

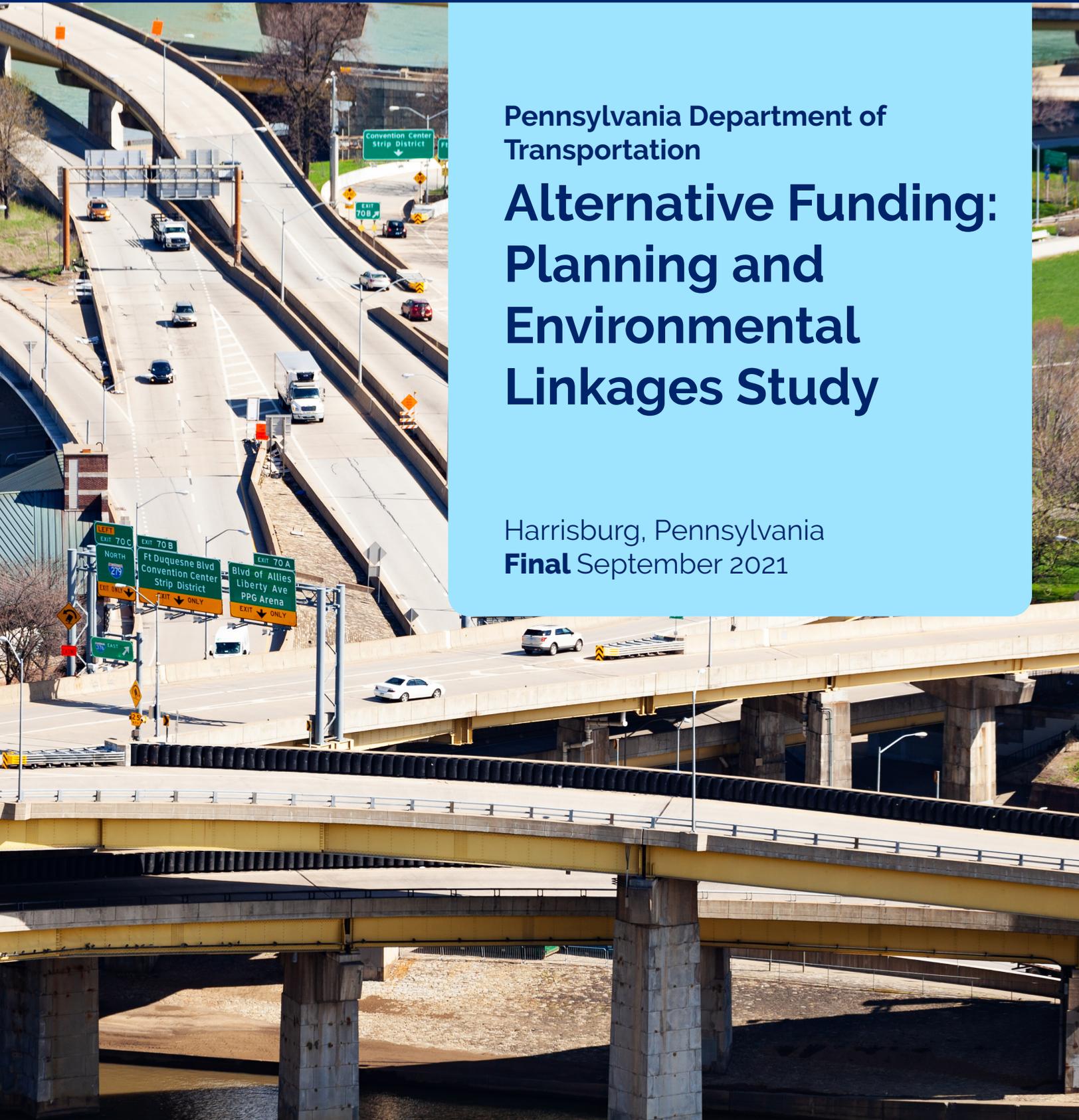


pennsylvania
DEPARTMENT OF TRANSPORTATION

Pennsylvania Department of
Transportation

Alternative Funding: Planning and Environmental Linkages Study

Harrisburg, Pennsylvania
Final September 2021



pennsylvania
DEPARTMENT OF TRANSPORTATION

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Acronyms and Abbreviations

ACM	Agency Coordination Meeting
ACS	American Community Survey
AET	All-Electronic Tolling
AFT	Alternative Fuels Tax
ATRI	American Transportation Research Institute
CFR	Code of Federal Regulations
Commonwealth	Commonwealth of Pennsylvania
CTPP	Census Transportation Planning Products
DBFM	Design, Build, Finance, and Maintain
EJ	Environmental Justice
EJAB	Pennsylvania Environmental Justice Advisory Board
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EV	Electric Vehicle
E-ZPass®	E-ZPass
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GP	General Purpose
HHS	Department of Health and Human Services
HOT	High-Occupancy-Toll
HOV	High-Occupancy Vehicles
HTF	Highway Trust Fund
IFTA	International Fuel Tax Agreement

IRI	International Roughness Index
ISRRPP	Interstate System Reconstruction and Rehabilitation Pilot Program
LOS	Level of Service
L RTP	Long-Range Transportation Plan
MBP3	Major Bridge Public-Private Partnership
MBUF	Mileage Based User Fee
MCRT	Motor Carriers Road Tax
MLF	Motor License Fund
MPO	Metropolitan Planning Organization
MTF	Multimodal Trust Fund
NBIS	National Bridge Inspection Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
OCFT	Oil Company Franchise Tax
OEJ	Pennsylvania Department of Environmental Protection Office of Environmental Justice
P3 Board	Public-Private Transportation Partnership Board
P3	Public-Private Partnership
PEL	Planning and Environmental Linkages
PennDOT	Pennsylvania Department of Transportation
PTAF	Pennsylvania Transportation Assistance Fund
PTC	Pennsylvania Turnpike Commission
PTTF	Public Transportation Trust Fund
RPO	Rural Planning Organization
RUC	Road User Charges
SOV	Single-Occupancy Vehicles
STIP	State Transportation Improvement Program

TAC	Transportation Advisory Committee
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TTI	Texas Transportation Institute
USC	United States Code
USDOT	United States Department of Transportation
VPPP	Value Pricing Pilot Program

Executive Summary

Overview

For decades, the funding gap between available revenue and Pennsylvania's transportation infrastructure needs has been increasing. Transportation funding, which is largely supported by fuel-based taxes, has been eroded by reduced fuel consumption (due to higher fuel efficiency and electric/hybrid vehicle use) and inflation, which has reduced the buying power of a dollar. State revenue from Pennsylvania's Motor License Fund, which supports highway and bridge maintenance and improvement projects, has also been shifted to other priorities, further reducing funds available for highways and bridges.

Meanwhile, the need for funding is increasing as Pennsylvania's population has grown and its transportation infrastructure ages. As the funding shortfall has continued, projects to improve the system have been deferred to fund essential maintenance, primarily on Interstate highways.

Insufficient funding for highways and bridges means that critical projects are delayed or foregone, and it is Pennsylvanians who feel the impacts. Poor highway and bridge conditions result in more time spent driving in congestion, delay, higher vehicle maintenance and fuel costs, and increased emissions. This transportation funding shortfall affects all regions of the state and requires a statewide solution.



PennDOT Pathways Goal and Objectives

Goal:

- » **Provide essential infrastructure investment now and for the future.**

Objectives:

- » **Identify and implement near-term funding solutions.**
- » **Identify and prepare for long-term funding solutions.**

What is a Planning and Environmental Linkages (PEL) Study ?

A PEL Study integrates the planning and environmental phases of a program or project's development. By integrating environmental analysis steps during planning, the results can be incorporated into subsequent environmental documents prepared in accordance with the National Environmental Policy Act (NEPA) without revisiting those steps, thereby promoting efficiency and potentially accelerating project delivery.



How big is the funding Gap?



Today, there is an \$8.1 billion highway and bridge funding gap, which will grow by about \$400 million per year, reaching \$12.6 billion by 2030.

For the statewide highway and bridge system, which is the focus of this Alternative Funding Planning and Environmental Linkages (PEL) Study (PEL Study), PennDOT's funding gap is currently \$8.1 billion and is forecast to grow to \$12.6 billion over the next 10 years.

To solve this systemic funding gap, PennDOT has initiated PennDOT Pathways. This program re-imagines transportation funding and identifies solutions to secure the revenues necessary to meet our transportation needs. This PEL Study is the first step in the PennDOT Pathways Program to identify potential alternative funding sources, analyze them, and develop a plan for implementation.

What is the purpose of this study?



The purpose of this PEL Study is to identify the best near- and long-term options to fill the transportation funding gap to provide adequate revenue for maintaining the Commonwealth's highways and bridges in a state of good repair and to establish a path forward.

How will the study be used?



This PEL Study provides the foundation for near- and long-term funding solutions to maintain and improve the transportation system. It allows for incorporation of PEL Study content into PennDOT's project development process and provides an umbrella document that supports the Statewide Long-Range Transportation Plan, Metropolitan Long-Range Transportation Plans, the Comprehensive Freight Movement Plan, and the Statewide Transportation Improvement Program. Individual projects that become part of the PennDOT Pathways Program will use this document to support their individual NEPA decision-making. Most important, this PEL Study provides the foundation for individual project purpose and need statements and alternatives analyses regarding funding solutions.

What is in the PEL Study? This foundational study accomplishes the following:



Chapter 1

provides a summary of the study purpose and needs and its goals and objectives, and summarizes the outreach process.



Chapter 2

provides background information on the current sources of PennDOT funding and the expenditure needs that are driving the funding gap.



Chapter 3

compares the revenues and expenditures and identifies the funding gap.



Chapter 4

summarizes previous studies that identified and evaluated alternative funding options and identifies the reasonable funding options and early actions that will fund immediate and priority projects.



Chapter 5

provides greater details on the proposed near- to medium-term funding options—namely, bridge tolling, managed lanes, and congestion pricing.



Chapter 6

presents near-, medium-, and long-term action plans for addressing the funding gaps.



Chapter 7

presents a proposed methodology for analyzing impacts on low-income and minority populations from potential funding solutions.



Chapter 8

presents a framework for considering potential mitigation strategies should a project proposed under the program be found to have adverse environmental impacts.

Key Study Findings:



Major sources of revenues are declining.

- » A vast majority of Pennsylvania's transportation funding comes from State and Federal gas taxes. In particular, our highway and bridge program relies on gas taxes for 74 percent of its funding. Gas tax revenues are decreasing, driven in large part by improving vehicle fuel efficiency and increasing use of hybrid and electric vehicles. Such declines are expected to continue and worsen over time.
- » The purchasing power of gas taxes has declined substantially because the taxes have not been adjusted for inflation over time. For example, the Federal gas tax has not been increased since 1993.
- » The Pennsylvania Turnpike Commission (PTC), an entity separate from PennDOT, currently transfers \$450 million per year to PennDOT; by law this amount will be reduced to \$50 million per year starting in fiscal year 2022-23 and running through fiscal year 2056-57.
- » As a result of declining fuel sales, a reduction of \$4.9 billion in State-generated revenue is forecast between 2018 and 2030.
- » The COVID-19 pandemic has exacerbated the shortfall in gas tax collection; reductions in travel due to the pandemic have resulted in substantial reductions in collection of fuel taxes and vehicle registration fees. The COVID-19 pandemic presents additional funding uncertainty, as it may affect long-term travel patterns.

PennDOT needs are substantial and increasing, resulting in large funding gaps.

- » PennDOT owns and maintains 40,000 miles of highways and 25,400 bridges and supports another 80,000 miles of local roads and 6,600 local bridges with funding and inspections.
- » A lack of funding means that maintenance is often deferred, resulting in higher costs in the long run.
- » The majority of Pennsylvania's funding needs, and more than 86 percent of PennDOT's overall funding gap, is related to Pennsylvania's highway and bridge system.
- » Available funding for highways and bridges is currently \$6.9 billion per year, while the identified funding need is \$15 billion, resulting in a funding shortfall of \$8.1 billion. That funding gap is projected to increase another \$4.5 billion to \$12.6 billion by 2030.
- » PennDOT has historically spent between \$450 and \$500 million per year on the Interstate Highway System, while funding of approximately \$1.2 billion annually is required to meet operations and maintenance needs. At these levels, the Interstate Highway System in Pennsylvania is underfunded by approximately 60 percent.
- » In addition to funding needs to preserve and maintain existing highways and bridges, projections also include an unmet need of \$2.1 billion (as of fiscal year 2020-21) for highway and bridge improvements, including capacity expansion, modernization, and upgrades. This \$2.1 billion unmet need for improvements applies primarily to the Interstate system rather than non-Interstate National Highway System routes, and is expected to increase to \$3.3 billion over the next 10 years.



Not being able to meet our transportation needs has real costs and impacts on Pennsylvanians.

- » **With insufficient funds**, PennDOT often must delay routine maintenance work. Delaying repairs leads to additional costs in the future, with the compounding effects of aging bridges, increasing demand, and increasing construction costs. This means that Pennsylvanians will pay more money for these repairs in the long run.
- » **Roadways require regular repair and resurfacing work.** If PennDOT is unable to effectively complete repairs, it impacts the traveling public. For example, a commuter driving an average of 30 miles per day could spend up to \$548 extra each year in vehicle maintenance costs driving on poor-quality pavement.
- » **Lack of adequate funding** may require delaying or foregoing capacity improvement projects that could ease congestion. Not resolving congestion can cause 62 hours of delay per year for commuters in urban areas or approximately 325 million hours of delay per year for all 22 of Pennsylvania's urban areas.
- » **Assuming an average fuel price of \$2.51 per gallon**, congestion translates to an annual cost of up to \$65 per commuter in urban areas due to wasted fuel. Statewide, fuel wasted in all urban areas due to congestion costs Pennsylvanians around \$348 million per year.

Funding Options Considered

PennDOT evaluated a number of potential funding options, including:



Each potential option comes with its own opportunities and challenges in terms of the degree to which it can fill the funding gap, the time needed for implementation, the approvals needed for implementation, and the effects on various stakeholder groups, including the traveling public. PennDOT evaluated these various factors and identified the options that could be advanced in the near term, versus those that would require longer-term coordination and legislative or other authority.

A solution in the near term (2 to 4 years) is essential because we have bridges in critical need of repairs today. Bridges in poor condition require frequent inspections and unexpected repairs that take limited funds away from other maintenance activities. When those repairs cannot be completed in a timely manner due to lack of funds, it can ultimately lead to weight restrictions, lane closures, and capacity restrictions. When lanes of traffic are removed from crucial bridges, traffic congestion can form and travel times can be greatly impacted. Longer travel times cause more than just headaches for drivers; they also lead to additional spending on gas and vehicle maintenance. For truck drivers, these additional costs can have major impacts on state and regional supply chains.

Results of the Analysis

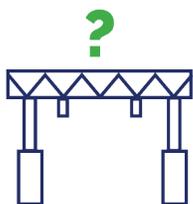
A key part of the PEL Study was to determine funding solutions that could be feasible in the near term (2 to 4 years) to provide needed revenue relief quickly, and to prioritize other potential solutions that could take longer to implement but still may be feasible to help meet the transportation needs over the longer term.

Near-Term/Medium-Term Plan

Based on the analysis, each of the potential funding options has some merit and could be considered as part of PennDOT's long-term strategy in securing sustainable and dedicated revenue for highways and bridges. However, without action by the legislature and/or others, only (1) bridge tolling and (2) managed lanes could be advanced in the near-term. Federal tolling legislation is in place to allow State DOTs to toll bridges for the purpose of reconstruction or replacement, and Act 88 provides the enabling legislation that permits charging user fees, or tolling, to implement managed lanes. In Pennsylvania, tolling authority requires authorization through the Pennsylvania Public-Private Partnership Board (P3 Board).

Of the potential funding options studied, congestion pricing was identified as a possible medium-term solution. Congestion pricing would require acceptance into a national pilot program for implementation, and it would take time to work through the application process for the pilot program.

Why Tolling?



- » Those who use the facility pay for it.
- » Provides dedicated funding that is used to construct and maintain the facility from which the toll was collected.
- » It helps keep the local and regional transportation funding program from being diverted to the interstate program.
- » Toll collection systems already exist in Pennsylvania, lowering the cost of collection.
- » PennDOT has the mechanisms in place to implement and collect tolls.

(1) Bridge Tolling (Near-Term)



Bridge tolling would collect a toll at select major bridges within the Commonwealth to fund their replacement or rehabilitation and to provide a dedicated source of revenue for their maintenance.

Which Bridges? Major bridges in need of replacement or rehabilitation would be considered for bridge tolling. Major bridges include substantial structures based on physical size, location, and cost to replace or rehabilitate. Structures that are in a condition that warrants timely attention for safety, and those that would experience disruptions and community impacts if weight restrictions or closure were imposed, would be prime candidates.

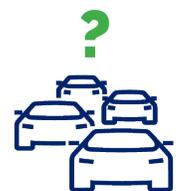
(2) Managed Lanes (Near-Term)



A managed lane is a lane added to an existing highway where the traffic is regulated by charging a toll to use the new lane and/or by encouraging carpooling or transit use. A managed lane can take the form of either an Express Lane, where all users are charged a toll for use, or a high-occupancy toll lane, which allows high-occupancy vehicles free passage while single-occupancy vehicles are charged a toll.

Which Lanes? Managed lanes work best in corridors with recurring peak-period congestion. In selecting managed lane candidates, PennDOT would consider factors such as the connectivity of the network, congestion levels, travel time, potential for increasing capacity, traffic growth, and physical and geometric conditions of the roadway.

(3) Congestion Pricing (Medium-Term)



Congestion pricing would toll all lanes where regular, recurring, and persistent congestion exists, with the goal of encouraging users to shift their travel patterns to off-peak periods, consolidate trips, carpool, or take alternative modes of transportation.

Which Corridors? Corridors where regular, recurring, and persistent congestion exists would be selected. Therefore, congestion pricing is typically implemented in urban areas. In selecting congestion pricing corridors, PennDOT would consider factors such as congestion levels, travel time, potential for transit or other mode shifts, traffic growth, and financial viability. Other considerations for identifying potential locations include the potential for diversion, the environmental effects of diversion, and the project's ability to meet congestion reduction and revenue goals.

What about environmental impacts?

Tolling can potentially have two primary impacts on communities:

- » **Diversion Impacts:** Various effects can occur on local communities from vehicles that use alternative routes to avoid the toll. Increased traffic congestion along toll diversion routes has the potential to affect neighborhood character, quality of life, and mobility.
- » **Financial Impacts:** The requirement of paying a toll or managing a toll payment account can create financial burdens.

For specific projects identified as candidates for tolling, a more detailed and refined assessment of community effects would be performed as part of the NEPA process within each individual project's development phase. In particular, impacts to low-income or minority populations within the communities affected by the toll must be considered. To address potential environmental justice impacts, PennDOT has laid out methodological guidance to be followed during the environmental approval process (see Chapter 7).

If the environmental review of a tolling project indicates the potential for adverse impacts, measures to mitigate those impacts will be evaluated. Chapter 8 presents a framework for evaluating potential mitigation measures that can be effective in avoiding, minimizing, or mitigating impacts from tolling.

Long-Term Plan



This PEL Study identifies a considerable number of potential funding solutions that could be implemented over the medium or long term. These other funding mechanisms would require legislative changes or implementation by third parties. PennDOT will work with elected officials and other transportation partners to examine these other potential solutions.

Next Steps

PennDOT prepared the Draft PEL Study with input from the public and stakeholders. The Draft PEL Study was made available for public review and comment from April 29, 2021 through June 1, 2021. The document was available on the Pathways website, and a Telephone Town Hall was held on May 25, 2021. Comments received during the comment period were reviewed and are summarized in Appendix D of the Final PEL Study along with responses to the comments.

The Final PEL Study can be used by PennDOT and others to determine which alternative funding options to pursue in the near-term and longer-term. As funding options are advanced for implementation, environmental analyses will be conducted in accordance with NEPA. Information regarding the need for alternative funding solutions, the EJ methodology and mitigation framework laid out in the PEL Study can be incorporated into the NEPA documents and assessment of impacts. Longer-term funding alternatives could be evaluated in greater detail via a supplement to this PEL Study or be conducted as stand-alone studies.

This PEL Study was prepared in accordance with 23 United States Code Section 168 as well as with 23 Code of Federal Regulations 450.212. Under these authorities, analyses conducted during planning may be incorporated directly or by reference into subsequent environmental documents prepared in accordance with NEPA, provided that the studies were adequately documented; interested Federal, State, local, and Tribal agencies were involved; a reasonable opportunity for public review and comment on the PEL Study was provided; and the Federal Highway Administration was engaged.

To review the Final PEL Study

- » Visit the website at: <https://www.penndot.gov/about-us/funding/Pages/Contact-Us.aspx>

For more information on funding needs or the Pathways Program:

- » Visit the Transportation Funding page on PennDOT's website:
<https://www.penndot.gov/about-us/funding/Pages/default.aspx>
- » Call the hotline: **717-325-6129**

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1 Introduction and Overview

The Pennsylvania Department of Transportation (PennDOT) has an \$8.1 billion (and growing) funding gap between its current funding levels and what it needs to provide a system of highways and bridges in a state of good repair.^{1, 2} To fill this funding gap, PennDOT has initiated an alternative funding program called PennDOT Pathways. To support PennDOT Pathways, an Alternative Funding Planning and Environmental Linkages (PEL) Study was undertaken to identify near- and long-term funding solutions for highway and bridge funding.

This PEL Study has been prepared in accordance with 23 United States Code (USC) Section 168 as well as with 23 Code of Federal Regulations (CFR) 450.212. Under these authorities, analyses conducted during planning may be incorporated directly or by reference into subsequent environmental documents prepared in accordance with the National Environmental Policy Act (NEPA), provided that the studies were adequately documented; interested Federal, State, local, and Tribal agencies were involved; a reasonable opportunity for public review and comment on the PEL Study was provided; and the Federal Highway Administration (FHWA) was engaged.

A PEL Study is a flexible tool that can be used to connect the planning process with the environmental process required by NEPA. By considering environmental effects during planning, the analyses conducted for a PEL Study can be readily incorporated in the subsequent NEPA process, promoting efficiency and potentially accelerating project delivery. A PEL study is a collaborative and integrated approach to transportation decision-making that considers benefits and impacts of proposed transportation improvements to the environment, community, and economy during the transportation planning process. Engaging stakeholders in planning also facilitates the incorporation of environmental and community values into transportation decisions.

1.1 Background

For decades, the gap between available funding and transportation infrastructure needs has been increasing. Transportation funding, which is supported largely by gas taxes, has been eroded by reduced fuel consumption (due to higher fuel efficiency and electric vehicle use) and inflation (the reduced buying power of a dollar). State-generated revenue from Pennsylvania's Motor License Fund (MLF) predominantly supports highway and bridge maintenance and improvement projects; however, shifting priorities, including funding the State Police, have further reduced MLF funds available for highways and bridges. Meanwhile, the need for funding

¹ A state of good repair means maintaining infrastructure assets to minimize asset life-cycle costs and potential safety risks while preventing adverse consequential impacts to service. With taxpayers' dollars in mind, one of PennDOT's goals is to make timely repairs to reduce the need for more extensive and expensive repairs later on. "An ounce of prevention is worth a pound of cure," as the adage goes. See Section 4.1 for additional detail.

² Data in the PEL is based on Fiscal Year (FY) 2018-2019 data, projections from Fiscal Year 2018-2019 data, and other published sources.

is growing as Pennsylvania's transportation infrastructure continues to age, needs more repairs, and requires replacement.

The Commonwealth of Pennsylvania (Commonwealth) has been working hard to make the most of its available revenue and to secure adequate and dedicated funding to continue maintaining roadways and bridges in a state of good repair. For example, PA Act 44 and PA Act 89 raised revenue from the Pennsylvania Turnpike and from gas taxes (respectively) for statewide transportation, and Act 89 increased transportation funding by \$2.3 billion per year. This funding has been spent on high-priority programs such as those that reduce the number of poor-condition bridges in the state. Since its passage in 2013, Act 89 has allowed PennDOT to complete nearly 4,000 projects totaling more than \$10 billion in value.³ However, the Commonwealth's transportation funding shortfall persists, and projects to improve the system are being delayed to fund essential maintenance, primarily on Interstate highways. For example, some funds have been shifted away from regional and local modernization and operational improvement projects in order to maintain the aging infrastructure of interstate highways and bridges.

The transportation funding shortfall affects all regions of the state and requires a statewide solution. PennDOT continues to seek solutions to stabilize and raise revenues to address the growing need for investment in infrastructure. Over the past 2 years, many ideas have been proposed and studied by the PA Partnership for Mobility Advisory Council (May 2019 report); these options are discussed in Chapter 4, Potential Funding Options.

To solve this systemic funding gap, PennDOT has initiated PennDOT Pathways. This program will re-imagine transportation funding and identify solutions to secure funding for our future. This PEL Study is the first step in the PennDOT Pathways Program to identify potential funding sources, analyze them, and develop a plan for implementation. PennDOT has developed this PEL Study, with support from FHWA, to review previous funding solutions, evaluate potential near-term and long-term options, and identify a path to stable and dedicated infrastructure funding in the Commonwealth.



1.2 Study Purpose

This section discusses the reasons for preparing this PEL Study and summarizes the purpose and needs that have caused PennDOT to examine alternative means of funding. PennDOT's funding focus is twofold: (1) the overall program funding needs across all functions provided by PennDOT and (2) the largest and most urgent need to support the highway and bridge program. The latter is the focus of this document.

³ Projects as of February 2021. <https://gis.penndot.gov/paprojects/Progress.aspx>

1.2.1 Purpose Statement

The purpose of this PEL Study is to identify the best near- and long-term options to fill the transportation funding gap, to provide adequate revenue for maintaining the Commonwealth's highways and bridges in a state of good repair, and to establish a path forward and a methodology for implementation.

1.2.2 The Need for Revenue

PENNDOT TRANSPORTATION-WIDE FUNDING NEED

At current funding levels, PennDOT is unable to meet its total needs across the transportation system. PennDOT's funding gap for transportation infrastructure for all modes (e.g., highway, bridge, transit, rail, air; see **Exhibit 1**) is approximately \$9.3 billion, and over the next 10 years this gap is forecast to grow to \$14.5 billion.⁴

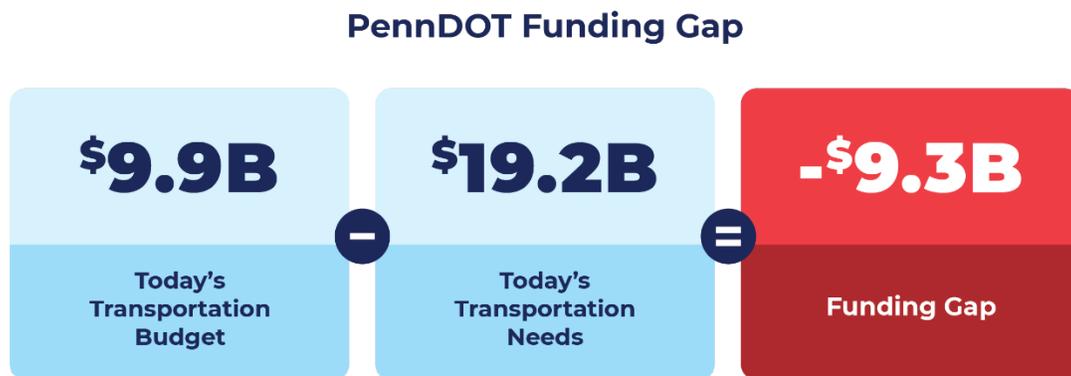


Exhibit 1 – PennDOT-wide Funding Gap (All Transportation Modes)

HIGHWAY AND BRIDGE FUNDING NEED

Specifically, for the statewide highway and bridge system (the focus of this PEL Study), the funding gap is \$8.1 billion (see **Exhibit 2**) and is forecast to grow by about \$500 million per year to \$12.6 billion in 2030. This highway and bridge funding gap includes maintenance projects to reach a state of good repair as well as modernization and operational improvement projects such as those that improve safety and operations.

⁴ PennDOT, "Pennsylvania Transportation Funding." Accessed at: <https://www.penndot.gov/about-us/funding/Documents/PATransportationFundingNeeds.pdf>. The \$9.9 billion annual budget is based off of PennDOT FY 2018-19 values.

Highway & Bridge Funding Gap



Exhibit 2 – Highway and Bridge Funding Gap⁵

Historically, funds have had to be diverted from modernization and operational improvement projects in the Regional Transportation Improvement Programs (TIPs) to maintain Pennsylvania's roadways and bridges. This is exemplified by Pennsylvania's bridge replacement needs. While Pennsylvania's bridges have different characteristics and varied expected durations of useful service life, the average service life of a bridge in Pennsylvania is approximately 75 to 80 years. Cost-effective repairs are essential to extend the time between bridge replacements. Under current funding, nearly 150 of Pennsylvania's 25,400 existing State-owned bridges are planned to be replaced every year. However, if adequate funding was available, the number of bridges replaced by PennDOT would increase to nearly 400 per year in order to achieve a better state of repair, resulting in lower maintenance costs over the long term. A substantial amount of Pennsylvania's highway and bridge infrastructure was built between the end of World War II and 1980, and as these bridges continue to age, the investment they require continues to grow. Pennsylvania's infrastructure funding gap substantially limits the Commonwealth's ability to meet this need, and the number of annual bridge replacements falls short of what would ideally be undertaken to adequately maintain the system by approximately 250 bridges per year. In addition to maintenance requirements, the remainder of Pennsylvania's funding gap is for operational improvement projects necessary to modernize the system, improve safety, and address congestion.

Without a maintained state of good repair on existing highways and bridges, and with delayed or unrealized improvement projects, it is Pennsylvanians who bear the burden. Poor asset conditions result in more time spent driving in congested conditions, higher vehicle maintenance and fuel costs, and increased emissions. Additionally, delays experienced by freight transportation translate to reduced economic competitiveness and higher

State of good repair is defined as meeting FHWA minimum condition thresholds including:

- less than 5 percent of NHS Interstate lane-miles rated in poor condition and
- less than 10 percent of total NHS bridge deck area rated as poor condition.

⁵ PennDOT, "Pennsylvania Transportation Funding." Accessed at: <https://www.penndot.gov/about-us/funding/Documents/PATransportationFundingNeeds.pdf>. \$6.9 billion annual budget is sum of "Motor License Fund" and "HTF Highway and Bridge" funding.

prices for Pennsylvanians. These impacts and the costs to Pennsylvanians are discussed in Section 3.4.

1.2.3 Study Goal and Objectives

The goal and objectives of this PEL Study began with PennDOT's vision:

“An enhanced quality of life built on transportation excellence”

Building toward this vision requires the financial means to maintain a state of good repair of Pennsylvania's highway and bridges without diverting funds from modernization and operational improvements necessary to improve mobility. Unprecedented revenue shortfalls have created exceptional challenges to achieve this vision for the Commonwealth's 40,000 miles of State highways and the 25,000 State-owned bridges. The goal and objectives of this study include the following:

Goal:

- Provide essential infrastructure investment now and for the future.

Objectives:

- Identify and implement near-term funding solutions.
- Identify and prepare for long-term funding solutions.

To accomplish the goal and objectives, this study:

- Summarizes previous studies that identified and evaluated alternative funding options;
- Identifies reasonable funding options and early actions that will fund immediate, priority highway and bridge projects;
- Provides the foundation for near- and long-term solutions to provide funding and maintain the roadway system in a state of good repair;
- Facilitates incorporation of this PEL Study content into PennDOT's project development process and links to the Statewide Long-Range Transportation Plan (LRTP), Metropolitan Long Range Transportation Plans, Comprehensive Freight Movement Plan, and State Transportation Improvement Program (STIP);
- Presents an environmental justice⁶ evaluation methodology for tolling projects; and
- Provides an approach and action plan for identifying and implementing a near-term alternative funding program in the Commonwealth and identifies mid- and long-term funding options that may be feasible, but will require additional study.

⁶According to FHWA, Environmental Justice (EJ) means “identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.” From https://www.fhwa.dot.gov/environment/environmental_justice/. See more in Chapter 7.

1.2.4 Stakeholder Outreach

STAKEHOLDERS

This PEL Study has been prepared by the PennDOT Central office in conjunction with the PennDOT Districts and FHWA, and in coordination with stakeholders in the PEL Study area. Stakeholders include Pennsylvania residents and the traveling public, Metropolitan Planning Organizations, Rural Planning Organizations, and Federal, State, and Tribal Agencies as detailed below:

- Pennsylvania Residents and the Traveling Public: The traveling public are the users of the Pennsylvania roadway network and include residents, businesses, and out-of-state travelers.
- Metropolitan Planning Organizations (MPOs): MPOs are Federally mandated transportation policy-making organizations with representatives from local government and transportation agencies. They are required in areas with an urban population of more than 50,000 residents (see **Exhibit 3**).
- Rural Planning Organizations (RPOs): Pennsylvania's RPOs serve a function similar to that of MPOs for the rural areas of the state with fewer than 50,000 residents (see **Exhibit 3**). Federal law requires States to consult and coordinate with local officials in rural areas; RPOs in Pennsylvania are supported by Federal and State planning funds.
- Federal, State, Local, and Tribal Agencies: Agencies and Federally recognized Tribes with a potential interest in the Pathways Program; 23 CFR 450.212 and 23 USC 168 require coordination with agencies and Tribes.
- PennDOT Central Office: The office that facilitates transportation across the Commonwealth, including the Secretary of Transportation and the Central Office team.
- PennDOT Districts: The offices that identify, program, and deliver projects through planning, design, and construction, as well as maintenance and operations in regions across the Commonwealth. The PennDOT Districts also coordinate with the MPOs/RPOs.
- FHWA: The operating administration of the United States Department of Transportation (USDOT) responsible for stewardship and oversight of the Federally assisted, State-administered Federal highway and bridge program to ensure that Federal laws, regulations, policies, and guidelines are met.

PUBLIC OUTREACH SUMMARY

This section presents a summary of the outreach activities undertaken to obtain input into the PEL Study and the Pathways Program in general. PennDOT reached out to the public via the web site, social media, and e-newsletters. PennDOT provided opportunities for public input on this PEL Study via a public engagement platform on the Pathways Program's website between November 17 and December 17, 2020. In addition, comments during a virtual public meeting held from February 19 to March 23, 2021, included information relevant to the alternative funding options in the PEL Study. The Draft PEL Study was available for formal public comment from April 29 to June 1, 2021.

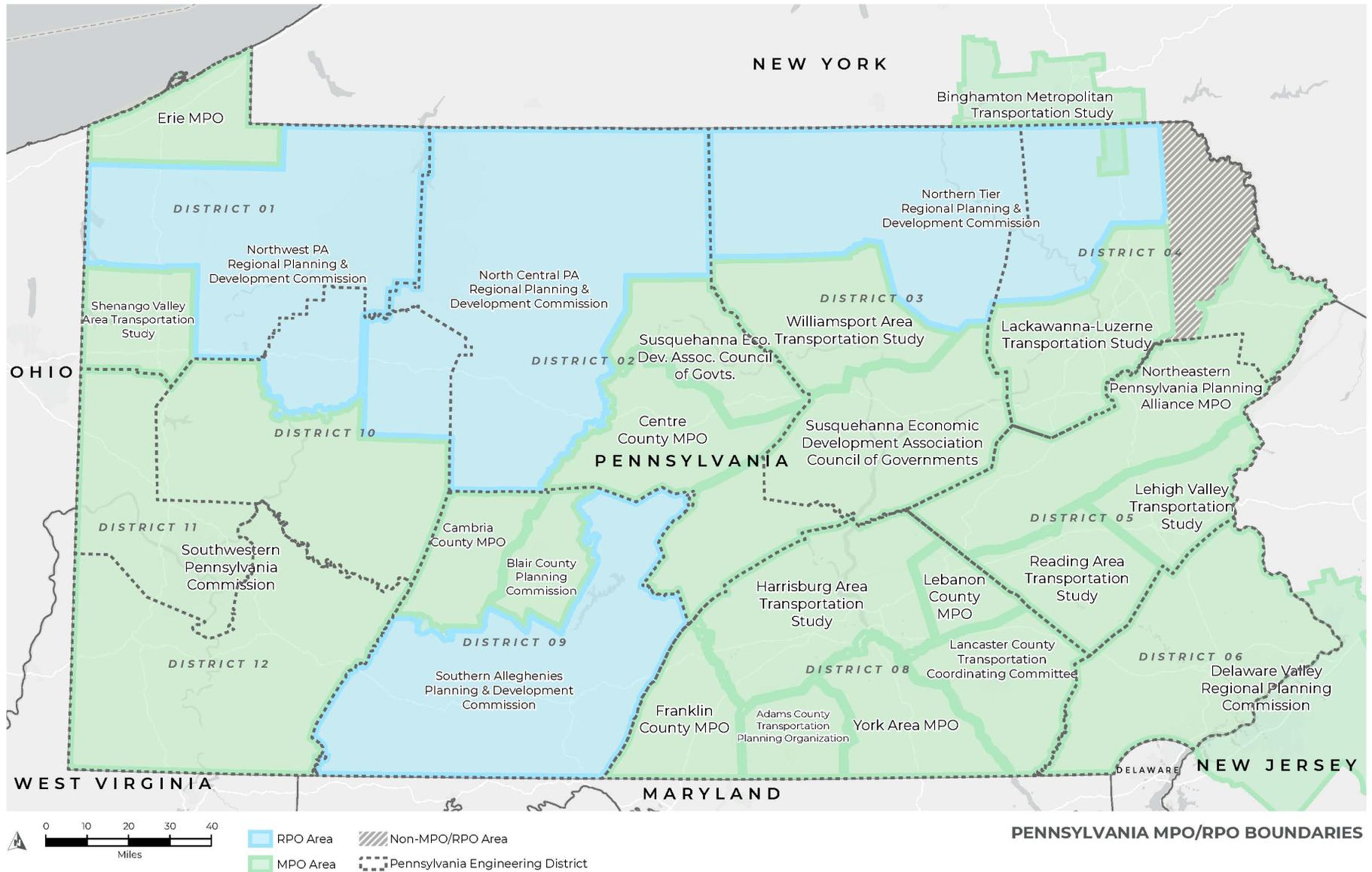


Exhibit 3 – Pennsylvania MPO/RPO Boundaries

These engagement opportunities included targeted outreach to low-income and minority populations (see **Appendix C**, Public Participation Plan). PennDOT convened two Equity in Transportation Working Group meetings (March 10, 2021, and March 31, 2021) and solicited input from low-income and minority populations as part of a statewide focus group panel survey (March 2021). These outreach measures and a summary of the comments received are described below.⁷

EARLY PUBLIC ENGAGEMENT

In November 2020, PennDOT launched a website for the Pathways Program at <https://www.penndot.gov/about-us/funding/Pages/default.aspx> to educate the public on the funding gap for highway and bridge transportation needs in the Commonwealth and the potential alternative funding solutions being studied. To obtain meaningful early input from the public regarding potential alternative funding solutions, an online engagement period was held between November 17 and December 17, 2020. The online engagement platform provided a comment form that allowed individuals to submit their comments directly within the platform website and noted other ways in which comments could be submitted, including the Pathways Program email address and hotline number. PennDOT issued a press release and conducted social media and stakeholder outreach to notify as many Pennsylvanians as possible to maximize public participation in the online engagement platform. During the early engagement period, there were approximately 30,700 website visits, and 375 comments were received. (See **Exhibit 4** for more details.) The top five comment topics heard from Pennsylvanians and stakeholders during the early engagement period included:

1. Suggestions to raise additional funds
2. Opposition to tax increases
3. Suggestions that fees should be short-term and committed to roads and bridges
4. Support of tolls
5. Opposition to tolls

⁷ PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to enjoy all of its programs, services, and activities.

Anyone who requires an auxiliary aid or service for effective communication, a document in an alternative format or language, or a modification of policies or procedures to participate in a program, service, or activity of PennDOT should contact the Bureau of Equal Opportunity at (800) 468-4201 as soon as possible but no later than seven (7) days before scheduled events.

Complaints that a program, service, or activity provided by PennDOT or one of its member agencies is not accessible due to race, color, national origin or disabilities should be directed to:

PennDOT Bureau of Equal Opportunity
 Title VI Program Specialist
 400 North Street – 5 West
 Harrisburg, PA 17120-0041
 (800) 468-4201
 Penndot_eoreports@pa.gov

PennDOT will not place a surcharge on an individual with a disability or those with limited English proficiency to cover the costs of providing auxiliary aids/services or reasonable modifications of policy.



Exhibit 4 – PEL Engagement Platform Summary – Early Engagement

PATHWAYS PROGRAM OUTREACH: MAJOR BRIDGE PUBLIC-PRIVATE PARTNERSHIP INITIATIVE

On February 19, 2021, PennDOT began engaging communities, stakeholders, and legislators in the Pathways Program’s Major Bridge Public-Private Partnership (MBP3) Initiative and announced nine bridges across the state that were candidates for tolling. This outreach effort had three primary objectives: (1) to continue to educate the public on the funding gap for highway and bridge transportation needs in the Commonwealth and potential alternative funding solutions being studied; (2) to introduce the MBP3 Initiative, the purpose and need for the nine candidate bridges, and bridge tolling as a possible near-term solution in support of closing that funding gap; and (3) to receive meaningful input from the public regarding potential alternative funding solutions throughout the study as it progresses.

The MBP3 outreach program continued use of a central online platform as an integral extension of the Pathways Program website. In addition, individual websites were launched for each of the candidate bridges where the community could express their thoughts and opinions. PennDOT also held virtual meetings with legislators, stakeholder organizations and individuals, and members of the public statewide; sent emails and published social media posts; and issued news releases and media alerts. While not specifically a comment period on the PEL Study, many of the comments received through this outreach were related to the funding gap and potential solutions, and contained relevant suggestions informing this PEL Study.

