

TRANSPORTATION FUNDING

THE ROLE OF VMTs, TOLLING AND INCREASED FEES

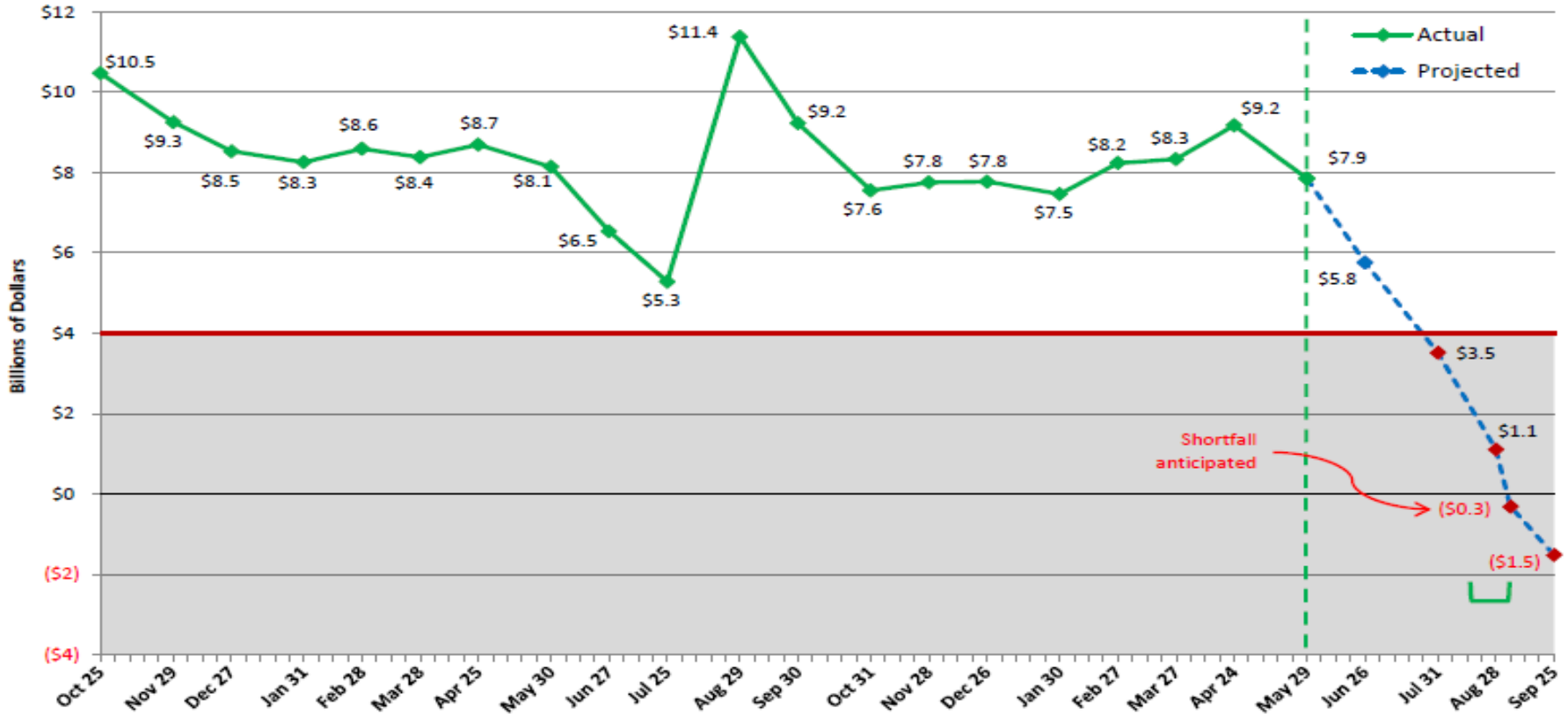
JULY 14, 2015

LARRY S. SHIFFLET

FEDERAL FUNDING ISSUES

FY 2014 & FY 2015 Projected Estimates for End-of-Month Cash Balances (as of 5/29/15) ^{1/ 2/ 3/ 4/}

Highway Account of the Highway Trust Fund (Includes FHWA, FMCSA & NHTSA)



1/ Graph reflects actual data through 5/29/15 and end-of-month projections for the remainder of FY 2015.

2/ Total receipt and outlay projections are based on FY 2016 President's Budget Baseline assumptions. Projected monthly receipt and outlay rates are based on historic averages.

3/ Range of anticipated shortfall: Green brackets denote the estimated window of when the anticipated shortfall will occur.

4/ The shaded area represents when the Highway Account balance drops below \$4 billion, at which point cash management procedures may become necessary.

STATE/LOCAL FUNDING ISSUES



The passive aggressive way of getting your town to deal with potholes. [See More](#)

CHANGING TIMES

- FEE INCREASES
- TOLLING
- VMT

A STATE'S CALL TO ACTION

PENNSYLVANIA'S ACT 89 ADDITIONAL ANNUAL INVESTMENT

Transportation Mode	Year 1 (Jan. 1-June 30, 2014) est.	Year 5 est.
State Roads and Bridges	\$186 million	\$1.3 billion
Public Transportation	\$59 million	\$480 million - \$495 million
Local Roads and Bridges	\$34 million	\$237 million
PA Turnpike Expansion Projects	\$12 million	\$86 million
Multi-Modal Fund	\$30 million	\$144 million
Dirt/Gravel/Low-Volume Roads	-	\$30 million
TOTAL	\$321 million	\$2.3 billion-\$2.4 billion