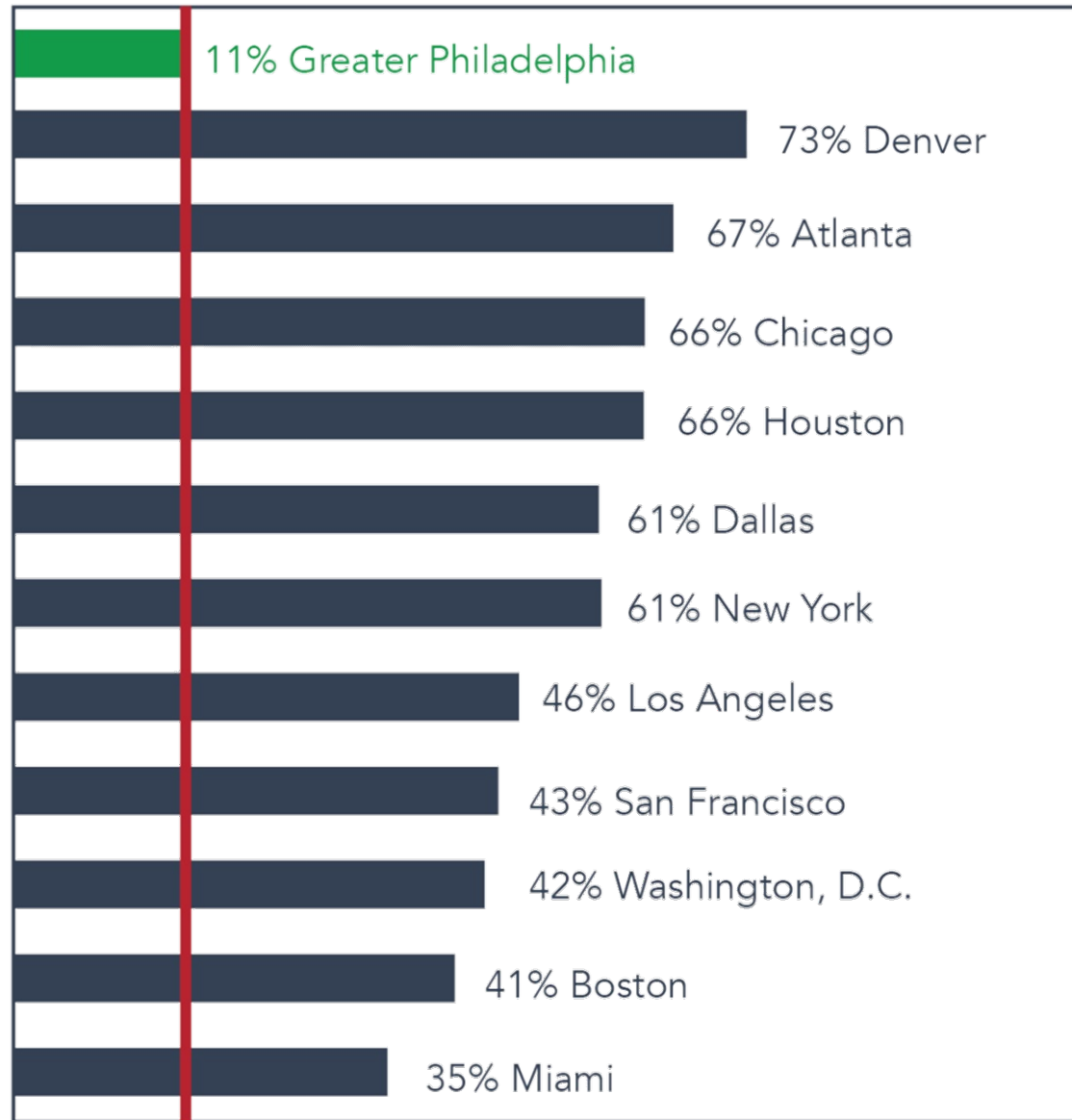


Other U.S. Regions are Investing 70% MORE IN TRANSIT



FY2017-2018 Capital Budgets (millions) Includes federal, state and local funding.