More than 7,000 comments were received in this engagement period. The most common comment themes were very similar to the comments received specific to the early public engagement described above. The following is a summary of the most common themes from the MBP3 outreach that were relevant to the PEL Study:

- Opposition to tolls
- Opposition to tax increases
- General dissatisfaction, including comments encouraging cutting PennDOT budget/being more efficient
- Financial concerns regarding being able to afford the tolls
- Other suggested means of raising revenue, such as selling bonds and legalizing marijuana and using those tax revenues
- Concerns related to impacts associated with travelers avoiding the bridges (like congestion on alternate routes and lost business from diverted traffic). Some indicated that they will avoid the tolls by diverting to other routes.

ENVIRONMENTAL JUSTICE OUTREACH

The FHWA and Federal Transit Administration (FTA) Statewide Planning and Metropolitan Planning regulations, 23 CFR 450, call for actions to prevent discrimination early in the planning process, which affects long-range planning and project programming at the State and local levels. For this PEL Study, PennDOT solicited input from low-income and minority populations to identify concerns about potential near- and long-term solutions that are being studied to address Pennsylvania's transportation funding gap, including tolling initiatives. As near- and long-term solutions are selected for implementation and specific projects are initiated, environmental justice analyses will be performed at the project level in accordance with Federal and State guidance.

In preparing this PEL Study, PennDOT undertook the following additional outreach activities to specifically engage low-income and minority populations: (1) convened an Equity in Transportation Working Group and (2) conducted an online digital survey using a paid research panel comprised of minority and low-income Pennsylvanians over the age of 18. For more information on the specific environmental justice outreach activities and the results of that outreach, see Section 7.3.2, Project-Level Environmental Justice Analysis.

AGENCY OUTREACH

In addition to public outreach, PennDOT conducted outreach with Federal and State resource agencies. PennDOT participated in an Agency Coordination Meeting (ACM) on January 27, 2021. The purpose of the meeting was to present an overview of the Pathways Program and solicit feedback for the PEL Study. The meeting was attended by representatives from a number of Federal and State agencies, including resource agencies, transportation agencies, and regional and metropolitan planning organizations. Issues discussed included bridge tolling and procurement processes, maintenance, schedule, and environmental process. Environmental justice concerns and potential mitigation for low-income travelers were also discussed. In addition to the ACM, meetings were held with the U.S. Environmental Protection Agency (EPA) to discuss the environmental justice methodology.

TRIBAL OUTREACH

Letters inviting participation in the PEL Study process were sent to the following tribal entities:

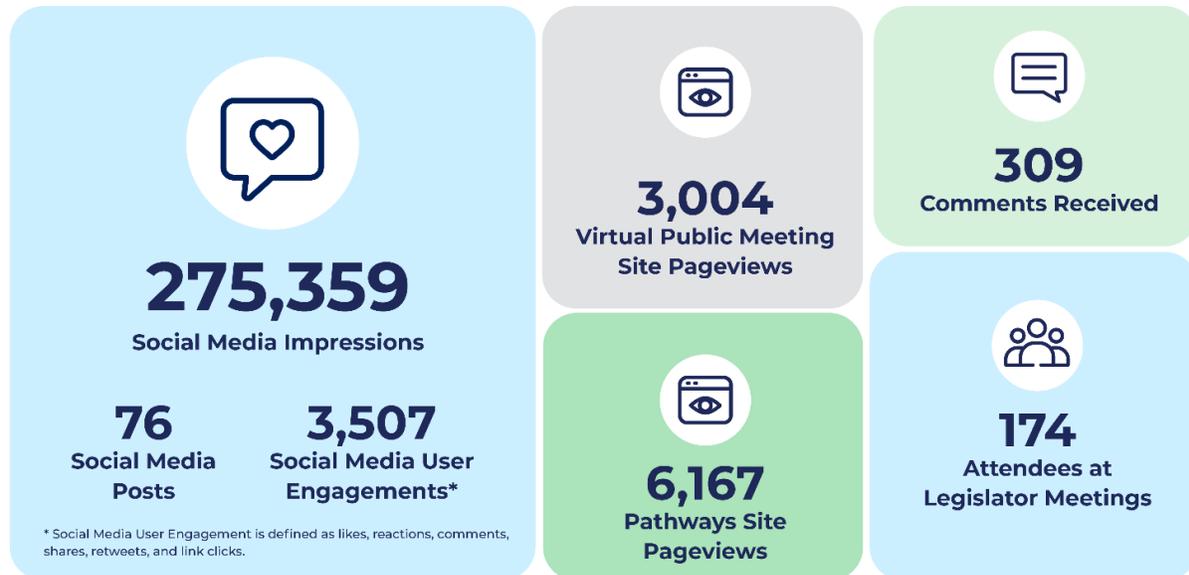
- Delaware Tribe of Indians
- Onondaga

- Cayuga Nation
- Oneida Nation
- Oneida Indian Nation
- Seneca Nation of Indians
- Tuscarora Nation
- Absentee-Shawnee Tribe of Indians of Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Shawnee Tribe
- Tonawanda Band of Seneca
- Stockbridge-Munsee Community, Wisconsin
- Delaware Nation, Oklahoma
- Seneca-Cayuga Nation

The letters explained the funding gap issues and the funding options being considered, and explained what a PEL Study entails. No formal input on the PEL Study was received from the Tribes.

DRAFT PEL STUDY OUTREACH

PennDOT released the Draft PEL Study for public comment on April 29, 2021 and accepted comments through June 1, 2021. During the comment period, PennDOT held a Virtual Public Meeting in an online, on-demand platform accessed via the project website. The Virtual Public Information Meeting was accessible to the public online, 24 hours per day, during the comment period. In addition to the virtual public information meeting website, the public was also invited to participate in a Telephone Town Hall event, where they could call in to learn more about the project, ask questions, and provide comments. The Telephone Town Hall was held on May 25, 2021, from 6:00PM to 7:00PM and allowed individuals, even those without internet access, to participate in the public meeting and comment period. Comments during this period were requested to be focused on the Draft PEL Study. Data regarding public participation in the on-demand virtual public meeting is shown in **Exhibit 5**.



All metrics April 29, 2021 - June 1, 2021 unless otherwise noted

*Social Media User Engagement is defined as likes, reactions, comments, shares, retweets, and link clicks. The term Social Media Impressions is defined as the number of times the content was displayed, regardless of whether it was clicked on or not.

Exhibit 5 – PEL Engagement Platform Summary – Draft PEL Comment Period

A more detailed summary of the outreach efforts on the Draft PEL Study and comment period can be found in **Appendix D**.

SUMMARY OF PEL STUDY COMMENTS

The following presents a summary of the predominant comments received during development of the PEL Study:

- **Suggestions to raise additional funds.** Many commenters had suggestions for alternative funding mechanisms to be explored. Many of these suggestions are addressed in this PEL Study (e.g., mileage-based fees, raising registration fees, raising sales taxes). A common theme was to make sure that all vehicles (e.g., electric vehicles, horse-drawn vehicles) are required to pay the fee, tax, or toll. Often this sentiment was based on fairness considerations—i.e., that all users should contribute; in other cases, it was a recognition that trends toward alternative-fueled vehicles should be accounted for.
- **Opposition to tax increases.** A large number of commenters recognize that Pennsylvania's gas tax is already among the highest in the country and feel the gas tax should not be raised. Others felt that no taxes or fees should be increased, but rather that increased efficiency of government and more efficient and less costly construction techniques should be explored first. Other commenters suggested significant agency-wide budget cuts in order to support highway and bridge rehabilitation and replacement projects.
- **Fees should be short-term and committed to roads and bridges.** Commenters suggested that increases enacted to make up for a budget shortfall should be

temporary—i.e., just long enough to pay for the improvements they are funding; others had concerns that tolls would be used for items other than highways and bridges.

- **Concerns about traffic congestion related to toll avoidance.** Many commenters expressed concerns about the potential increase in traffic volumes on diversion routes as a result of drivers avoiding tolls.
- **In favor of tolls.** Some commenters were in favor of some form of tolling as means of having users of the facilities pay (in-state and out-of-state users) for improvements.
- **Opposition to tolls.** Many commenters wrote to express their opposition to more tolls in the Commonwealth.

Appendix D provides a detailed summary of the outreach efforts and comments received during the Draft PEL Study comment period from April 29 to June 1, 2021. Attachment 3 of the summary includes a numbered list of responses to the comments/questions received on the Draft PEL Study. A comment table lists each comment received and includes the response number(s) that correlate with the public response comment index.

Comments received after the Draft PEL Study public comment period deadline (June 1, 2021) are not included in the comment table in **Appendix D**; however, they were reviewed and it was determined that their themes are represented among the comments that were received during the official comment period and responded to in **Appendix D**.

2 Transportation Funding Sources and Uses

This chapter describes the current funding sources, uses, and gaps for the State’s transportation infrastructure. While this PEL Study is focused on identifying solutions to fund highway and bridge needs, potential funding solutions must be evaluated in the context of PennDOT’s entire transportation project delivery program.

2.1 Current Funding Sources

Transportation funding in Pennsylvania comes from both Federal and State sources and flows through various PennDOT accounts, each with its own associated revenue sources and expenditure categories. Transportation funding is complex, and so the terms used are illustrated for clarity in **Exhibit 6**.

Transportation Revenue Flow



Exhibit 6 – Transportation Revenue Flow

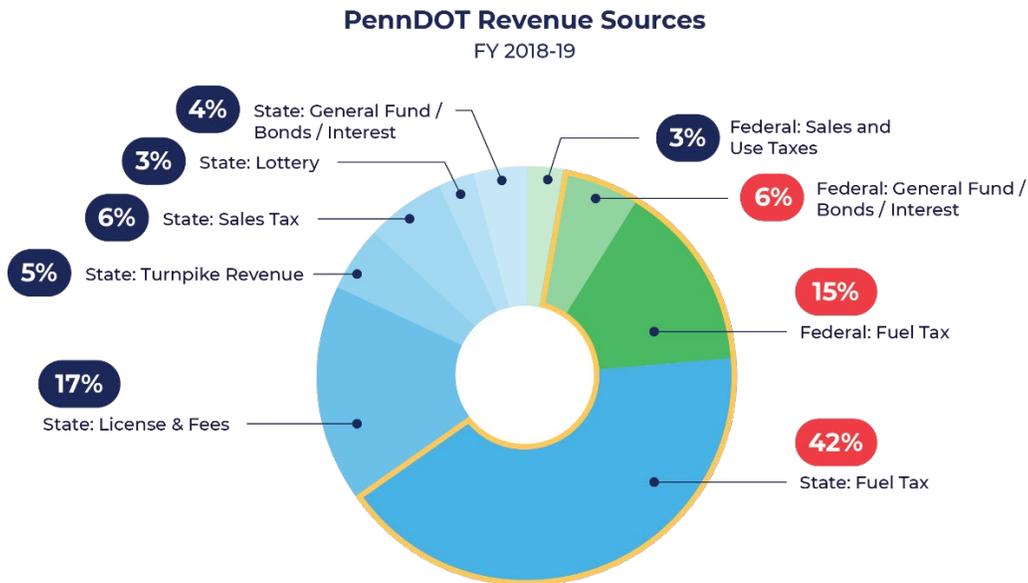
2.1.1 Transportation Funding Sources

Federal and State transportation revenue is raised through gas taxes, licenses and fees, sales and use taxes, lottery proceeds, Pennsylvania Turnpike revenues, and general funds, bonds, and interest. PennDOT funding by revenue source for FY 2018-19 is shown in **Exhibit 7** and **Exhibit 8**.

Funding Source	State	Federal	Total
Gas Tax	\$4,165	\$1,452	\$5,617
License and Fees	\$1,732	--	\$1,732
Sales and/or Use Tax	\$636	\$252	\$888
State Lottery	\$299	--	\$299
Pennsylvania Turnpike	\$450	--	\$450
General Fund, Bonds, Interest	\$356	\$584	\$940
Total	\$7,638	\$2,287	\$9,925

Exhibit 7 – Approximate Funding Sources (all transportation modes), FY 2018-19 (\$ Millions)

Note: Sums may be +/- 1 due to rounding.



Revenue sources highlighted in red are assessed to be at greatest risk.

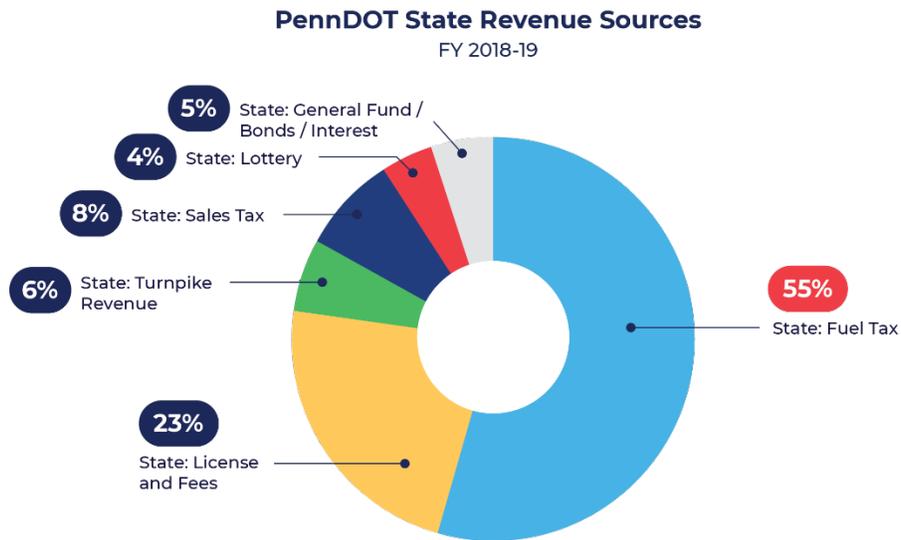
Exhibit 8 – PennDOT Revenue Sources (all transportation modes)

Out of all of PennDOT’s revenue sources used across all modes of transportation, 63 percent have been identified as at risk, as highlighted in **Exhibit 8**. Risks to these sources are discussed in Section 2.1.2.

STATE FUNDING SOURCES

Total State-generated funding for PennDOT in FY 2018-19 was approximately \$7.6 billion and provided approximately 77 percent of PennDOT’s overall funding. State funding sources are described briefly below (**Exhibit 9**). (See **Appendix B: Pennsylvania Funding Accounts** for more details.)

- **State Gas Tax Revenue:** Gas taxes are the primary source of State funding for Pennsylvania’s transportation infrastructure, accounting for approximately 55 percent of total transportation revenues raised at the State level.
- **State Licenses and Fees:** As the second largest State-level source of funding, license and fee revenues support nearly all modes of transportation in the Commonwealth.
- **State Sales and Use Taxes:** A portion of State sales taxes are used to pay for mass transit operating expenses, improvements, and administration and oversight.
- **Pennsylvania Turnpike Revenue:** The Pennsylvania Turnpike Commission (PTC), an entity separate from PennDOT, currently transfers \$450 million per year to PennDOT for use in public and multimodal transportation; this will decline to \$50 million per year starting in FY 2022-23 and running through FY 2056-57, when payments will end. This transfer of revenue between entities occurs as directed under PA Acts 44 and 89.
- **State Lottery Revenue:** Lottery funds are dedicated to free and reduced-fare public transportation for Pennsylvanians 65 years and older.
- **State General Funds, Bonds, and Interest:** State general funds are used to pay capital debt and vehicle services; general bond funds are used for transit, aviation, and rail freight; and the Pennsylvania Infrastructure Bank—which was initially capitalized in the 1990s—is a PennDOT program that provides low-interest loans to help fund transportation projects within the Commonwealth.



Revenue sources highlighted in red are assessed to be at greatest risk.

Exhibit 9 – PennDOT State Revenue Sources

State gas taxes, which make up the largest percentage of State revenue sources, are at risk and are anticipated to decline substantially as greater fuel efficiency standards are enacted and a greater percentage of electric vehicles are introduced into the market.

FEDERAL FUNDING SOURCES

Federal surface transportation authorization legislation determines the amount of Federal funding distributed to the states for transportation uses and designates how those funds are to be spent. Federal support for Pennsylvania's transportation infrastructure comes from the Federal Highway Trust Fund (HTF).

In FY 2018-19, total Federal funding for PennDOT transportation spending amounted to approximately \$2.3 billion. Approximately \$1.45 billion (63 percent) of PennDOT's Federal funding was sourced from gas taxes, \$252 million was sourced from Federal sales and use taxes, and \$584 million was funded through general fund allocations, bonds, and interest. The vast majority of this Federal funding is designated for highway and bridge use, while approximately 9 percent is designated for public transportation and another 2 percent is designated for aviation.

Federal Gas Taxes

The HTF is financed primarily through consumer-paid gas taxes of 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel, rates that were established in 1993.⁸ In FY 2019-20, these **gas taxes generated approximately \$36.3 billion in revenue nationally for the HTF, or approximately 84 percent of its total annual tax.**⁹ Remaining HTF revenue is raised from various sales and excise taxes on tractors and heavy trucks, as well as from a small amount of interest on HTF reserves.

Federal General Funds

In part because of decreasing purchasing power over time due to inflation, the primarily fuel-based tax revenues that finance the HTF are not enough to fund the required spending of the program. Since 2008, Congress has provided additional funds to maintain the program's solvency.¹⁰ For example, the Fixing America's Surface Transportation (FAST) Act—the most recent multi-year congressional reauthorization of funding for surface transportation infrastructure—**provided a bailout of \$70 billion in general funds to support the HTF** from FY 2016 through 2020.¹¹ Just as that authorization was expiring on September 30, 2020, Congress extended the FAST Act for another fiscal year and included an additional \$13.6 billion bailout from the general fund.¹²

⁸ State Transportation Commission 2021 12-Year Program, August 2020.

⁹ Tax Policy Center, "What is the Highway Trust Fund, and how is it financed?"

<https://www.taxpolicycenter.org/briefing-book/what-highway-trust-fund-and-how-it-financed>

¹⁰ Congress has had to supplement the HTF 10 times since 2008 with special transfers to maintain the fund's solvency. <https://data.bts.gov/stories/s/6bdc-i7mh#highway-trust-fund>

¹¹ [\[\[https://sgp.fas.org/crs/misc/R45350.pdf\]\]](https://sgp.fas.org/crs/misc/R45350.pdf)

¹² "Near Deadline, Trump Signs Spending Bill With 1-Year Highway-Transit Extension," Engineering News-Record, September 30, 2020. <https://www.enr.com/articles/50228-at-deadline-trump-signs-spending-bill-with-1-year-highway-transit-extension>

In addition to federal funding, PennDOT relies on other sources of revenue to fund highways and bridges as discussed below.

HIGHWAY AND BRIDGE REVENUE SOURCES

Highway and bridge expenditures are funded by approximately two-thirds State sources and one-third Federal sources, as shown in **Exhibit 10**. Gas taxes represent the largest source of both State and Federal funding for highway and bridge uses, collectively making up approximately 74 percent of total highway and bridge funding. As stated above, this represents a high reliance on a diminishing funding source.

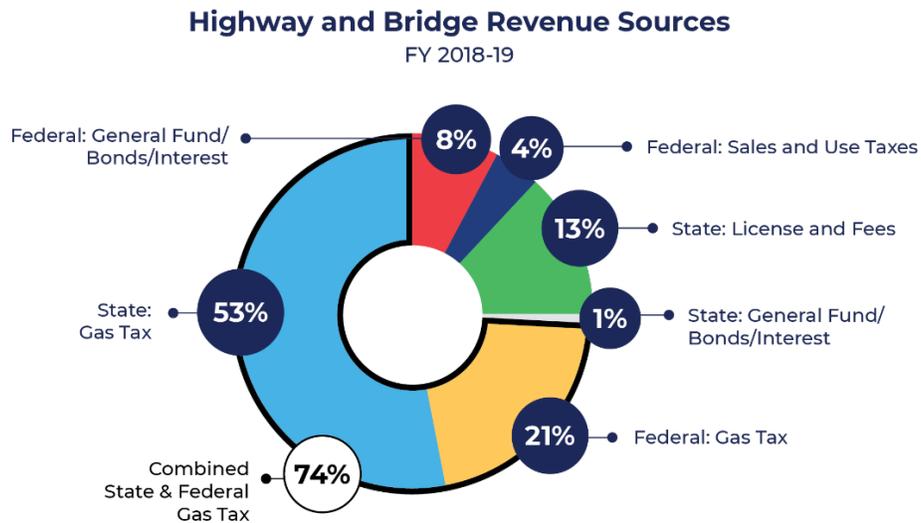


Exhibit 10 – Highway and Bridge Revenue Sources

2.1.2 Risks to State and Federal Transportation Funding Sources

As noted in the Commonwealth’s 2019 Transportation Funding Risks Report,¹³ transportation revenue is subject to considerable risk. This report was produced by the Pennsylvania Transportation Advisory Committee (TAC), a group established by the State Legislature in 1970 to “consult with and advise the State Transportation Commission and the Secretary of Transportation on behalf of all transportation modes in the Commonwealth” and to “advise the several modes (about) the planning, programs, and goals of the Department and the State Transportation Commission.” The potential risks highlighted by the TAC in the Transportation Funding Risk Report, as calculated from FY 2017-18 through FY 2029-30, include the following:

REDUCTIONS IN FEDERAL APPROPRIATIONS: \$6 BILLION

As discussed in Section 2.1.1, increasing transfers into the HTF are necessary from Congress to maintain current levels of Federal highway spending. Highway spending levels could be endangered if Congress fails to regularly approve financial transfers into the HTF or address the fund’s revenue shortfalls with a long-term solution. The Pennsylvania TAC assessed this risk as being of medium likelihood.

¹³ <https://talkpatransportation.com/perch/resources/tac-2019-transportation-funding-risks-report.pdf>

VEHICLE SALES TAX PROVISION REPEALED: \$3.6 BILLION

Current Pennsylvania law calls for \$450 million per year in vehicle sales tax revenue to be transferred out of the general fund and into a dedicated fund to finance public transportation beginning in FY 2022-23. If fiscal pressure on the general fund causes this law to be amended and vehicle sales tax revenue transfers to PennDOT are not made, funding for public transportation operations and capital programs could be greatly impacted. The TAC estimates a low likelihood of this occurring.

EXTENDED MLF TRANSFERS TO THE PENNSYLVANIA STATE POLICE: \$1.8 BILLION

Current Pennsylvania law is set to decrease (over time) the amount of transportation funding directed to the Pennsylvania State Police, but fiscal pressure on the general fund could prevent this decrease from taking place. The TAC assessed this risk to have a medium likelihood of occurring.

REDUCED MLF TAX RECEIPTS DUE TO REDUCED MOTOR FUEL SALES AND LICENSE FEES: \$4.9 BILLION

Ongoing technological and societal trends are expected to decrease the value of infrastructure financing raised by gas taxes and vehicle licenses and fees over time. The TAC report indicated that the predictions related to these trends varied greatly; however, recent industry trends of growing electric-vehicle market share and product lines from auto-makers make this risk high.

The above risks are as discussed in the Transportation Funding Risk Report, and represent a total cumulative risk of \$16.3 billion between 2018 and 2030. While the likelihood of each of these risks materializing varies, the rapid reduction of tax receipts has proven to be true historically and is expected to continue.

Below, the risks to gas tax revenue and federal funding are expanded upon in the context of today's funding situation. The risk and impacts of the COVID-19 pandemic are also discussed.

GAS TAX REVENUE RISK

Approximately 74 percent of all highway and bridge funding comes from Federal and State gas revenue sources. However, gas tax revenues are decreasing, driven in large part by improving vehicle fuel economy.¹⁴ Annual average fuel consumption by motor vehicles has declined by 11 percent since the late-1990s,¹⁵ and increased usage of electric vehicles (EVs) is expected to decrease fuel consumption even further in the coming years.

As shown in **Exhibit 11**, the automobile industry has committed \$225 billion to the development of EVs between 2019 and 2023, with major automobile makers including General Motors, Toyota, and Ford planning dozens of EVs and expecting the EV share of their respective sales

¹⁴ U.S. Energy Information Administration, 2020 Monthly Energy Review. Accessed at: <https://www.eia.gov/totalenergy/data/browser/?tbl=T01.08>

¹⁵ Based on EPA data, selecting light-duty vehicles with a short-wheelbase.

to reach up to 50 percent over the next 5 years and as high as 100 percent by 2035.¹⁶ EV adoption of this scale and of the scales shown in **Exhibit 12** and **Exhibit 13** will severely impact the ability of PennDOT to adequately fund highway and bridge infrastructure through current gas taxes.

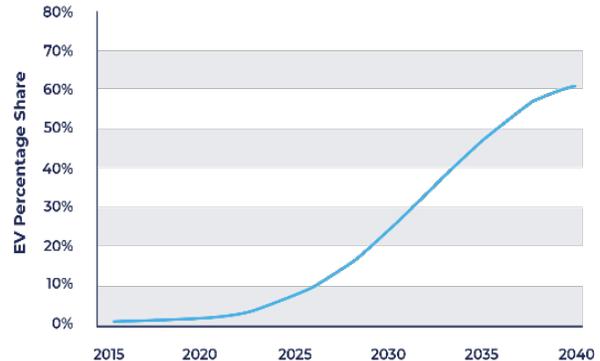
The automobile industry has committed \$225 billion to electric vehicle (EV) development

Ford	40 EV models by 2022
Chrysler	12 EV models by 2022
Volkswagen	50% EV models by 2030
Honda	100% models to have EV options by 2022
GM	30 new models by 2025
BMW	15-25% of sales by 2025
Toyota	50% of sales by 2025
Volvo	50% of sales by 2025
GM	100% of sales by 2035

Source: Business Insider, NBC News, General Motors

Exhibit 11 – Auto Industry EV Commitment

Projected EV Share of New Passenger Vehicle Sales in the United States



Source: BloombergNEF Electric Vehicle Outlook 2020

Exhibit 12 – Projected EV Share of New Vehicles

EV Adoption in Pennsylvania

March 2019 - March 2020

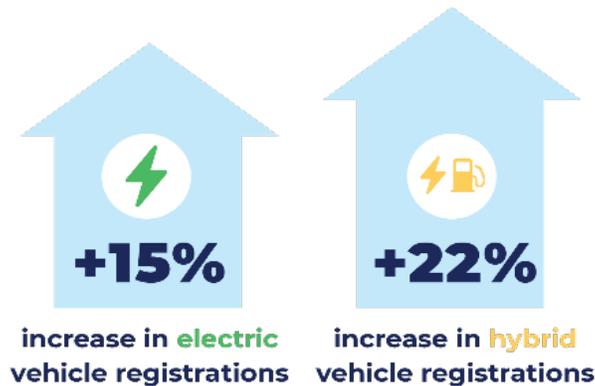


Exhibit 13 – EV Adoption in PA

On top of this, the Federal fuel tax has not been adjusted since 1993, while inflation continues to grow each year, effectively reducing the purchasing power of this revenue source. In other words, as the prices of construction materials and labor increase over time from inflation, the amount of money required to purchase construction materials and labor must also increase to be able to buy the same quantity of items. Since the per-gallon tax rates have not been indexed to inflation, this means that the purchasing power of these revenues has been declining over time. To demonstrate the effects of inflation, take the example of buying a cup of coffee. In

¹⁶ <https://www.alixpartners.com/media-center/press-releases/alixpartners-global-automotive-industry-outlook-2019/>; <https://www.businessinsider.com/promises-carmakers-have-made-about-their-future-electric-vehicles-2020-1>; <https://www.nbcnews.com/business/autos/gm-go-all-electric-2035-phase-out-gas-diesel-engines-n1256055>.

1990, a cup of coffee cost approximately \$0.75, whereas by 2019 the price of the same cup of coffee had approximately doubled (**Exhibit 14**).¹⁷

Inflation rates over time vary by product or industry, and construction costs have risen even faster than prices of other goods. For the 18.4-cent Federal gasoline fuel tax to maintain the same purchasing power it had back in 1993, the rate would have to be raised to approximately 33 cents as of 2020.¹⁸ Unfortunately, it remains at 18.4 cents and is unlikely to be increased.

Exhibit 15 illustrates both the decreasing fuel consumption and the declining purchasing power of a dollar over time. Both of these factors lead to lower effective revenues from the gas tax.



Exhibit 14 – Increase in the Cost of a Cup of Coffee, 1990 to 2019

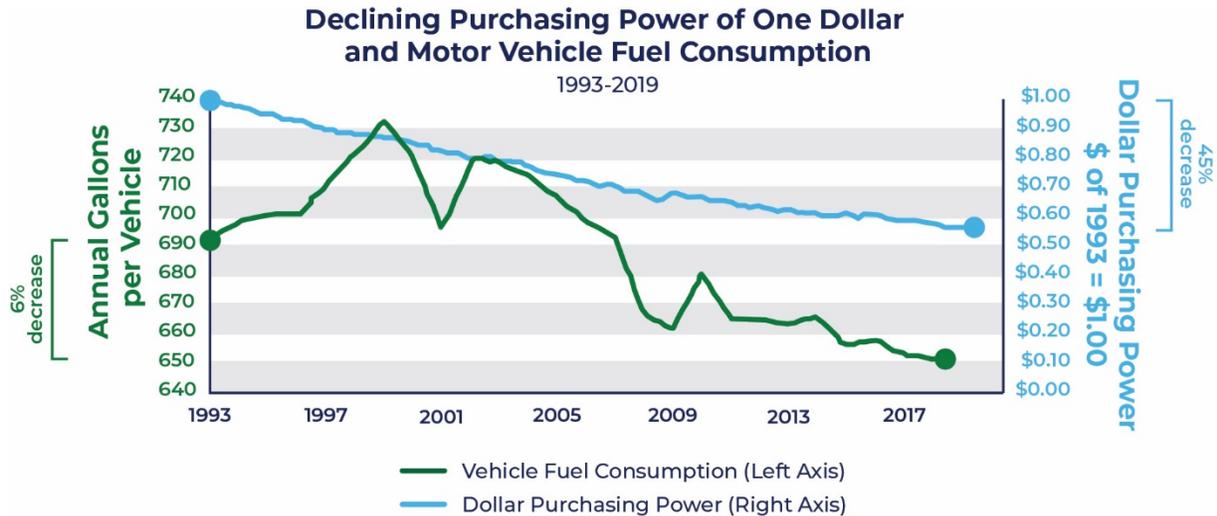


Exhibit 15 – Declining Purchasing Power of One Dollar and Motor Vehicle Fuel Consumption, 1993-2018

Note: This graph shows that the number of gallons of fuel used per vehicle, per year, has dropped by about 40 gallons on average since 1993 (a 6% reduction). At the same time, the purchasing power of the dollar has declined by approximately 45% due to inflation. Together, these changes have severely affected Federal gas tax revenues.

As a result of declining fuel sales as well as declining vehicle licenses and fees, a reduction of \$4.9 billion in State-generated revenue is forecast between 2018 and 2030.¹⁹ An additional \$6

¹⁷ Investopedia, "Inflation." Accessed at: <https://www.investopedia.com/terms/i/inflation.asp>

¹⁸ Estimate based on U.S. Bureau of Labor Statistics Consumer Price Index for All Urban Consumers inflation series from 1993 to 2020.

¹⁹ TAC Report, slide 27.

billion is at risk if Federal appropriations cease to supplement the HTF, which is also funded in large part by gas taxes.²⁰

FEDERAL FUNDING RISK

The current Federal surface transportation funding legislation, the FAST Act, was due to expire on September 30, 2020. On October 1, 2020, a 1-year extension of the FAST Act was signed into law, including a transfer of \$13.6 billion into the HTF from the U.S. Treasury general fund.²¹ While this recent development extended Federal support for the current fiscal year through September 2021, it is not a long-term solution. Uncertainty remains as to the amount of Federal funding for highways and bridges that can be expected in coming years. Tax revenue coming into the HTF is not sufficient to fully support the Fund's expenditures, requiring Congress to supplement the dedicated tax revenue with funding from other sources to keep the program solvent. If Congress does not decide to provide this additional funding going forward, the level of Federal highway support currently provided by the HTF could be endangered. This long-term Federal funding uncertainty also restricts the ability of individual states to budget for the future and to commit to multi-year transportation projects.

COVID-19 CONSIDERATIONS

PennDOT was already experiencing funding shortfalls prior to the COVID-19 pandemic. These shortfalls have been exacerbated due to large-scale unemployment, leading to lost tax revenues. Additionally, since travel has declined substantially, PennDOT is receiving less in gas taxes and vehicle registration fees. PennDOT estimates that the COVID-19 pandemic contributed to revenue losses of more than \$600 million in gas taxes since last year, with losses continuing.²² An additional \$110 million in losses is anticipated from reductions in sales tax revenues, lottery proceeds, vehicle rentals and leases, tire tax revenues, and toll collections.²³

With these revenue losses, PennDOT has had to reduce its spending on critical infrastructure work. The agency's annual construction spending has been cut from approximately \$2.2 billion to about \$1.55 billion in 2020, and is projected to be \$1.9 billion in 2021. This situation is not unique to Pennsylvania—State DOTs across the country are struggling with similar revenue losses, with some States' 2020 losses coming in as high as \$1.2 billion in transportation funding due to COVID-19.²⁴ Additionally, economists, States, and industry associations are predicting that COVID-19 may continue to affect transportation funding over the next 3 to 5 years.²⁵

²⁰ TAC Report, slides 16, 18, 35-36.

²¹ "Near Deadline, Trump Signs Spending Bill With 1-Year Highway-Transit Extension," Engineering News-Record, September 30, 2020. <https://www.enr.com/articles/50228-at-deadline-trump-signs-spending-bill-with-1-year-highway-transit-extension>

²² "Federal stimulus package won't erase PennDOT's funding gap or plans for new tolls or taxes," Allentown Morning Call, December 22, 2020. Accessed at: <https://www.mcall.com/business/transportation/mc-biz-coronavirus-stimulus-penn-dot-funding-gap-20201221-7c6vphhmxzc6ndhjf5kp5m4mga-story.html>

²³ "COVID-19 Will Create Long-Term Impact on State DOT Revenues," AASHTO Journal, May 29, 2020.

²⁴ National Governors Association, "Transportation Funding and Financing During COVID-19." Accessed at: <https://www.nga.org/center/publications/transportation-funding-financing-covid-19/>

²⁵ Blazina, Ed, "COVID-19 Derails Plans to Address State Funding for PennDOT, Transit Agencies," Pittsburgh Post-Gazette, August 23, 2020. National Governors Association, "Transportation Funding and Financing During COVID-19." Accessed at: <https://www.nga.org/center/publications/transportation-funding-financing-covid-19/>

Changes in future travel patterns that may result from the COVID-19 pandemic are also hard to predict, and this uncertainty complicates statewide transportation budgeting and planning. Multiple acts of Federal legislation passed by the U.S. Congress in 2020 and 2021, including the Coronavirus Response and Relief Supplemental Appropriations Act, provide increased transportation funding support for States and other government agencies. While these increases in Federal funding will soften the budgetary impact of COVID-19 on PennDOT, the long-term financial impacts of the COVID-19 pandemic remain uncertain.

2.1.3 Previous Efforts to Supplement Transportation Revenue

Pennsylvania has already experienced the need to supplement current funding mechanisms with revenue infusions from the State Legislature. Recognizing the need to supplement funding levels, the Pennsylvania General Assembly and PennDOT have worked to raise additional revenue in two major appropriations over the last 15 years.

In 2007, the State Legislature passed Act 44, which was anticipated to provide approximately \$946 million in additional average annual funding, of which \$532 million per year would go to highways and bridges.²⁶ The Act raised transportation revenue through a variety of sources, including a sales tax, bonds, the lottery fund, the Pennsylvania Transportation Assistance Fund (PTAF), and the PTC. However, after an unsuccessful attempt by PTC to impose tolls on Interstate 80 in order to help increase these funds,²⁷ the originally planned Act 44 funding increase did not fully come to pass. This led to the consideration of other options for raising revenues.

Act 89, passed in 2013, removed the State retail fuel tax but increased (and eventually removed) the cap for wholesale taxes on fuel distributors. Licensing fees for vehicle registration and driver licenses were also increased, and some fines for traffic violations were increased.²⁸ Additionally, State bonds were continued from Act 44 to use as a revenue source for capital improvements, and regular payments were still provided by the PTC for transit funding.

As shown in **Exhibit 16** below, the passage of Act 89 helped to substantially improve investment in the State's infrastructure. It generated \$2.3 billion per year in funds for all modes,²⁹ including an average of \$1.3 billion per year for State roads and bridges and \$237 million per year for local roads and bridges.³⁰ Act 89 has helped PennDOT complete more than 3,500 projects worth more than \$10 billion since 2013. As of January 2021, PennDOT was in the process of completing more than 500 additional projects worth more than \$4.6 billion, and

²⁶ 10-year annual averages. PennDOT, "Act 44 Funds Presentation," Funding and Legislation. Accessed at: <https://www.penndot.gov/Doing-Business/Transit/Funding%20and%20Legislation/Pages/default.aspx>

²⁷ PA Turnpike, "Act 44 Plan," Accessed at: https://www.paturndot.com/business/act44_plan.aspx

²⁸ "What is Pennsylvania's Transportation Bill (Act 89)?" NPR, October, 2014

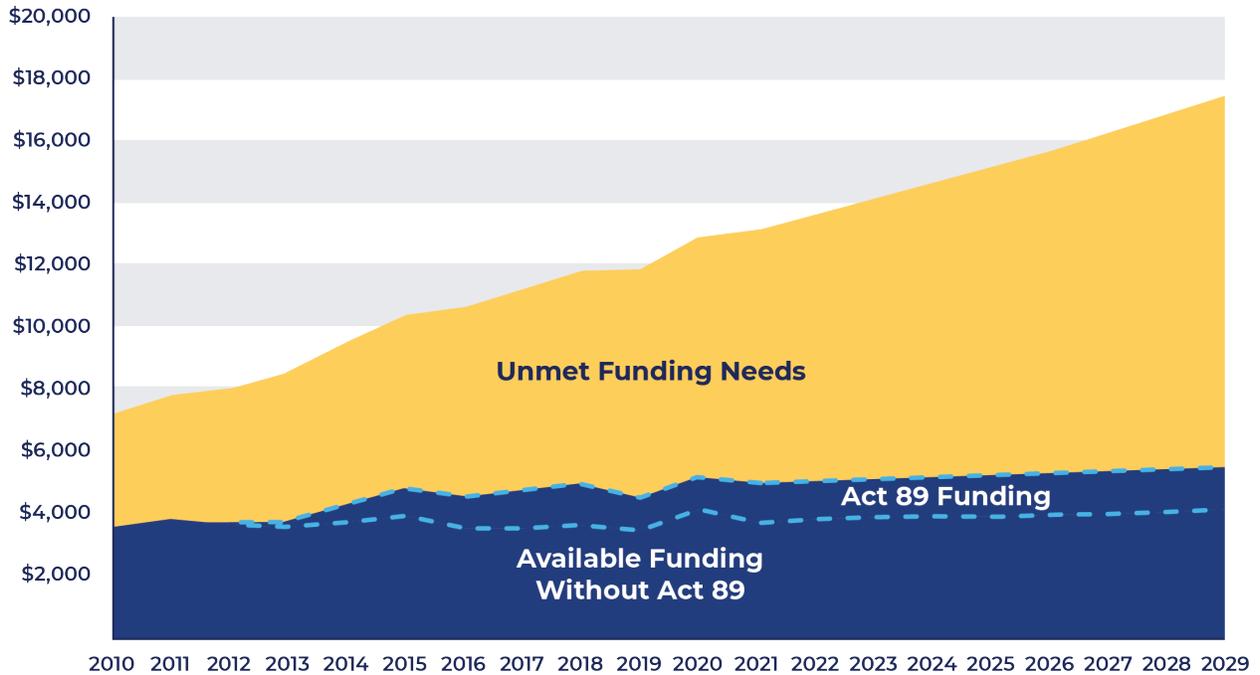
²⁹ Including ports and waterways, public transportation, aviation, and bike and pedestrian modes. "What is Pennsylvania's Transportation Bill (Act 89)?" NPR, October, 2014. Accessed at: <https://why.org/articles/what-is-act-89/#:~:text=Act%2089%2C%20also%20known%20as,bridge%20repairs%2C%20and%20public%20transit.&text=Roads%20in%20the%20state%20aren,in%20poor%20or%20mediocre%20condition.>

³⁰ 5-year annual averages. PennDOT, "Act 89 Summary Presentation," Funding and Legislation.

Accessed at: <https://www.penndot.gov/Doing-Business/Transit/Funding%20and%20Legislation/Pages/default.aspx>

plans to complete nearly 1,000 projects over the next 4 years totaling approximately \$10.3 billion in value.³¹

PennDOT Highway & Bridge Funding (\$ Millions)



Sources:
 Governor's Executive Budget; includes all state and federal funds.
 PennDOT Financial Analysis.
 PennDOT "Act 89 and the Funding Gap" chart and "Pennsylvania Transportation Funding" document.

Notes:
 2010 data corresponds with FY 2010 - 2011.
 2011 - 2020 Funding Gap series is calculated as a linear interpolation between 2010 and 2021 values.
 Act 89 Funding estimate represents revenue raised from increased fuel tax rates included in Act 89 of 2013.

Exhibit 16 – Act 89 and the Funding Gap, 2010-2020

Note: This graph shows Act 89's positive effect on making up a portion of declining gas revenues. Despite the supplemental contribution from Act 89, the funding gap has remained.

