

FAST FACTS

From the House Appropriations Committee

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House Republican Transportation Plan Falls Short, Underfunds Mass Transit

On June 27, 2013, the House Transportation Committee amended Senate Bill 1, reducing the overall spending on roads, bridges, mass transit and multimodal projects from \$2.51 billion over five years to \$1.84 billion. This is a fraction of the unmet transportation funding need as identified in the Transportation Funding Advisory Committee (TFAC) report. Since the report was issued in 2011, the overall need has grown to more than \$4.5 billion and continues to grow every day.

While House Democrats are pleased the Republican amendment removed the controversial changes to prevailing wage, the proposed bill falls short in adequately addressing Pennsylvania's transportation deficiencies. The Republican amendment also cuts a current mass transit funding source by \$90 million (from the sales and use tax intended for debt service on bonds), which could have commonwealth bond rating implications.

We need a comprehensive and bipartisan approach to address transportation funding needs. The House Democrats will be offering an amendment on the floor that raises the overall transportation spending to at least \$2.5 billion, fully funds mass transit and reduces the burden on consumers to pay for it by enacting a reasonable natural gas severance tax on Marcellus Shale drillers.



As shown in the chart, while spending in Senate Bill 1 PN 1308 is more than the governor's proposal, the amended bill falls woefully short in spending on roads and bridges and mass transit compared to the original Senate Bill 1 and the TFAC report.