...the percentage of funding Southeast PA receives from local sources is also **WELL BELOW AVERAGE**



Percent of transit capital funding from local sources (2006-2015)

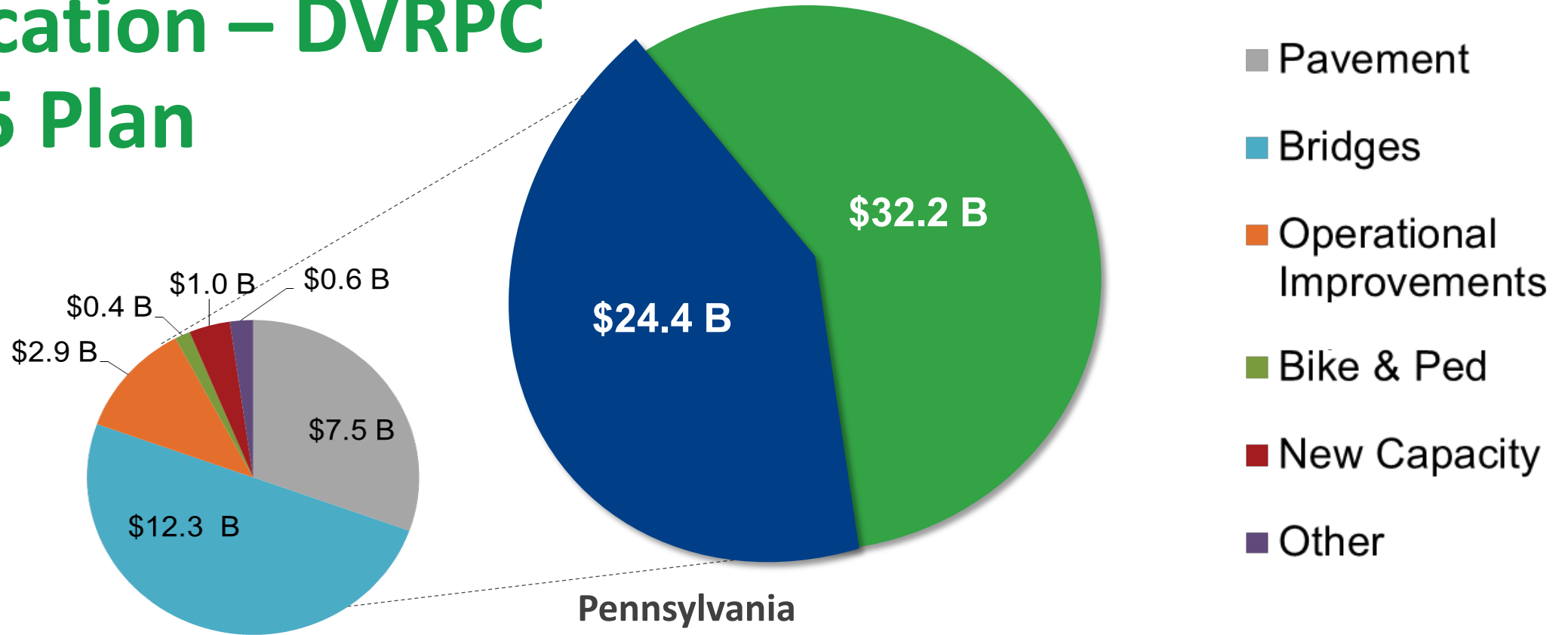
Source: National Transit Database

The Advisory Council's Guiding Principles

The Advisory Council concurs that:

- Transportation is not a cost—it is an investment that supports jobs, economic growth, and quality of life.
- Companies and employees view mass transit as a key differentiator in choosing where to locate their business or where to work.
- Competitors to the Philadelphia region are making higher levels of investment in mass transit.
- Turnpike toll rate increases necessitated by Act 44 adversely affect the economic competitiveness of Philadelphia industry.
- New additional recurring revenue is needed to support SEPTA's projects of significance and for additional interchanges between the PA Turnpike and the local roadway network.