While Act 44 and Act 89 provided funding for highways and bridges, these efforts have not been sufficient to satisfy the full funding deficit. The unsuccessful application for a pilot program to toll Interstate 80 kept this 311-mile, heavily travelled freight corridor within the PennDOT system for funding maintenance and improvements. In addition, when Act 89 was passed in 2013, an assumption was made that a Federal transportation funding increase would occur in the near future to fill the gap not covered by Act 89; to date, no Federal funding increases have been realized. As a result, while some progress has been made, PennDOT highway and bridge funding remains short of what is needed to maintain a state of good repair.

³¹ Projects as of January 2021. <https://gis.penndot.gov/paprojects/Progress.aspx>

2.2 Transportation Expenditures

This section describes how PennDOT allocates expenditures in meeting its transportation system responsibilities. **Exhibit 17** illustrates PennDOT’s transportation asset responsibilities, not only for highways and bridges, but also for airports, railroads, public transit, ports, and waterways.

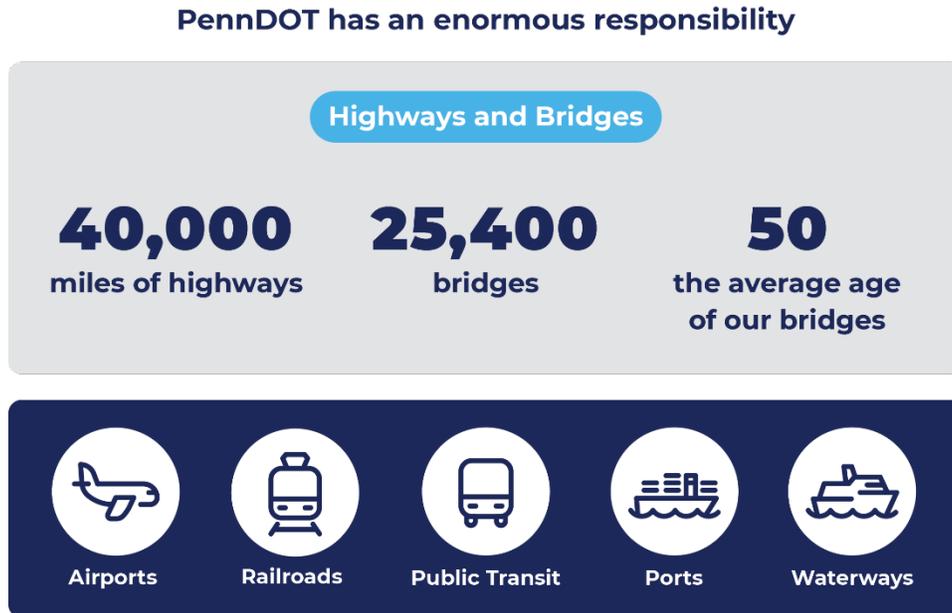


Exhibit 17 – PennDOT has an Enormous Responsibility

PennDOT’s funding allocations and uses (i.e., expenditures) can be considered in three broad categories: multimodal, debt service and other agencies, and highways and bridges. We discuss each of these below. **Exhibit 18** represents the percentage allocation of PennDOT expenditures across these three categories.

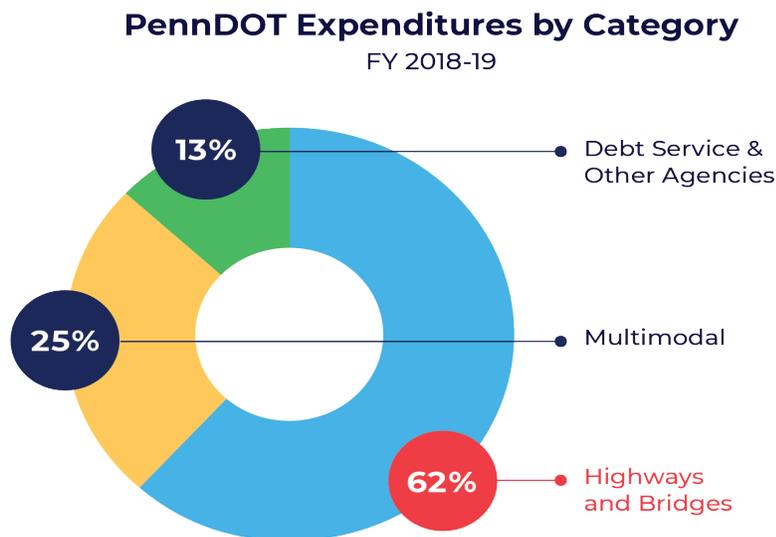


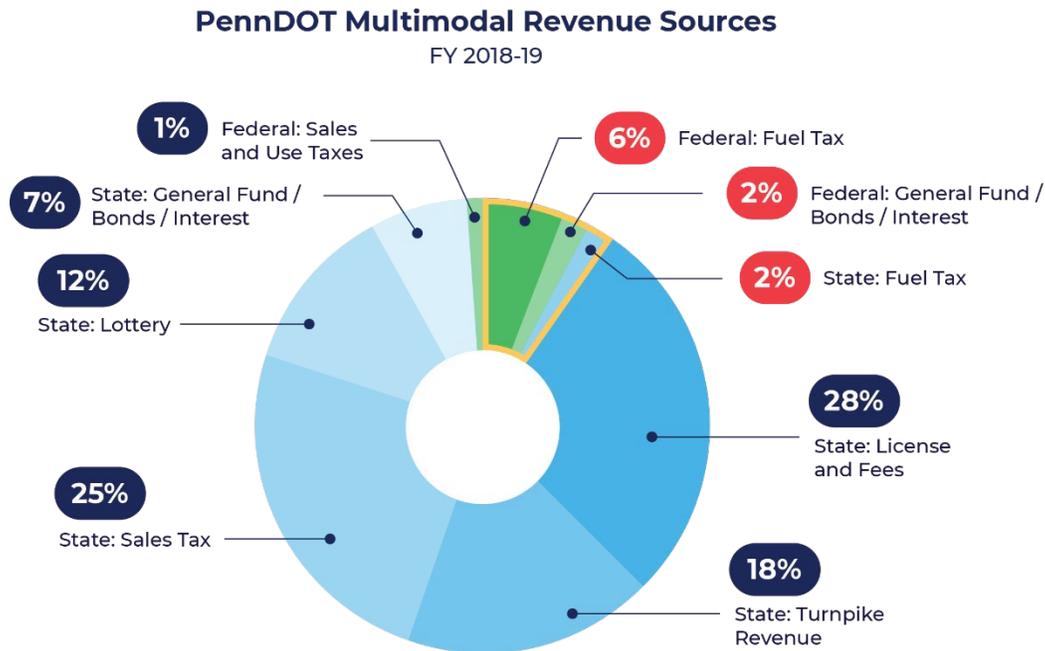
Exhibit 18 – PennDOT Expenditures by Category

As shown in **Exhibit 18**, highways and bridges are the biggest component, making up 62 percent of annual PennDOT expenditures.

2.2.1 Multimodal Expenditures

Expenditures on non-automobile modes of transportation represent 25.3 percent of PennDOT’s annual budget. In FY 2018-19, multimodal expenditures in Pennsylvania totaled \$2.539 billion. Approximately 76.9 percent of this multimodal spending, or \$1.952 billion in FY 2018-19, went to mass transit, supporting operating expenses, capital improvements, and administration and oversight. The modes with the highest associated expenditures after mass transit were rural and intercity transit and free and shared-ride transit, followed by aviation and rail freight.

Approximately 91 percent of PennDOT multimodal expenditures are sourced from State funds, with the remaining 9 percent coming from Federal sources. **Exhibit 19** shows the approximate revenue sources used to pay for multimodal expenditures.



Revenue sources highlighted in red are assessed to be at greatest risk.

Exhibit 19 – Multimodal Revenue Sources

2.2.2 Spending on Debt Service and Other Agencies

In addition to funding multimodal infrastructure and highways and bridges, 12.9 percent of PennDOT expenditures go to debt service and other agencies, and other miscellaneous uses. The largest expenditure within this category is funding allocated to the Pennsylvania State Police, which totaled approximately \$770 million in FY 2018-19 and represented approximately 7.7 percent of total PennDOT expenditures. Other debt service and other agencies expenditures include general fund and Motor License Fund capital debt, payments to the PTC, tort payments, and transfers to other agencies. **Exhibit 20** shows the magnitude of all debt service and other agencies expenditures as of FY 2018-19.

PennDOT Debt Service and Other Agencies Expenditures (\$MM)
FY 2018-19

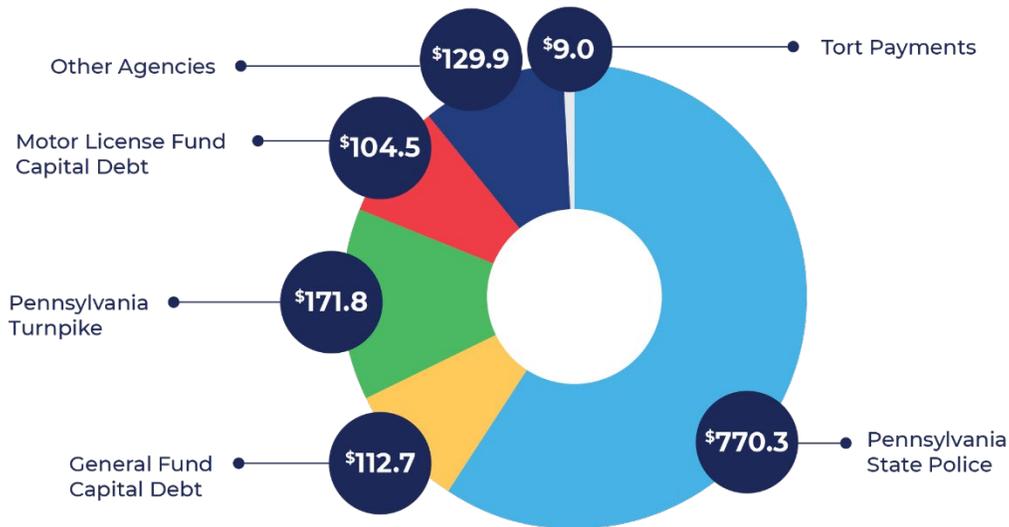


Exhibit 20 – Debt Service and Other Agency Expenditures

Note: MM=millions

2.2.3 Highways and Bridges

The majority of PennDOT funding goes to highway and bridge uses. In FY 2018-19, Pennsylvania highway and bridge expenditures totaled approximately \$6.2 billion, representing 61.8 percent of all PennDOT expenditures. Within the highways and bridges category, expenditures can be further categorized into four sub-categories: (i) highway and bridge improvements; (ii) highway and bridge maintenance; (iii) highway payments to local governments; and (iv) highway facilities, operations, services, and other, which includes driver and vehicle services, PennDOT facilities, general government operations, Pennsylvania Infrastructure Bank, welcome centers, refunds, and other expenditures. **Exhibit 21** shows PennDOT highway and bridge expenditures by sub-category.

Highway and Bridge Expenditures (\$MM)

FY 2018-19

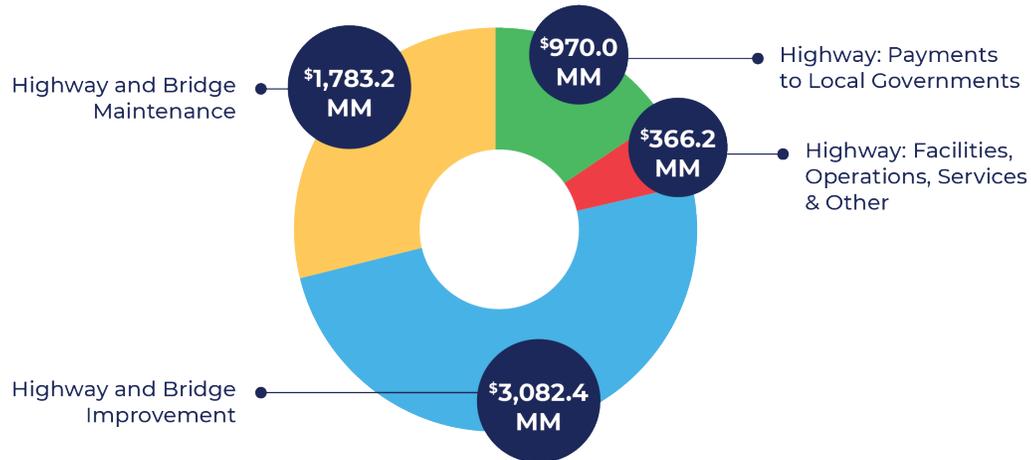


Exhibit 21 – Highway and Bridge Expenditures

2.3 Revenue and Expenditure Summary

The following are the key findings from Chapter 2:

- Out of all PennDOT revenue sources used across all modes of transportation, 63 percent have been identified as at risk.
- The identified risks represent a cumulative revenue risk of \$16.3 billion between 2018 and 2030.
- Highways and bridges are the biggest expenditure component, making up 62 percent of annual PennDOT expenditures. This is expanded upon in Chapter 3.
- Gas taxes represent the largest source of both State and Federal funding for highway and bridge uses, collectively making up approximately 74 percent of total highway and bridge funding.
- Gas taxes, which make up the largest percentage of highway and bridge revenue sources, are at risk and are anticipated to decline substantially.
 - The Federal fuel tax has not been adjusted since 1993, while inflation continues to erode the value of each dollar of gas taxes collected, effectively reducing the purchasing power of this revenue source.
 - Gas tax revenues are decreasing, driven in large part by improving vehicle fuel economy and a transition to electric vehicles.
- As a result of declining fuel sales, as well as declining vehicle licenses and fees, a reduction of \$4.9 billion in State-generated revenue is forecast between 2018 and 2030.
- PennDOT was already experiencing funding shortfalls prior to the COVID-19 pandemic. Now, these shortfalls have been exacerbated due to large-scale unemployment and reduction in travel due to the pandemic, leading to lost tax revenues from less driving.

- Pennsylvania has already experienced the need to supplement current funding mechanisms with revenue infusions from the State Legislature twice over the past 15 years.
- At the Federal level, Congress has repeatedly needed to authorize multi-billion-dollar transfers from the U.S. Treasury general fund to keep the HTF solvent. The most recent transfers include \$70 billion authorized in 2015 and another \$13.6 billion authorized in 2020, but earlier transfers date back to 2008.

3 Highway and Bridge Needs and Funding Gap

3.1 Overview

As discussed in Chapter 2, highways and bridges represent the largest PennDOT transportation expenditure and they are also substantially dependent on gas taxes for their funding—the funding source that is at greatest risk of decline. The result is that the gap between available transportation revenue and the projected funding available to provide adequately maintained and reliable mobility in the Commonwealth is substantial (see **Exhibit 22**). **In fact, the majority of Pennsylvania’s funding needs, and more than 86 percent of PennDOT’s overall funding gap, is related to Pennsylvania’s highway and bridge system.**

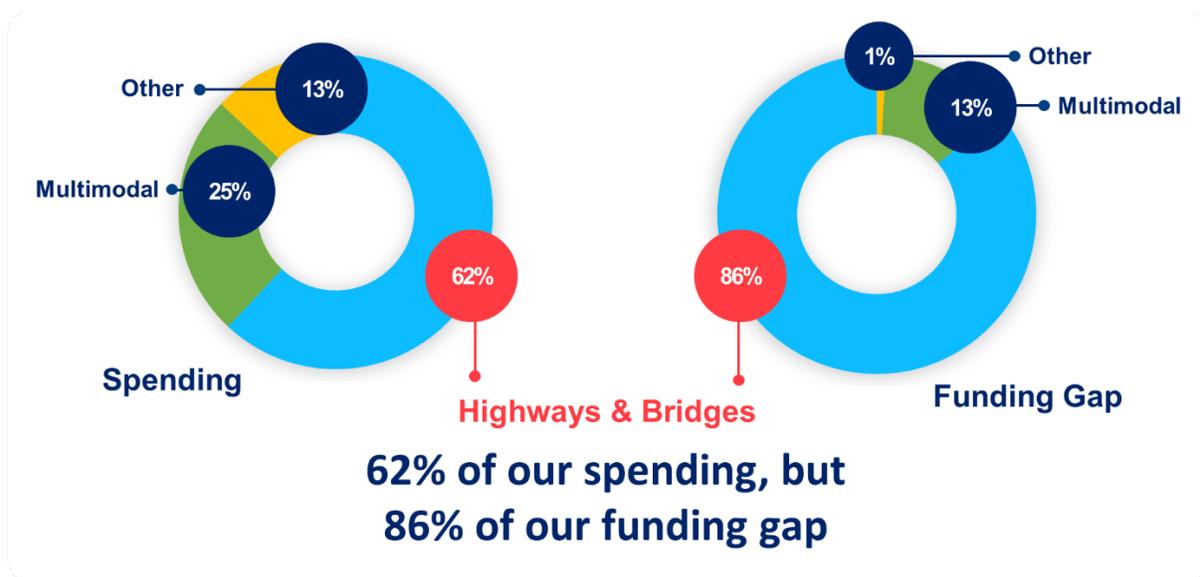


Exhibit 22 – Highway and Bridge Gap Versus Spending

Available budgeted funding for highways and bridges is currently \$6.9 billion per year, while the identified current (2020-2021) funding need is \$15 billion, resulting in a current funding gap of \$8.1 billion (**Exhibit 23**).³² This funding gap is projected to increase to \$12.6 billion in the next 10 years.

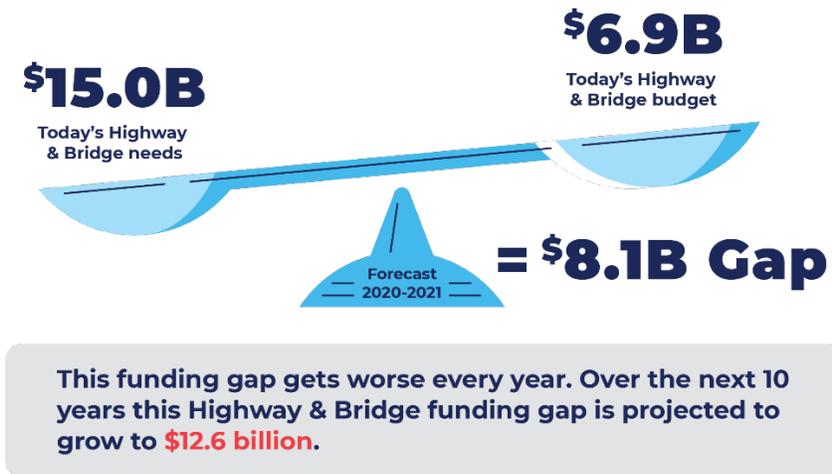


Exhibit 23 – 2020-2021 Highways and Bridges Funding Gap

3.2 Highway and Bridge Needs

PennDOT is responsible not only for the maintenance of the Commonwealth’s highways and bridges but also for improving safety and mobility, and reducing congestion through capital improvements. The needs of State highways and bridges fall into two categories: maintenance and capital improvements.

Currently, due to a national emphasis on system performance and asset management, the maintenance of National Highway System (NHS) routes, especially Interstate highway routes, is prioritized over that of lesser-traveled roads and bridges that make up the rest of the State-owned transportation network. The financial burden of maintaining NHS routes and Interstates creates a shortfall for the rest of the network, and PennDOT’s lack of sufficient funding to maintain non-NHS routes compromises the efficiency of the overall transportation system.³³

3.2.1 Maintenance

Maintaining a state of good repair is critical to safety and to extending the life of highways and bridges, which reduces costs overall. Comparable to patching the roof of your home before leaks damage the drywall and soak the carpet, maintaining a state of good repair minimizes adverse secondary effects. Proper maintenance allows the roof to last longer for less money.

³² PennDOT, “Pennsylvania Transportation Funding.” Accessed at: <https://www.penndot.gov/about-us/funding/Documents/PATransportationFundingNeeds.pdf>. \$6.9 billion annual budget is sum of “Motor License Fund” and “HTF Highway and Bridge” funding.

³³ Pennsylvania Department of Transportation; Transportation Asset Management Plan 2019, p. 25.

One example of state-of-good-repair maintenance on a roadway is resurfacing to improve pavement quality. If left unattended, poor-quality pavement allows rain, snow, and ice to erode the roadway foundation, creating potholes that would eventually require full roadway reconstruction. Another example of state-of-good-repair maintenance includes the painting of structures to prevent rusting that could lead to the need for costly steel replacement. Maintenance efforts that improve roadway safety conditions include maintaining roadway drainage, striping, markings, and rumble strips; and applying high-friction pavement surface treatments. These maintenance efforts avert the crash risk posed by standing water, improve visibility, alert drivers who are leaving their lanes of travel, and reduce the risk of vehicles skidding and losing control.

Timely and appropriate preservation and rehabilitation treatments are required to sustain Pennsylvania’s desired state of good repair, which is defined as meeting FHWA minimum condition thresholds, including:

- Less than 5 percent of NHS Interstate³⁴ lane-miles rated in poor condition and
- Less than 10 percent of total NHS bridge deck area rated as poor condition.

Pennsylvania’s desired state of good repair is further defined as having:

- Less than 5 percent of NHS non-Interstate lane-miles rated as poor condition.³⁵

As illustrated in **Exhibit 24**, proper maintenance can double the life of a typical transportation asset, compared to its lifespan without maintenance.

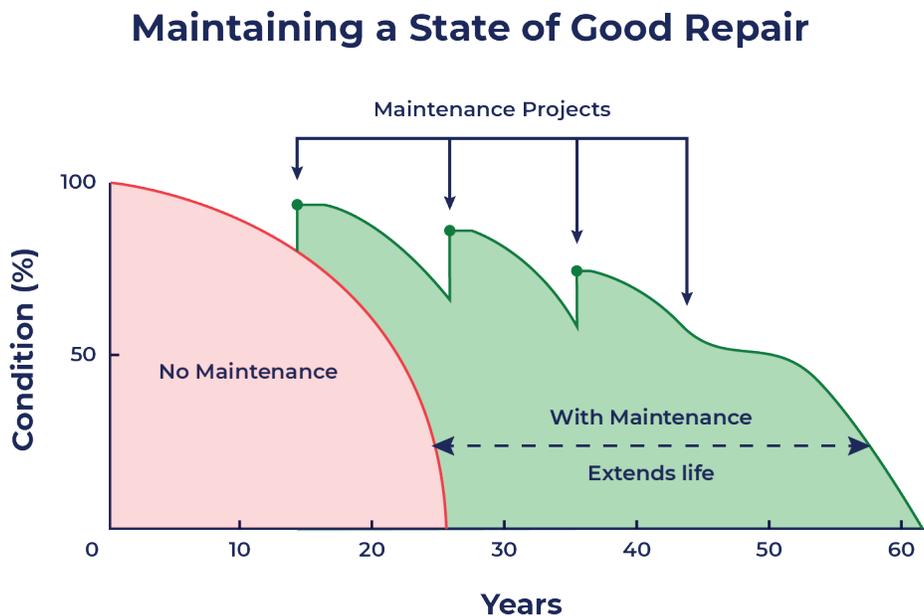


Exhibit 24 – Maintaining a State of Good Repair

³⁴ Pennsylvania’s Interstate and National Highway System Routes are depicted on maps available here: [National Highway System Maps \(penndot.gov\)](http://www.penndot.gov/nhs).

³⁵ Pennsylvania Department of Transportation; Transportation Asset Management Plan 2019.

Note: With sufficient revenue for maintenance, the useful life of transportation facilities can be extended substantially. Insufficient maintenance results in higher costs over the long term.

PennDOT has been working diligently to make the most of its available resources to continue maintaining roadways and bridges in a state of good repair. **Exhibit 25** shows PennDOT’s progress over the last decade in reducing the amount of Pennsylvania bridge deck categorized in poor condition, as well as a projection of bridge deck condition out to 2032; note that this exhibit depicts data for all PennDOT bridges, not just Interstate and NHS bridges. **Exhibit 26** shows PennDOT’s continued maintenance of pavement quality.

While progress has been made on reducing the deck area of bridges in poor condition, it has been out of necessity and at the expense of other improvement projects. For example, over the past decade, while the deck area of poor-condition bridges has been reduced, no substantial progress has been made to reduce the amount of pavement in fair and poor condition due to the funding gap. In addition, while the number of bridges in poor condition has been lowered, Pennsylvania remains in second place among states with the highest number of deficient bridges, and many of these remaining bridges are large, multi-lane, multi-span bridges that are costly to replace or rehabilitate. In the future, as Pennsylvania’s bridges continue to age and without an increase in dedicated highway and bridge funding, the area of Pennsylvania bridge deck categorized in poor condition is projected to increase between 2022 and 2032.

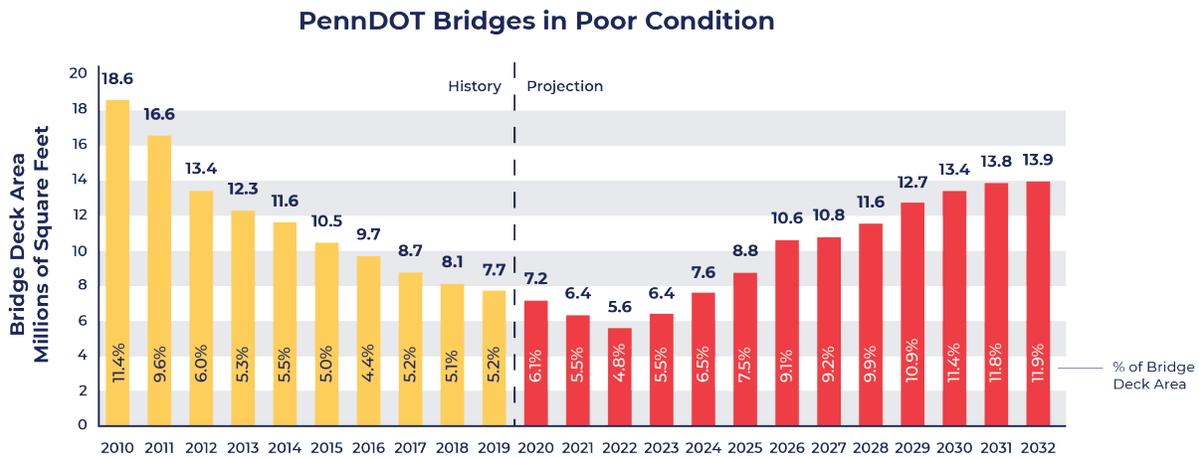


Exhibit 25 – Pennsylvania Bridge Condition – All PennDOT Bridges

Note: PennDOT has made great strides in reducing the number of bridges rated in poor condition due in large part to a legislative funding infusion in 2013. This improvement is shown in the graph above, represented by a reduction in total bridge deck area in poor condition. However, the remaining poor-condition bridges represent some of the most expensive in PennDOT’s system. The pace of fixing bridges in poor condition has slowed in recent years due to the expense of the remaining bridges and a lack of sufficient funding. Also, in each year during which bridges are replaced or rehabilitated, additional existing bridges fall into poor condition. Thus, projections show an increase in future deck area in poor condition.

PennDOT Pavement Condition



Exhibit 26 – Pennsylvania Pavement Condition

Note: The flat bars showing fair and poor conditions are not because improvements are not being made. Pavement improvements are made each year, but additional road mileage ages and deteriorates pavement into fair/poor condition. Because of a lack of funding, PennDOT is essentially not gaining ground with regard to pavement condition.

3.2.2 Capital Improvements

Improvements to the roadway and bridge network can include, for example, reducing congestion by adding lanes, improving safety by adding turn lanes, installing traffic signals or widening shoulders, and modernizing the system to improve traffic control and communication. These improvements can have a substantial effect on the economy by reducing wasted time in traffic for commuters and trucks delivering products. This can mean Pennsylvanians producing more, having more time for family, and improving health through lower pollution generation. Additional discussion of the benefits to the Commonwealth’s citizens is included in Section 3.4.

3.3 Highway and Bridge Funding Gap

Pennsylvania’s highway and bridge “funding gap” currently totals \$8.1 billion and is growing. This gap, currently comprised of \$1.9 billion for maintaining the NHS system, \$4.1 billion for maintaining the non-NHS system and maintenance/operations, and \$2.1 billion for NHS modernization and improvements, is expected to grow by about \$500 million per year to \$12.6 billion in 2030.

Exhibit 27 illustrates this growing gap over 10 years, with projected unmet needs for cyclic highway and bridge maintenance.

PennDOT Projected Unmet Highway and Bridge Needs

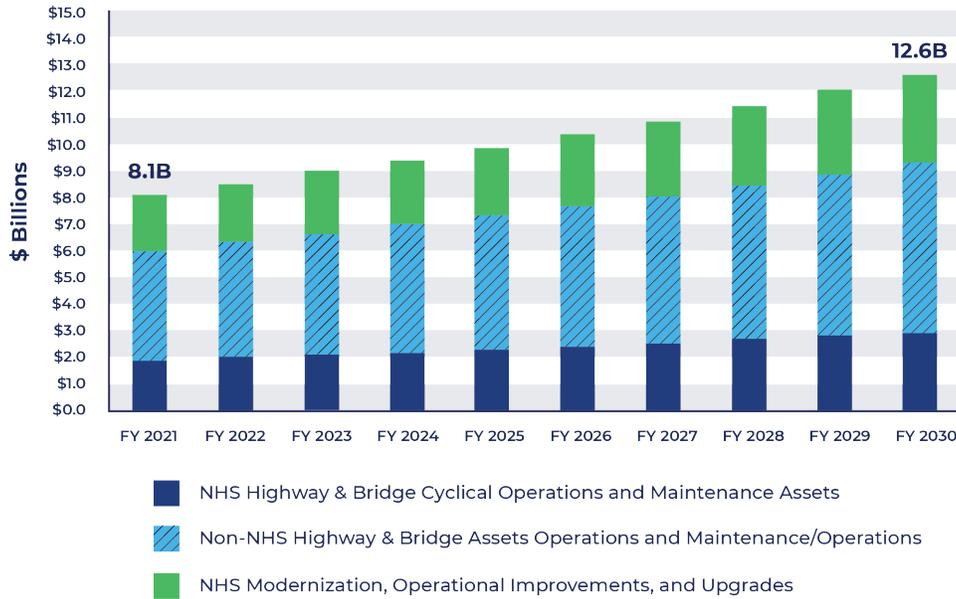


Exhibit 27 – Projection of Increasing PennDOT Unmet Highway and Bridge Needs

Identifying ways to reduce this gap in highway and bridge funding is the first goal of PennDOT Pathways and this PEL Study.

Exhibit 28 provides a breakdown of the increasing funding gap for highways and bridges. In 2021, the highway and bridge funding gap is estimated at \$8.1 billion and will grow by approximately \$500 million per year, reaching \$12.6 billion in 2030.

PennDOT Projected Unmet Highway and Bridge Needs (\$billions)										
	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
NHS Highway & Bridge Assets	\$1.90	\$2.00	\$2.10	\$2.20	\$2.31	\$2.43	\$2.55	\$2.67	\$2.81	\$2.95
Non-NHS Highway & Bridge Assets and Maintenance/Operations	\$4.10	\$4.31	\$4.52	\$4.75	\$4.98	\$5.23	\$5.49	\$5.77	\$6.06	\$6.36
NHS Modernization, Operational Improvements, and Upgrades	\$2.10	\$2.21	\$2.32	\$2.43	\$2.55	\$2.68	\$2.81	\$2.96	\$3.10	\$3.26
Total Highway and Bridge Funding Gap	\$8.10	\$8.51	\$8.93	\$9.38	\$9.85	\$10.34	\$10.85	\$11.40	\$11.97	\$12.57

Exhibit 28 – Projected Total PennDOT Unmet Highway and Bridge Funding Needs

Note: The highways and roads funding gap is expected to grow by about \$500 million per year, reaching \$12.6 billion in 2030. O&M=operations and maintenance.

Source: Pennsylvania Transportation Funding,” available at: <https://www.penndot.gov/about-us/funding/Documents/PATransportationFundingNeeds.pdf>

3.3.1 Maintenance Funding Gap

PennDOT owns and maintains 40,000 miles of highways and 25,400 bridges, and supports another 80,000 miles of local roads and 6,600 local bridges with funding and inspections. These assets follow a life cycle of build, maintain, and preserve, and then the cycle is repeated when the asset reaches the end of its useful life. Each type of asset has relatively consistent required maintenance cycles for various activities to extend its useful life.³⁶ Just like your house or your car, highway and bridge infrastructure requires constant investment in maintenance.

Throughout the country, the NHS is a network consisting of major roadways and bridges important to the country’s economy, defense, and mobility. It includes the Interstate Highway System, many State highways, and other principal arterials, but does not include lesser-traveled local roads. PennDOT, along with the PTC and various local municipalities, is responsible for maintaining most of this critical national asset within Pennsylvania. Specifically, PennDOT owns and maintains approximately 88 percent of the NHS pavement in the state.³⁷

PennDOT has historically spent between \$450 and \$500 million per year on the Interstate Highway System, but at these levels the Interstate Highway System in Pennsylvania is approximately 60 percent underfunded. Over the next few years, funding will continue to be shifted from regional non-Interstate highways and local roads to the Interstate system to meet Federal Interstate condition and performance requirements.

³⁶ “PATransportationFunding_Needs 9120.” <https://www.penndot.gov/about-us/funding/Documents/PATransportationFundingNeeds.pdf>

³⁷ PennDOT, “Transportation Asset Management Plan 2019.” <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

In FY 2020-21, the gap between available funding for maintaining the NHS system is forecast to total \$1.9 billion, of which \$700 million is needed for Interstate highway and bridge maintenance and \$1.2 billion is needed for maintenance/operations of non-Interstate NHS highways and bridges. Over the next 10 years, this NHS maintenance funding gap is forecast to increase to \$2.9 billion.

While Pennsylvania’s Interstates and most of its major highways are part of the NHS, the majority of roads maintained by PennDOT are not part of the NHS. In fact, 77 percent of PennDOT-managed lane miles are not part of the NHS.³⁸ Non-NHS roadways and bridges also require regular maintenance that cannot be fully met by existing funding, resulting in a projected non-NHS maintenance and operations funding gap of \$4.1 billion in FY 2020-21. Over the next 10 years, this non-NHS maintenance funding gap is forecast to increase to \$6.4 billion.

Collectively, the funding gap for maintenance of both NHS and non-NHS highways and bridges is projected to increase from \$6.0 billion in FY 2020-21 to \$9.3 billion in FY 2030-31. **Exhibit 29** shows Pennsylvania Interstate bridge deck area assessed to be in poor condition over the last decade and projected out to 2032. Improvements were made from 2010 to 2016, but bridge improvement progress has plateaued in the years since. In the future, the amount of Interstate bridge deck area projected to be in poor condition is expected to increase from 2022 to 2032 as Pennsylvania’s infrastructure ages and deteriorates. With new dedicated funding, additional progress can be made in improving Pennsylvania’s Interstate bridge condition.



Exhibit 29 – Pennsylvania Interstate Bridge Condition

3.3.2 Capital Improvement Funding Gap

In addition to funding needs for cyclical management of Pennsylvania’s highways and bridges, projections also include an additional unmet need of \$2.1 billion (as of FY 2020-21) for highway and bridge improvements including capacity expansion, modernization, and upgrades. This \$2.1 billion unmet need for improvements applies primarily to the Interstate system rather than non-Interstate NHS routes, and is expected to increase to \$3.3 billion over the next 10 years.

³⁸ PennDOT, “Transportation Asset Management Plan 2019,” Figure 3. <https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/PennDOT-TAMP.pdf>

The plan put forward by the STIP Financial Guidance Work Group (comprised of representatives from MPOs, RPOs, the FHWA, and PennDOT staff), with full consensus from all MPOs and RPOs, will shift funding towards Interstate investment by approximately \$150 million in FY 2020-21 and grow the investment by \$50 million per year until it reaches \$1 billion (FY 2027-28).

While this planned funding reallocation will partially address unmet needs on the Interstate system, it will come at the expense of funding for non-Interstate NHS needs.

Case Study

The I-83 South Bridge is a vital interstate link across the Susquehanna River that sees a combination of Harrisburg commuter traffic and Interstate through-traffic. The bridge is a two-girder steel bridge supporting an approximately 3,300-foot-long section of Interstate 83.

The bridge is in poor condition and needs to be replaced. This replacement project cannot wait—125,000 vehicles rely on this bridge every day, but it is approaching the end of its serviceable lifespan.

The project is estimated to cost between \$500 and \$650 million for replacement. If it had to be funded through traditional means, it would require a full year of all Interstate Highway project funding and nearly one-third of PennDOT's current \$1.9 billion annual overall construction program, which would limit work on other regional projects across the state as well.

3.4 Impacts on Pennsylvanians

Addressing the gap between available transportation funding and needs is not an issue for PennDOT alone, but for all Pennsylvanians and Pennsylvania drivers. Insufficient funding for critical maintenance work and for expanding the capacity of roadways in the state places a burden on taxpayers and drivers. Inadequate timely maintenance results in more extensive and more expensive repairs in the long run, increasing the overall cost to taxpayers. Poor asset conditions and congestion translate into additional costs to roadway users, including more time spent driving in congested conditions, higher vehicle maintenance costs, and increased emissions. Additional delay experienced by freight transportation can also translate to higher prices to consumers.

3.4.1 Impacts of Not Maintaining Assets in State of Good Repair

Maintaining assets in a state of good repair is critical to maintaining an efficient transportation network and extending the life of the asset, thereby reducing long-term costs. For example, restriping pavement is needed to maintain reflectivity to be seen at night, cracks in concrete should be filled before the elements begin rusting the reinforcing steel, and roads need to be repaved/resurfaced before the failure of the top layers results in a need for full-depth reconstruction. This preventive maintenance and repair improves facility life and reduces costs for Pennsylvanians.

More complex assets like bridges and tunnels are required to have regular inspections and maintenance because of their exposure to the elements and the risk of corrosion and wear. At a minimum, the National Bridge Inspection Standards (NBIS) require bridge inspections every 2 years. Some bridges, such as those with weight restrictions or in poor condition, are inspected annually or even more than once per year. With more than 25,000 State-owned bridges, PennDOT must complete approximately 18,000 inspections each year.³⁹

BRIDGES AND STRUCTURES

With insufficient funds, it is sometimes necessary to delay routine maintenance work on an asset such as a bridge. Delaying these repairs will lead to additional costs in the future, with the compounding effects of aging bridges, increased demand, and increased inspection and construction costs.⁴⁰ This in turn requires Pennsylvanians to pay more for these services and repairs in the long run. Eventually, delayed maintenance can lead to increased risks of bridge failure. To combat these risks, State DOTs will often implement weight restrictions, limits on truck traffic, and emergency repairs. If deterioration goes too long and is determined to pose a safety risk, the bridge may have to be closed to all traffic. This can pose extensive travel delays to users forced to detour around the closed bridge, especially in rural areas with limited nearby crossing options.

Each day that a bridge remains closed results in additional costs to roadway users. For instance, based on the average detour length of 9.8 miles for bridges in Pennsylvania⁴¹ and assuming vehicles travel at an average speed of 55 mph, detours cost users an average of \$9.21 per trip, including travel time, fuel costs, and other vehicle operating costs.⁴² Considering the annual average daily traffic that crosses bridges in Pennsylvania, this results in daily costs of more than \$67,000.⁴³ In the event that a bridge must be shut down for emergency repairs, delays can be substantial. For instance, in 2017, a bridge serving approximately 42,000 vehicles per day was closed for more than 2 months due to a fractured steel truss.⁴⁴ Applying the estimated per-trip cost of a detour, the cost of this bridge closure was approximately \$387,000 per day or \$23.2 million in total to roadway users.

³⁹ PennDOT Bridge Safety Inspection Frequently Asked Questions. Accessed at: <https://www.pennidot.gov/ProjectAndPrograms/Bridges/Documents/PennDOT%20Bridge%20Inspection%20FAQ.pdf>

⁴⁰ NCHRP 14-20, "Consequences of Delayed Maintenance," Interim Report, Cambridge Systematics, September 2011.

⁴¹ FHWA, National Bridge Inspection (NBI) ASCII Data, PA 2019 Data. Accessed at: <https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm>

⁴² HDR calculations based on vehicle operating unit costs and value of time retrieved from USDOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, January 2020. Values escalated to 2020 dollars. Accessed at: <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance-discretionary-grant-programs-0>

⁴³ Annual average daily traffic retrieved from: FHWA, National Bridge Inspection (NBI) ASCII Data, PA 2019 Data. Accessed at: <https://www.fhwa.dot.gov/bridge/nbi/ascii.cfm>

⁴⁴ Scolforo, Mark, "Bridge linking Pennsylvania and NJ turnpikes to stay closed 2 more months," Times Leader, February 2017. Accessed at: <https://www.timesleader.com/news/631559/bridge-linking-pennsylvania-and-nj-turnpikes-to-stay-closed-2-more-months>

HIGHWAYS

Roadways require regular repair and resurfacing work. With time and use, pavement becomes increasingly rough and can develop large cracks and potholes. The rate of deterioration can vary considerably from one roadway to the next, depending on factors such as truck weight, vehicle and heavy truck volumes, weather, and pavement design. Agencies can determine when maintenance and repair work is needed through use of deterioration curves, and also by evaluating the pavement and measuring the relative smoothness.

Beyond causing discomfort, rough roads create costs to drivers. For instance, the higher the roadway roughness, the more fuel is consumed per mile by a vehicle. Similarly, pavement roughness affects other vehicle operating costs, including vehicle maintenance, tire replacement, oil consumption, and the rate of vehicle depreciation. Fuel costs represent the largest cost to drivers of all vehicle operating costs affected by pavement quality. **Exhibit 30** shows how the rate of fuel consumption per mile changes with declining pavement quality.