Roadway Funding Allocation – DVRPC 2045 Plan



Pennsylvania

Unfunded Vision: \$32.2 B

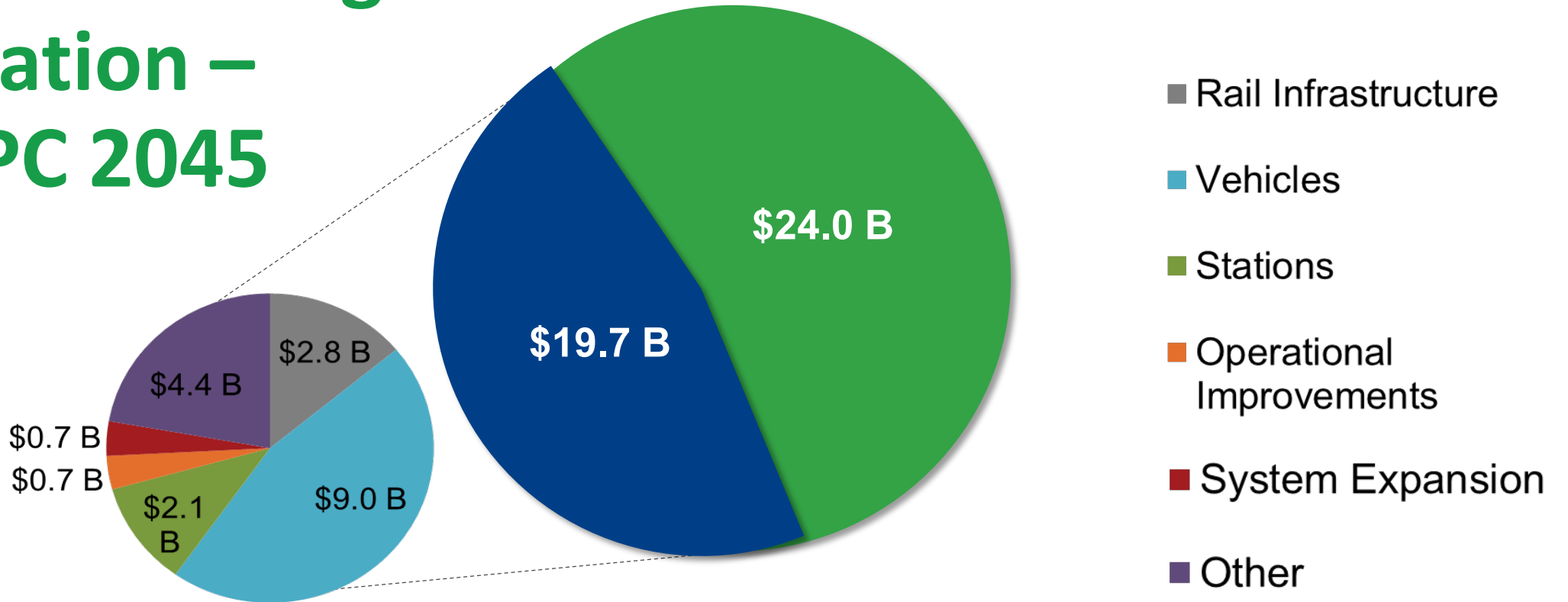
Available Revenue: \$24.4 B

Aspirational Vision: \$56.6 B

All Figures in Billions of Year-of-Expenditure Dollars



Transit Funding Allocation – DVRPC 2045 Plan