Fuel Consumption vs. Pavement Quality

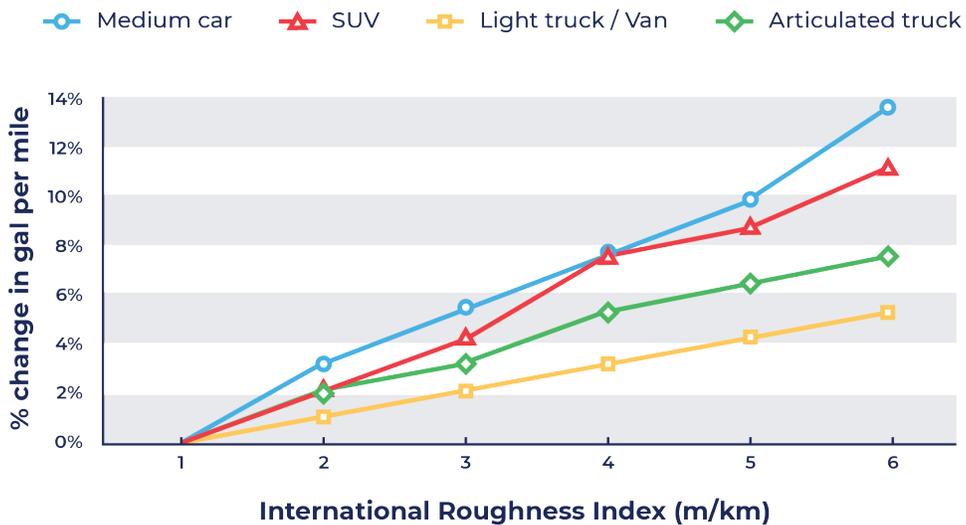


Exhibit 30 – Fuel Consumption Rates by Pavement Condition

Source: HDR calculations based on data from NCHRP Report 720, “Estimating the Effects of Pavement Condition on Vehicle Operating Costs,” 2012. Values assume a constant average speed of 55 mph. International Roughness Index (IRI) measures the relative smoothness of a roadway where a low value of 1 represents a smooth, newly paved roadway, and a high value of 6 represents pavement in extreme deteriorated condition. Vehicle types were based on a sample vehicle fleet used to gather data for this study: Medium car=Mitsubishi Galant, SUV=Chevrolet Tahoe, Van=Ford E350, Light truck=GMC W4500, and Articulated truck=International 92000 6x4.

As shown in **Exhibit 30**, a medium car driving on the poorest quality pavement will use 13.6 percent more fuel on average than the same car driving on pavement in good condition. Considering all vehicle operating costs together, the change could be as great as 22 percent difference in costs driving on smooth versus rough pavement. **A commuter driving an average**

distance of 30 miles per day to work (round trip)⁴⁵ could spend up to \$1,450 each year in vehicle maintenance costs driving on poor-quality pavement. This is approximately \$548 more than what it would cost driving on smooth pavement.⁴⁶

3.4.2 Impacts of Congestion

Lack of adequate funding may require delaying or foregoing capital improvement projects (capacity expansion, modernization, and upgrades) that could have increased capacity of the roadway network and eased congestion. Congestion is currently a substantial problem in the state. Philadelphia and Pittsburgh are ranked in the top 10 most congested cities in the country.⁴⁷ Without investment in capital improvements, congestion is likely to worsen over time.

COSTS OF TRAVEL DELAY

Congestion creates several costs for roadway users, both financial and non-financial. Clearly, congestion creates delay for people traveling. This is time that travelers could have spent doing something else, whether it be spending time with family, working or engaging in leisure activities. The Texas Transportation Institute (TTI)⁴⁸ estimates that commuters in Pennsylvania urban areas can experience up to 62 hours⁴⁹ of delay each year (see **Exhibit 31**). Aggregating all 22 urban areas included in the study for Pennsylvania,⁵⁰ this equates to approximately 325 million hours of delay per year.



Exhibit 31 – Costs of Delay for an Average Commuter

This delay caused by congestion can be monetized based on a “value of time” rate, which is typically based on hourly wages. The USDOT publishes guidance⁵¹ on value of time, providing a methodology and recommended national values. Applying these

⁴⁵ AAA. Accessed at: <https://newsroom.aaa.com/tag/american-driving-survey/#:~:text=The%20AAA%20Foundation's%20American%20Driving,five%20percent%20increase%20from%202014.>

⁴⁶ Assumes vehicle occupancy of 1.67 (USDOT, BCA Guidance), 261 work days per year, and constant travel speed of 55mph. Unit values taken from NCHRP 720, escalated to 2020 dollars (first half).

⁴⁷ “Build to Lead, Investing in PA Infrastructure,” Transportation Infrastructure Task Force Report, Fall 2019

⁴⁸ TTI, “Urban Mobility Report,” 2019

⁴⁹ This number is for the “urban area” of Philadelphia, which TTI defines as including some part of New Jersey, Delaware, and Maryland.

⁵⁰ TTI includes congestion data for 22 urban areas in the state of PA, some of which span more than one state. These 22 urban areas include the following: Allentown PA-NJ, Altoona PA, Bloomsburg-Berwick PA, Chambersburg PA, East Stroudsburg PA-NJ, Erie PA, Hanover PA, Harrisburg PA, Hazleton PA, Johnstown PA, Lancaster PA, Lebanon PA, Monessen-California PA, Philadelphia PA-NJ-DE-MD, Pittsburgh PA, Pottstown PA, Reading PA, Scranton PA, State College PA, Uniontown-Connellsville PA, Williamsport PA, and York PA.

⁵¹ USDOT, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, January 2020. Accessed at: <https://www.transportation.gov/office-policy/transportation-policy/benefit-cost-analysis-guidance-discretionary-grant-programs-0>

USDOT values, **delay can cost drivers in urban areas up to \$1,056 each year.**^{52, 53} **Statewide, this comes to approximately \$5.5 billion each year.**

COSTS OF FUEL AND POLLUTION

Driving in congested conditions results in financial costs to the user, including money spent on “excess” fuel. This is because, generally, driving at slower congested speeds results in lower fuel economy,⁵⁴ requiring more gallons of fuel per mile driven. TTI (2019) estimates that each commuter wastes up to 26 gallons of fuel⁵⁵ each year due to congestion.

Assuming an average fuel price of \$2.51 per gallon,⁵⁶ this translates to an annual cost of up to \$65 per commuter⁵⁷ in urban areas. Statewide, fuel wasted (all urban areas) due to congestion costs Pennsylvanians around \$348 million per year.

Other vehicle operating costs also vary with speed. In particular, vehicle depreciation and oil consumption rates will, on average, cost more for vehicles traveling at congested speeds.⁵⁸ Additionally, idling vehicles have been found to emit increased rates of tailpipe and greenhouse gas emissions into the air, compared to vehicles traveling at free flow speeds. These pollutants create environmental damage, as well as negative health effects for surrounding communities.

COSTS OF SAFETY AND RELIABILITY

Congestion can lead to changes in the risk of vehicle crashes. In particular, congested driving conditions have been found to increase the risk of property-damage only crashes, while simultaneously lowering the risk of major injury crashes.⁵⁹ Given this dual effect on crashes, the net effect on safety remains ambiguous.

With the risk of increased vehicle crashes, there is also the potential for additional costs of travel time reliability. While seemingly quite similar to the cost of travel delay, travel time reliability is a different concept; it captures the dependability of travel time and is often measured using the standard deviation of travel time. In contrast to regular, predictable congestion, traffic delays caused by crashes or other unpredictable events require users to incorporate variability into their expected travel time. Often this is done by leaving a “buffer time” to ensure on-time arrival. However, this again raises the issue of opportunity cost, as this buffer time could have otherwise been spent pursuing productive work or leisure activities.

⁵² In urban area of Philadelphia.

⁵³ Inflating USDOT values from 2018 to 2020 (first-half) values using CPI.

⁵⁴ This is true up to a certain speed. According to the Highway Economic Requirements System (HERS) model, fuel economy improves with increasing speeds up to approximately 30 mph, and then starts to decline again.

⁵⁵ For Philadelphia urban area.

⁵⁶ AAA prices for Pennsylvania. Accessed on 9/21/2020 at: <https://gasprices.aaa.com/state-gas-price-averages/>

⁵⁷ For Philadelphia urban area.

⁵⁸ Based on outputs from Highway Economic Requirements System (HERS) model. This is true for oil consumption rates up to approximately 60 mph.

⁵⁹ “Crashes vs. Congestion, What’s the Cost to Society?” AAA, Cambridge Systematics, November, 2011. Accessed at: https://newsroom.aaa.com/wp-content/uploads/2011/11/2011_AAA_CrashvCongUpd.pdf

COST TO FREIGHT TRANSPORTATION

Finally, congestion can also pose additional costs to businesses transporting freight throughout Pennsylvania. According to a 2020 American Transportation Research Institute (ATRI) study, Pennsylvania has six of the top 100 “truck bottlenecks” in the United States.⁶⁰ TTI (2019) estimates that in Philadelphia, total truck traffic experiences 8.2 million hours of delay per year. In Pittsburgh, delay to trucks is approximately 2.2 million hours per year. Using value of time recommendations from USDOT,⁶¹ this delay to trucks translates to costs of \$247 million per year in Philadelphia, and \$65 million in Pittsburgh. Statewide (all urban areas), this adds up to a total cost of \$430 million for all trucks (see **Exhibit 32**).

In addition to costs of travel time, congestion can create additional costs for freight transportation. First, for trucks transporting perishable items, there is a cost and risk associated with having goods sit in transit for long periods of time. Additionally, there are costs associated with inventory organization. With unreliable travel times, companies may choose to maintain large warehouses with sufficient stock on hand to avoid disruptions to the supply chain. However, this results in additional storage costs. Additional costs to the freight industry can be passed on to consumers through higher prices.

3.5 Highway and Bridge Funding Gap Summary

- More than 86 percent of PennDOT’s overall funding gap is related to Pennsylvania’s highway and bridge system.
- Available funding for highways and bridges is currently \$6.9 billion per year, while the identified funding need is \$15 billion, resulting in a funding gap of \$8.1 billion. This funding gap is projected to increase to \$12.6 billion over the next 10 years.
- Due to the funding gap, no substantial progress has been made over the past decade to reduce the amount of pavement in fair and poor condition.
- With sufficient revenue for maintenance, the useful life of transportation facilities can be extended substantially. Insufficient maintenance will cost more in the long run.
- The pace of fixing bridges in poor condition has slowed due to the expense of the remaining bridges and a lack of sufficient funding.
- The gap for maintaining the NHS system is \$1.9 billion and is forecast to grow to \$2.9 billion over the next 10 years, while the current non-NHS maintenance/operations gap is \$4.1 billion and is forecast to grow to \$6 billion over the same time period.
- The Interstate Highway System is 60 percent underfunded.



Exhibit 32 – Annual Cost of Freight Truck Delays

⁶⁰ “Top 100 Truck Bottlenecks – 2020,” American Transportation Research Institute, Accessed at: <https://truckingresearch.org/2020/02/18/2020-top-truck-bottlenecks/>

⁶¹ USDOT recommends an average truck value of time of \$29.50 per hour. Escalated to 2020 dollars, the value in use is \$30.26 per hour.

- Poor asset conditions and congestion translate to additional costs to roadway users, including more time spent driving in congested conditions, higher vehicle maintenance costs, and increased emissions.
- Delay experienced by freight transportation can also translate to higher prices to consumers.

4 Potential Funding Options

4.1 Overview

As shown in Chapter 3, PennDOT has substantial funding needs, and those needs are overwhelmingly related to maintaining and improving the highway and bridge system. In Chapter 3, it was demonstrated that the largest source of highway and bridge funding comes from gas taxes, but gas tax revenues are declining and are at risk as vehicles transition to greater fuel efficiency and/or more electric vehicles are developed and purchased. Chapter 4 considers potential funding alternatives to fill the funding gap and is focused on the greatest immediate need: highway and bridge funding.

Over the years, PennDOT, transportation partnerships, and planners have studied many alternatives for funding. In this chapter, we summarize the Pennsylvania Partnerships for Mobility⁶² reports published in 2019,⁶³ which analyzed many potential funding alternatives, broadly including:

- Sales Tax
- Personal Income, Real Estate, and Property Tax
- Fuel/Gas Tax
- Other Taxes and Fees
- Road User Charges
- Other
- Tolling

Each of these potential funding options has some merit and could be considered as part of PennDOT's long-term strategy in securing sustainable and dedicated revenue for highways and bridges. These potential solutions vary substantially in two key areas: near-term feasibility and impact on meeting PennDOT's funding needs.

Near-Term Feasibility: The ability to implement a funding alternative in the near-term—within 2 to 4 years—is essential. PennDOT's funding needs have continued to grow, and highways and bridges require investment to maintain a state of good repair and extend the life of existing assets. Options that require legislative changes or that are outside of PennDOT's control are not anticipated to be achievable within this timeframe.

⁶² https://www.paturndot.com/yourTurnpike/partnership_for_Mobility.aspx

⁶³ Southeast Partnership for Mobility, Final Report, May 2019. Available at: http://34.196.91.34/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, Available at: https://www.paturndot.com/pdfs/about/SW_Mobility_Final_Report.pdf.

Meeting PennDOT's Needs: Some combination of funding solutions dedicated to the Commonwealth's highways and bridges must be identified and implemented (near-term and long-term) to make a difference in highway and bridge conditions and adequately serve residents and commerce.

4.2 Funding Options and Evaluation

4.2.1 Sales Tax

Increasing sales tax on a variety of products to fill the transportation funding gap has been studied. This is a potentially viable long-term funding solution; however, it will require changes to the tax code, and passing of State legislation to implement. The legislation would provide direction on what the additional sales tax can be used for and how it would be distributed. As a result, increasing the sales tax is not feasible in the near-term, but it could be studied further as a potential long-term solution. Potential annual revenue from sales taxes is summarized in **Exhibit 33**.

Sales Tax		
Potential Solution	Rate	Potential Annual Revenue
Motor Vehicle Sales Tax	Increase from 6% to 6.5%	\$100M to \$125M
Local Sales Tax Increase by 0.5%	0.5% increase local (current State=6%, Philadelphia=8%)	\$115M to \$145M
State Sales Tax Increase by 0.25%	Increase rate by 0.25% from 6% to 6.25%	\$350M to \$450M
Sales Tax Base Expansion	Tax previously exempted items	\$25M to \$140M
Cigarette Tax – Local	Increase by 10% per pack	\$13M to \$15M
Cigarette Tax – Statewide	Increase by 10% per pack	\$45M to \$55M
Liquor/Malt Beverage Tax	Increase revenue by 10%	\$13M to \$50M
Hotel Tax – Local	Increase by 1%	\$4M to \$6M
Hotel Tax – Statewide	Increase by 1%	\$18M to \$20M

Exhibit 33 – Funding Options: Sales Tax

Note: M=millions

Sources: Southeast Partnership for Mobility, Final Report, May 2019, http://34.196.91.34/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, https://www.paturnpike.com/pdfs/about/SE_Mobility_Final_Report.pdf.

4.2.2 Personal Income, Real Estate, and Property Tax

Similar to sales tax, these options would require changes in local or State tax code, which is not feasible in the near-term. Again, however, with additional legislative changes to the tax code, personal income, real estate, and/or property taxes could be considered as part of a long-term funding solution. **Exhibit 34** identifies potential annual revenues from a variety of potential long-term taxing scenarios.

Personal Income, Real Estate, and Property Tax		
Potential Solution	Rate	Potential Annual Revenue
Personal income tax dedicated to transportation	Increase by 0.10% from 3.07% to 3.17%	\$350M to \$450M
Implement a local income tax, complimentary to Earned Income Tax, dedicated to transportation	Increase by 0.1% (typically maximum of 1%, split between municipality and school district)	\$150M to \$180M
Add percentage-based surcharge to existing property taxes to fund transportation	Add a 0.05% surcharge; current rates vary	\$140M to \$170M
Set aside a portion of new (property) tax revenue to fund public transportation improvements	Property tax revenues for designated areas/projects (depends on scale of districts created and nature of development projects)	\$25M to \$50M
Increase Real Estate Transfer Tax - Local	Increase rate by 0.5% region-wide (current rates vary)	\$115M to \$145M
Increase Real Estate Transfer Tax - Statewide	Increase rate by 0.5% from 1% to 1.5%	\$215M to \$265M
Require property tax reassessment at regular intervals, with revenue increases shared with transportation	No current standard for when properties are reassessed	\$25M to \$50M (depends on frequency of reassessments and changes in economic conditions)

Exhibit 34 – Funding Options: Personal Income, Real Estate, and Property Tax

Note: M=millions

Sources: Southeast Partnership for Mobility, Final Report, May 2019, https://www.paturnpike.com/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, https://www.paturnpike.com/pdfs/about/SW_Mobility_Final_Report.pdf.

4.2.3 Fuel/Gas Tax

Historically, gas taxes have been the most prevalent method of funding transportation. As demonstrated in Chapter 2, this source of funding has eroded considerably over the past few decades due to inflation and improved fuel economy, reducing the value substantially. These trends are likely to continue, which will require additional legislation at the State and Federal levels to increase fuel tax, index it to inflation, and adjust based on consumer trends. Therefore, adjusting the fuel tax may be part of a long-term solution, but will not offer the immediate funding that is needed (it is not a near-term solution). Additionally, given the anticipated transition to more fuel-efficient vehicles and commitments by major automobile manufacturers to electric vehicles (e.g., General Motors has committed to an all-electric fleet by 2035), reliance

on gas taxes over the long term is not recommended as a solvent solution. Fuel and gas tax revenue estimates are depicted in **Exhibit 35**.

Fuel/Gas Tax		
Potential Solution	Rate	Potential Revenue Annual
State Gas Tax	Increase by 10¢ per gallon (currently 58.7¢ per gallon)	\$250M to \$350M
Philadelphia Region Gasoline Sales Tax	Levy 2% sales tax on gasoline in Philadelphia region (approximately 4¢ per gallon when at \$3.00 per gallon)	\$35M to \$45M

Exhibit 35 – Funding Option: Fuel/Gas Tax

Note: M=millions

Sources: Southeast Partnership for Mobility, Final Report, May 2019, https://www.paturnpike.com/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, https://www.paturnpike.com/pdfs/about/SW_Mobility_Final_Report.pdf.

4.2.4 Other Taxes and Fees

A wide variety of other taxes and fees have been considered to raise revenue for transportation. The forecast revenue ranged from \$2 million from bicycle sales fees to \$550 million in Vehicle Assessed Value Fees. A vast majority of these alternatives would require legislative changes, which is not feasible in the near term, but could be considered in the long-term funding strategy.

Because these other taxes and fees would require legislative changes, would not produce substantive revenues, and/or have other challenges, these fees are not practical near-term solutions. These other taxes and fees are summarized in **Exhibit 36**.

Other Taxes and Fees		
Potential Solution	Rate	Potential Annual Revenue
Bicycle fee	\$15 fee for all adult bikes sold	\$2M to \$8M
Lead acid battery fee	\$2 per battery (\$1 consumer, \$1 retailer)	\$3M to \$20M
Vehicle registration increase - \$5	Currently \$37 to \$42; Increase from \$42 to \$47	\$50M to \$70M
Vehicle registration - electric/hybrid electric vehicles	\$200 (fully electric vehicles), \$100 (plug-in hybrid)	\$1M to \$2M
Vehicle Assessed Value fee	0.35% of annual value	\$110M to \$550M
Vehicle user's/owner's fee based on miles traveled annually	\$0.01 per mile	Greater than \$200M (low as replacement of gas tax)
Additional fee per trip provided by Uber, Lyft, or other ride service - local	Add a fee of \$1 per trip; current rate is 1.4%	\$45M to \$55M
Additional fee per trip provided by Uber, Lyft, or other ride service - statewide	Add a fee of \$1 per trip; current rate is 1.4%	\$80M to \$100M
Southeastern Pennsylvania Transportation Authority (SEPTA) Service Fee increase	20% increase	\$65M to \$80M
Tire, vehicle lease, and vehicle rental fees increase	Double the current rates	\$125M to \$140M
Tax utility to support agency telecommunication infrastructure	Add a \$0.12 fee per account	\$6M to \$7M
Fee for new land development in lieu of required highway improvements that are impractical/infeasible for a given site	Equal to cost of otherwise-required highway improvements	Less than \$15M
Fee on impervious surface such as parking lots, sidewalks, private roadways, etc.	\$5 fee per 1,000 square feet	\$18M to \$22M
Surcharge assessed to commercial property rents for transportation (transit) purposes	\$0.25 per square foot of rented space	\$35M to \$45M
Fee for Center City commercial office space	\$1 per square foot of commercial office space	\$13M to \$15M

Exhibit 36 – Funding Option: Other Taxes and Fees

Note: M=millions

Sources: Southeast Partnership for Mobility, Final Report, May 2019, https://www.paturnpike.com/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, https://www.paturnpike.com/pdfs/about/SW_Mobility_Final_Report.pdf.

4.2.5 Mileage Based User Fee

Mileage Based User Fee (MБУF) (also known as a “Road User Charges” or “Vehicle Miles Travelled” fees) generally refers to charging drivers for the use of roadways by mile. It differs from a toll in that it may use other technologies such as GPS to record miles driven. This approach has been studied in multiple states as a viable and equitable way to replace the gas tax. However, it would require establishment of a new statewide program and enabling legislation that is not currently in place. As a result, MБУF is not feasible in the near term, but could be considered as a potential long-term solution. **Exhibit 37** identifies potential annual revenue from MБУFs assuming a \$0.01 per mile charge.

Mileage Based User Fee		
Potential Solution	Rate	Potential Annual Revenue
Mileage-Based User Fee	\$0.01 per mile	Greater than \$200M

Exhibit 37 – Funding Option: Mileage Based User Fee

Note: M=millions

Sources: Southeast Partnership for Mobility, Final Report, May 2019, https://www.paturmpike.com/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, https://www.paturmpike.com/pdfs/about/SW_Mobility_Final_Report.pdf.

4.2.6 Other

Finally, other options evaluated include the delay or elimination of proposed reductions in wage tax rates in areas such as Philadelphia, or re-zoning underutilized or non-needed public space to collect property taxes. The delay or elimination of the proposed reductions in wage tax rates would be a local decision in the Philadelphia area and not within the purview of PennDOT. Re-zoning underutilized public property is an option subject to local zoning decisions but is projected to raise less than \$15 million. Other potential solutions are summarized in **Exhibit 38**.

Other		
Potential Solution	Rate	Potential Annual Revenue
Delay or eliminate proposed reduction of Philadelphia wage tax rate; designate those marginal funds to transportation	Delay proposed ~0.2% reduction over next 5 years; current wage tax rates are 3.88% (residents) and 3.46% (non-residents)	\$65M to \$75M
Re-zone underutilized or non-needed public property for private and/or transit development	Property tax revenues for designated areas/projects	Less than \$15M

Exhibit 38 – Funding Option: Other

Note: M=millions

Sources: Southeast Partnership for Mobility, Final Report, May 2019, https://www.paturmpike.com/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, https://www.paturmpike.com/pdfs/about/SW_Mobility_Final_Report.pdf.

4.2.7 Tolling

Various scenarios for implementation of tolling within the Commonwealth have been studied, including congestion pricing, full Interstate or corridor tolling, and bridge tolling. These are summarized in **Exhibit 39**. A more detailed explanation of these potential funding solutions is provided in Chapter 5.

Tolling		
Potential Solution	Rate	Potential Annual Revenue
Bridge tolling	Fixed toll at bridges	Varies by facility
Managed lanes (conversion of HOV to HOT or additional express lanes or HOT lanes)	Varies with traffic congestion	Varies by facility
Congestion pricing	Varies with traffic congestion	Varies by facility
Full Interstate/corridor tolling	~ \$0.15 per mile	\$25M to >\$200M

Exhibit 39 – Funding Option: Tolling

Note: HOT=high-occupancy toll; HOV=high-occupancy vehicle; M=millions

Sources: Southeast Partnership for Mobility, Final Report, May 2019, https://www.paturmpike.com/pdfs/about/SE_Mobility_Final_Report.pdf. Southwest Partnership for Mobility, Final Report, June 2019, https://www.paturmpike.com/pdfs/about/SW_Mobility_Final_Report.pdf.

BRIDGE TOLLING

Bridge tolling is the collection of revenue from those who use a major bridge, the funds from which would be used for the replacement or reconstruction and long-term maintenance of the facility. This would be a near-term solution because federal tolling legislation is in place to allow State DOTs to toll bridges for the purpose of reconstruction or replacement. In Pennsylvania, tolling authority requires authorization through the Pennsylvania Public-Private Partnership Board (P3 Board) as discussed in Section 5.2.2.

MANAGED LANES

A managed lane is a lane on a highway on which the traffic is regulated by charging a toll or by encouraging carpooling. A managed lane can take the form of either an Express Lane in which all users are charged a toll for use, or a high-occupancy-toll (HOT) lane that allows high-occupancy vehicles (HOV) free passage while single-occupancy vehicles (SOV) are charged a toll. Act 88 provides the enabling legislation that permits charging user fees, or tolling, to implement price managed lanes through a P3 with Pennsylvania P3 Board Approval. With this legislation in already in place managed lanes are a near-term solution that could be implemented. As an alternative to the P3 procurement approach, supplemental State legislation could provide the authority for PennDOT to implement managed lanes. More planning and studies are needed to identify candidate corridors where managed lanes would be appropriate.

CONGESTION PRICING

Congestion pricing is the use of a toll on all lanes of an existing roadway where regular, recurring, and persistent congestion exists. The toll would be variable or dynamic and would change based on traffic congestion. Congestion pricing is a medium-term solution. This is because the authority to implement must come from the FHWA through the Value Pricing Pilot Program, which takes additional coordination. Additionally, the needed planning has not yet begun. Similar to managed lanes, the P3 delivery model may provide the mechanism of establishing the tolls or supplemental state legislation could be developed.

FULL CORRIDOR TOLLING

Corridor tolling would be considered on interstates and expressways and could be implemented by leveraging existing tolling technology and processing infrastructure. United States Code provides states with the authority to toll expressways (non-interstates) for the reconstruction of the roadway. Interstate tolling would require acceptance into one of three slots in the FHWA Interstate Reconstruction and Rehabilitation Pilot Program (ISRRPP). The ISRRPP has been around for about 30 years with no projects successfully implemented. Tolling interstates and expressways, especially with a desired system-wide approach, would require extensive planning and analysis which has not begun and would likely take 6+ years (long-term) to advance and implement. Updated Federal legislation would be desired and would increase the feasibility of this option. As with other tolling alternatives, P3 Board approval or other supplemental State legislation would also be required.

4.3 Alternatives Funding Summary

PennDOT identified many potential alternative funding options. Each potential option comes with its own opportunities and challenges in terms of the degree to which it can fill the funding gap, time needed for implementation, approvals needed for implementation, and effects on various stakeholder groups including the traveling public. PennDOT evaluated these various factors and identified the most promising options that could be advanced in the near term, versus those that would require longer-term coordination with our partners.

To both achieve funding in the near term and fully address the funding gap over the long term, a comprehensive approach is necessary. Several potential options may be viable over the long term with the support of Pennsylvanians and the State Legislature, and with changes to regulations and law. As part of an extension of this PEL Study, these funding options should be further analyzed to determine which are reasonable to advance, and an actionable plan should be developed.

The analysis discussed in Section 4.2 is summarized in **Exhibit 40**.⁶⁴ Potential funding options are categorized by term of implementation (i.e., near, medium, or long), ability of PennDOT to implement each option without required legislative changes or implementation by third parties, and potential annual revenue. The only viable near-term solutions—i.e., the only solutions that PennDOT, with P3 Board approval, has the ability to implement within 2 to 4 years—are bridge tolling and managed lanes. In the medium term, congestion pricing is anticipated to be feasible.

⁶⁴ A more detailed table considering potential funding options is provided in **Appendix A - Pennsylvania Funding Sources**.

Potential Funding Options			
Potential Option	Term of Implementation	PennDOT Authority to Implement ⁽¹⁾	Potential Annual Revenue
Tolling			
Bridge Tolling	Near	Yes	Varies by facility
Managed Lanes (conversion of HOV to HOT or additional express lanes or HOT lanes)	Near	Yes	Varies by facility
Congestion Pricing	Medium	No	Varies by facility
Full Corridor Tolling	Long	No	\$25M to \$200M
Sales Tax			
Various Sales Taxes Dedicated to Transportation	Long	No	\$4M to \$450M
Personal Income, Real Estate, and Property Tax			
Various Income Taxes Dedicated to Transportation	Long	No	\$150M to \$450M
Various Property Taxes Dedicated to Transportation	Long	No	\$25M to \$170M
Real Estate Transfer Taxes Dedicated to Transportation	Long	No	\$115M to \$265M
Fuel Tax			
State Gas Tax	Long	No	\$250M to \$350M
Philadelphia Region Gasoline Sales Tax	Long	No	\$35M to \$45M
Other Taxes and Fees			
Bicycle Fee	Long	No	\$2M to \$8M
Various Motor Vehicle Parts, Registration, and Ownership Fees	Long	No	\$1M to \$550M
Additional Fees per Ride Service Trip	Long	No	\$45M to \$100M
SEPTA Service Increase	Long	No	\$65M to \$80M
Increase Vehicle Lease and Rental Fees	Long	No	\$125M to \$140M
Telecommunication Utility Taxes	Long	No	\$6M to \$7M
Land Development Fees	Long	No	Less than \$15M
Fee on Impervious Surfaces	Long	No	\$18M to \$22M
Various Commercial Property Rent Surcharges	Long	No	\$13M to \$45M
Road User Charges			
Mileage Based User Fee	Long	No	More than \$200M
Other			
Change Proposed Reduction of Philadelphia Wage Tax	Long	No	\$65M to \$75M
Re-zone Underutilized Public Property for Private and/or Transit Development	Long	No	Less than \$15M

Exhibit 40 – Potential Funding Options Summary

Notes: M=millions; HOV=high-occupancy vehicle; HOT=high-occupancy toll

(1) Assuming P3 Board approval is obtained; the P3 Board approved bridge tolling in November 2020.

5 Near-Term Plan – Tolling

5.1 Near-Term Plan Overview

As presented in Chapters 2 and 3, Pennsylvania currently faces a critical funding gap in maintaining and improving highway and bridge infrastructure. Chapter 4 provided a summary of the potential alternative funding options and identified that the most viable near- and medium-term solutions are various tolling options. Chapter 5 explores in greater detail the various tolling options and lays out a plan for implementation of tolling strategies. There are three types of tolling that appear feasible: bridge tolling, managed lanes, and congestion pricing, which are discussed individually in Sections 5.2, 5.3, and 5.4, respectively.

5.1.1 Advantages of Tolling

PennDOT is proposing a program based on the advantages that tolling presents over other forms of revenue collection, described in the sections below.

THOSE WHO USE IT WOULD PAY FOR IT

Revenue would be collected from the people who benefit by using the facility. As currently proposed, funding would be used for construction and maintenance of the facility on which it is collected. Tolling has the added benefit that the collection of tolls from out-of-state vehicles or trucks using the facility but only passing through Pennsylvania would also contribute; other forms of revenue would not capture out-of-state users.

DEDICATED FUNDING

Revenue generated would first and foremost pay for the facility from which it is collected, providing a dedicated source of funding to invest in the structure and roadway. This would remove the construction and structural maintenance cost from the PennDOT funding books, ensuring that regular maintenance funding is available, lengthening the life of the facility, and reducing PennDOT's long-term costs, while providing a better facility for drivers and reducing vehicle maintenance costs.

OTHER LOCAL AND REGIONAL PROJECTS CAN ADVANCE

As discussed in Section 3.3.1, it has become necessary in recent years to shift funds from local and regional projects to fund the critical maintenance needs of Pennsylvania's Interstate System. This has impacted funding for community road and bridge projects. By removing the cost of expensive bridge or highway widening, replacement, or rehabilitation projects from PennDOT funding books and financing them through tolling, funds can be reallocated back to local and regional projects.

TOLL COLLECTION SYSTEMS ALREADY EXIST

The PTC is already in the business of collecting tolls with tolling systems and a customer service center. The existing tolling systems could be leveraged to reduce the cost of toll collection. E-ZPass® (E-ZPass), a system of toll collection adopted by 39 member agencies within 18 states, including Pennsylvania and all its neighbors, would be used to collect the tolls. Many Pennsylvanians already have an E-ZPass account and are among those who have the 41 million E-ZPass tags in circulation nationally.

PENNDOT HAS THE MECHANISMS TO DELIVER TOLLING PROJECTS

Unlike the other alternative funding options discussed in Chapter 4, laws and regulations already exist that provide PennDOT with the ability to toll after having met certain Federal and State requirements. These requirements are discussed in the context of bridge tolling and managed lanes in Sections 5.2 and 5.3, respectively.

Federal

USC Title 23 allows for tolling under certain conditions and with the appropriate approvals based on the type of facility, the types or methods of toll collection, and the way in which the State will use the revenue. Bridge tolling and managed lanes are tolling methods that can be advanced using USC Title 23 and FHWA tolling programs.

State

The Pennsylvania Consolidated Statute, Title 74, provides the authority to use public-private partnerships (P3) to assess user fees in the form of tolls to repair or replace the transportation facility covered by the project. The approval for tolling must come from the P3 Board after a specific request is made by PennDOT.

5.2 Bridge Tolling

This section lays out a potential approach for developing a bridge tolling program as a near-term solution to a portion of PennDOT's funding gap. As currently proposed, bridge tolling would collect a toll at select major bridges within the Commonwealth to fund their replacement or rehabilitation and to provide a dedicated source of revenue for their maintenance. Additionally, there are major bridge projects that have already begun the project development process across the state. This provides an opportunity to advance costly and near-term projects using toll revenue within the next 2 to 4 years.

5.2.1 Approach to Bridge Tolling

SELECTION OF BRIDGES

As currently proposed, only major bridges in need of replacement or rehabilitation would be considered for bridge tolling. Major bridges include substantial structures based on physical size, location, and cost to replace or rehabilitate. These structures are in a condition that warrants timely attention to enhance safety and to avoid disruptions and community impacts if weight restrictions were imposed or if closure would be required.

PROPOSED PROCUREMENT METHOD

PennDOT is currently required to use a P3 contracting method to implement tolling. A P3 contract would also be a fast way to deliver these critical bridge replacement and rehabilitation projects. These partnerships allow a contracting method referred to as Design, Build, Finance, and Maintain (DBFM).

A DBFM contract allows a developer to take a preliminary design developed by PennDOT, finalize the design, and build the facility with the flexibility to use industry innovation and best practices, pay for the final design and construction, and then maintain it for a specific period of time. PTC would be responsible for collecting the tolls using an intergovernmental agreement on

behalf of PennDOT. PennDOT would retain ownership of the bridge and conduct some maintenance such as snow removal.

The development entity would be responsible for maintaining the bridge for the term of the contract, essentially acting as a warranty of the construction (or rehabilitation) of the bridge, and for ensuring quality. They would be responsible for required inspections, which would be audited by PennDOT, and regular maintenance.

The benefits of using a P3 are described below.

Can Accelerate Delivery

Private industry is encouraged to innovate in the approach and construction of a project, which can accelerate a project’s completion.

Can Reduce Cost

That same innovation can reduce costs for the project overall as the development entity finds efficiencies in the design and construction.

Properly Allocates Risk

There are many risks in the delivery of a project, from unanticipated underground utilities to increasing prices of steel. A P3 allows PennDOT and the development entity to each take on the risks that each can best manage, creating efficiency and reducing risk overall.

Leverages Private Sector Funding

With a DBFM, a development entity would pay for the facility up front and secure their own financing. This reduces risk for PennDOT and allows the development entity to find the best financing sources for their delivery model.

TOLL RATES

Toll rates would be established by PennDOT and are expected to be in the vicinity of \$1 to \$2 for cars using E-ZPass to pay the toll. Toll rates for trucks would be higher. Those paying via “Toll-by-Plate” would be charged more to cover the additional cost of processing license plate images and billing. Generated revenue would need to be sufficient to fund the rehabilitation or replacement of the structure when financed over a term of approximately 30 years. Costs for future initiatives would be determined at the time each specific initiative is pursued.

REVENUE USE

Toll revenue collected would be used to:

- Pay the development entity an availability payment (defined below) for capital cost of construction and structural maintenance activities.
- Pay for routine operations and maintenance activities for the facility, which would continue to be conducted by PennDOT (e.g., pavement line striping, snow clearing, general roadway signage, and other activities not assigned to the developer).
- Cover PTC toll collection costs.
- Pay for PennDOT’s costs in administering the PennDOT Pathways Program and programmatic expenses.

PennDOT’s payment to the development entity for the design, construction, and maintenance of the bridge is called an availability payment. The amount of the availability payment is determined when the contract is awarded to the development entity, but may be reduced if the development entity fails to perform in accordance with the contract.

In the unlikely event that more revenue is generated from tolls than is needed to pay for the items listed above, the excess revenue would remain with PennDOT (not the development entity) and is proposed to be used for other projects in the planning region in which the toll was collected.

If funding is already programmed for a particular bridge in the TIP, the unused programmed funding would be released back into the TIP to fund other Interstate priorities.

TOLL COLLECTION AND PROCESSING

Tolls would be collected with All-Electronic Tolling (AET), an example of which is shown in **Exhibit 41**. AET is a method of collecting tolls by E-ZPass tag and/or license plate images at highway speeds. There would be no toll booths or reason to slow down, therefore traffic flow would be maintained.

The development entity would coordinate with PennDOT and the PTC to install tolling equipment at the proposed bridges. This would allow drivers to maintain one account with PTC, integrate with the E-ZPass network using their current tag, reduce the cost of toll collection versus a separate operation, and accelerate project delivery. The PTC would provide all toll collection and customer service responsibilities.



Exhibit 41 – All Electronic Tolling

Toll collection could begin at the onset of the bridge replacement or rehabilitation project and would end at the conclusion of the P3 contract.

5.2.2 Authority for Bridge Tolling

FEDERAL AUTHORITY FOR BRIDGE TOLLING

The General Toll Program authorized under 23 USC 129 allows States to toll bridges and tunnels, including highway approaches, for the purpose of replacement and rehabilitation. Revenue use is first restricted to funding the rehabilitation, reconstruction, maintenance, and costs of collecting tolls. Excess revenue may be used for other purposes, as long as they would otherwise be eligible for Federal Aid under 23 USC.

This existing Federal authorization to toll is one of the primary reasons bridge tolling is a logical near-term solution, along with its ability to achieve PennDOT goals. PennDOT’s proposed bridge tolling program would toll major bridges on the NHS, which includes Interstate, and other limited-access highways for the purpose of funding a bridge’s reconstruction or replacement.

Authorization to toll does not need to be granted by FHWA because it is already provided by Federal law. However, if Federal funds are involved in the preliminary engineering phase of a potential major bridge project, or other Federal authorizations are required, NEPA applies and the environmental analysis of the bridge replacement or rehabilitation project would need to be coordinated with FHWA. The analysis of the effects of tolling on the local communities would be discussed in the individual NEPA documents for the bridges that become part of the program.

STATE AUTHORITY FOR BRIDGE TOLLING

Act 88 of 2012 authorized P3s for transportation projects in Pennsylvania, allowing PennDOT and other transportation authorities to enter into agreements with the private sector to participate in project delivery, maintenance, and financing.⁶⁵ On November 12, 2020, PennDOT received unanimous P3 Board approval for a P3 initiative to implement tolls on major bridges. This approval provides PennDOT with the authority to identify and toll bridges, in compliance with other Federal and State regulations, using a P3 contracting method.

5.2.3 Benefits of Bridge Tolling

There are several benefits that can be derived from bridge tolling, including the following, which were discussed above:

- Those who use the bridge pay for the bridge.
- The bridge receives dedicated funding.
- Other local and regional projects can advance using “conventional” transportation funding.
- Toll collection systems already exist.
- PennDOT has the State and Federal mechanisms to toll bridges.

5.2.4 Challenges and Impacts of Bridge Tolling

The environmental impacts of implementing a bridge toll are typically minor on the physical and natural environment because the footprints of facilities like toll gantries are limited and often occur in an already disturbed right-of-way. Social impacts, on the other hand, often require greater attention. Imposing a toll on a critical transportation link, particularly when non-tolled alternative routes are limited, can affect people’s travel decisions and patterns for work, school, religious activities, social activities, shopping, recreation, and services because of affordability issues. Thus, mobility and access impacts have the potential to have rippling impacts on a community. Tolling has two primary potential impacts on communities:

1. **Diversions:** Various effects on the local community from vehicles diverting from the tolled facility to alternative routes to avoid the toll.
2. **Financial:** The financial impact of paying a toll or managing a toll payment account.

DIVERSION

Diversion occurs when a driver avoids a toll by exiting the highway before the toll or selecting an alternative route entirely. Diversion can increase the number of vehicles on other State or locally owned roadways, potentially creating congestion. Increased traffic congestion along toll

⁶⁵ <https://www.dot.state.pa.us/public/Bureaus/Press/P3%20Fact%20Sheet.pdf>

diversion routes has the potential to affect neighborhood character, quality of life, mobility, and potentially cause other indirect impacts. If the diverted traffic traverses a low-income or minority neighborhood, these impacts would be considered environmental justice impacts.

FINANCIAL

While collecting revenue needed for a bridge reconstruction or replacement from the users of that bridge is equitable in terms of “you use the bridge, you pay the toll,” it may be viewed as less equitable if other bridges throughout the state remain free. For example, the cost of a tolled bridge is borne at a higher level by those living in proximity to the bridge and those traveling through that area of the state; the cost is not spread out to all the taxpayers or drivers in a state. Tolling bridges in need of rehabilitation or replacement in a geographically diverse way in all regions of the state would help to balance out the financial effects of tolling throughout the state. Depending on the demographics of bridge users paying the toll, environmental justice would also be of particular concern. Especially for low-income bridge users, the financial impacts could be particularly burdensome. If financial impacts fall disproportionately on low-income or minority populations, environmental justice impacts could occur if no mitigation is provided.