Pennsylvania

Unfunded Need: \$24.0 B

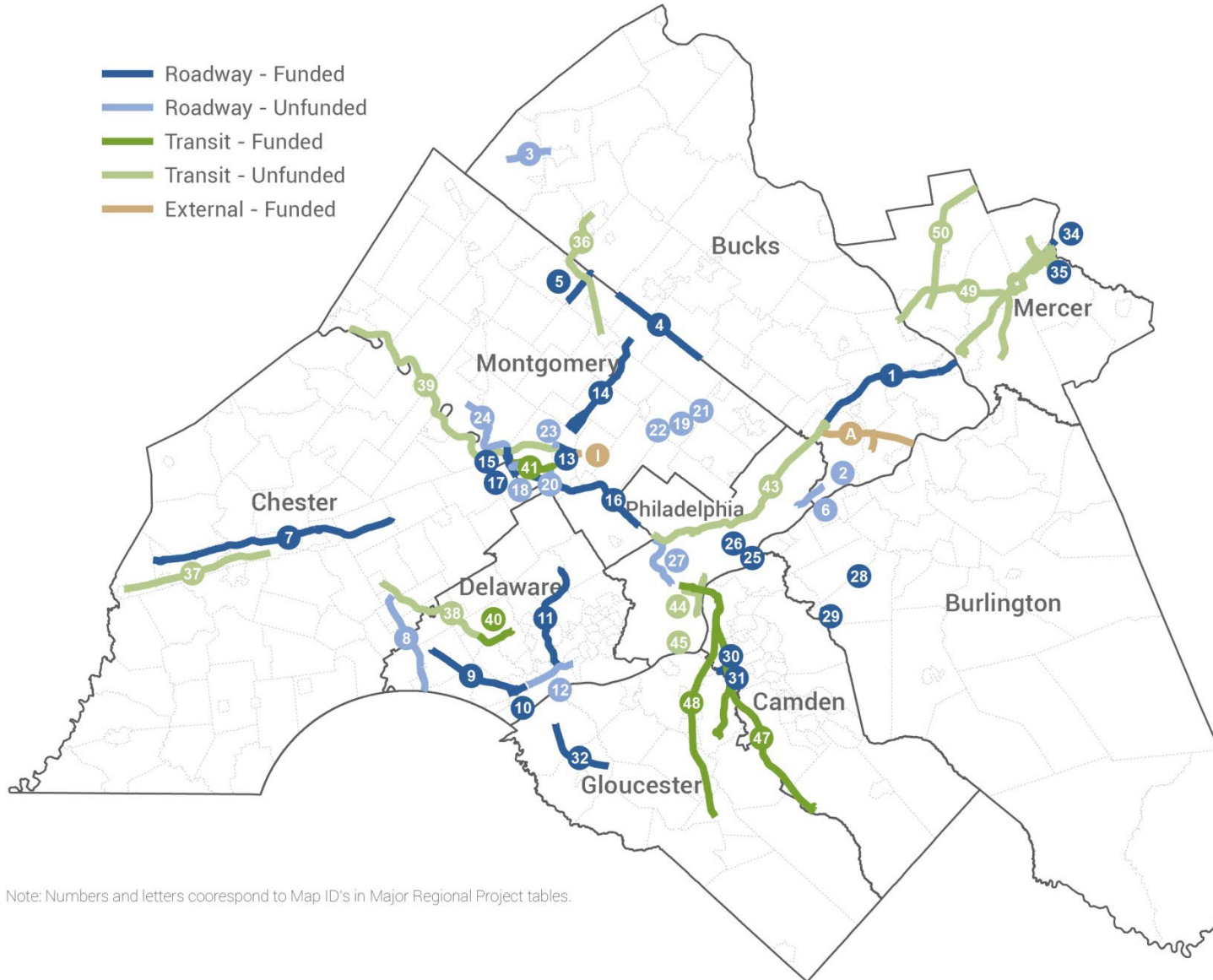
Available Revenue: \$19.7 B

Aspirational Need: \$43.7 B

All Figures in Billions of Year-of-Expenditure Dollars



- Roadway - Funded
- Roadway - Unfunded
- Transit - Funded
- Transit - Unfunded
- External - Funded