EQUITY

Tolls can represent a higher share of income to lower-income users, leading to equity concerns. For example, if someone makes \$600 per week and spends \$10 per week on tolls, this represents 1.7 percent of their income. However, for someone making \$1,200 per week, the same \$10 per week on tolls represents only 0.8 percent of their income.

IMPACT ANALYSIS

For specific projects identified as candidates for tolling, a more detailed and refined assessment of environmental and community effects will be performed as part of the NEPA process. During the project’s planning, design, and environmental evaluation processes, potential traffic diversion will be evaluated. To perform this analysis, traffic models are used to anticipate where traffic diversion may occur and to what extent. Based on the traffic analysis, environmental impacts associated with the diverting traffic will be determined. Because one of the biggest changes associated with tolling is the financial impact, special consideration is given in this PEL Study to environmental justice impacts, which would also be a primary concern addressed in the NEPA process for any bridge or roadway proposed for tolling. To link this PEL documentation to subsequent NEPA analyses, special attention is given to the approach to environmental justice (EJ) analysis and potential mitigation. Chapter 7 Environmental Justice Analysis Methodology of this PEL Study provides a methodology to be implemented on candidate tolling projects for evaluating the effects of tolling on the communities during the NEPA process, in particular on low-income and minority populations.

MITIGATION

Potential mitigation strategies, as discussed in Chapter 8, will be considered if adverse effects are expected to occur. Where safety issues are identified, adverse effects on environmental or community resources may occur; if effects on minority or low income populations are disproportionately high and adverse, potential mitigation strategies can be identified, evaluated, and implemented as appropriate. Impacts on low-income and minority populations within the communities affected by the toll must be considered.

5.3 Managed Lanes

This section lays out a potential approach for developing a tolling program using “Managed Lanes.” A managed lane is a lane on a highway where the traffic is regulated by charging a toll and/or by encouraging carpooling or transit use. A managed lane can take the form of either an express lane where all users are charged a toll for use, or a HOT lane, which allows HOV free passage while SOVs are charged a toll. In both cases, toll rates are managed to maintain a minimum travel speed in the managed lanes.

Express lanes are dedicated to toll-paying traffic and are added to an existing corridor as illustrated in **Exhibit 42**. They can reduce congestion and improve heavy traffic areas overall by adding capacity, while maintaining a minimum travel speed for those choosing to use the express lane. An express lane can offer discounts or free travel to HOV users (including transit). With managed lanes, the existing general purpose (GP) lanes continue to provide a free option for all users and may experience some improvement in traffic flow due to the capacity added by the express lanes.

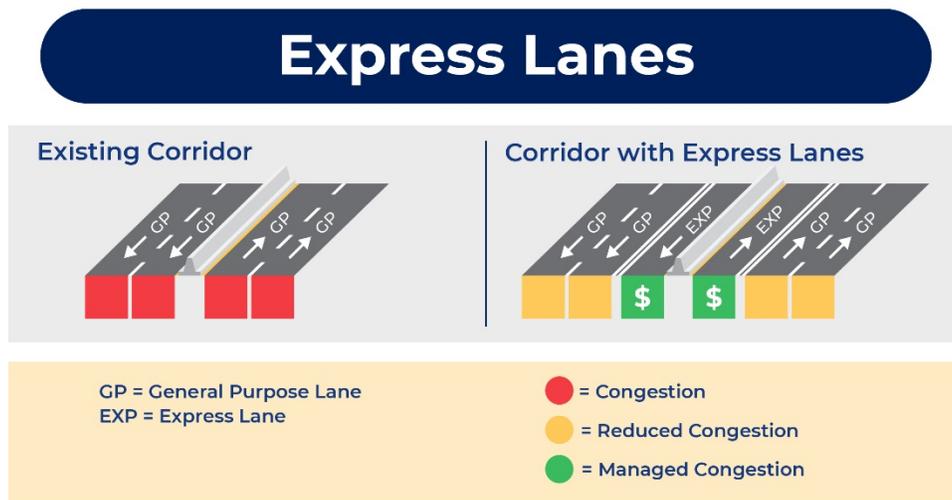


Exhibit 42 – Express Lanes

As illustrated in **Exhibit 43**, an HOV to HOT lane conversion is feasible only where excess capacity already exists in an HOV lane (i.e., the HOV lane is not at capacity or experiencing congestion with the existing level of HOV users). Converting the HOV lane to a HOT lane will then allow SOVs to use the lane by paying a toll; HOV users continue to use the lane at no charge.

HOT Lanes

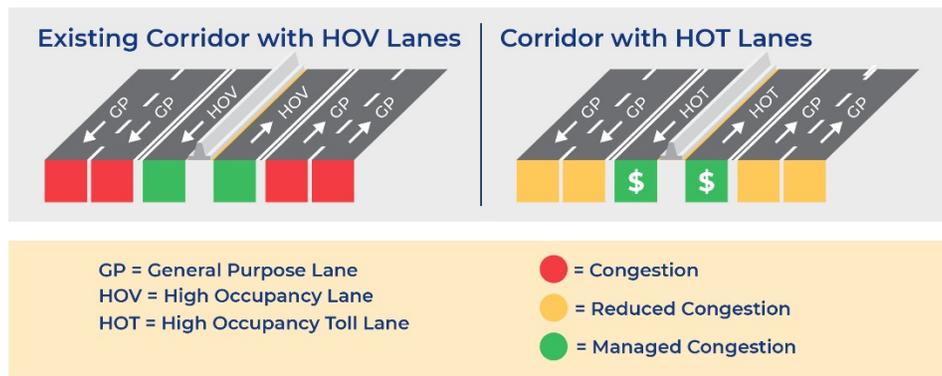


Exhibit 43 – HOT Lanes

Managed lanes are best advanced in congested and heavily traveled corridors. Corridors that might benefit from the incorporation of managed lanes are being considered by PennDOT Districts where congested or heavily traveled corridors exist; however, specific corridors for implementation of managed lanes have not yet been determined. Once candidate corridors are identified, preliminary design and alternatives analysis, environmental analysis, final design, right-of-way acquisition, and construction would need to be conducted before tolls can be collected. The fact that only one HOV lane currently exists in Pennsylvania (Interstate 279 near Pittsburgh) limits the ability to toll through HOV lane to HOT lane conversion. Interstate 279 has not been studied for an HOV to HOT conversion to date.

Revenue generation through managed lanes is considered a viable funding candidate in the near term, or 2 to 4 years. Screening should be conducted to identify congested corridors throughout the state and analyze those most feasible to move forward and benefit the regions. For this reason, a Managed Lanes Initiative should be advanced to identify potential corridors, evaluate alternatives, and initiate project design and environmental reviews for implementation in the near term.

5.3.1 Approach to Managed Lanes

SELECTION OF CORRIDORS

Managed lanes work best in corridors with recurring peak-period congestion/heavy traffic where lanes can be added for a HOT lane or express lane, or an existing HOV lane can be repurposed as a HOT lane. When evaluating a corridor for an express lane, the following criteria may be considered:

- **Network Connectivity:** ability to link popular or common origins and destinations, and whether the lane access and egress points would result in bottlenecks
- **Level of Congestion/Heavy Traffic:** identification and use of metrics to evaluate corridors for congestion or heavy traffic
- **Travel Time Variability:** potential to improve reliability and day-to-day travel times

- **Person Throughput:** potential for increasing person throughput, including auto and transit users
- **Traffic Growth:** forecasted growth and future need of the corridor
- **Physical and Geometric Conditions:** ability to physically locate express lanes in the corridor given roadway geometry, access points, environmental impacts, and right-of-way.
- **Lane Separation:** ability to adequately designate or separate the HOT lane from the GP lanes
- **Potential for Environmental Effects:** effects on surrounding communities resulting from the implementation of managed lanes

When evaluating a corridor for the conversion of an HOV lane to a HOT lane, the following criteria may be considered:

- **Existing HOV Lane Capacity:** ability of the existing HOV lane to accommodate SOVs
- **Travel Time Variability:** potential to maintain managed lane reliability and day-to-day travel times within thresholds
- **Person Throughput:** potential for increasing person throughput, including auto and transit users
- **Traffic Growth:** forecasted growth and future need of the corridor
- **Lane Separation:** ability to adequately designate or separate the HOT lane from the GP lanes

PROCUREMENT METHOD

If managed lanes projects were undertaken using a P3 mechanism, there are various approaches that would need to be evaluated as part of the Managed Lanes Initiative, but user fees in the form of tolls could be implemented only if approved by the P3 Board. If the project were completed as a traditional highway design-bid-build project, legislation would be required to allow for tolling of these new facilities.

TOLL RATES

Managed lanes can have a variety of pricing structures, highly dependent on characteristics of the corridor. The goal of a managed lane is to encourage the most efficient use of the lane's capacity while improving its reliability in preventing congestion. This requires either a variable or a dynamic toll. A variable toll is usually time- and day-based, on a fixed schedule with fixed rates (e.g., Monday through Friday from 8AM to 10AM the toll may be higher in the direction of congestion and may be lower between 10AM and 4PM; the time would be adjusted based on actual traffic). With a dynamic toll, traffic can be managed to create a reliable travel time and maintain a free-flow speed more often (e.g., the toll could change every 10 minutes based on actual congestion detected, allowing for a more reliable trip). Typically, these dynamic tolls rates have a floor and ceiling from which they are not allowed to deviate.

The toll can also be charged at fixed locations or based on the vehicle distance traveled. In the case of HOT lanes, tolls could also be waived for vehicles with two or three passengers, which again would be dependent on the volumes in the corridor.

The bottom line is that toll rates and structure are highly dependent on the amount of congestion, volume, funding need for the facility, and other factors. With all these variables, the toll rates and structures would need to be studied and proposed through the corridor screening process and customized for each location if the Managed Lanes Initiative advances.

REVENUE USE

According to Federal regulations, toll facility revenue use is generally limited to debt service, reasonable return on investment, costs for the improvement and maintenance of the facility, and payments to the private party holding rights to toll revenue under the agreement. If PennDOT certifies that the facilities are adequately maintained, then surplus revenue, if any is collected, may be used for other USC Title 23 purposes (i.e., projects that would otherwise be eligible for Federal aid).

TOLL COLLECTION AND PROCESSING

Toll collection and processing could go through the PTC but could take other forms as well, dependent on the P3 procurement contracting method selected. The approach would need to be evaluated as part of the Managed Lanes Initiative to determine what would work best for the proposed project and Pennsylvanians.

5.3.2 Authority for Managed Lanes

FEDERAL AUTHORITY FOR MANAGED LANES

USC Title 23, Section 166, allows the conversion of an existing HOV lane to a HOT lane under certain conditions⁶⁶ and is effective only where excess capacity exists in the HOV lane and additional vehicles can use the lane without reducing vehicle speeds or creating congestion.

USC Title 23, Section 129, allows the addition of lanes to a highway for an express lane or HOT lane as long as the number of unmanaged lanes is not decreased. This would add capacity and give drivers the option to either choose to pay a toll for a more reliable travel time or use the free lanes and potentially have a longer trip time.

STATE MECHANISM FOR MANAGED LANES

The P3 Law provides for the implementation of user fees, in the form of tolls, on an approved P3 project. The approval for PennDOT to toll must come from the P3 Board after a request is made by PennDOT. Without a P3 procurement structure, supplemental State legislation would be required.

5.3.3 Benefits of Managed Lanes

In addition to the benefits identified in Section 5.1, benefits of managed lanes are described in the sections below.

TRAVEL OPTIONS AND FLEXIBILITY

Managed lanes provide additional travel options, flexibility, and faster travel time for managed lane users, and improve overall traffic flow and efficient use of system capacity. They provide agencies with operational flexibility because the agency can actively manage rates to respond to traffic and changing needs. Managed lanes can also be designed and operated in various

⁶⁶ <https://www.law.cornell.edu/uscode/text/23/166> (U.S. Code)

ways to meet different transportation needs, such as HOT lanes, reversible lanes, and express toll lanes.

REDUCING CONGESTION

Managed lanes can reduce congestion by encouraging carpooling, as well as route and modal diversion. In the case of an HOV to HOT conversion, the lane can have increased throughput by allowing lane use by SOVs (managed by dynamic pricing and an SOV driver's willingness to pay) when the lane is underutilized by HOV vehicles, taking those vehicles out of the GP lanes. In the case of express lanes, these lanes are newly added to the corridor and expand capacity overall, reducing congestion for everyone.

FINANCING PROCUREMENT OPTIONS, AND POLITICAL ACCEPTANCE

Construction and operating costs of managed lanes are generally lower than more comprehensive congestion pricing. Managed lanes have proven to be an effective transportation solution in the United States and have widespread acceptance and operational understanding. There is also political and public acceptance of managed lanes within the United States.

5.3.4 Challenges and Impacts of Managed Lanes

LIMITATIONS ON CONGESTION REDUCTION

For HOV lanes converted to HOT lanes, it can be challenging to eliminate peak hour congestion on crowded expressways, since managed lanes may comprise only a limited amount of newly available capacity. Conversion of HOV to HOT, or addition of a single, reversible express lane adds only residual capacity not used by HOV traffic; therefore, GP lanes may continue to experience high levels of peak hour congestion. Managed lanes can also lead to bottlenecks if the access points are constrained, although this can be mitigated through good road design to optimize traffic flow.

VIOLATIONS AND REVENUE COLLECTION

HOT managed lanes can potentially be exploited by users who do not correctly identify their vehicle as a single- or high-occupancy vehicle. This can be mitigated with an effective enforcement process to ensure that HOV rules are followed and revenues are collected.

EQUITY

Tolls can represent a higher share of income to lower-income users, leading to equity concerns. For example, if someone makes \$600 per week and spends \$10 on tolls, this represents 1.7 percent of their income. However, for someone making \$1,200 per week, the same \$10 per week on tolls represents only 0.8 percent of their income. With managed lanes, the same number of free lanes (GP lanes) are maintained, and tolled, managed lanes are created with new capacity. The resulting improvements in traffic flow and reduced congestion benefit all users of the managed lanes, including bus transit, and typically also improve flow in the free lanes as well. Moreover, several case studies show that managed lanes are being used by road users from all income groups and are often cited to address equity concerns.⁶⁷ Because free lanes remain and traffic flow typically improves for all users, financial impacts to low-income

⁶⁷ Federal Highway Administration: "Urban Partnership Agreement Low-Income Equity Concerns of U.S. Road Pricing Initiatives."

populations are typically less likely when a managed lane approach is implemented, as compared to other tolling approaches.

IMPACT ANALYSIS

For specific corridors identified as candidates for managed lane tolling, a more detailed and refined assessment of environmental and community effects would be performed as part of the NEPA process (should such a tolling program advance). Similar to the approach described for bridge tolling, traffic modeling would be a key analysis technique to understanding how traffic would be expected to respond to the managed lanes. Based on the traffic analysis, environmental impacts associated with changing traffic patterns would be determined. In addition to potential socio-economic impacts, physical and natural environmental impacts could result depending on the environmental conditions in which the new lane(s) would be constructed. Because free GP lanes would remain, financial impacts on low-income highway users would typically be lower than with bridge tolling; however, potential impacts on low-income users could still be an issue, as greater benefits of the managed lane may accrue to those who are more able to afford it. As a result, specific consideration is given to the approach to EJ analysis and potential mitigation, and this PEL Study provides a methodology to be implemented on candidate tolling projects for evaluating the effects of tolling on low-income and minority populations.

MITIGATION

Chapter 8 discusses potential mitigation strategies.

5.4 Congestion Pricing

Congestion pricing would toll all lanes of an existing Interstate or highway where regular, recurring, and persistent congestion exists, with the goal of encouraging users to shift their travel patterns to off-peak periods, consolidate trips, carpool, or take alternative modes of transportation.

Implementation of congestion pricing would require approval from FHWA through the Value Pricing Pilot Program (VPPP).⁶⁸ As a pilot program, it is limited to 15 states and requires an agreement with FHWA. Congestion pricing is being studied and implemented across the country and has demonstrated success. Currently, there are operational tolled facilities participating in the VPPP in California, Florida, Minnesota, and Washington. Seven other projects are being studied. Because this approach would require PennDOT's participation in a Federal pilot program, and because of the requirements and approvals needed, this is considered a medium-term strategy, which could be advanced in 4 to 6 years. A Congestion Pricing Initiative should be advanced to study and potentially implement congestion pricing.

5.4.1 Approach to Congestion Pricing

SELECTION OF CORRIDORS

Congestion pricing is most appropriate in corridors or areas where regular, recurring, and persistent congestion exists, and thus congestion pricing is typically implemented in urban areas. Other considerations for identifying potential locations include potential for diversion,

⁶⁸ <https://www.law.cornell.edu/uscode/text/23/149> (Notes)

environmental effects of diversion, and the project’s ability to meet congestion reduction and revenue goals. No specific locations have been identified to date; however, a screening study should be conducted to identify congested corridors, evaluate their potential for congestion pricing, and—if candidate corridors are identified that fit the criteria discussed below—initiate an application for the VPPP. If accepted into the VPPP, PennDOT could then proceed with project design and environmental reviews for implementation.

When evaluating a corridor for congestion pricing, the following criteria may be considered:

- **Level of Congestion:** identification and use of metrics to evaluate corridors
- **Travel Time Variability:** potential to improve travel time reliability and day-to-day travel times
- **Person Throughput:** potential for increasing person throughput, including auto and transit users
- **Traffic Growth:** forecasted growth and future need of the corridor
- **Potential for Environmental Effects:** effects on surrounding communities resulting from the implementation of congestion pricing

PROCUREMENT METHOD

If congestion pricing projects were undertaken, they would need to be evaluated as part of the Congestion Pricing Initiative to determine if the P3 approach or another approach would work best for the proposed project and Pennsylvanians.

TOLL RATES

Toll rates on a congestion pricing or VPPP corridor are required by Federal regulation to be variable or dynamic: based on time of day or current traffic volumes, respectively. As with managed lanes, the toll rates charged are highly dependent on the amount of congestion, traffic volume, funding need for the facility, and other factors. With all these variables, the toll rates and structures would need to be studied and proposed through the corridor screening process and customized for the location if the congestion pricing initiative advances.

REVENUE USE

As with managed lanes, Federal regulations require that toll facility revenue use be generally limited to debt service, reasonable return on investment, costs for the improvement and maintenance of the facility, and payments to the private party under the P3 tolling agreement. If PennDOT certifies that the facilities are adequately maintained, and there is excess revenue, these funds may be used for other USC Title 23 purposes (i.e., projects that would otherwise be eligible for Federal aid).

5.4.2 Authority for Congestion Pricing

FEDERAL AUTHORITY FOR CONGESTION PRICING

USC Title 23, Section 149 (Statutory Notes and Related Subsidiaries), includes provisions for the implementation of tolling specifically to manage congestion through the VPPP. An agency must apply to the VPPP through FHWA and be accepted into the program. Successful projects must use variable tolling to manage congestion. Acceptance into the VPPP is conditional on

receiving the appropriate environmental decision and commitment to comply with reporting and revenue spending requirements.

STATE MECHANISM FOR MANAGED LANES

The P3 Law provides for the implementation of user fees, in the form of tolls, on an approved P3 project. The approval for PennDOT to toll must come from the P3 Board after a request is made by PennDOT. Without a P3 procurement structure, supplemental State legislation would be required.

5.4.3 Benefits of Congestion Pricing

In addition to the benefits identified in Section 5.1, benefits of congestion pricing may include those described below.

CONGESTION REDUCTION

The goal of congestion pricing is to lower peak-period traffic volumes in a region, and thereby reduce congestion and related issues such as increased travel time, emissions, and pavement damage. The resulting improvement in travel time can lead to substantial savings in terms of the value of time to road users and economic productivity.

ENCOURAGES MODE SHIFT TO TRANSIT

Congestion pricing can promote the use of transit and improve route efficiency; however, this benefit would be limited to areas with robust transit options such as urban centers. These urban areas are the areas where congestion pricing is typically advanced.

GENERATES ADDITIONAL REVENUES

While tolled bridges and managed lanes generate revenues associated with their use, the purpose of congestion pricing is to reduce congestion. For this reason, revenue generated can be used not only to operate and maintain the system, but for other transportation needs as well, such as improving transit services in the congestion pricing area to encourage mode shift away from the congested roadway. Using funds to improve transit service can encourage the desired mode shift, which in turn can reduce roadway congestion.

5.4.4 Challenges and Impacts of Congestion Pricing

PUBLIC ACCEPTANCE

Although administered in other parts of the world, congestion pricing is still a relatively new concept in the United States and, as such, there is less understanding and acceptance. Roadway users in the United States may be accustomed to paying a toll to cross a bridge, but not to paying a toll to influence travel behavior. It can be challenging to obtain public support for congestion pricing, as its success hinges on users changing their behavior to embrace alternative modes of travel, engage in rideshare, alter their time of day for travel, or consolidate trips.

FHWA APPROVAL

Implementing congestion pricing would require PennDOT's participation in a Federal pilot program and approval from FHWA through the VPPP. Because of the requirements and approvals needed, congestion pricing is considered a medium-term strategy.

EQUITY

Equity can be a concern of congestion pricing. Unlike managed lanes, in which all drivers have a choice to use the tolled lane or the free GP lane, congestion pricing affects all lanes of a roadway or all access points into an area. Therefore, individuals who cannot use an alternative mode of transportation or change their use of the roadway would be impacted. Depending on the demographics of users paying the tolls, environmental justice would be of concern.

Especially for low-income users, the financial impacts could be particularly burdensome. If financial impacts fall disproportionately on low-income or minority populations, environmental justice impacts could occur if no mitigation is provided. Effects can potentially be mitigated by using raised revenue to improve alternative services such as transit to encourage mode shift away from the congested roadway.

MITIGATION

Chapter 8 discusses potential mitigation strategies.

CHANGING TRAFFIC PATTERNS

Congestion pricing can be applied to an expressway or geographic area (this is known as cordon pricing). With expressway congestion pricing, if parallel routes exist, diversion to those routes may occur, simply shifting the congestion to those routes. In these cases, corridor tolling (tolling the primary and adjacent routes) or other mitigation measures may be necessary. Travel patterns could also change by spreading the peak-period travel times. Cordon congestion pricing is intended to reduce vehicular congestion within a geographic area, which requires most if not all routes entering the area to be tolled. Therefore, in cordon pricing there is not typically an option to divert to another roadway. Instead, diversion may come in the form of mode-shift to transit or bikes. As with expressway or corridor tolling, travel patterns could also change by spreading the peak-period travel times. Cordon pricing may also shift traffic patterns around the edge of the congestion pricing area. For example, vehicles may turn around prior to entering a congestion pricing area or park on the edge. All of these changes in mode and traffic patterns must be studied.

IMPACT ANALYSIS

For specific projects identified as candidates for congestion pricing, a more detailed and refined assessment of environmental and community effects would be performed as part of the NEPA process. The potential for environmental justice and equity impacts is similar to the bridge tolling concept because all lanes entering the congestion pricing area would be tolled. Because free lanes would not generally be available, the potential for financial impacts on low-income and minority populations would be greater than under the managed lane concept. Similar to bridge tolling, diversion impacts and changes to travel patterns are possible, depending on the specifics of the tolling program. If other routes along the corridor or into a cordon pricing area are also tolled, the potential for diversion would be lower.

Traffic modeling would again be a key tool in conducting the analysis to anticipate where traffic diversion, traffic pattern changes, travel mode, and time-of-day shifts may occur and to what extent. Based on the traffic analysis, environmental impacts associated with the diverted traffic and financial impacts to users would be determined. Impacts on low-income and minority populations would again be a primary concern to be addressed in the NEPA

process. This PEL Study provides a methodology to be implemented on candidate tolling projects for evaluating potential effects of tolling on low-income and minority populations in Chapter 7.

MITIGATION

Chapter 8 discusses potential mitigation strategies.

5.5 Near-Term Plan – Tolling Summary

Tolling through bridge tolling, managed lanes, and congestion pricing are all viable candidates for tolling in the near and medium terms. However, application of tolling and its viability is highly dependent on the locations considered, traffic volumes, and identified purpose and need of the project. Environmental justice and community effects are critical components of the analysis of these tolling options at candidate locations. To address the environmental justice impacts, PennDOT presents a specific methodology in Chapter 7 for evaluating tolling impacts on low-income and minority populations and presents potential mitigation measures in Chapter 8.

6 Implementation Action Plan

6.1 Overview

PennDOT is facing serious funding shortfalls in both the near term and long term. This chapter identifies a draft implementation plan for both the near term and the long term. For this document, the near term is defined as actions that can be taken in 2 to 4 years; the medium term is defined as a 4- to 6-year timeframe, and the long term is defined as actions that would occur beyond 4 to 6 years.

6.2 Near-Term Action Plan (2 to 4 Years)

Near-term funding alternatives are defined as alternatives that do not require a separate Federal pilot program. Federal and State legislation already exists to allow PennDOT, with P3 Board approval, to implement tolling and make meaningful contributions towards filling the funding gap for highways and bridges. Tolling options are the only reasonable funding mechanisms over which PennDOT currently has mechanisms in place, that can generate meaningful funding, and that can be advanced to provide an early-actionable funding contribution.

A solution in the near term is essential because we have bridges in critical need of repairs today. Bridges in poor condition require frequent inspections and unexpected repairs that take limited funds away from other maintenance activities. When those repairs cannot be completed in a timely fashion due to lack of funds, it can ultimately lead to weight restrictions, lane closures, and capacity restrictions. When lanes of traffic are removed from crucial bridges, traffic congestion can form, and travel times can be greatly impacted. Longer travel times cause more than just headaches for drivers. They also lead to additional spending on gas and vehicle maintenance. For truck drivers, these additional costs can have major impacts on state and regional supply chains.

Because Bridge Tolling is actionable in the near-term and major bridges are in critical need of repairs, the Major Bridge P3 Initiative is being advanced in parallel with this PEL Study. Major bridge candidates for tolling can be identified using the following criteria:

- **Located on the interstate or expressway;**
- **Structures of significance based on size, location, and cost to replace or rehabilitate;**
- **Structural conditions that warrant timely attention to enhance safety and avoid disruption and community impacts if closure or weight restrictions were imposed;**
- **Geographic balance across the state;**
- **Can begin construction in 2 to 4 years for near-term benefit; and**
- **The ability for the project to be financially viable with a reasonable toll rate.**

6.2.1 Bridge Tolling

Bridge tolling is identified as the first actionable funding alternative to advance for the following reasons:

- Bridges provide arguably the most critical link in the transportation system, with high safety and economic considerations.
- The list of bridges in poor condition is known, and thus no new study is required to prioritize needs.
- There are a number of bridges already in the project development process, meaning that the projects can advance without initiation of new engineering; this means they would get to procurement and construction faster, freeing up money for other needs more quickly.

ACTION PLAN

1. **Establish program/criteria:** Identify criteria and parameters for identifying and selecting candidate bridges (see call out box above), P3 procurement approach, and PennDOT management needs and protocols.
2. **Obtain P3 Board approval:** P3 Board approval to toll major bridges was granted in November 2020.
3. **Identify candidate bridge list:** Review bridge needs list and prioritize candidate bridges for initial program funding.
4. **Complete initial project development and NEPA decision-making:** Perform initial engineering studies to identify the scope of the necessary improvements and complete decision-making through the NEPA approval stage. The EJ analysis methodology described in Chapter 7 will be used to evaluate diversion analysis and equity impacts on low-income and minority populations. Mitigation strategies described in Chapter 8 will be

considered. Opportunities for public outreach will be provided during the NEPA decision-making process.

5. **Determine terms and conditions of P3 procurement and select, negotiate, and administer the contract:** Define the project goals and scope of the P3 procurement and determine the roles to be played by the private sector and PennDOT. Identify and define performance specifications, including the consideration of long-term operations and maintenance and the potential for performance incentives. Produce the procurement package, including addressing issues relating to financing, risk allocation, performance requirements, and operations and maintenance over the extended term of the P3 agreement. Select the development entity and administer the contract.

6.2.2 Managed Lanes

A managed lanes tolling program is identified as the second actionable funding alternative to advance for the following reasons:

- Managed lanes increase capacity in already congested corridors by charging tolls to use the new, managed lanes. Existing lanes remain free, providing a choice for roadway users.
- There are several congested corridors within the Commonwealth that could benefit from the addition of managed lanes. Funding these projects through toll collection would allow for the realization of additional capacity in the most congested corridors in the state.

ACTION PLAN

1. **Establish program/criteria:** Identify criteria and parameters for selecting candidate corridors, P3 procurement approach, and PennDOT management needs and protocols.
2. **Obtain P3 Board approval:** P3 Board approval to add/toll managed lanes is needed to implement this funding mechanism absent independent legislative authority to add tolls to a managed lane.
3. **Complete screening study:** Complete a screening study to identify potential corridors.
4. **Identify candidate managed lane corridors:** Review congested corridor needs and prioritize candidate corridors for initial program funding.
5. **Complete initial project development and NEPA decision-making:** Perform initial engineering studies to identify the scope of the necessary improvements and complete environmental decision-making through the NEPA approval stage. The EJ analysis methodology described in Chapter 7 will be used to evaluate diversion analysis and equity impacts on low-income and minority populations. Mitigation strategies described in Chapter 8 will be considered. Opportunities for public outreach will be provided during the NEPA decision-making process.
6. **Determine terms and conditions of P3 procurement and select, negotiate, and administer the contract:** Define the project goals and scope of the P3 procurement and determine the roles to be played by the private sector and PennDOT. Identify and define performance specifications, including the consideration of long-term operations and maintenance and the potential for performance incentives. Produce the procurement package, including addressing issues relating to financing, risk allocation, performance requirements, and operations and maintenance over the extended term of the P3 agreement. Select the development entity and administer the contract.

6.3 Medium-Term Action Plan (4 to 6 Years)

6.3.1 Congestion Pricing

As congestion pricing would require application and acceptance into a pilot program, this funding option would require a longer period of time to implement compared to bridge tolling and managed lanes. Congestion pricing has been identified as the first of the longer-term options and is considered a medium-term option.

ACTION PLAN

1. **Establish program/criteria:** Identify criteria and parameters for selecting candidate areas for congestion pricing, procurement approach, and PennDOT management needs and protocols.
2. **Obtain legislative approval** to implement congestion pricing, unless congestion pricing would be approved as a P3 initiative.
3. **Complete screening study:** Complete a screening study to identify potential congested areas that might benefit from congestion pricing. These would be predominantly urban areas.
4. **Identify candidate congestion pricing areas:** Review congested area needs and prioritize candidate areas for initial program funding.
5. **Submit Expression of Interest to FHWA:** Submit an Expression of Interest to FHWA's VPPP to advance coordination and the application for admittance to the program.
6. **Complete initial project development and NEPA decision-making:** Perform initial engineering studies to identify the scope of the necessary improvements and complete environmental decision-making through the NEPA approval stage. The EJ analysis methodology described in Chapter 7 will be used to evaluate diversion analysis and equity impacts on low-income and minority populations. Mitigation strategies described in Chapter 8 will be considered. Opportunities for public outreach will be provided during the NEPA decision-making process.
7. **Determine terms and conditions of P3 procurement and select, negotiate, and administer the contract:** Define the project goals and scope of the P3 procurement and determine the roles to be played by the private sector and PennDOT. Identify and define performance specifications, including the consideration of long-term operations and maintenance and the potential for performance incentives. Produce the procurement package, including addressing issues relating to financing, risk allocation, performance requirements, and operations and maintenance over the extended term of the P3 agreement. Select the development entity and administer the contract.

6.4 Long-Term Action Plan (6 Years and Beyond)

6.4.1 Corridor Tolling, Sales Tax, Personal Income Tax, Real Estate and Property Taxes, Mileage Based User Fees, and Other Taxes and Fees

Additional alternative funding options with varying potential described in this study include corridor tolling, sales tax, personal income tax, real estate and property taxes, mileage based user fees, and other taxes and fees. Given the anticipated transition to more fuel-efficient

vehicles and commitments by major automobile manufacturers to electric vehicles, reliance on gas taxes over the long term was not found to be an effective solution.

ACTION PLAN

1. **Establish program/criteria:** Identify criteria and parameters for selecting these long-term alternative funding options and list requirements for implementing these options.
2. **Additional studies:** Conduct additional studies to determine which of the remaining alternative funding options would best address remaining funding shortfalls.
3. **Identify candidate long-term alternative funding options:** Review long-term options and determine which appear most promising for addressing remaining funding needs.
4. **Action plan:** Develop an action plan for implementing the favorable alternative funding options:
 - a. Identify legislative action and/or application for pilot programs that would be required for the funding option(s) selected for implementation.
 - b. Determine delivery/contracting mechanism for implementation (including the potential advantages of the P3 delivery method).
 - c. Conduct screening studies and identify candidate projects as appropriate for the funding option(s).
 - d. Identify engineering design work to be conducted.
 - e. Identify environmental analyses to be conducted including NEPA and other associated environmental laws, including environmental justice.
 - f. Establish program/criteria for specific funding option(s).
 - g. Complete initial project development and NEPA decision-making, including public outreach.
 - h. Proceed with determined delivery mechanism to carry out construction and implementation.

7 Environmental Justice Analysis Methodology

7.1 Overview

As discussed in Chapter 5, there are two potential near-term and one potential medium-term tolling strategies for addressing PennDOT's highway and bridge funding gap. In each case, one of the primary concerns with regard to implementing a toll is the potential effect on minority and low-income populations. This chapter lays out a recommended methodology for analyzing potential impacts on low-income and minority populations, should either of the near-term or the medium-term tolling solutions move forward for implementation. As mentioned above, the impact analysis associated with any specific facility proposed for tolling would occur within the NEPA environmental analysis process associated with those individual projects.

7.2 Regulatory Background

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* (February 11, 1994), directs Federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority and low-income populations. To achieve effective

and equitable decision-making, the USDOT identifies three fundamental principles of environmental justice to consider in all USDOT programs, policies, and activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the opportunity for full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or substantial delay in the receipt of benefits by minority and low-income populations.⁶⁹

FHWA Order 6640.23A, *FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (June 2012) defines an environmental justice population as any readily identifiable group of minority and/or low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons of those groups (such as migrant workers, homeless persons, or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity. Minority is defined as any individual or group that self-identifies as a member(s) of the racial categories Black/African American, Asian American, American Indian/Alaskan Native, Native Hawaiian/other Pacific Islander, and the ethnic category Hispanic/Latino. Low-income is defined as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.

EO 12898 requires that Federal agencies develop strategies that address environmental justice in Federal actions. It also stipulates that the EPA convene an Interagency Working Group on Environmental Justice, which is comprised of members from 17 Federal agencies, including the USDOT, and several White House offices. Each member is tasked with guiding, supporting, and enhancing Federal environmental justice and community-based activities. In addition to the Interagency Working Group, there are many other Federal, State, and local organizations that provide resources and oversight of environmental justice, including the Pennsylvania Department of Environmental Protection Office of Environmental Justice (OEJ), the Pennsylvania Environmental Justice Advisory Board (EJAB), the PennDOT Bureau of Equal Opportunity, and the staff at the MPOs and RPOs in Pennsylvania and across the country.

In the memorandum transmitting EO 12898, the President encouraged agencies to account for environmental justice principles in the implementation of Title VI of the Civil Rights Act of 1964 (Title VI), NEPA, and public disclosure laws such as the Freedom of Information Act. Title VI prohibits discrimination by recipients of Federal financial assistance on the basis of race, color, and national origin. Supplemental legislation provides these same protections from discrimination based on sex, age, disability, or religion. Environmental justice strengthens Title VI by requiring Federal agencies to make achieving environmental justice part of their mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on low-income and

⁶⁹ <https://www.transportation.gov/transportation-policy/environmental-justice/environmental-justice-strategy>.

minority populations. MPOs/RPOs and State agencies, as recipients of Federal funds, incorporate environmental justice principles in Title VI equity analyses that are prepared for LRTPs and TIPs.

7.3 Environmental Justice Analysis Methodology

This PEL document addresses environmental justice in two ways – consideration of environmental justice concerns for the PennDOT Pathways Program as a whole, and methodology for conducting EJ analysis for specific projects, in particular the near-term/medium-term tolling options within the Commonwealth.

The EJ analysis conducted for the PennDOT Pathways Program and documented below in Section 7.3.1 will support the efforts of the MPOs, RPOs, and PennDOT in their obligation to incorporate environmental justice principles into the Title VI analysis of the STIP, TIPs, and regional LRTPs. The EJ analysis methodology described below in Section 7.3.2 will be used to assess whether proposed funding solutions would result in disproportionately high and/or adverse human health or environmental effects on low-income and minority populations for individual projects/locations.

The following Federal, State, and industry documents, developed to guide compliance with EO 12898, were used in developing the program analysis as well as the project-specific methodology:

- FHWA Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (June 2012)
- USDOT Order 5610.2a, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (May 2012)
- FHWA Environmental Reference Guide (April 2015)
- USDOT Environmental Justice Strategy (November 2016)
- Federal Interagency Working Group on Environmental Justice & NEPA Committee, Promising Practices for EJ Methodologies in NEPA Reviews (March 2016)
- Pennsylvania Department of Transportation Project Level Environmental Justice Guidance, Publication No. 746
- Pennsylvania Department of Transportation Every Voice Counts Environmental Justice Moving Forward, Publication No. 737
- National Academies of Sciences, Engineering, and Medicine Assessing the Environmental Justice Effects of Toll Implementation or Rate Changes: Guidebook and Toolbox, Washington, DC (2018)
- AASHTO Practitioner's Handbook #3: Managing the NEPA Process for Toll Lanes and Toll Roads (January 2006)

These documents and the analysis/methodology that follows are also consistent with environmental justice guidance issued by others, including the Council on Environmental Quality and the EPA.

7.3.1 Planning Level Analysis

The FHWA and FTA Statewide Planning and Metropolitan Planning Rule, Title 23 Code of Federal Regulations Part 450, calls for actions to prevent discrimination early in the planning process, which affects long-range planning and project programming at the State and local levels. For this PEL Study, PennDOT solicited input from low-income and minority populations to identify concerns about potential near- and long-term solutions that are recommended to address Pennsylvania's transportation funding gap, including tolling initiatives. As near- and long-term solutions are selected for implementation and specific projects are initiated, EJ analysis will be performed at the project level in accordance with Federal and State guidance.

Transportation planning is a continuous process that begins with the identification of transportation needs, leads to the development of an LRTP, and ultimately results in the development and implementation of specific projects in the STIP, which encompasses projects that are identified, prioritized, and approved by regional MPOs and RPOs in their TIPs. Environmental justice requires the consideration of affected populations' concerns during each step of the planning process. By addressing these opportunities and challenges at the beginning of the process, a planning organization improves its chances of developing a plan or program that provides an equitable distribution of transportation benefits.

As plans to fill Pennsylvania's transportation funding gap solidify through the development of the PennDOT Alternative Funding Pathways Program, tolling policy and near- and long-term solutions will be identified and addressed in the Statewide and Regional LRTPs, which have a 20-year horizon, and the STIP, which covers a 4-year period. Cyclical coordination with the MPOs and RPOs during program development will occur as specific program elements are identified for inclusion in the regional TIPs. Opportunities for public participation and consideration of environmental justice issues will occur in accordance with Federal guidance and local public involvement plans during each step of this planning and programming process. The results of the project-level EJ analysis performed in accordance with the methodology outlined below will support the obligations of the MPOs, RPOs, and PennDOT with regard to environmental justice.

PEL PUBLIC AND AGENCY OUTREACH

PennDOT provided opportunities for public and agency input into the development of this PEL Study that included the following:

- Posting of information on the Pathways Program's website
- Virtual public engagement period between November 17 and December 17, 2020
- Solicitation of comments after posting of the candidate bridge list on February 19, 2021
- Establishment of an Equity in Transportation Working Group (meetings on March 10, 2021, and March 31, 2021)
- Administration of an environmental justice focus group panel survey in March 2021
- Availability of the Draft PEL Study for public comment from April 29 to June 1, 2021
- Presentation at an Agency Coordination Meeting on January 27, 2021
- Meetings with the EPA to discuss EJ analysis methodology
- Letters sent to Federally recognized Tribes

These outreach measures and a summary of the comments received are described below.

PUBLIC ENGAGEMENT PLATFORM

PennDOT launched the Pathways Program's website (<https://www.penndot.gov/about-us/funding/Pages/default.aspx>) to educate the public on the funding gap for highway and bridge transportation needs in the Commonwealth and the potential alternative funding solutions being studied. In order to get meaningful early input from the public regarding potential alternative funding solutions, an online engagement period was held between November 17 and December 17, 2020. The online engagement platform provided a comment form that allowed individuals to submit their comments directly within the platform website and noted other ways in which comments could be submitted, including the Pathways Program email address and hotline number. PennDOT issued a press release and conducted social media and stakeholder outreach to notify as many Pennsylvanians as possible to maximize public participation in the online engagement platform. During the engagement period, there were approximately 30,700 website visits, and 378 comments were received.

Commenters suggested that equity impacts and the potential impacts associated with traffic diversion routes—traffic congestion, air quality, and safety—be studied in the PEL. One commenter noted that many of the larger bridges and highly traveled roads are in communities in which equity is an issue, and that user fees will have a greater impact on those with less access to opportunity and can potentially reinforce the cycle of poverty and disenfranchisement. This commenter requested that planning for the use of new revenue also consider the principles of equity. One commenter stressed the importance of identifying mitigation measures for those living in communities in which the potential for toll avoidance is limited.

On February 19, 2021, PennDOT began engaging communities, stakeholders, and legislators in the Pathways Program's MBP3 Initiative and announced nine bridges across the state that were candidates for tolling. The primary goals of this outreach were to continue to educate the public on the funding gap for highways and bridges in the Commonwealth, introduce the MBP3 Initiative for potentially tolling bridges as a near-term funding solution, and to receive meaningful input from the public regarding potential alternative funding solutions. The MBP3 outreach program continued use of a central online platform as an integral extension of the Pathways Program website, and added individual web sites for each of the candidate bridges where the community could express their thoughts and opinions. Virtual meetings were held with legislators, stakeholder organizations and individuals, and members of the public statewide; emails were sent, social media posts were published, and news releases and media alerts were issued. While not specifically a comment period on the PEL Study, many of the more than 7,000 comments received through this outreach were related to the funding gap and potential solutions, and contained relevant suggestions informing the PEL Study.

The most common comment themes were very similar to the comments received specific to the PEL outreach conducted in November and December 2020. The following is a summary of the most common themes from the MBP3 outreach that were relevant to the PEL Study:

- Opposition to tolls
- Opposition to tax increases
- General dissatisfaction, including comments encouraging cutting PennDOT budget/being more efficient
- Financial concerns regarding being able to afford the tolls
- Other suggested means of raising revenue, such as selling bonds and legalizing marijuana and using those tax revenues
- Concerns related to impacts associated with travelers avoiding the bridges (like congestion on alternate routes and lost business from diverted traffic). Some indicated they will avoid the tolls by diverting to other routes.

SUBMITTED ENVIRONMENTAL JUSTICE COMMENTS

A total of 10 individuals submitted comments during the November 17 to December 17, 2020, comment period via the website that were in whole or in part related to environmental justice and/or equity during development of this PEL Study. Several commenters noted that funding would come disproportionately from the lower income bracket or would impact lower income residents unfairly. One commenter noted that tolls on non-Interstate divided highways would be a regressive tax. (A regressive tax has a rate that decreases as the income of the taxpayer increases, and thus generally benefits those with higher incomes.) One commenter noted that since more white-collar workers work from home, blue-collar workers will bear the burden of usage taxes. Several commenters noted that road user charges would be unfair to those who live in rural areas and drive farther to get to work than those who live in urban areas. Several commenters suggested that a vehicle value-based registration fee may be the most equitable solution. One commenter recommended that State and local gas taxes be indexed to the Producer Price Index and total fuel consumption, with annual fees assessed on alternative fuel vehicles.

EQUITY IN TRANSPORTATION WORKING GROUP

Based on PennDOT's commitment to reaching and engaging historically and typically under-represented communities through Pathways Program outreach, an Equity in Transportation Working Group was convened to provide input on the potential impacts to under-represented communities, including low-income and minority populations, across the Commonwealth. The group was developed to provide statewide, high-level representation for historically underserved populations. Invitations were sent to 50 entities representing nonprofits such as AARP, NAACP, and Pennsylvania Developmental Disabilities Council; State and Federal agencies such as the Pennsylvania Office of Environmental Justice and the EPA Environmental Justice Working Group; representatives of State boards and commissions including the PA Commission on African American Affairs, the PA Commission on Asian Pacific American Affairs, the PA Commission on Latino Affairs, and the Pennsylvania Environmental Justice Advisory Board, and representatives from State MPOs and RPOs and other local government associations. To date, two meetings have been convened (March 10, 2021, and March 31, 2021); 28 members participated in one or both meetings.

Participants discussed a wide range of issues focused on low-income and minority populations. Key among the concerns were potential impacts of diverting traffic on low-income and/or minority communities resulting in increased pollution, congestion, and other impacts, and the financial impact of tolling on low-income persons. Language barriers were discussed; participants indicated that many different languages are spoken and that understanding the regulations and tolling programs would be a challenge. It was advised that any increase in cost will affect those who are struggling to meet their basic needs and that offsetting impacts of each option will be key for low-income communities, communities of color, and historically under-represented communities in Pennsylvania.

Bridge tolling and tax and fee increases were seen as having the greatest impacts. It was pointed out that tolling programs are essentially a flat tax that will affect low-income populations at a greater level. Managed lanes were seen as having the lowest impact because free lanes would remain available. Participants expressed that front-loading an E-ZPass would be a challenge for low-income populations, meaning that they might not be able to get an E-ZPass and would then pay more for the toll-by-plate option. The same issue applies for those who cannot afford a vehicle, but rent or use Zipcars[®]. Additionally, paratransit costs could increase affecting those who cannot drive, and many individuals with disabilities are also low-income. Those who drive for Uber or Lyft could also be impacted, and some low-income persons drive for these services.

ENVIRONMENTAL JUSTICE FOCUS GROUP PANEL SURVEY

To elicit feedback about potential funding alternatives, a digital survey was administered in March 2021 to low-income and minority Pennsylvanians. Survey respondents were recruited through a paid survey panel. Of the 311 survey respondents, 201 reported a minority race/ethnicity and 181 reported their household income as \$25,000 or less. The goal of the survey was to gather input from minority and low-income Pennsylvanians on their impressions of the alternative funding options. Survey participants were asked a series of closed and open-ended questions about seven potential alternative funding options: bridge tolling, managed lanes, congestion pricing, corridor tolling, road user charges, vehicle related taxes and fees, and non-vehicle related taxes and fees.

Of the funding options, participants were most in favor of managed lanes. For minority Pennsylvanians who also report household incomes \$25,000 or less, the top option was split between bridge tolling and managed lanes. Key concerns from survey respondents included:

- Concerns about cost and affordability
- Concerns that tolls could cause congestion or hurt the economy
- Concerns on how funds would be used
- Concerns that the options unfairly affect low-income populations
- Concerns that administrative costs would outweigh the benefits

AGENCY OUTREACH

In addition to public outreach, PennDOT conducted outreach with Federal and State resource agencies. PennDOT participated in an ACM on January 27, 2021. The purpose of the meeting was to present an overview of the Pathways Program and solicit feedback for the PEL Study.

The meeting was attended by representatives from a number of Federal and State agencies, including resource agencies, transportation agencies, and regional and metropolitan planning organizations. Issues discussed included bridge tolling and procurement processes, maintenance, schedule, and the environmental process. Environmental justice concerns and potential mitigation for low-income travelers were also discussed. In addition to the ACM, meetings were held with the EPA to discuss the environmental justice methodology.

TRIBAL OUTREACH

Letters inviting participation in the PEL Study process were sent to the following Tribal entities:

- Delaware Tribe of Indians
- Onondaga
- Cayuga Nation
- Oneida Nation
- Oneida Indian Nation
- Seneca Nation of Indians
- Tuscarora Nation
- Absentee-Shawnee Tribe of Indians of Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Shawnee Tribe
- Tonawanda Band of Seneca
- Stockbridge-Munsee Community, Wisconsin
- Delaware Nation, Oklahoma
- Seneca-Cayuga Nation

The letters explained the funding gap issues and the funding options being considered, and explained what a PEL Study entails. No formal input on the PEL Study was received from the Tribes.

7.3.2 Project-Level Environmental Justice Analysis

Consistent with the documents referenced above, the EJ analyses for specific projects will be performed by completing the following process:

Step 1: Define the Study Area. Consistent with NEPA practices, identify the reasonable and logical boundaries by considering the likely origins and destinations of those who would be affected by the toll and the likely diversion routes they might use to avoid the toll.

Step 2: Identify Low-Income and Minority Populations. Collect recent data on race, color, national origin, income, tribal governments, and seasonal and migrant workers in the study area and apply FHWA and PennDOT methodology to identify low-income and minority populations.

Step 3: Solicit Input from Low-Income and Minority Populations. Using PennDOT's Public Involvement Handbook and other environmental justice outreach guidance, identify appropriate outreach techniques. Through targeted outreach to potentially

affected low-income and minority populations, identify transportation needs and concerns about the project to inform Steps 4, 5, and 6.

Step 4: Evaluate Adverse and Beneficial Effects. Analyze whether the project would create impacts to communities or populations in the near, medium, or long term. Then, with input from the entire community, including low-income and minority populations, assess whether the impacts are adverse, beneficial, or both.

Step 5: Identify Disproportionately High and Adverse Effects. Determine whether adverse effects are borne predominately by low-income and minority populations and/or if the effects borne by low-income or minority populations are greater than those effects borne by non-environmental justice populations.

Step 6: Evaluate Mitigation Measures. If adverse effects that would be borne predominately by low-income and minority populations are greater in magnitude than the adverse effect that would be suffered by the general population, consult with the community to identify measures to avoid, minimize, or mitigate the impacts. Determine whether the mitigation measures are practical. Practical mitigation measures are those that are effective and do not create other adverse effects that are more severe; feasible in terms of implementation and operation; and cost-effective while maintaining the financial viability of the project.

Step 7: Re-evaluate Disproportionately High and Adverse Effects and Document Decision. If practical mitigation measures have been identified, re-evaluate whether, with those measures in place, adverse effects borne by low-income and minority populations are still appreciably more severe or greater than those effects borne by populations that are not low-income or minority, or whether the measures are effective in offsetting the impacts.

In accordance with FHWA Order 6640.23A, FHWA will ensure that any of their respective programs, policies, or activities that have the potential for disproportionately high and adverse effects on populations protected by Title VI (“protected populations”) will be carried out only if (1) a substantial need for the program, policy, or activity exists, based on the overall public interest; and (2) alternatives that would have fewer adverse effects on protected populations have either (a) adverse social, economic, environmental, or human health impacts that are more severe; or (b) would involve increased costs of an extraordinary magnitude.

More detailed discussion of the methodology for each step in the process is presented below. This methodology will be refined over time as more individuals and organizations become involved in the process and best practices in the identification of low-income and minority populations, outreach methods, and assessment of effects and mitigation are developed.

IDENTIFY THE STUDY AREA

For evaluating the effects of implementing a toll, the primary issues are whether disproportionately high and adverse human health or environmental effects would be borne by low-income and minority populations, and whether adverse impacts associated with traffic diversions would have greater effects on low-income and minority populations as compared to

non-low-income and non-minority populations. The extent to which tolls would be more burdensome for low-income people, compared to those with higher incomes, is a consideration.

StreetLight Data will be used to inform travel demand modeling and identify the reasonable and logical study area boundaries for assessing the effects of toll diversion. StreetLight Data uses smartphone locational information to measure activity on all streets. The StreetLight Data will be processed to access the origins and destinations of the bridge traffic flows in four time periods: 6AM to 10AM, 10AM to 3PM, 3PM to 7PM, and 7PM to 6AM to inform the travel demand model (TDM). Origins and destinations outside the TDM area or the regional MPO/RPO area will be excluded from consideration. The study area will be defined as the area including the Census block groups that encompass origins and destinations of those who would be subject to the toll, with the exception of long-distance through-trips.

IDENTIFY ENVIRONMENTAL JUSTICE POPULATIONS

A key element of project-level EJ analysis entails reviewing basic socioeconomic characteristics about the people who live and work in the study area to determine the presence of readily identifiable groups of low-income and/or minority populations. Groups of low-income and/or minority populations could occur as cohesive neighborhoods within a municipality or could encompass a broad area with no specific concentrations of protected populations. In accordance with the PennDOT guidance, the identification of low-income and minority populations should be based on available demographic data, coordination with persons or organizations with knowledge of the area, and field observations. These steps are discussed below.

AVAILABLE DEMOGRAPHIC DATA

Data will be collected using the latest available U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates for all Census block groups within the study area.⁷⁰ Study area data will be aggregated, and poverty and minority status data for the county, MPO TDM area, Pennsylvania, and adjacent state(s), if appropriate, will be presented for comparison purposes.

Based on the U.S. Census Bureau ACS 5-Year Estimates (2014-2018), the poverty rate in Pennsylvania is 12.8 percent. As shown on **Exhibit 44**, the poverty rates in Pennsylvania counties⁷¹ vary between 6.1 percent in Bucks County and 24.9 percent in Philadelphia County. As shown on **Exhibit 45**, the poverty rates in regional MPO areas vary between 8.8 percent in Adams County MPO and 18.4 percent in Centre County MPO.

⁷⁰ In accordance with the Federal Interagency Working Group on Environmental Justice & NEPA Committee *Promising Practices for EJ Methodologies in NEPA Reviews*, low-income populations can be defined as persons in poverty based on the annual statistical poverty thresholds from the U.S. Census Bureau.

⁷¹ Counties in New York and New Jersey will also be included for the bridges located in MPO districts that span two states.

County	Total Population for Racial Statistics	White	Non-White (1)	Percentage Non-White	Total Population for Poverty Statistics	Population Below Poverty (2)	Percentage Below Poverty
Adams	102,023	94,449	7,574	7.4%	97,867	8,597	8.8%
Allegheny	1,225,561	981,847	243,714	19.9%	1,192,733	144,842	12.1%
Armstrong	66,331	64,771	1,560	2.4%	65,626	7,683	11.7%
Beaver	166,896	150,877	16,019	9.6%	164,272	17,920	10.9%
Bedford	48,611	47,439	1,172	2.4%	48,031	6,116	12.7%
Berks	416,642	344,336	72,306	17.4%	403,561	51,733	12.8%
Blair	123,842	118,279	5,563	4.5%	120,881	17,645	14.6%
Bradford	61,304	59,418	1,886	3.1%	60,418	7,257	12.0%
Bucks	626,370	551,303	75,067	12.0%	618,093	37,423	6.1%
Butler	186,566	178,940	7,626	4.1%	181,118	14,952	8.3%
Cambria	134,550	125,997	8,553	6.4%	127,569	19,582	15.4%
Cameron	4,686	4,527	159	3.4%	4,640	665	14.3%
Carbon	63,931	61,489	2,442	3.8%	62,807	7,861	12.5%
Centre	161,443	141,282	20,161	12.5%	143,192	26,301	18.4%
Chester	517,156	441,326	75,830	14.7%	504,189	34,217	6.8%
Clarion	38,827	37,487	1,340	3.5%	37,563	6,093	16.2%
Clearfield	80,216	76,181	4,035	5.0%	74,368	11,052	14.9%
Clinton	39,074	37,595	1,479	3.8%	37,248	6,491	17.4%
Columbia	66,220	62,838	3,382	5.1%	61,399	8,800	14.3%
Crawford	86,164	82,348	3,816	4.4%	82,371	11,577	14.1%
Cumberland	247,433	218,340	29,093	11.8%	233,835	17,327	7.4%
Dauphin	274,515	194,998	79,517	29.0%	269,833	34,158	12.7%
Delaware	563,527	391,240	172,287	30.6%	542,846	54,468	10.0%
Elk	30,608	30,000	608	2.0%	30,141	2,962	9.8%
Erie	275,972	239,451	36,521	13.2%	263,369	42,812	16.3%
Fayette	132,289	122,463	9,826	7.4%	128,152	22,683	17.7%
Forest	7,351	4,753	2,598	35.3%	3,228	467	14.5%
Franklin	153,751	142,843	10,908	7.1%	151,453	15,640	10.3%
Fulton	14,506	13,980	526	3.6%	14,419	1,650	11.4%
Greene	37,144	34,983	2,161	5.8%	33,617	4,778	14.2%
Huntingdon	45,421	41,637	3,784	8.3%	40,003	5,335	13.3%
Indiana	85,755	81,170	4,585	5.3%	79,739	13,430	16.8%
Jefferson	44,084	43,169	915	2.1%	43,223	6,011	13.9%
Juniata	24,562	23,744	818	3.3%	24,267	2,876	11.9%
Lackawanna	211,454	193,707	17,747	8.4%	203,446	30,748	15.1%
Lancaster	538,347	476,443	61,904	11.5%	525,854	52,452	10.0%
Lawrence	87,382	81,402	5,980	6.8%	85,189	12,017	14.1%
Lebanon	138,674	120,787	17,887	12.9%	135,004	14,073	10.4%
Lehigh	362,613	284,590	78,023	21.5%	353,125	44,179	12.5%
Luzerne	317,884	281,858	36,026	11.3%	306,067	45,514	14.9%
Lycoming	114,859	105,534	9,325	8.1%	108,645	15,403	14.2%

County	Total Population for Racial Statistics	White	Non-White (1)	Percentage Non-White	Total Population for Poverty Statistics	Population Below Poverty (2)	Percentage Below Poverty
McKean	41,806	39,500	2,306	5.5%	38,615	6,480	16.8%
Mercer	112,630	102,752	9,878	8.8%	105,169	14,935	14.2%
Mifflin	46,362	44,917	1,445	3.1%	45,514	6,574	14.4%
Monroe	167,586	128,602	38,984	23.3%	165,208	19,004	11.5%
Montgomery	821,301	652,245	169,056	20.6%	799,934	49,866	6.2%
Montour	18,294	16,911	1,383	7.6%	17,605	1,957	11.1%
Northampton	301,778	259,902	41,876	13.9%	290,309	26,465	9.1%
Northumberland	92,325	87,514	4,811	5.2%	88,097	12,283	13.9%
Perry	45,924	44,567	1,357	3.0%	45,301	3,848	8.5%
Philadelphia	1,575,522	648,890	926,632	58.8%	1,532,157	380,873	24.9%
Pike	55,498	49,429	6,069	10.9%	54,995	5,476	10.0%
Potter	16,937	16,480	457	2.7%	16,686	2,392	14.3%
Schuylkill	143,555	134,386	9,169	6.4%	136,204	17,294	12.7%
Snyder	40,466	39,044	1,422	3.5%	38,139	4,046	10.6%
Somerset	74,949	71,364	3,585	4.8%	69,779	8,681	12.4%
Sullivan	6,177	5,809	368	6.0%	5,983	801	13.4%
Susquehanna	41,340	40,307	1,033	2.5%	40,870	5,012	12.3%
Tioga	41,226	40,026	1,200	2.9%	40,546	5,773	14.2%
Union	45,114	39,188	5,926	13.1%	35,945	4,059	11.3%
Venango	52,376	50,691	1,685	3.2%	51,214	7,088	13.8%
Warren	40,035	39,110	925	2.3%	39,154	4,975	12.7%
Washington	207,547	194,228	13,319	6.4%	202,499	18,777	9.3%
Wayne	51,536	48,418	3,118	6.1%	47,807	5,552	11.6%
Westmoreland	354,751	336,272	18,479	5.2%	347,644	34,762	10.0%
Wyoming	27,588	26,827	761	2.8%	26,810	2,805	10.5%
York	444,014	394,242	49,772	11.2%	434,564	43,381	10.0%
Pennsylvania (3)	12,791,181	10,341,442	2,449,739	19.2%	12,380,149	1,578,949	12.8%

Exhibit 44 – Minority and Low-Income Characteristics in Pennsylvania Counties

Notes:

- (1) *Non-White includes Black (Black or African American alone, not Hispanic or Latino); Asian (Asian alone, not Hispanic or Latino); Other (American Indian and Alaska Native alone, not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino; Some other race alone, not Hispanic or Latino; Two or more races, not Hispanic or Latino); Hispanic (Hispanic or Latino; persons of Hispanic origin may be of any race). From U.S. Department of Commerce, Bureau of the Census, American Community Survey 2014-2018 Estimates.*
- (2) *Percent of individuals with incomes below the U.S. Census Bureau's established income thresholds for poverty levels. From U.S. Department of Commerce, Bureau of the Census, American Community Survey 2014-2018 Estimates.*
- (3) *Pennsylvania portion only. Portions of New York and New Jersey will be included as warranted by study area definition.*

Source: U.S. Census Bureau ACS 5-Year Estimates (2014-2018)

Metropolitan/Regional Planning Organization	Total Population for Racial Statistics	White	Non-White (1)	Percentage Non-White	Total Population for Poverty Statistics	Population Below Poverty	Percentage Below Poverty (2)
Adams County Transportation Planning Organization	102,023	94,449	7,574	7.4%	97,867	8,597	8.8%
Blair County Planning Commission	123,842	118,279	5,563	4.5%	120,881	17,645	14.6%
Cambria County MPO	134,550	125,997	8,553	6.4%	127,569	19,582	15.4%
Centre County MPO	161,443	141,282	20,161	12.5%	143,192	26,301	18.4%
Delaware Valley Regional Planning Commission (3)	4,103,876	2,685,004	1,418,872	34.6%	3,997,219	556,847	13.9%
Erie MPO	275,972	239,451	36,521	13.2%	263,369	42,812	16.3%
Franklin County MPO	153,751	142,843	10,908	7.1%	151,453	15,640	10.3%
Harrisburg Area Transportation Study	567,872	457,905	109,967	19.4%	548,969	55,333	10.1%
Lackawanna-Luzerne Transportation Study	529,338	475,565	53,773	10.2%	509,513	76,262	15.0%
Lancaster County Transportation Coordinating Committee	538,347	476,443	61,904	11.5%	525,854	52,452	10.0%
Lebanon County MPO	138,674	120,787	17,887	12.9%	135,004	14,073	10.4%
Lehigh Valley Transportation Study	664,391	544,492	119,899	18.0%	643,434	70,644	11.0%
North Central PA Regional Planning & Development Commission	218,337	209,857	8,480	3.9%	207,673	29,562	14.2%
Northeastern Pennsylvania Planning Alliance MPO	430,570	373,906	56,664	13.2%	419,214	49,635	11.8%
Northern Tier Regional Planning & Development Commission	177,635	172,387	5,248	3.0%	174,627	21,648	12.4%
Northwest PA Regional Planning & Development Commission	224,753	214,389	10,364	4.6%	213,530	30,200	14.1%
Reading Area Transportation Study	416,642	344,336	72,306	17.4%	403,561	51,733	12.8%
Shenango Valley Area Transportation Study	112,630	102,752	9,878	8.8%	105,169	14,935	14.2%
Southern Alleghenies Planning & Development Commission	183,487	174,420	9,067	4.9%	172,232	21,782	12.6%
Southwestern Pennsylvania Commission	2,550,222	2,226,953	323,269	12.7%	2,480,589	291,844	11.8%
Susquehanna Economic Development Association COG	372,417	351,751	20,666	5.5%	348,214	47,086	13.5%
Williamsport Area Transportation Study	114,859	105,534	9,325	8.1%	108,645	15,403	14.2%
York Area MPO	444,014	394,242	49,772	11.2%	434,564	43,381	10.0%
Pennsylvania (3)	12,791,181	10,341,442	2,449,739	19.2%	12,380,149	1,578,949	12.8%

Exhibit 45 – Minority and Low-Income Characteristics in Pennsylvania’s MPOs and RPOs

Notes:

(1) *Non-White includes Black (Black or African American alone, not Hispanic or Latino); Asian (Asian alone, not Hispanic or Latino); Other (American Indian and Alaska Native alone, not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone, not Hispanic or Latino); Some other race alone, not Hispanic or Latino; Two or more races, not Hispanic or Latino); Hispanic (Hispanic or Latino; persons of Hispanic origin may be of any race). From U.S. Department of Commerce, Bureau of the Census, American Community Survey 2014-2018 Estimates.*

- (2) *Percent of individuals with incomes below the U.S. Census Bureau's established income thresholds for poverty levels. From U.S. Department of Commerce, Bureau of the Census, American Community Survey 2014-2018 Estimates.*
- (3) *Pennsylvania portion only. Portions of New York and New Jersey will be included as warranted by study area definition.*

Source: U.S. Census Bureau ACS 5-Year Estimates (2014-2018)

Based on the U.S. Census Bureau ACS 5-Year Estimates (2014-2018), the minority rate (percent non-white) in Pennsylvania is 19.2 percent. As shown on **Exhibit 44**, the minority rates in Pennsylvania counties vary between 2.0 percent in Elk County and 58.8 percent in Philadelphia County. As shown on **Exhibit 45**, the minority rates in regional MPO areas vary between 3.0 percent in Northern Tier Regional Planning and Development Commission and 34.6 percent in Delaware Valley Regional Planning Commission.

Given the variation in low-income and minority population characteristics in Pennsylvania's cities, suburbs, and rural areas, selecting a statistical reference area to identify the block groups that may have meaningfully higher low-income and minority populations is problematic. In Pennsylvania, OEJ, EJAB, and the MPOs/RPOs use a variety of thresholds to identify protected populations. Both OEJ and EJAB identify low-income and minority populations using ACS data at the Census tract level where the percent in poverty is greater than or equal to 20 percent and non-white population is greater than or equal to 30 percent (see **Exhibit 46**). PennDOT guidance does not recommend the use of thresholds to identify protected populations but suggests using Census data and/or the EPA's on-line EJSCREEN tool (<http://www.epa.gov/ejscreen>) as a starting point, supplemented by coordination with knowledgeable parties, and field observations.

As a result of these considerations, the following demographic data will be collected:

Latest Available U.S. Census Bureau ACS Data. The block groups in the study area with a poverty rate greater than or equal to 20 percent and non-white population greater than or equal to 30 percent will be identified. To obtain a more granular level and ensure that pockets of low-income and minority populations are not missed in the Census block group data, a dot map showing minorities and those in poverty (1 dot = 100 people) will be overlaid on the study area map. **Exhibit 47** illustrates an example of where pockets of minorities and those living in poverty extend beyond the low-income and minority block groups.

EJSCREEN. The most up-to-date EJSCREEN data will be used to graphically display the concentrations of minority and low-income populations as defined by EPA (populations with household income less than or equal to twice the Federal poverty level). This data (see **Exhibit 48** and **Exhibit 49**) will be analyzed in relation to the U.S. Census Bureau ACS data collected to assist in the identification of minority and low-income populations.

Travel Demand Data. A select link analysis of tolling locations will identify the origins and destinations of existing drivers using the proposed toll route (currently traveling free of charge). The low-income and minority block groups identified above will be overlaid on the

traffic analysis zones in the TDM, and the percentage of drivers traveling to or from low-income and minority areas will be identified for the existing condition and future “without toll” and “with toll” scenarios. Analysis of the relative changes in these scenarios will provide an indication of the extent to which low-income and minority populations are avoiding the toll.

In addition to the population information derived from the ACS and EJSCREEN data used to identify low-income and minority populations in the study areas, information from the Census Transportation Planning Products (CTPP) will be used to understand the commuter patterns of low-income and minority residents in the study areas. The CTPP provides special tabulations based on the ACS that are useful for transportation planning, including commuter flow data at varying geographic scales by mode of commute, minority status, and household income.

A qualitative assessment of the effects of tolling on small businesses located in environmental justice areas and the taxi/for-hire-vehicles industry (where drivers may include low-income and minority populations) will be performed based on knowledge of the area, coordination with knowledgeable parties, and the targeted outreach performed for this PEL Study and each tolling project.

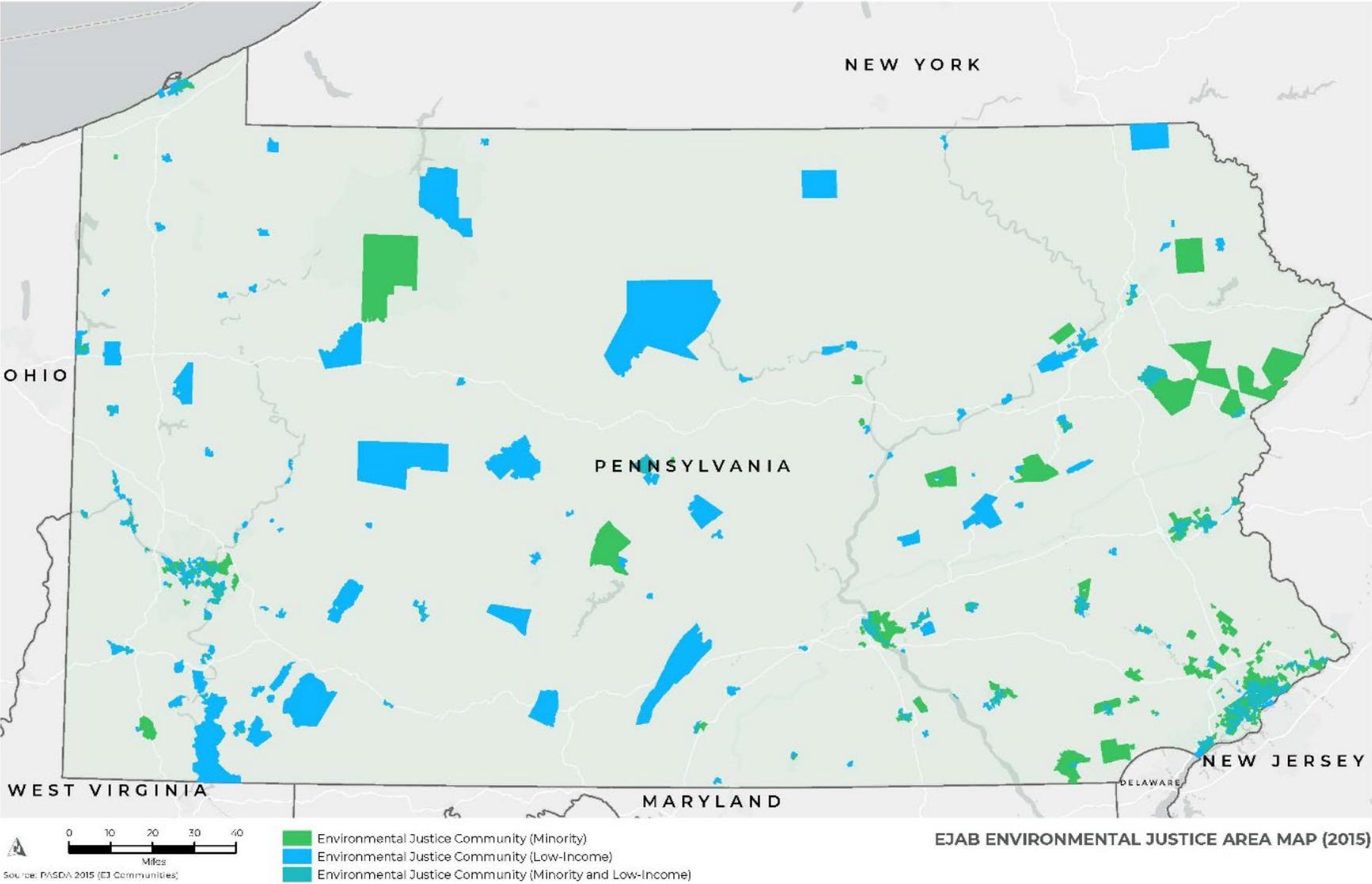
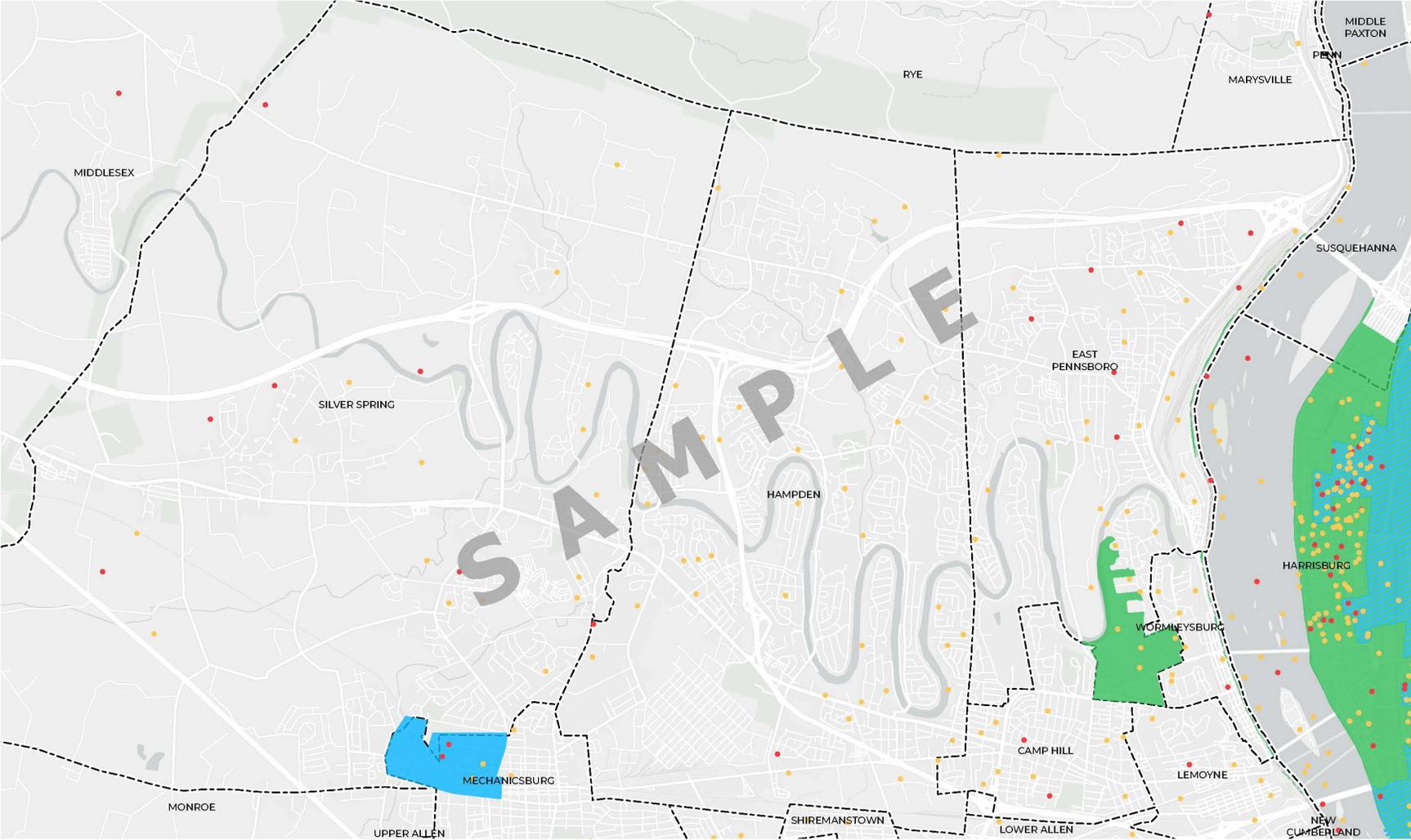


Exhibit 46 – EJAB Environmental Justice Area Map (2015)



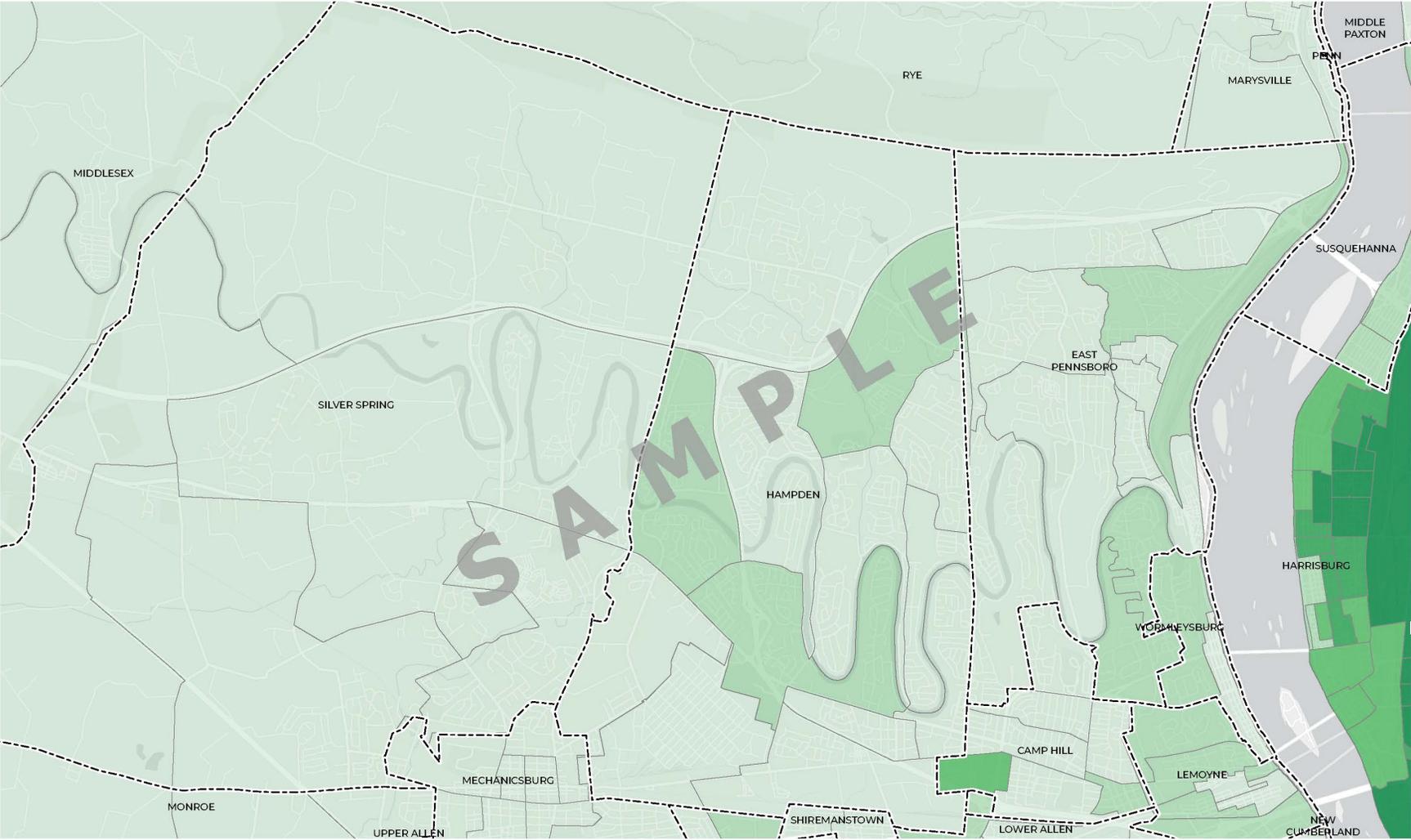
0 1 Miles

Sources: Census ACS 2018

- Minority Population (1 Dot = 100)
- Low Income >= 20% of Population
- Minorities >= 30% of Population
- Low Income Population (1 Dot = 100)
- Minorities >= 30% of Pop. and Low Income >= 20% of Pop.

CONCENTRATIONS OF ENVIRONMENTAL JUSTICE POPULATIONS (2015)

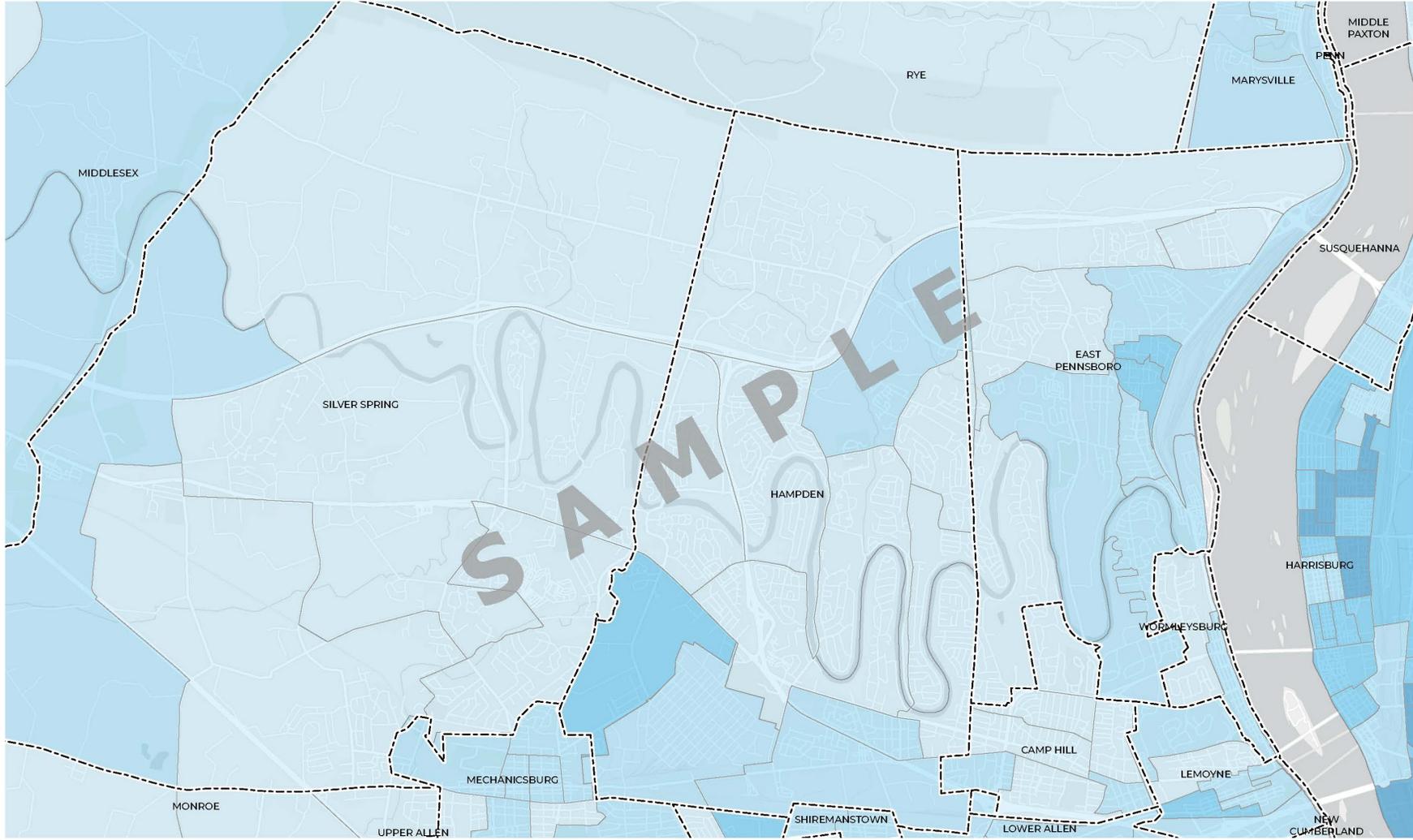
Exhibit 47 – Concentration of Low-Income and Minority Populations (2015)



CONCENTRATIONS OF ENVIRONMENTAL JUSTICE POPULATIONS - MINORITY (2013-17)

Source: USEPA EJScreen (2019) using US Census 2013-17 ACS Block Group Data

Exhibit 48 – Concentration of Minority Populations



Note: Low Income defined as less than 2 times Poverty Level as defined by US Census

CONCENTRATIONS OF ENVIRONMENTAL JUSTICE POPULATIONS - LOW INCOME (2013-17)

Source: USEPA EJScreen (2019) using US Census 2013-17 ACS Block Group Data

Exhibit 49 – Concentration of Low-Income Populations

COORDINATION WITH KNOWLEDGEABLE PARTIES

Once demographic data has been analyzed, coordination with knowledgeable parties will be conducted to further identify low-income and minority populations in the study area, including any geographically dispersed migrant workers, homeless populations, and Native Americans. Each PennDOT District has an Environmental Justice Coordinator who is an available resource for environmental justice issues. Coordination with the Environmental Justice Coordinator and other knowledgeable parties will be performed to assist in the identification of low-income and minority populations and further supplement available demographic characteristics and field observations in understanding the characteristics of potential low-income and minority populations. These knowledgeable parties may provide additional understanding or contextual information that may be especially important in characterizing low-income and minority populations. Knowledgeable parties will be asked whether access to soup kitchens, food banks, houses of worship, advocacy groups, and other organizations that cater to minority and low-income populations (e.g., YMCA/YWCA, Big Brothers and Sisters) would be affected by implementation of the toll. Knowledgeable parties include:

- PennDOT District Environmental Justice Coordinators
- Local MPO/RPO representatives
- County planning agencies
- Local governments
- School district administrators
- Chambers of Commerce or other local business or industry associations
- Labor unions
- Pennsylvania Department of Education's Free and Reduced-Price Lunch Program and other secondary indicators of low-income populations
- Equity in Transportation Working Group members, which include civic groups and non-governmental organizations

The outreach to knowledgeable parties will seek to identify prominent church and religious leaders, additional civic/advocacy groups, and medical and health care institutions that may provide community-based points of contacts.