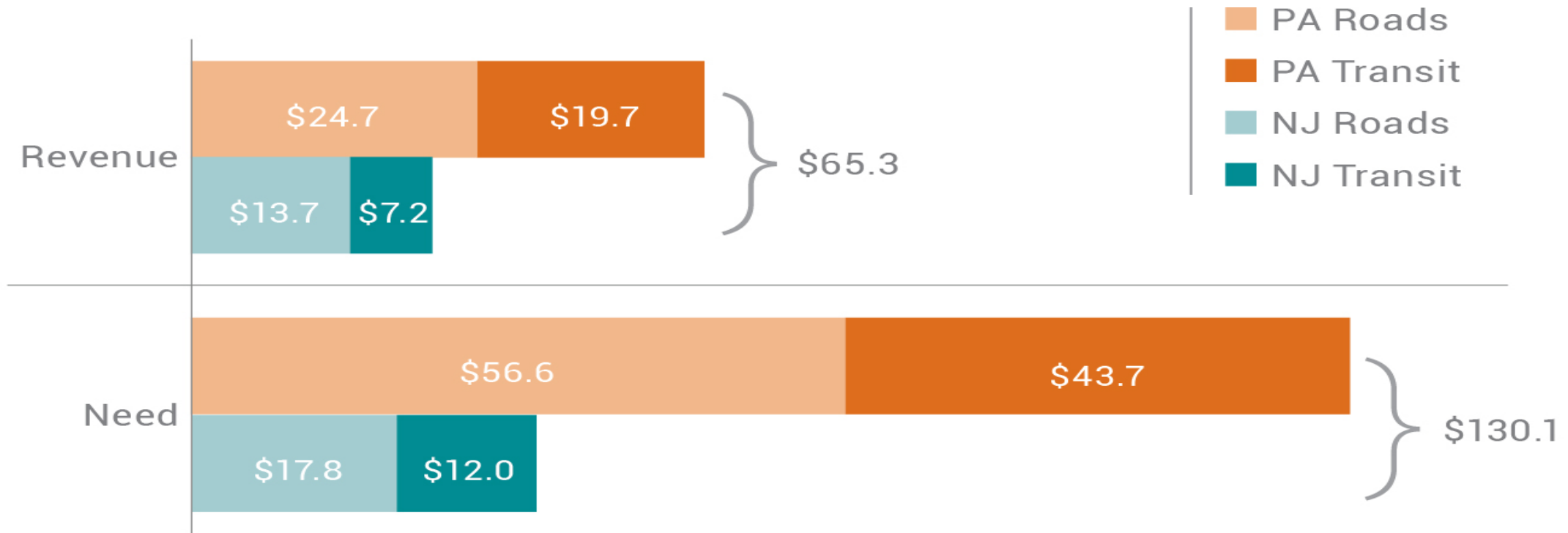


Note: Numbers and letters correspond to Map ID's in Major Regional Project tables.