FIELD OBSERVATIONS

Field reviews consisting of windshield surveys (drive-through) will be performed along traffic diversion routes that have the potential for adverse impacts. Depending on the diversion routes, this effort may also be accomplished or supplemented using Google Earth. The intent of the field observations is to identify potential indicators of low-income and minority populations to supplement the available demographic characteristics in understanding the affected community. These potential indicators could include:

- Grocery stores specializing in ethnic cuisine and associated provisions
- Retail stores specializing in ethnic goods and services
- Places of worship serving ethnic groups or providing minority language services
- Identifiable public and elderly housing facilities
- Local government agencies serving special minority or low-income needs

- Local non-governmental minority or low-income advocacy organizations
- Use of non-English languages on local signs and advertising
- Local newspapers or newsletters or radio stations

Identifying and understanding the presence and importance of these indicators will provide context to the demographic data previously collected and lead to better understanding of potential effects on low-income and minority populations.

SOLICIT INPUT FROM LOW-INCOME AND MINORITY POPULATIONS

For each project, a public and agency coordination plan will be developed in consultation with the PennDOT District Community Relations Coordinator, PennDOT Central Office, and FHWA. The coordination plan will conform to the PennDOT Public Involvement Handbook and will include outreach measures targeted to low-income and minority populations. The project-specific plan will build on the outreach methods identified for this PEL Study (**Appendix C**) and will be tailored to project-specific conditions. In addition to traditional NEPA outreach measures, the project team may include activities in the outreach plan including, but not limited to, the following:

- Small, informal meetings in a setting that is more comfortable to a non-technical audience, with varied meeting dates and times (e.g., weekends, evenings vs. mid-day) to improve participation by those with non-traditional work schedules
- Project team participation in neighborhood events such as festivals
- Appointment of an environmental justice liaison to facilitate communication and understanding of the needs of the low-income and minority populations
- Solicitation of the support of community leaders, block captains, Chambers of Commerce, and other business groups to aid in outreach plans and execution
- Focus groups to assess the impact of tolls on low-income and minority populations
- Design and execution of surveys to assess travel behavior, including personal auto, car/vanpool, transit, and non-motorized trips (pedestrians and bicycles)
- Information sheets and inquiries in the predominate language of the community

The outreach measures adopted in the plan will depend on the size and proximity of low-income and minority populations to traffic diversion routes and the advice of community leaders to ensure use of the best techniques for outreach.

EVALUATE ADVERSE AND BENEFICIAL EFFECTS

Adverse effects are defined by FHWA and USDOT as “the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to bodily impairment, infirmity, illness, or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a

given community or from the broader community; and, the denial of, reduction in, or significant delay in the receipt of benefits of FHWA/DOT programs, policies, or activities.”⁷²

The individual project and its potential effects will be clearly articulated and evaluated in consultation with study area low-income and minority populations. Project effects will be related primarily to changes in mobility patterns and accessibility to jobs, schools, religious institutions, social visits, shopping, recreation, healthcare, and other services due to the socioeconomic impacts of implementing a toll. Adverse and beneficial effects on low-income and minority populations within the project study area will be identified in the NEPA analyses prepared for individual projects. The EJ analysis will analyze those impacts to determine whether they disproportionately impact low-income and minority populations. A brief summary of the methodologies for assessing the primary effects of bridge tolls—traffic diversion, mode diversion, and socioeconomic effects—are described below.

TRAFFIC DIVERSION ANALYSIS

The methodology proposed for the traffic diversion analysis for each specific project will be completed using traffic modeling software and refined using traffic analysis techniques as described below.

Traffic diversion consists of vehicles changing their routes to avoid paying the bridge toll. Traffic diversion routes will be identified using the appropriate TDM, which will reflect INRIX data, StreetLight data, toll, and No Action projections for an opening, intermediate, and horizon analysis year. Potential diversion routes will be identified by comparing model results for “without toll” and “with toll” scenarios coupled with knowledge and field investigation of the area roadways. The model will take into account the length of the diversion route compared to the length of the tolled road, as well as the price of the toll, travel time, and other pertinent factors that would influence a motorist’s decision to divert or not to divert.

Routes to be analyzed will include those where a minimum of 100 vehicles a day would be added to the roadway. If the diversion route roadway is not limited access and has a minimum of 100 added vehicles per day, then a minimum threshold volume increase of 10 percent or addition of 500 vehicles to the daily traffic volume will be used to determine if it will be analyzed further. The routes that meet these thresholds will be analyzed under three categories—operations, crash, and roadway conditions—to identify potential adverse impacts. The methodology and characterization of impacts for the operations, crash, and roadway analyses will follow PennDOT guidelines and standards in published manuals.

For the operations evaluation, capacity analysis will be conducted to determine level of service along segments and at critical intersections along the diversion routes. The capacity analyses will be conducted for the following three conditions:

- Existing conditions
- Future conditions without toll (i.e., No-Build conditions)
- Future conditions with toll (i.e., Build conditions)

⁷² USDOT Order 5610.2(a).

Level of service (LOS) is one metric that gauges how well a roadway segment or intersection operates. In general, LOS D is considered acceptable in urban areas, whereas LOS C is considered acceptable in rural areas. However, interpretation of the LOS metrics must take into account the operational needs based on the local context of the project. LOS will be used as a starting point in determining the effect of implementing tolls on the diversion routes. If LOS drops to an unacceptable level (based on the urban/rural rule of thumb combined with consideration of local context) under the Build conditions (implementation of a toll) compared to No-Build conditions, the route will be evaluated further to identify the specific effects. Where there are adverse effects, mitigation would be considered. Capacity-adding improvements will most likely not be considered, since adding capacity may encourage additional traffic diversion. Operational improvements such as signal timing changes, phasing changes, and lengthening of turn lanes are some of the potential operational improvements that could be considered.

For the crash evaluation, crash history will be reviewed along the diversion route roadway segments and an HSM analysis will be conducted, along with evaluation of the HSM Screening Tool available for intersections and segments. These tools will provide existing, observed, and predicted crashes for the diversion routes examined. Although there is no identified quantitative threshold that would trigger further evaluation, factors such as fatalities, serious injuries, clusters of crashes, and cost/benefit analysis of proposed mitigation strategies will be considered to determine which routes should undergo more detailed evaluation. This evaluation will be used to determine the extent to which the additional traffic resulting from diversion would worsen the crash rate or exacerbate an existing safety issue. These factors will be evaluated on a case-by-case basis to determine whether safety improvements are warranted along the diversion routes. The individual PennDOT District Traffic Engineer will be consulted on the analysis approach and results and the recommendations of the analysis.

For the roadway evaluation, pavement and roadway conditions, potential congestion or queuing problems, and potential for increasing conflicts resulting in safety issues will be evaluated to determine if the additional traffic resulting from diversion warrants potential improvements. This assessment will provide context to both the capacity analysis and the crash history evaluation.

For each diversion route analyzed, research will be done to determine if there are planned projects for the diversion routes. PennDOT's Engineering and Construction Management System website, the STIP, the PennDOT Twelve Year Program, and MPO/RPO LRTPs will be reviewed to identify any improvements along the diversion routes that could potentially impact the diversion analysis. These planned projects would be included in the traffic model used in assessing the diversion routes.

To evaluate mitigation options for impacts along diversion routes, the following could be considered and analyzed:

- Depending on the effects identified, traffic flow and safety improvements will be considered. Increasing capacity along the entire route will not be considered in order to not encourage traffic diversions and associated impacts. An example of an improvement to consider might be the addition of a left-turn lane at a traffic signal along a diversion

route, where the increase in traffic due to diversion is anticipated to result in increased left turns and cause long backups at that traffic signal.

- Where improvements are considered necessary along a diversion route, the effects of these improvements on the environment will be assessed, which will include:
 - Right-of-way acquisition
 - Residential or business displacements
 - Access issues (including bicycle and pedestrian)
 - Historic properties affected
 - Archaeology
 - Noise and vibration (would only apply if a Type I improvement)
 - Air quality
 - Natural resources impacts (wetlands, streams, floodplains, threatened and endangered species)
 - Park or other recreational resource impacts
 - Hazardous waste effects

MODE DIVERSION/PUBLIC TRANSPORTATION ANALYSIS

Transit options in the study area will be mapped and described, and TDM results will be used to estimate potential effects on transit ridership due to the implementation of a toll. Transit services that operate at or near capacity during peak periods will be selected for analysis, and an estimate of the additional passenger demand under Build conditions will be provided. The frequency and convenience of transit services in existing and No-Build conditions will be summarized and the accessibility and availability of transit options in low-income and minority areas will be characterized. There are no established standards for acceptable travel time or trip reliability for modal alternatives. As a result, relative comparisons will be discussed to indicate the differences between the “with toll” and “without toll” analyses. The likelihood that the toll cost would increase the cost of public transportation will be assessed.

SOCIAL AND ECONOMIC IMPACTS ON LOW-INCOME AND MINORITY POPULATIONS

The socioeconomic impact analysis prepared for the NEPA documentation will assess the project’s effects on community cohesion, neighborhood character, and businesses and industries that may be affected by diversion caused by the toll. Specifically, the effect on commercial traffic and businesses that may experience higher truck delivery costs, and the taxi/for-hire-vehicle industry will be qualitatively assessed. The extent to which low-income and minority populations will be adversely affected will be described. Unavoidable tolls may impose a more substantial financial burden on low-income households than on higher income households. Low-income households unwilling or unable to pay the tolls on a regular basis may incur trip delays and travel time and travel distance penalties substantially higher than higher income households. Change in disposable income will be assessed by estimating tolls for commuter trips and be presented as a percentage of household income for low-, medium- and high-income households.

The analysis will also describe the benefits to regional economic conditions resulting from investment of the toll revenue in transportation infrastructure. The extent to which travel time

savings offset the higher cost of travel will be characterized where the alternative funding option provides a more reliable travel time option for those willing to pay a toll.

IDENTIFY DISPROPORTIONATE EFFECTS

As defined by FHWA and USDOT, “disproportionately high and adverse” refers to an effect that (1) is predominately borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population. The FHWA Environmental Reference Guide states that: “disproportionately high and adverse effects” may only impact a few people, and practitioners should collect as much information as necessary from relevant sources, including input from the community, to make informed decisions.

Disproportionate impacts will be evaluated using qualitative and quantitative measures that provide meaningful comparison between low-income and minority populations and the general population. Comparisons with and without the program on both the low-income and minority population and the general population will be provided. Specifically:

- The travel demand modeling results will be used to estimate the number of trips affected by the toll that start or end trips in environmental justice areas. The percentage of total bridge trips from environmental justice areas will be provided.
- The results of the Traffic Diversion Analysis (discussed above) will be graphically depicted by mapping the intersections and roadways with adverse impacts in relation to the environmental justice areas to determine whether disproportionate impacts would occur.
- The regional vehicle-hours traveled and vehicle-miles traveled data from the TDM will be presented to understand whether overall benefits or impacts are expected to result from the project. Locally the effects on travel time due to traffic diversions will be estimated based on engineering judgement and the results of the Traffic Diversion Analysis.
- The availability, capacity, and travel reliability of the public transportation options in the environmental justice areas will be qualitatively evaluated and described.
- Mobility and accessibility effects of the toll will be qualitatively characterized as either adverse or beneficial by considering a variety of factors, including the availability of acceptable travel options, existing and No Build capacity of the transportation system, and the availability and efficiency of public transportation.
- The cost of the toll will be presented as a percent of household income for those at the poverty level versus medium- and high-income levels. The potential for the toll to result in increased costs for goods and services will be considered.
- The burden that the billing and electronic toll collection would represent for a low-income individual or family will be described.
- Comments received from targeted outreach to low-income and minority populations will be addressed in the analysis.
- For any congestion pricing proposal, transit desert zones—defined as a location that is more than 0.5 mile from a rail or subway station and 0.25 mile from a bus stop—will be

identified within city limits. An estimate of the low-income and minority populations that live in transit deserts will be provided based on the CTPP data.

IDENTIFY MEASURES TO AVOID, MINIMIZE OR MITIGATE DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS

If disproportionately high and adverse effects on low-income and minority populations are identified, PennDOT will work with those populations to promote active engagement in the development of practical measures that avoid, minimize, or mitigate the impacts. Measures that could be evaluated are discussed in Chapter 8 Mitigation Strategies and will also include those suggested by community leaders and the public through the course of public outreach.

RE-EVALUATE DISPROPORTIONATELY HIGH AND ADVERSE EFFECTS AND DOCUMENT DECISION

Disproportionately high and adverse impacts will be re-evaluated, with reasonable mitigation measures incorporated into the project using the methods described previously. Comparisons between impacts on low-income and minority populations versus the general population with and without the project will be provided.

Adverse effects and offsetting benefits will be comprehensively summarized to facilitate effective decision-making. Adverse effects on low-income and minority populations could include consideration of:

- Disruption of community cohesion/neighborhood character
- Adverse employment effects
- Displacements/decline in tax base or property values
- Increased traffic, community and other environmental impacts
- Impacts on businesses and industries
- Access to public transportation facilities
- Parking shortfalls at rail/transit stations
- Pedestrian/non-motorized potential conflicts on identified diversion routes
- Overcrowding on or increased cost of public transportation
- Increased costs of goods and services

Offsetting benefits to low-income and minority populations due to investment in transportation infrastructure could include consideration of:

- Improved safety outcomes
- Improved reliability of transportation routes
- Improved access to emergency services
- Improved access to transit
- Reduced congestion and travel times

Not implementing the toll project will also be evaluated (because the No Action alternative is required to be evaluated during NEPA). It should be noted that not building certain projects could also impact low-income or minority populations if the transportation problem to be solved continues.

After mitigation and benefits are considered, if the impacts on low-income and minority populations are no longer disproportionately high and adverse, the evaluation is complete. If disproportionately high and adverse effects remain, FHWA will determine if (1) a substantial need for the project exists, based on the overall public interest; and (2) alternatives that would have less adverse effects on protected populations have either (a) adverse social, economic, environmental, or human health impacts that are more severe; or (b) would involve increased costs of an extraordinary magnitude, in accordance with FHWA Order 6650.23.

8 Potential Tolling Mitigation Strategies

8.1 Mitigation Strategies

If the environmental review of a tolling project indicates the potential for adverse impacts, measures to mitigate those impacts will be evaluated. Successful mitigation strategies are those that:

- Avoid, minimize, or remedy the adverse effect and do not create other adverse effects that are more severe;
- Are feasible in terms of implementation and operation; and
- Are cost-effective and maintain the financial viability of the project.

Mitigation should be commensurate with the severity of the effect and should be a reasonable expenditure of public funds. Some of the measures that may be evaluated in the event that adverse impacts are expected to result from project implementation are presented below. While these potential impacts could apply to bridge tolling and congestion pricing, they would not typically apply to managed lanes, which give users the choice between a tolled lane and a GP lane.

8.1.1 Diversion Route Strategies

If adverse traffic impacts are expected to occur along a diversion route, the following options may be evaluated as mitigation strategies depending on the nature of the impacts:

1. Modify Intersection Flow:
 - Add turn lanes
 - Adjust signal timing
 - Improve pedestrian access
2. Safety improvement projects
3. Make the diversion route less convenient:
 - Implement traffic-calming methods
4. Make the tolled facility more convenient:
 - Reduce traffic on the facility due to drivers switching to transit
5. Provide alternative methods of travel across the bridge:
 - Provide low-cost transit options
 - Provide parking/facilities for carpooling

The effectiveness of these options is highly dependent on the location of the facility, surrounding areas, user types, and the potential impacts to users.

8.1.2 Strategies to Mitigate Financial Impact to Low-Income Populations

Tolls may represent a financial burden on low-income individuals who need to use a tolled facility frequently. Mitigation strategies should be considered where disproportionately high and adverse effects are identified. Tolls present a greater burden on low-income households because they represent a larger percentage of total income compared to middle- and high-income households. Additionally, low-income households are less likely to have a credit card or bank account to fund a tolling account, or front the funding to sign-up and maintain a minimum balance on their E-ZPass account.

CURRENT TOLL PAYMENT METHODS IN PENNSYLVANIA

To develop potential mitigation strategies, it is necessary to first understand the current toll payment methods and policies in Pennsylvania. With AET or open road tolling, an overhead gantry with cameras and detectors is used to allow high-speed toll collection. This detection/camera system registers E-ZPass toll tags or capture images of license plates when an E-ZPass tag is not detected. If the vehicle is not registered to an E-ZPass account or a transponder is not detected, the owner of the vehicle is mailed a bill as a “Toll-by-Plate” transaction.

E-ZPass Accounts and Policies

E-ZPass is an electronic toll collection system used on many toll facilities in the midwest and eastern United States. Drivers typically sign up for an account with their local toll road operator or Department of Transportation and attach a transponder to their windshield. As the vehicle travels through a tolling point, the system identifies the vehicle through the E-ZPass transponder and posts the toll to the user’s account. The PTC operates the E-ZPass system in Pennsylvania and has a customer service center that manages accounts, issues tags, and provides customer service.

An E-ZPass account is operationally the easiest way to pay tolls. Using an E-Zpass account also costs less than a Toll-by-Plate bill, which requires additional administrative work and therefore includes a surcharge. To open an E-ZPass account online, a driver’s license, license plate number, credit card (or other electronic payment), address, and email address are required. An account requires a pre-paid toll deposit from which tolls are withdrawn as transactions are incurred by the user.

Automatic Replenishment: an account that has a credit card, debit card, or bank account linked for automatic withdrawals as the pre-paid account balance is drawn down.

- Account Opening: \$38 for each transponder
 - \$3 non-refundable annual service fee for each transponder
 - \$35 pre-paid toll deposit for each transponder
- Pre-paid toll balance requirement: \$10 and \$45
 - When the pre-paid balance reaches \$10 or less, an automatic payment of \$35 will be deducted from the payment method.
 - The amount will automatically adjust to match average monthly usage.
- Accounts can be managed or paid:

- Online with a credit card, debit card, or checking account
- In person at a customer service center using any payment method, including cash and check, to replenish their accounts
- By mail with a credit card, debit card, or check

Manual Replenishment: an account from which no automatic withdrawals are made to replenish the pre-paid toll balance, and a manual payment by cash, credit card, or check must be made by the customer. This is the type of account a low-income, unbanked, or under-banked customer is more likely to use for cash payments. An underbanked person is typically one who may have a bank account used primarily for alternative financial services such as short-term payday loans and check cashing services. Unbanked people are those who do not use banks or financial services at all.

- Account Opening: \$48 for each transponder
 - \$3 non-refundable service fee for each transponder
 - \$10 deposit for each transponder
 - \$35 pre-paid toll deposit for each transponder
- Pre-paid toll balance requirement: \$15 and \$50
 - When the pre-paid balance reaches \$15 or less per transponder, the E-ZPass terms and conditions require a user to make a manual payment of \$35.
- Accounts can be managed or paid:
 - Online with a credit card, debit card, or checking account
 - In person at a customer service center using any payment method, including cash and check, to replenish their accounts
 - By mail with a credit card, debit card, or check

Toll-by-Plate

Without an E-ZPass account, a toll is issued based on the vehicle's license plate (**Exhibit 50**). An image is captured and read, the license plate is used to obtain an address, and a bill is mailed to the registered owner. The bill must be paid within 20 days. The toll rate charged for Toll-by-Plate is higher than the E-ZPass rate due to the higher cost of mailing/emailing notices and processing image-based transactions associated with Toll-by-Plate.



Exhibit 50 – Toll-by-Plate

Toll-by-Plate transactions can be paid:

- Online with a credit card, debit card, or checking account
- In person at a customer service center using any payment method, including cash and check, to replenish their accounts
- By mail with a credit card, debit card, or check

Alternatively, a customer can sign up for a Toll-by-Plate account. This account type does not require an E-ZPass or pre-paid toll balance. Instead, the owner is automatically billed using the

payment method on file. The advantage with this type of account is that the user does not pay the full Toll-by-Plate surcharge (15 percent discount from the Toll-by-Plate rate). Because the user registers their address, the address does not need to be looked up, and mail does not need to be sent. This method still has a surcharge over E-ZPass, however.

FINANCIAL IMPACT MITIGATION OPTIONS

If adverse financial impacts are expected to occur to low-income populations, the following mitigation options could be evaluated along with others identified during specific projects:

1. Make E-ZPass transponders more accessible for low-income users
2. Support reduced costs and/or fees on E-ZPass and non-E-ZPass accounts for low-income users
3. Create a retail account replenishment program allowing cash-based customers easy access to account replenishments or payment of Toll-by-Plate transactions.
4. Provide outreach to educate the impacted population on toll payment methods and options to prevent violations.
5. Provide alternative methods of travel across the bridge to reduce the need to use the facility with their own vehicle and thus avoid the decision to divert entirely by adding:
 - Low-cost transit options
 - Parking/facilities for carpooling
6. Provide a toll rate adjustment for a specific disproportionately high and adversely impacted population.

8.2 Mitigation Evaluation

If it is determined that tolling results in adverse effects on communities along diversion routes, or that the toll itself adversely affects low-income or minority populations, mitigation to offset those effects should be considered. The approach to mitigating an adverse effect of tolling should be considered in the context of the specific project and the effectiveness of the mitigation measure in that specific context.

At the project level, if a disproportionately high and adverse effect on minority and/or low-income populations is identified, the potential mitigation strategies discussed above should be evaluated, along with others that may be developed as part of the project evaluation and public engagement. Each mitigation strategy should be analyzed for its ability to offset the negative effects on the impacted population(s).

The evaluation approaches presented in the following sections are guidelines that should be customized for each project being evaluated. Additional factors may be considered in addition to those presented.

8.2.1 Diversion Routes Impact Mitigation Evaluation

To evaluate the diversion mitigation options discussed above and their ability to address the community impacts, including but not limited to those on low-income and minority populations, the following factors should be considered:

- The degree to which the mitigation measure reduces or minimizes the impact;
- The feasibility for implementation; and
- The environmental effects of implementing the mitigation measure

A sample evaluation table is shown in **Exhibit 51**.

Potential Diversion Route Mitigation Evaluation				
Effect on EJ Population	Potential Mitigation Measure	Reduction, Minimization, or Remedy	Feasibility for Implementation	Environmental Effects
Effect description	Potential solution description	Description of how the solution would mitigate the effect – how and to what extent	Description of the feasibility of implementing from an operational standpoint	Description of the environmental effects associated with implementing the improvement – see list of environmental factors to consider identified above

Exhibit 51 – Potential Diversion Route Mitigation Evaluation

8.2.2 Financial Impact Mitigation Evaluation

To evaluate the financial impact mitigation options discussed above to address the impacts of financial burdens on low-income communities, the following factors should be considered:

- The degree to which the mitigation measure reduces or minimizes the impact;
- The feasibility of implementation; and
- The cost efficacy of the mitigation option.

A sample evaluation table is shown in **Exhibit 52**.

Potential Financial Impact Mitigation Evaluation				
Effect on EJ Population	Potential Mitigation Measure	Reduction, Minimization, or Remedy	Feasibility for Implementation	Cost Efficacy
Effect description	Potential solution description	Description of how the solution would mitigate the effect – how and to what extent	Description of the feasibility of implementing operationally, legally, and within existing systems	Evaluation of the cost to administer and operate the program, gross revenue reduction, and comparison to the benefits

Exhibit 52 – Potential Financial Impact Mitigation Evaluation

APPENDICES

Appendix A: Pennsylvania Funding Sources

Transportation Funding Sources

Transportation funding in Pennsylvania comes from both Federal and State sources and is raised through gas taxes, licenses and fees, sales and use taxes, lottery proceeds, PTC revenues, and general funds, bonds, and interest. This Appendix describes the various sources of funding for Pennsylvania's transportation infrastructure broken down between State funding sources and Federal funding sources as of FY 2018-19.

State Funding Sources

Total State-generated funding for PennDOT in FY 2018-19 was approximately \$7.6 billion and provided approximately 77 percent of PennDOT's overall funding.

STATE FUEL-BASED TAX REVENUE

Fuel-based taxes are the primary source of funding for Pennsylvania's transportation infrastructure, making up approximately 55 percent of all Pennsylvania transportation revenues raised at the State level. In FY 2018-19, approximately \$4.165 billion was raised through State gas taxes. The vast majority of this fuel tax revenue is allocated to the Motor License Fund (MLF) that is used primarily for highway- and bridge-related expenditures, including highway and bridge maintenance, improvement, and services.

Fuel taxes that fund transportation infrastructure in Pennsylvania include the:

- Oil Company Franchise Tax (OCFT),
- Motor Carriers Road Tax (MCRT)/International Fuel Tax Agreement (IFTA), and
- Alternative Fuels Tax (AFT).

OCFT

The OCFT is the largest fuel tax in Pennsylvania. It is imposed on all liquid fuels sold, including gasoline and diesel fuel, on a cents-per-gallon basis that is re-calculated annually as a function of average wholesale fuel prices. In 2020, the total OCFT was equivalent to 57.6 cents per gallon for gasoline and 74.1 cents per gallon for diesel fuel.⁷³ The tax is levied at the wholesale level on distributors of fuel and passed on to retailers and then to customers through higher prices.

MCRT/IFTA

Another fuel-based revenue source for Pennsylvania transportation projects is the MCRT/IFTA. The IFTA allows Pennsylvania to collect taxes at a rate equivalent to the OCFT on fuel consumed by large commercial vehicles driving on Pennsylvania roads. Pennsylvania is compensated through the IFTA for fuel purchased in other states but consumed in Pennsylvania, and Pennsylvania credits back the taxes for fuel purchased in-state but consumed outside of the Commonwealth.

⁷³ <https://www.revenue.pa.gov/GeneralTaxInformation/Tax%20Rates/Pages/MFT%20Rates.aspx>

AFT

The AFT is applied to the gasoline gallon equivalent of alternative fuels including natural gas, compressed natural gas, liquid propane gas, alcohols, hydrogen, electricity, and any other fuel not taxable as liquid fuels or fuels.

STATE LICENSES AND FEES

After gas taxes, the second largest State-level source of funding for Pennsylvania's transportation infrastructure is licenses and fees. License and fee revenue flows into funds that are directed to nearly all modes of transportation across the Commonwealth, including highway and bridge, public transportation, and multimodal expenditures. As of FY 2018-19, approximately \$1.73 billion in PennDOT revenue was raised in the form of license and fee revenue. Examples of license and fee revenue that are primarily devoted to highway and bridge expenditures include:

- Pennsylvania vehicle registrations and titling
- Reciprocal registrations of Interstate commercial vehicles
- Operator licenses
- Special hauling permits

Fees that fund public transportation in Pennsylvania include:

- \$1 fee on the sale of new tires
- \$2 per day fee on rental cars
- Three-percent tax on leases of motor vehicles
- Various other motor vehicle fees and vehicle code violation fines

Other State fees provide revenue to multimodal transportation investments, and a portion of Pennsylvania's fees on unconventional gas wells is allocated to PennDOT and provides revenue to rail freight projects.

STATE SALES AND USE TAXES

Pennsylvania's sales and use tax also represents a source of transportation funding in the Commonwealth. Pursuant to Act 44, 4.4 percent of Pennsylvania's sales and use tax revenue is designated to an account used to pay for mass-transit operating expenses, improvement, and administration and oversight. In FY 2018-19, the portion of Pennsylvania sales and use taxes that was allocated to PennDOT totaled approximately \$636 million.

PENNSYLVANIA TURNPIKE COMMISSION REVENUE

PennDOT also receives revenue from the PTC. Specifically, \$450 million is transferred from the PTC to PennDOT each year through FY 2021-22 and allocated to funds devoted to public transportation and multimodal transportation operations and infrastructure. This transfer is then reduced to \$50 million per year through 2057. The remaining \$400-million decrease is intended to be replaced by vehicle sales tax revenue transferred from the general fund.

STATE LOTTERY REVENUE

Revenues raised from the Pennsylvania Lottery also fund transportation in the Commonwealth. Lottery funds are dedicated to free and reduced-fare public transportation for Pennsylvanians 65 years and older. Within PennDOT, these lottery revenues are transferred to an account devoted

to public transportation uses. In FY 2018-19, revenues sourced from the Pennsylvania Lottery totaled approximately \$299 million.

STATE GENERAL FUNDS, BONDS, AND INTEREST

In addition to transportation funding sourced from designated taxes, fees, or other channels, some transportation revenue in Pennsylvania comes from Pennsylvania general funds, general fund bonds, interest, and bank financing. For example, Pennsylvania general funds are directed to PennDOT for capital debt and for services including voter registration. General fund bond revenues are raised for transit, aviation, and rail freight. Funding from the Pennsylvania Infrastructure Bank, which was initially capitalized in the 1990s and now makes loans for infrastructure improvements paid for by repayments of prior loans, also falls within this category of funding sources. In sum, approximately \$356 million in PennDOT revenue was sourced from general State funds, bonds, or interest in FY 2018-19.

Federal Funding Sources

Federal legislation determines the amount of Federal funding distributed to the states for transportation uses and designates how those funds are to be spent. Federal support for Pennsylvania's transportation infrastructure comes from the Federal HTF and Federal General Fund.

In FY 2018-19, total Federal support for PennDOT transportation spending amounted to approximately \$2.3 billion. It is estimated that approximately \$1.452 billion of PennDOT's Federal funding was sourced from gas taxes, \$252 million was sourced from Federal sales and use taxes, and \$584 million was funded through general fund allocations, bonds, or interest. The vast majority of this Federal funding is designated for highway use, while approximately 9 percent is designated for public transportation and 2 percent is designated for aviation.

FEDERAL GAS TAXES

The Federal HTF is financed primarily through consumer-paid gas taxes of 18.4 cents per gallon of gasoline and 24.4 cents per gallon of diesel fuel.⁷⁴ In FY 2019-20, these gas taxes generated approximately \$36.3 billion in revenue for the HTF, or approximately 84 percent of its total annual tax.⁷⁵ Remaining HTF revenue is raised from various sales and excise taxes on tractors and heavy trucks, as well as from a small amount of interest on HTF reserves.

The per-gallon fuel tax rates that fund the majority of Federal transportation funding were set in 1993 and have not increased since. These per-gallon taxes are not indexed to inflation, so the "purchasing power" of the 18.4- and 24.4-cent tax decreases each year. As the prices of everyday items increase in dollars over time, the amount of funding necessary to purchase construction materials and labor must also increase to buy the same product. Federal gas taxes, set in 1993, have not increased to keep pace with rising prices. For example, in 1993, it may have cost less than \$5 to buy a movie ticket, but today that same ticket costs more than \$9. As a result, the value of the fuel tax is half of what it originally was.

⁷⁴ State Transportation Commission 2021 12-Year Program, August 2020.

⁷⁵ Tax Policy Center, "What is the Highway Trust Fund, and how is it financed?"

<https://www.taxpolicycenter.org/briefing-book/what-highway-trust-fund-and-how-it-financed>

Appendix B: Pennsylvania Funding Accounts

PennDOT Revenue Funds

The majority of PennDOT revenue is assigned to specific funds, including the MLF, Public Transportation Trust Fund (PTTF), PTAF, MTF, Lottery Fund, and Federal funding from the Federal HTF.

- Motor License Fund (MLF):** The MLF is PennDOT's largest revenue fund, comprising approximately 52 percent of annual PennDOT revenue. Approximately 80 percent of MLF revenues are raised through liquid gas taxes, while the remainder of revenues are sourced primarily through motor vehicle licenses and fees. Revenues that flow through the MLF are restricted to highway and bridge maintenance, highway and bridge improvement, the Pennsylvania State Police, local roadway subsidies, and other primarily highway- and bridge-related uses.
- Public Transportation Trust Fund (PTTF):** The PTTF represents approximately 16 percent of annual PennDOT revenue. PTTF revenues are raised primarily through State sales and use taxes, payments from the PTC, motor vehicle fines, and transfers from the Lottery Fund and the Public Transportation Assistance Fund. Revenues that flow through the PTTF are used to pay for public transit operating expenses, capital improvements, and administration and oversight, as well as transit programs of statewide significance.
- Public Transportation Assistance Fund (PTAF):** The PTAF represents approximately 2 percent of annual PennDOT revenue and is funded primarily through a \$1 fee per motor vehicle tire sold, \$2-per-day rental car fee, and 3 percent tax on vehicle lease payments. Revenues that flow through the PTAF go to public transit capital expenditures, asset management projects, and operating expenses.
- Multimodal Transportation Fund (MTF):** The MTF represents approximately 2 percent of annual PennDOT revenue. MTF revenues are raised through transportation fees, liquid gas taxes, and revenues from the PTC. Revenues that flow through the MTF are dedicated to funding non-automobile modes of travel including aviation, rail freight, passenger rail, bicycle and pedestrian facilities, ports, multimodal administration and oversight, and other projects of statewide significance.
- Lottery Fund:** The Lottery Fund represents approximately 2 percent of annual PennDOT revenue and is funded through Pennsylvania Lottery proceeds. Its funds are dedicated to free or reduced-fare public transportation for Pennsylvanians age 65 and older.
- Federal Funding:** Funding from the Federal HTF represents approximately 23 percent of annual PennDOT revenue. Revenues in the Federal HTF are raised primarily through Federal gasoline, diesel, and kerosene taxes, as well as through Federal sale and use taxes on heavy vehicles and trailers, and an excise tax on tires for heavy vehicles. In recent decades, Congress has also supplemented these revenue sources with transfers from the U.S. Treasury general fund. Approximately 90 percent of the Federal funding

that PennDOT receives goes to highway and bridge projects, while the rest is allocated to public transportation, aviation, and other uses.

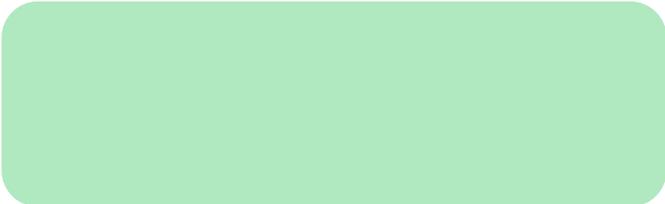
Remaining PennDOT revenue funds include monies from the Pennsylvania Infrastructure Bank, Unconventional Gas Well Fund, general funds, and general bonds.

Appendix C: Public and Stakeholder Engagement Plan



Communications Plan
PennDOT Transportation
Funding Study

V20210107



Executive Summary

The Pennsylvania Department of Transportation (PennDOT) is responsible for maintaining the highways and bridges that Pennsylvanians use for travel. It is a responsibility that is taken very seriously. It falls on PennDOT to ensure the public's drive is reliable and safe, no matter where they are going. That means maintaining, restoring and expanding nearly 40,000 miles of highway and roughly 25,000 bridges. And that means securing a future-focused source of transportation funding.

As Pennsylvania's mobility needs have grown, the amount of funding required to support our transportation networks has continued to increase. The annual gap in highway and bridge transportation funding is currently \$8.1 billion and is estimated to rise to \$12.6 billion over the next ten years. While PennDOT receives funds from various sources, 74% of the current funding comes from state and federal gas taxes. While this model worked well in the past, times are rapidly changing.

Cars and trucks today are more fuel-efficient than ever. Shifting world and workplace dynamics are changing how much people drive. These factors have led people to use less gas, which has led to a decrease in our transportation funding. With numerous roadways and bridges that are nearing the end of their useful life and the revenue drop from the gas tax, it is clear that we need to re-evaluate what transportation funding looks like in Pennsylvania. That's why we're looking for a new, future-focused solution to funding that will meet growing needs and best serve our communities and all Pennsylvanians for generations to come.

The goal of this document is to guide the PennDOT team in the implementation of a communications outreach plan to inform stakeholders on this important initiative. This document defines PennDOT's commitment to public and stakeholder involvement, which includes outreach to key decision-makers, regulatory agencies, diverse community groups and other interested audiences. Keeping these audiences informed and engaged throughout the development of this initiative is critical to making an informed decision on a plan for future transportation funding programs that will be implemented for long-term quality of life for our communities.

Program Overview

Building towards PennDOT's vision to provide "A better quality of life built on transportation excellence", the Commonwealth requires the financial means to maintain a state-of-good-repair of Pennsylvania's highways and bridges without diverting funds from modernization and operational improvements necessary to improve mobility. The unprecedented revenue shortfalls have created exceptional challenges to achieving this vision.

The goal and objectives of the [insert program name] are to:

Goal:

- Provide critical infrastructure investment now and for the future

Objectives:

- Identify and implement near-term funding solutions
- Identify and prepare for long-term funding solutions

Communications Team

The communications team is a subset of the PennDOT Alternative Transportation Funding Program Team comprised of staff from PennDOT and the consultant teams. The composition and organization our communications team is designed so that communications are implemented in line with PennDOT's brand, with the flexibility to manage and respond quickly and efficiently with accurate information based on program goals.

PennDOT	HDR	Gannett Fleming	WSP
Ken McClain	Michael Lewis	Keith Chase	Stephen Buckley
Brian Shunk	Andrew Cadmus		Matt Woodhouse
Robert Mulkerin	Diane Nulton		Darrel Cole
Alexis Campbell	Theresa McClure		Pamela Lebeaux
Larissa Newton	Pierce Sprague		
Erin Waters-Trasatt	Sarah Newcomb		
	Ruthie Tane		
	Drew Watts		
	Wendy Thompson		

Federal & State Agency Coordination

The Federal Highway Administration (FHWA), the Governor's Office, state elected officials, local officials and agencies will be key stakeholders for program development and execution.

PennDOT District Coordination

Coordination with PennDOT districts will be of key importance to the program to communicate program-wide benefits to constituents. PennDOT district representatives will often serve as the face of the program to the public.

- PennDOT district representatives will be provided with program history information to equip them with the information needed to answer questions about the decision-making process.
- PennDOT district representatives will be provided with up-to-date program messaging documents and schedules so they can remain updated on program progress and key talking points.
- PennDOT district representatives will work closely with the communications team to identify key influencers in their region to engage for program support and grassroots messaging efforts.
- PennDOT district representatives will provide media relations information to the communications team for their region.
- PennDOT district representatives will assist in determining any messaging updates or changes based on geographic area. This could include the delivery of program messaging or nuances in the content. Through these changes, the core program messaging will remain the same.

Public Involvement Goals and Objectives

The primary goal of this Communications Plan is to inform and educate stakeholders about the PennDOT Alternative Transportation Funding Program and engage them to obtain input to consider in the program decision making process. The team commits to:

- Facilitating an outcome-based process designed to keep the public and stakeholders informed throughout the decision-making process.
- Fostering open communication between a diverse mix of agencies, stakeholders and the project team to solicit and collect valuable feedback to guide the initiative.
- Using clear and concise messaging to communicate with the public and various stakeholders.
- Managing expectations of how input will be used and valued.
- Ensuring that public outreach participants are representative of Pennsylvania's racial, ethnic, gender, income and disability diversity.

The communications team has employed the guidance of the International Association for Public Participation's Spectrum of Public Participation (IAP2) to place each stakeholder in a participation level based on their preconceived level of involvement and level of authority. Public participation goals are defined for each stakeholder category:



Public Involvement Requirements

Public participation in the transportation planning process has been a priority for federal, state and local officials since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and its successors, the Transportation Efficiency Act for the 21st Century (TEA-21); the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and the Moving Ahead for Progress in the 21st Century Act (MAP 21). This continues to be maintained in the present Fixing America's Surface Transportation (FAST) Act which was signed by President Obama on Dec. 4, 2015, and will remain in effect until Sept. 30, 2021. The Communications Plan for this program is comprised of strategies and activities designed to meet or exceed the guidance and directives prescribed in the FAST Act, and in the following:

- Executive Order 12898 of February 11, 1994;
- Clean Air Act Amendments of 1990; and
- Title VI of the Civil Rights Act of 1964;
- Americans with Disabilities Act (ADA) of 1990.

Additionally, the overall framework and context of this plan is consistent with PennDOT Publication 295, the Project Level Public Involvement Handbook, dated November 2011. (The Project Level Public Involvement Handbook is currently being updated. The communications plan will be updated as needed according to the updated handbook, once available.)