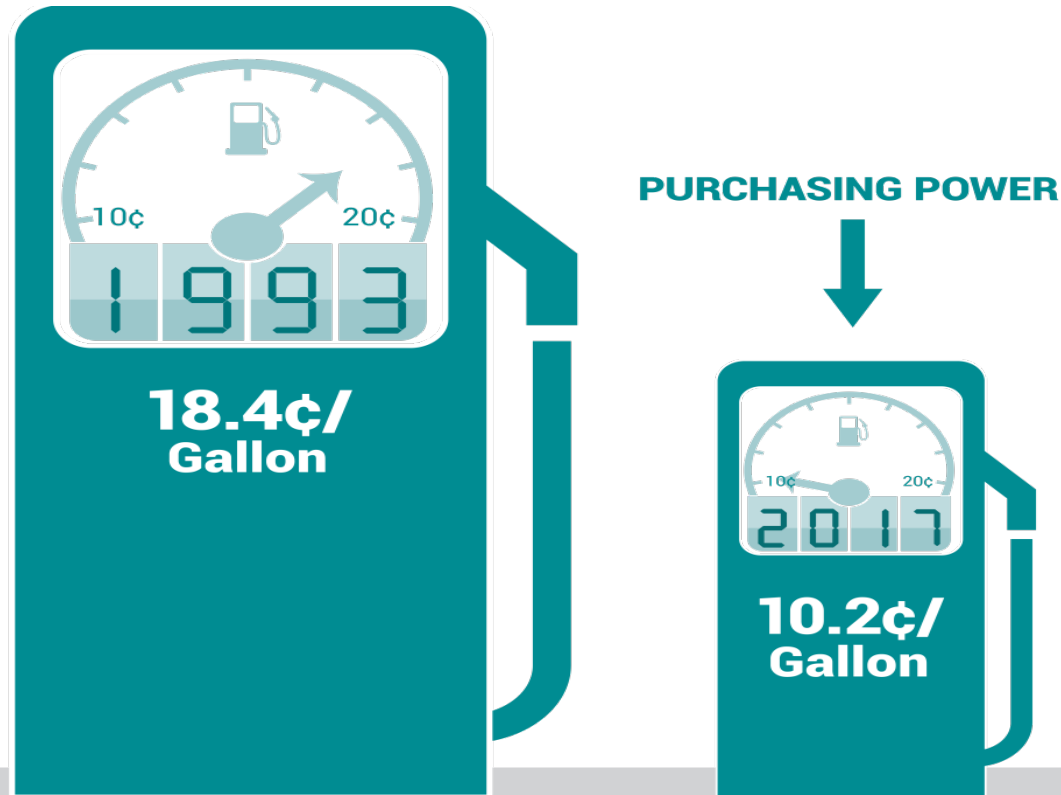
Major Regional Expansion Projects



Transportation System Need vs. Revenue



Federal Funding



- **DEVOLVING FEDERAL ROLE:** States have taken action
- **IMPROVING FUEL EFFICIENCY:** 50 MPG is good, but...
- **FEAR OF TAXES:** Federal gas tax fixed since 1990s

Call to Action

Legislative action is needed to solve the problem by:

1. Securing statewide public transportation funding to ease PTC's need for future toll increases and ensure stable funding for public transportation.
2. Pass enabling legislation to allow the new local revenue sources to be invested in projects to accommodate and accelerate regional growth.

Statewide Revenue OPTIONS

Option	Basis	Potential Revenue (\$ millions)
Sales Tax	Increase from 6% to 6.25%	\$350 - 450
Personal Income Tax	Increase rate from 3.07% to 3.17%	\$350 - \$450
Real Estate Transfer Tax	Increase from 1% to 1.5%	\$215 - \$265
TNC Fee	New fee of \$1 per trip	\$80 - \$100
Congestion Pricing	Tolling of additional PA interstates	At least \$200
Electric Vehicle Fee	New Annual fees of hybrid and electric vehicles	\$5, growing over time
Tire, Vehicle Lease and Vehicle Rental Fees	Increase from \$1 to \$2 per tire; increase from \$2 to \$4 per rental; Increase from 3% to 6% per lease	\$125 - \$150



Southeast PA Regional Funding and Financing Options

SEPTA & PTC
Projects of
Significance
(\$350M-
\$450M/YR)

TYPE OF FUNDING OPTION

		REVENUE GENERATION POTENTIAL		
		REV. > \$100M	\$50M > REV. > \$25M	REV. < \$15M
TYPE OF FUNDING OPTION	TRADITIONAL	<ul style="list-style-type: none"> • Earned Income Tax • Property Tax Surcharge • Real Estate Transfer Tax • Sales Tax 	<ul style="list-style-type: none"> • Sales Tax (Base Expansion) 	<ul style="list-style-type: none"> • Cigarette Tax • Hotel Occupancy Tax (excluding City of Philadelphia) • Liquor/Malt Beverage Tax
	TRANSPORTATION - RELATED	<ul style="list-style-type: none"> • Mileage Based User Fee/ Road User Charge • Vehicle Property Tax 	<ul style="list-style-type: none"> • Interstate Tolling / Congestion Pricing • TNC Fee • Transit Fare Surcharge 	<ul style="list-style-type: none"> • Excise Tax on Adult Bicycles • Lead Acid Battery Tax • Vehicle Registration Fee
	VALUE CAPTURE		<ul style="list-style-type: none"> • Rolling Property Tax Assessment • Surface Coverage Fee • Tax Increment Financing (TIF) • Transportation Access Fee 	<ul style="list-style-type: none"> • Fee in Lieu of Parking • Fee in Lieu of Transportation Improvements • Rezoning for Private/Transit Development • Opportunity zone incentives • Telecom Surcharge

Solutions in **bold italicized** text require legislative action.

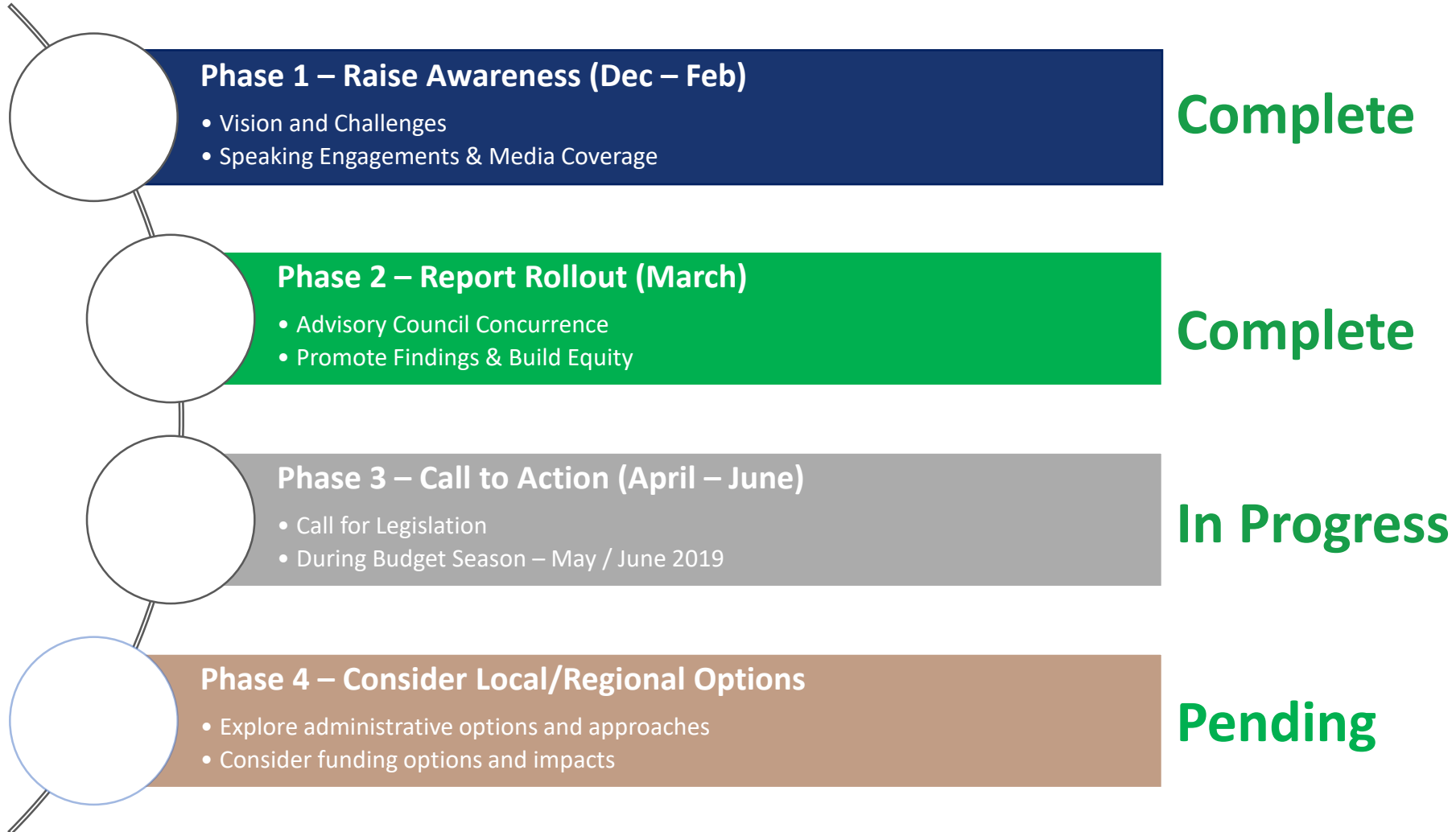
Local/Regional Revenue OPTIONS

Option	Basis	Annual Revenue (2017 \$)
Earned Income Tax	Add a 0.1% local surcharge	\$138 M
Property Tax	Add a 5% surcharge to County Property Tax	\$70 M
Real Estate Transfer	Increase tax by 0.5%	\$143 M
Sales Tax	Add a 0.5% local surcharge	\$105 M
VMT Charge	\$0.01 per mile	\$244 M
Vehicle Property Tax	Annual assessment of 0.35% of value of vehicle	\$121 M

Total Annual for 5-County Region



Outreach Plan & Approach



Thank You