Our Commitment

The communications team is committed to actively reaching and engaging typically and historically under-represented groups throughout the public involvement process for the PEL study. Our commitment is outlined below:

- 1 Reach typically and historically under-represented groups including low income communities and communities of color.
- 2 Hear from and have participation from typically and historically under-represented groups including low income communities and communities of color.
- 3 Provide accessible information to spread program awareness to typically and historically under-represented groups including low income communities and communities of color.
- 4 Foster relationships for ongoing engagement throughout the program with typically and historically under-represented groups including low income communities and communities of color.

1 Stakeholders Outreach and Engagement

Communication Tool	Stakeholders																							
	TIER 01				TIER 02				TIER 03				TIER 04											
	FHWA	PennDOT Districts	Governor's Office	P3 Board	State Legislature	Agencies	MPOs/RPOs	EJ Community	Representatives	County & Municipal Groups	Other State Elected Officials	Contractors/Engineers	Trucking Industry	EMS	Environmental Groups	Chamber of Commerce	Business Communities	Manufacturing Industry	Shipping Industry	General Public	Traveling Public	Large Employers	Diversion Route Communities	
A. Website:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
B. Social Media:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
C. Media Announcements:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
D. On-Demand Virtual Public Meetings:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
E. Program Emails:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
F. Environmental Justice Stakeholder Working Group:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
G. Speakers Bureau:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
H. Legislative Outreach:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
I. P3 Outreach:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
J. Monthly District Virtual Brownbag:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
K. Program Newsletter:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
L. Email Newsletter/ Blog:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
M. Monthly Small Group Lunch & Learns:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
N. Videos:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
O. Advertising:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
P. Stakeholder Meetings:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Q. Interactive Engagement Program:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
R. Live Virtual Meeting with Call-In Option:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
S. EJ Focus Groups:	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Stakeholders for this program have been identified as any person or group who is affected by the PennDOT funding and policy changes, including the persons who may not be aware that the decisions made could affect them. Within this broadly defined category are target groups made up of individuals and organizations that are directly impacted by the outcome of this program, those who are indirectly affected, and those with a related special interest. Identifying all stakeholders affected by this program is the first step toward determining the range of public involvement necessary to achieve meaningful participation. The table to the left defines target audience and stakeholder groups as well as potential communication tools used to reach each group.

A full contact list of stakeholders can be found in **Appendix A**.

Market Research

A statewide quantitative survey will be conducted with Pennsylvania drivers to evaluate feelings, beliefs and general understanding of the transportation system, transportation funding needs, tolling and road user fees across the Commonwealth of Pennsylvania.

The goal of this market research survey is to gain an understanding of the general public's opinion on road conditions and alternative funding. The results of this market research will inform the Statewide Messaging Strategy and Branding.

Results from market research will provide information about key stakeholders' current sentiments about road conditions and funding in the state.

Market research methodology and survey questions are available in **Appendix C**. Market research methodology results will be distributed to the team in a summary and stored on the project's SharePoint folders for team access.

Target Audience and Stakeholder Analysis

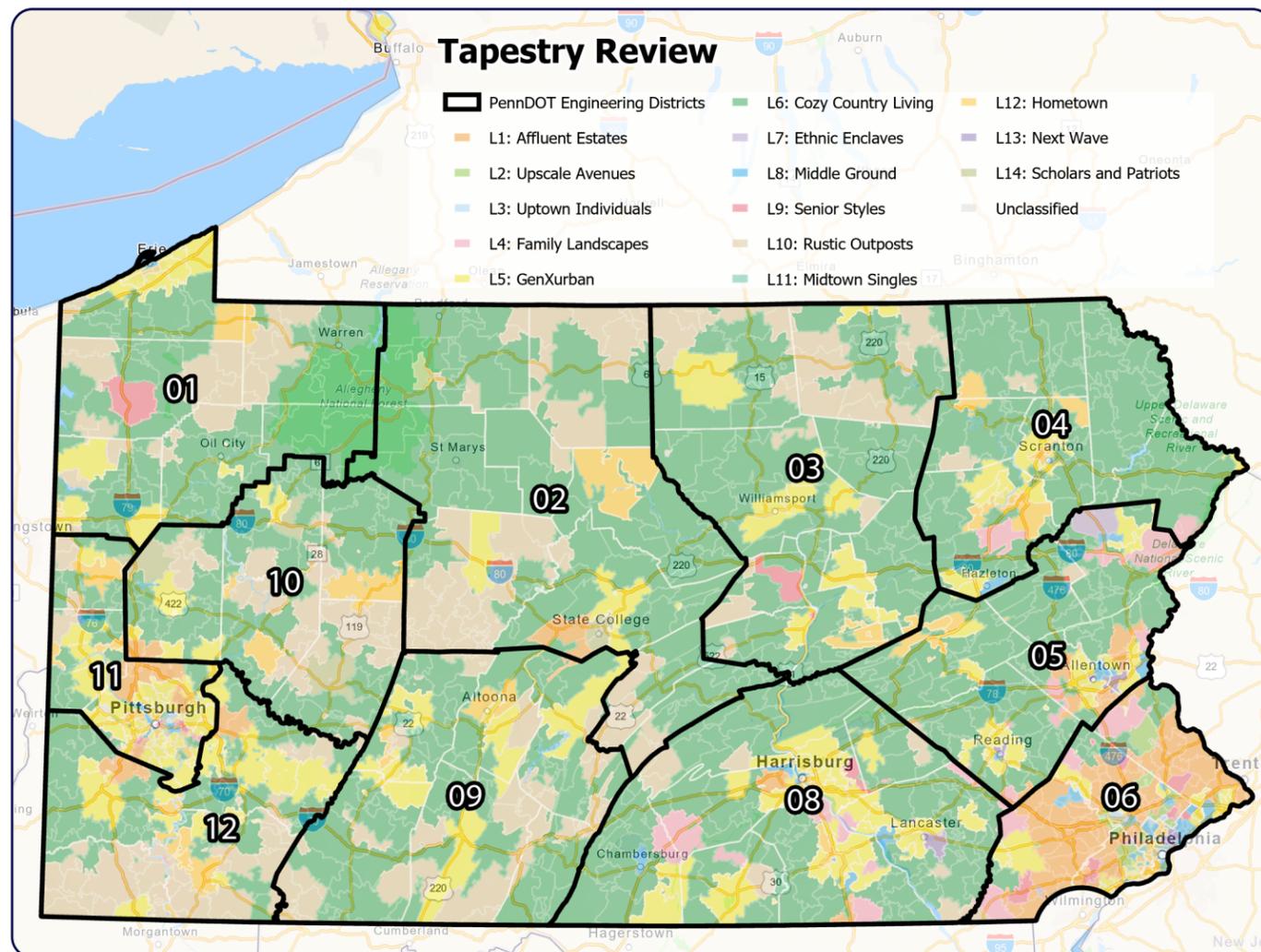
ESRI's Tapestry Segmentation: Mapping the Fabric of America's Neighborhoods

ESRI's Tapestry Market Segmentation is a geodemographic system that identifies 67 distinctive markets in the U.S. based on socioeconomic and demographic characteristics to provide an accurate, comprehensive profile of U.S. consumers.

Tapestry Segmentation classifies neighborhoods into 67 unique segments based not only on demographics but also socioeconomic characteristics. It describes U.S. neighborhoods in easy-to-visualize terms, such as Soccer Moms and Heartland Communities.

Understanding the commonwealth's stakeholder and constituent lifestyle choices, what they buy and how they spend their free time will give PennDOT the insights to successfully reach a large percentage of stakeholders with meaningful engagement.

Communication tools and tactics will be targeted with messaging that is meaningful to our stakeholders and delivered in places where they spend their time and get their information. As a result, PennDOT will see higher engagement rates and effectively educate stakeholders on the initiative while investing resources in a purposeful and meaningful way.



Top Tapestry Segments in the State:

- 1** Salt of the Earth
- 2** • Midlife Constants
- 3** • Green Acres

1 Salt of the Earth

Cozy Country Living

- Average Household Size: 2.59
- Median Age: 44.1
- Median Household Income: \$56,300

These are older citizens that are committed to their traditional, rural lifestyle. Most of their children are grown, but they still enjoy family time. They embrace the outdoors and love homemade meals and Do-It-Yourself (DIY) projects. Some have a college education, but they're not tech-savvy.

Market Profile

- Prefer practical vehicles like SUVs and trucks (domestic).
- Sociable, church-going residents belonging to fraternal orders, veterans' clubs and charitable organizations and do volunteer work and fundraising.
- Contribute to arts/cultural, educational, health, and social services organizations.
- DIY homebodies that spend on home improvement and gardening.
- Media preferences: country or movie channels.
- Leisure activities include movies at home, reading, fishing and golf.

Market Profile

- Outdoor sports and activities, such as fishing, boating, hunting and overnight camping trips are popular.
- To support their pastimes, truck ownership is high; many also own an ATV.
- They own the equipment to maintain their lawns and tend to their vegetable gardens.
- Residents often tackle home remodeling and improvement jobs themselves.
- Due to their locale, they own satellite dishes and have access to high speed internet connections.
- These conservative consumers prefer to conduct their business in person rather than online. They use an agent to purchase insurance.

2 Midlife Constants

GenXurban

- Average Household Size: 2.31
- Median Age: 47
- Median Household Income: \$53,200

These are seniors that have already retired or will soon. They have high net worth; their lifestyle is more country than urban (even when they live in cities) and they're generous. They like SUVs and trucks and participate in social groups like churches, veterans' groups and fraternal orders.

3 Green Acres

Cozy Country Living

- Average Household Size: 2.7
- Median Age: 43.9
- Median Household Income: \$76,800

These are county-living do-it-yourselfers who love maintaining and remodeling their homes. They enjoy gardening, growing vegetables and spend money on equipment and tools to support their lifestyle. They're also big into hunting, fishing, motorcycling, hiking, camping and even golf.

Market Profile

- Purchasing choices reflect Green Acres' residents' country life, including a variety of vehicles from trucks and SUVs to ATVs and motorcycles, preferably late model.
- Homeowners favor DIY home improvement projects and gardening.
- Media of choice are provided by satellite service, radio and television, also with an emphasis on country, home and garden.
- Green Acres residents pursue physical fitness vigorously, from working out on home exercise equipment to playing a variety of sports.
- Residents are active in their communities and a variety of social organizations, from charitable to veterans' clubs.

Additional ESRI tapestry data can be found in **Appendix D**.

Communications Tools and Tactics

The Public Involvement team will deploy a variety of tools and tactics to effectively engage the public and stakeholders with outreach about the program. A list of tools and tactics are found in the list below.

Website

The communications team will provide updates to the PennDOT digital team for the program-specific page on the PennDOT website located at www.penndot.gov/funding. The program-specific web page will be used to provide the public and stakeholders with key program information and updates throughout the Planning and Environmental Linkages (PEL) study. Information on the website will include, but is not limited to: PEL study description, timeline, program resource links, comment form and mailing list sign up. All website content and resources will be ADA compliant and accessible.

On-Demand Virtual Public Meetings

The communications team will facilitate three on-demand virtual public meetings to present information on the PEL study as it progresses. Upon PennDOT's approval of on-demand virtual public meeting timeframes and platform, notifications will be disseminated through media news releases, social media and paid advertisements. Information relating to the meetings will also be mailed to governmental agencies, stakeholders and municipalities. All on-demand virtual public meetings will be ADA compliant and accessible to the public.

Program Email

An email account will be set up for the program to allow the public and stakeholders to send questions and comments directly to the program team. The response protocol is detailed in Appendix B.

Live Virtual Public Meeting with Call-In Option

Live Virtual Public Meetings with call-in options will be utilized during public comment periods to engage with commonwealth residents in an interactive way that includes those who may not have access to internet. This service will allow residents to participate in a public meeting comment period via telephone. Residents will dial in during specific times and have the opportunity to hear a brief project description from the project team and ask questions/provide comments. Information about the Live Virtual Public Meeting events will be provided to the public in the outreach materials for each public comment period.

Media Announcements

The communications team will develop media announcements related to newsworthy program events and updates. Media announcements will be reviewed and approved by the program team and PennDOT prior to release. Media announcements will be sent to the PennDOT media team for dissemination.

Program Hotline

A program hotline number will be set up for stakeholders and the public to leave a voicemail with their questions and comments. Voicemails will go directly to the communications team to be recorded and addressed as appropriate. The response protocol is detailed in Appendix B.

Social Media

The communications team will provide content to be posted on existing PennDOT social media platforms.

Focus Groups

Once Environmental Justice communities across the commonwealth are identified, set up focus groups to engage with each of these communities. These focus groups will be held for one specific community of color or low income geographical area at a time. Discussion question will be developed prior to the focus groups. These discussion questions will be used to direct the flow of conversation during the focus group meeting. The questions will focus on specific impacts to the EJ community regarding spot tolling and other potential alternative funding options. The goal of these focus groups is to actively reach out to under-represented communities to hear their feedback and concerns about the program. These comments will be included in the PEL findings, along with general public comments collected during comment periods.

Communications Tools and Tactics



Equity in Tolling Working Group

A stakeholder working group can be identified to support the development of the Environmental Justice (EJ) analysis and the development of mitigation elements that will be considered for the program. Participants will represent EJ communities statewide. The working group will meet three times throughout the development to the study, if needed.



Legislative Outreach

Specific outreach will be developed for discussions with legislative representatives in the commonwealth. These materials will provide information on the PEL study and how the program will affect elected officials' constituents.



Monthly District Virtual Brownbag

Virtual brownbag lunches will be held with district representatives each month. During these virtual lunch meetings, the communications team will present the latest program updates, key program messaging and upcoming key milestones. District representatives will have the opportunity to ask questions at this time. These lunches will ensure that representatives from all districts are putting out the same program messaging and information to their communities.



Speakers Bureau

A speakers bureau will be developed for program launch. This presentation will be leveraged when public groups request a presentation to learn more about the program. The program team will proactively reach out to organizations in the following fields to offer speakers bureau presentations: trucking industry, business organizations, industry partners, engineers/contractors, EJ community organizations, environmental groups, manufacturing groups, etc.



P3 Outreach

With efforts led by WSP, the communications team will maintain early and continued outreach to the P3 board, with a presentation scheduled in November 2020. In this presentation, the team will overview the transportation funding gap and potential solutions to the group. This will occur before the on-demand virtual public meeting.



Internal Program Newsletters

Internal program newsletters will be created and distributed to district representatives and PennDOT leadership periodically throughout the program. These newsletters will provide updates on program accomplishments, upcoming milestones, key messaging, etc. to ensure that all of PennDOT is kept up to date on the program as it progresses.

Communications Tools and Tactics



Interactive Engagement Platform

Within the program website, an interactive engagement platform will be built to educate and inform the general public. This tool will allow for participants to budget for Pennsylvania transportation funding to better understand the funding gap and the difficulties facing the commonwealth. The goal of the tool is to increase user understanding of the transportation funding gap facing the state.



Stakeholder Meetings

The program team will set up meetings with program stakeholders. In these meetings, team members will provide stakeholders with key program information and benefits. The meeting objective is to have a conversation with stakeholders to understand their questions and concerns with the goal of educating them on the purpose and need of the program and gaining their support for the program initiative.



Videos

Video content will be created to explain key messaging concepts to the public and stakeholders. These videos will be shared via social media and the program website page as appropriate throughout program duration.



Monthly Small Group Lunch & Learns

In addition to internal district brownbag virtual meetings, the communications team will also host monthly small group lunch & learns for critical external program stakeholders, as needed. Key stakeholders will be identified through a selective process and invited to participate in small group lunch & learns where program updates and upcoming key milestones will be presented. Small group participants also could ask questions to the program team at this time.



Social Media Advertisements

Social media advertisements will be used throughout the program to communicate large program milestones to the public and inform the public of opportunities to participate and provide comments. For example, a social media advertisement will be used, in conjunction with other communication methods, to announce the on-demand virtual public meetings.



Email newsletters

E-newsletters will be used to keep the public and stakeholders informed of key updates and milestones as the program progresses. E-newsletters will be sent to all stakeholders and members of the public who sign up for program updates.

4

Overview of the PEL

PennDOT is developing a Planning and Environmental Linkages (PEL) document that will serve as an agreement between PennDOT and FHWA to implement alternative funding strategies across the Commonwealth of Pennsylvania. The goal of the Alternative Funding PEL is to develop a strategy for bridging the gap between available funding and the funds needed to maintain the Commonwealth's transportation system.

Throughout the PEL study, the program team will:

- 1 Define the study purpose
- 2 Introduce near and long-term funding solutions
- 3 Advance reasonable funding solutions
- 4 Recommend near and long-term funding solutions
- 5 Provide framework for implementing solutions

Stakeholder and public engagement will occur throughout the PEL Study.

5

Individual Projects

Specific infrastructure projects will be identified as potential options for alternative funding implementation. These individual individual projects are not specifically included in the PEL, but it will be critical for the communications team to understand and coordinate with individual project schedules and needs. Messaging for these projects will be managed by the Transportation Funding Communications Team to maintain consistency across the state and program.

Individual project communications plans will be developed to outline the specific plan, needs and challenges associated with each individual infrastructure project. Within the individual project communications plans, this overall Communications Plan for the Alternative Transportation Funding Program will be referenced and used.

The messaging used for each project will be consistent with the overall strategy, but the approach for each location will be modified as appropriate for the region and audience.

There are three types of projects for the individual bridge projects:

- 1 Reevaluation of NEPA decision – In this scenario, the level of public involvement would include a specific communications plan developed in coordination with the district; the plan would be developed to ensure all public involvement goals established in this plan are achieved, and tactics will be modified to reach district specific targeted audiences and validate the NEPA decision.
- 2 NEPA documents in progress – In this scenario, the program team would anticipate coordination with existing project teams and districts to add the tolling-related discussions to the NEPA document already in progress. This would include preparation of tolling-related information for all planned and exiting stakeholder and public engagement to help reach an informed NEPA decision.
- 3 New Project, NEPA not started – In this scenario, the level of public involvement would include a specific communications plan developed in coordination with the district; the plan would be developed to ensure all public involvement goals established in this plan are achieved, and tactics will be modified to reach district specific targeted audiences and achieve NEPA clearance” to “make an informed NEPA decision.

Comment Management, Data, Metrics and Reporting

Data Collection and Reporting

The Comment Management Data Collection and Reporting protocol for comment and event management, collecting and responding to comments about the PennDOT Alternative Funding Program and tracking events and meetings associated with the program is outlined in **Appendix B**. The program team will use Zoho's CRM service to maintain a record of comments and events for the program.

Evaluation and Reporting

The protocol for tracking engagement and outreach return-on-investment will be through tracking engagement analytics such as meeting attendees and online, social and website engagement metrics.

These analytics will be provided in monthly reports to the full program team for reference and review. These metrics will be used to evaluate the performance of campaigns and identify areas for improvement. The communications team will provide insights and plans for action to rectify areas of low performance. This information will be reviewed on the weekly full team call once per month.

Appendix

Appendix A: Stakeholder List

A full list of stakeholders will be inserted into Appendix A when finalized.

Appendix B: Stakeholder and Comment Data Tracking Protocol

The Comment and Event Management Protocol for collecting and responding to comments about the PennDOT Alternative Funding Program, as well as tracking events and meetings associated with the program, is outlined below. This tracking will also prevent duplicate contacts and mailings for the program. The program team will use Zoho's CRM service to maintain a record of each of the following items:

A. Comments

- a. Comments will be received via email, hotline, online web form, survey, mail or in-person.
- b. There are three main steps in responding to comments: data entry, categorization of comments and response to comments.
- c. Data Entry: All comments will be recorded in Zoho and will include:
 - i. Commenter's name and contact information (if provided)
 - ii. Comment date
 - iii. Comment method (letter, e-filing, and so forth)
 - iv. Comment period (if applicable)
 - v. Project comment is associated to (if applicable)
 - vi. Full comment
 - vii. Any relevant attachments
- d. Categorization: After entering the basic document properties, the Database Manager (DbM) will review the document and assign comment tone/sentiment and topics. e. Response Protocol
 - i. An action item will be identified and programmed into Zoho for any item that would need attention. An automatic email will be programmed to the person the action item is assigned to.
 - ii. All comments that require responses will be responded to within three business days. If a comment requires an in-depth response or requires gathering material that would result in a delayed response, the program team will send a general acknowledgment response and notify the commenter that a more detailed response is being developed. All comment responses will also be recorded in Zoho.

B. Events and Meetings

- a. Types of events that will be tracked include PEL meetings, stakeholder meetings, speakers bureaus, public meetings and hearings, face-to-face or phone coordination, etc.
- b. All events will be recorded in Zoho and will include:
 - i. Event name
 - ii. Event date
 - iii. Event type
 - iv. Project event is associated to (if applicable)
 - v. General description or summary of event
 - vi. Attendees
 - vii. Materials, including agenda, minutes and presentation, if applicable
- c. Mailing Entries: The database will also be used to record and track mailings. Mailings will be saved as an Event and will include:
 - i. Title of mailing
 - ii. Date of mailing
 - iii. Project mailing is associated to (if applicable)
 - iv. Mailing content
 - v. Recipients

C. People

- a. Zoho will also serve as the primary database to track all people associated with the program, including stakeholders, government officials, commenters, mailing list subscribers and program team members.
- b. All people associated with the program will be recorded in Zoho and will include the following information, if available:
 - i. Name
 - ii. Person type (stakeholder, government official, etc.)
 - iii. Affiliated organization or group
 - iv. Email address
 - v. Phone number
 - vi. Mailing address

D. Reporting

The DbM will generate a report on a timeline determined by the project manager and the client. The report will include all open comments and events in Zoho, including additional reporting determined by the client.

Appendix C: Market Research

Market research results will be inserted into Appendix C once available.

Appendix D: Tapestry Segment Data



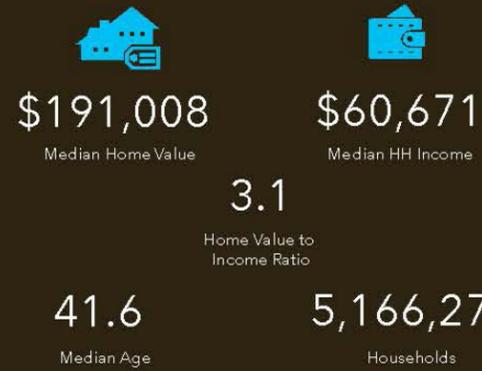
TAPESTRY SEGMENTATION

The Fabric of America's Neighborhoods

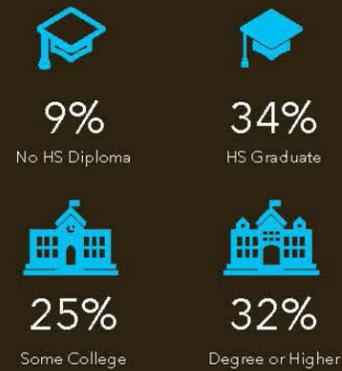
Tapestry LifeMode

	Households	HHs %	% US HHs	Index
Learn more...				
Affluent Estates (L1)	490,002	9.48%	9.9%	96
Upscale Avenues (L2)	187,384	3.63%	5.7%	64
Uptown Individuals (L3)	123,574	2.39%	3.8%	63
Family Landscapes (L4)	197,490	3.82%	7.5%	51
GenXurban (L5)	1,075,756	20.82%	11.4%	183
Cozy Country Living (L6)	1,093,722	21.17%	12.0%	177
Ethnic Enclaves (L7)	36,694	0.71%	7.1%	10
Middle Ground (L8)	509,697	9.87%	10.9%	91
Senior Styles (L9)	311,722	6.03%	5.8%	104
Rustic Outposts (L10)	226,398	4.38%	8.2%	53
Midtown Singles (L11)	211,848	4.10%	6.2%	66
Hometown (L12)	477,298	9.24%	6.1%	150
Next Wave (L13)	141,702	2.74%	3.9%	71
Scholars and Patriots (L14)	82,917	1.60%	1.6%	100

Key Facts



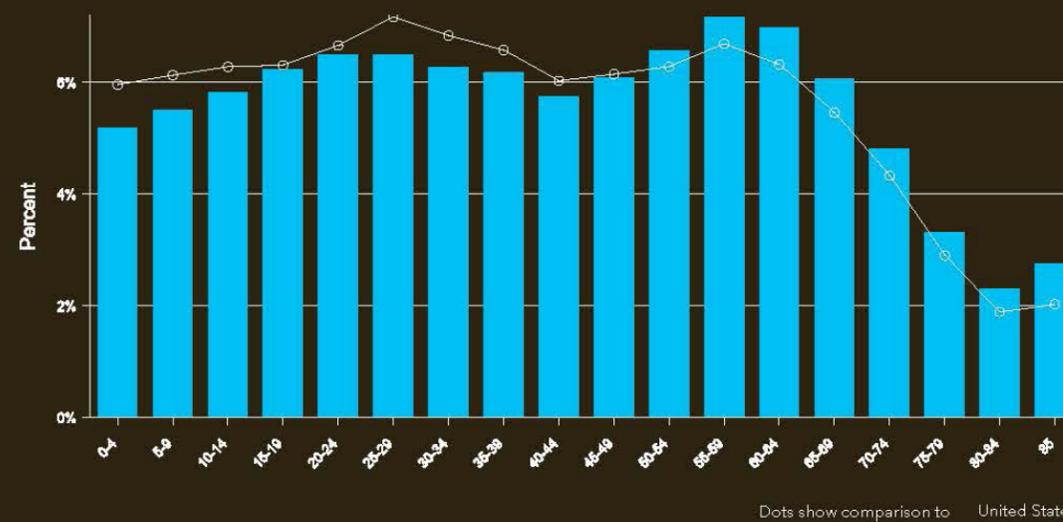
Education



Pennsylvania



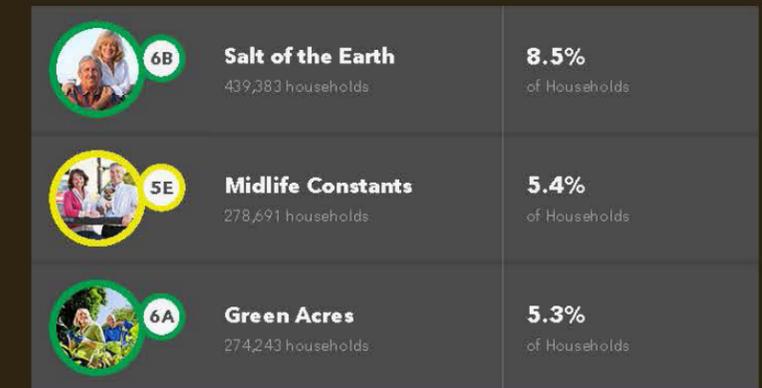
Age Profile



Households By Income
 The largest group: \$50,000 - \$74,999 (17.7%)
 The smallest group: \$150,000 - \$199,999 (6.5%)

Indicator	Value	Difference
<\$15,000	10.4%	+0.1%
\$15,000 - \$24,999	9.1%	+0.3%
\$25,000 - \$34,999	9.1%	+0.4%
\$35,000 - \$49,999	12.1%	-0.1%
\$50,000 - \$74,999	17.7%	+0.4%
\$75,000 - \$99,999	12.8%	+0.2%
\$100,000 - \$149,999	15.4%	+0.1%
\$150,000 - \$199,999	6.5%	-0.4%
\$200,000+	6.8%	-1.1%

Tapestry Segments



Bars show deviation from United States

This infographic contains data provided by Esri. The vintage of the data is 2020.

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Appendix E: Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) requires that individuals with disabilities be provided equal opportunity to participate in or benefit from public services, programs, and activities provided by all state and local governments. In conjunction with the implementation of this PIP and the Transportation Project Development Process, PennDOT and the consultant project team have considered the needs of individuals with disabilities. In addition to seeking out those individuals who are often under-represented in this process, PennDOT and the consultant project team are committed to encouraging the involvement of individuals with disabilities to gain their invaluable perspective on the attitudes and needs of an important component of the community for whom the transportation project is being implemented.

To accommodate individuals with hearing, speech, vision or mobility limitations, accessibility and/or auxiliary aids or services needed for communications and participation in study-related public events are made available upon requests received with a one-week advance notice before the date of the scheduled event. Public meetings are also held in facilities that are accessible to individuals with physical disabilities. All public notices and advertisements for public meetings will include PennDOT contact information for individuals who will need special assistance due to a physical disability in order to participate.

Appendix D: PennDOT Pathways PEL Study Virtual Public Meeting and Comment Period Summary

- Attachment 1: Virtual Public Meeting Outreach
- Attachment 2: Telephone Town Hall Outreach
- Attachment 3: Comment and Response Report

Appendix D:

PennDOT Pathways PEL Study Virtual Public Meeting and Comment Period Summary

- Attachment 1: Virtual Public Meeting Outreach
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Virtual Public Meeting

Meeting Overview

The Pennsylvania Department of Transportation (PennDOT) held a virtual public meeting and comment period for the Pathways program Planning and Environmental Linkages (PEL) Study. The purpose of this Alternative Funding PEL Study was to identify the best near- and long-term options to fill the transportation funding gap to provide adequate revenue for maintaining the Commonwealth's highways and bridges in a state of good repair, and to establish a path forward.

The meeting was held virtually in an online, on-demand platform accessed via the project website. The Virtual Public Information Meeting was accessible to the public online, 24-7 during the comment period which extended from April 29, 2021 to June 1, 2021.

The online meeting was comprised of text, graphics and interactive platforms that explained the PEL Study. This included information on the study purpose and need, current funding sources and funding gap, previous studies on alternative funding options, reasonable near- and long-term alternative funding options, action plans for addressing the funding gap, methodology for analysis of impacts, and a framework for considering potential strategies to mitigate impacts.

The online meeting website provided a comment form that allowed individuals to submit their comments directly within the Virtual Public Information Meeting. The website also noted other ways in which comments could be submitted, including the comment form on the general project website, project phone number, project email and a physical mailing address.

In addition to the virtual public information meeting website, the public was also invited to participate in a Telephone Town Hall event, where they could call in to learn more about the project, ask questions and provide comments. This event which was held on May 25, 2021 from 6:00 p.m. to 7:00 p.m. allowed individuals, even those without internet access, to participate in the public meeting comment period. Additional information about the Telephone Town Hall event is included later in this summary document.

Though the online meeting comment period has closed and the comment form has been removed, the content remains available for reference via the project website’s “More Resources” tab at www.penndot.gov/funding.

Meeting Outreach

Prior to and throughout the PEL Virtual Public Meeting comment period, outreach was sent to stakeholders and members of the public to encourage participation and feedback. A list of these outreach materials is provided below.

Virtual Public Meeting Outreach	Recipients
Press Release (4/29)	Media List
Legal Ad (4/24)	Pennsylvania Bulletin
Launch E-Newsletter (4/29)	Stakeholders/General Public Mailing List 985 Recipients
Equity in Transportation Working Group Email (4/29)	51 Recipients
Legislator Email (4/29)	Sent to general assembly by Sarah Clark
Reminder Email (6/1)	Stakeholders/General Public Mailing List 986 Recipients
Facebook Event (4/29)	32 Marked as Interested in Event
Social Media Posts (4/29 & 5/30)	23,969 Reached across Facebook, Twitter, LinkedIn and Instagram

Copies of these meeting outreach items are included in Attachment 1 for reference.

Meeting Participation & Comment Summary

Community members, stakeholder organizations and individuals and other participants were provided an opportunity to submit comments through the on-demand virtual public meeting website, e-mail account, mailing address, and telephone hotline between April 29 and June 1. Comments during this period were requested to be focused on the draft PEL Study which outlines potential near to long-term funding solutions for closing PennDOT’s \$8.1 billion funding gap for highways and bridges. Statistics regarding public participation in the on-demand virtual public meeting are shown in the table below.

Public Engagement	Totals
Attendees at Legislators Meetings	174
Comments Received	309
Website Visits: Virtual Public Meeting Page	3,004
Website Visits: Pathways Webpages	6,167
Social Media Activity	
• Posts	76
• Impressions*	275,359
• User Engagement**	3,507

**Impressions are defined as the number of times the posts appeared to users, even if they didn’t click, comment or engage with that post.*

***Social Media User Engagement is defined as likes, reactions, comments, shares, retweets, and link clicks.*

Public Participation Insight: The public actively participated in the PEL Study public comment period through their engagement with the on-demand virtual public meeting, visits to the website, and comments through the various means made available to them. The strongest engagement occurred the final two weeks of the comment period.

Common Comment Themes: 28 comment themes emerged during this engagement period for the draft PEL Study. Common comment themes are included in the table below. As some comments contained multiple themes, the “Total Comments” column in the table below does not add up to the total individual comments.

Comment Theme	Total Comments
Against Tax Increases	28
Air Quality	1
Bridge Safety	1
Business Interruptions	4
EJ Issues	1
Financial	26
General Dissatisfaction	163
General Support	7
Geographic Equity	6
Information Request	5
Mailing List Request	9
Mitigation/Toll Discount	4
Non-Gas Vehicles Not Paying Share	10
Opposed to MBUF	2
Opposed to Tolls	148
Other Suggested Means of Raising Money	52
Pandemic	2
State Police Siphoning Funds	19
Supportive of Congestion Pricing	1
Supportive of Managed Lanes	1
Supportive of Registration Fee Increases	4
Supportive of Tax Increases	6
Supportive of Tolls	15
Supportive of User Fees	3
Technical Issues	1
Toll Avoidance	40
Traffic Congestion	29
Website Criticism	3

Representative Comments & Summaries: Themes and representative comments from each are included below. NOTE: Comments were maintained in their original form, therefore some alternate spelling of words and/or punctuation irregularities exist. A full report of all comments is included in Attachment 3.

Against Tax Increases: Comments that mentioned opposition to tax increases or a new tax.

- Stop with the raising of taxes, please.
- We pay enough in taxes. Stop using those tax dollars to fund other countries and use it instead for infrastructure. Problem solved!

Air Quality: Comments that mention pollution or smog concerns.

- [...] If this toll bridge is to be created at the Bridgeville I-79 Interchange, it will have dire and irreversible consequences to our communities that include exacerbated traffic congestion and unsafe conditions for pedestrians on Route 50 as it will be the principal diversion route, degradation of our local roadways that already lack funding to be maintained, result in a lack of future development and investment in our region, reduce property values, and will impose many negative environmental impacts resulting from increased idling of vehicles sitting in traffic [...]

Bridge Safety: Comments that mention concerns about aging infrastructure, current safety issues, or safety improvements with bridge construction.

- Adding tolls to integral bridges will cause people to look for alternative routes, causing longer commutes and more traffic on less used and likely less well maintained routes. In Erie County, a number of roundabouts and improvements are planned. While roundabouts are great, if bridges are in dire need of repair, I'm curious why funds are being used to create expensive improvements to intersections definitely not in danger of falling apart instead of on the bridges that apparently are in danger..... I am very much not in favor of tolls on bridges.

Business Interruptions: Comments that mention impacts to businesses or business hardships.

- I am a business owner in Bridgeville who commutes from Washington County. I feel the proposed Toll on an overpass on I-79 will hurt the local area in several ways. Companies with a fleet of vehicles like ours will be forced to have there drivers take a permanent detour to an already congested route 50 and Morganza road. WE are already paying a dollar per gallon more for fuel this year compared to last year. I suggest you look for other ways to raise money across the State such as charging for bicycle registration and safety inspections to start with. There are bicycle lanes across the state and they get a free ride. Perhaps a tax on electric cars who pay no fuel tax. I fear this is just the beginning of putting tolls on every overpass being repaired. In addition we now have a National Cemetery that you basically want to charge funerals and visitors admission to. Of course they can also take the permanent detour and help snarl the traffic in the local

municipalities. I think you should give this more thought and research and not take the easy way out at many local peoples expense.

EJ Issues: Comments that mentioned concerns about demographic equity, such as minority or low income populations being further or disproportionately impacted.

- Totally against this toll. It hurts people who are low income and cross the bridge in White Haven to get to their minimum wage jobs.

Financial: Comments that mention business or personal budget concerns.

- With increases in gas prices and car insurance premiums, it is becoming more difficult for us senior citizens to travel to visit our children and grandchildren. Those of us on a fixed income don't need to incur more travel costs. I believe this is an attempt to restrict the movements of average Americans to travel. Haven't we had enough of this with all the covid restrictions?
- I do not want tolling on our bridges – those of us who work across the river would incur debt just to go to work. How are we supposed to find extra money from our paychecks – with all the increases in gas, taxes, food and raw materials – It would cost me more just to go to work.

General Dissatisfaction: Comments cover topics that include PennDOT mismanaging funds, suggested budget cuts/layoffs, or political dissatisfaction.

- Government needs to cut waste and find alternate ways of funding critical projects.
- You don't have a funding issue, you have a spending issue, tax us less!
- If PennDOT would stop building roads there would not be a deficit problem. PennDOT overspends itself. Now that there is a so-called funding problem, PennDOT proposes that the public bail them out by having the public pay for toll roads. The answer is NO! Maintain what you have. Stop expanding yesterday, and no toll roads run by PennDOT in Pennsylvania.

General Support: Commenter mentions that they are in support of the projects, but not necessarily tolling.

- The proposals make a lot of sense to me since I believe that the people who use the infrastructure the most should pay the most for it.
- I'm impressed with the various options Penn Dot is looking at and how thoroughly they are being researched.

Geographic Equity: Comment mentions concern about choice of bridge tolling locations with respect to statewide roadway.

- I specifically take I-80 instead of the turnpike when traveling West to avoid having to pay the high tolls. It would not be fair to have both major highways have tolls. People should be able to have options. Traffic, especially truck traffic on I-80 is a nightmare already, I can't imagine having toll stations too.

Information Request: Comment involves media or presentation requests.

- Hello,
The Association for Bridge Construction and Design, Susquehanna Chapter is a sponsor of this year's YMCA half marathon weekend on May 15-16.

If you have any pamphlets regarding public participation in transportation funding ideas that we can distribute at this event, please let me know?
- Good morning! Curious as to how your teletown event went. Did you have good participation? I do teletowns for the Senate, so that's why I'm asking. Also, fyi, I think I may have signed up too late – I didn't receive a phone call.

Mailing List Request: Asks to stay informed or checks mailing list box.

- Please sign me up for the newsletter list!

Mitigation/Toll Discount: Commenter mentions that the local residents should get a discount or not be charged a toll to use the bridge.

- There could be various rates (for example, a lower commuter rate, scaled by vehicle weight, etc.).
- Bridge tolling seems to be the fairest and best option in my opinion. PennDot could possibly figure out the average a person pays in fuel tax a year and somehow put a dollar limit on individuals that have E_ZPass and who live within a certain zip code proximity to the project, that they only will pay XX dollars a year in bridge tolls on the bridge that is near them (not statewide) as a discount for those who have to use the bridge daily / live next to it... but possibly make the discount only available if the person has and or signs up for E-ZPass

Non-Gas Vehicles Not Paying Share: Comment is about electric vehicles, carriages, etc. not paying gas tax or contributing to road maintenance.

- Add a yearly or quarterly fee for electric vehicle users. An example of figuring this amount out is averaging the mileage from registration data from gas vehicles. The electric vehicle amount would be comparable to the amount of fuel used, miles traveled, calculated to an equivalent. Everyone who uses the roads in Pa must pay a fair share.
- since we share the road with bicycles, they could share costs by inspection, registration, licenses for bikes

Opposed to MBUF: Comment mentions opposition to mileage-based user fees.

- I'm calling to comment about the mileage-based tax that you're considering. I think it should be illegal to do this because most of the miles that I travel or not in the state, so I would be hard, hard hit by any tax because Pennsylvania highways has nothing to do with the Pennsylvania highway. I think this is should be illegal. You consider it. Thank you.
- I think the fee/tax per mile traveled is a very negative way to fund the transportation gap. Increasing vehicle fees and the state sales taxes are two more very negative ways to fund the gap. I believe that the three ways that I

have commented on should be put through a referendum vote on a ballot that the taxpayers of the Commonwealth can vote on during an election.

Opposed to Tolls: Commenter is opposed or against tolls.

- I am against starting new tolls in PA.
- Roads and bridges are a legitimate thing for our government to pay for. But, tolls always get stated to pay for some road/bridge construction, and then become perpetual money streams for government to use for other things. Find any way you want to pay for these needed expenses, but no tolls.
- I oppose plans to toll Highway Bridges in PA.

Other Suggested Means of Raising Money: Commenter mentions other ways, besides ways we list as “supportive,” to fund road maintenance. Lottery, fees for trucks, etc.

- Isn't there an infrastructure proposal by the Biden administration that will pay for roads and bridges for PA? Why not WAIT to see how much money PA will get from the federal government before the investment of time and money by PA
- Eliminate prevailing wage requirement and continue to pre qualify contractors. This would increase competition while maintaining quality of work.

Pandemic: Comment mentions concerns about pandemic impact on funding strategies or residents' ability to pay fees.

- Much of the background in this report appears to have been gathered pre-COVID. While COVID impacts are noted, it appears that pandemic impacts are now disappearing. Gas prices are increasing as heavy traffic volume returns. In preparing this report, has PennDOT considered that a post-COVID world may not look like a pre-COVID world?

State Police Siphoning Funds: Commenter mentions concerns about the gas tax being used to fund the state police.

- The legislature has pirated as much as 1/3 of gas tax revenues to pay for State Police. Please end this misallocation of funds. the public knows that PA has one of the highest gas taxes in the nation, but are generally unaware that a large chunk of it has be diverted to the state police over the past 20+/- years.

Supportive of Congestion Pricing: Commenter says they support congestion pricing.

- I have reviewed the draft PEL Study document and I agree and support the following funding options:
[...]
Congestion Pricing

Supportive of Managed Lanes: Commenter says they support managed lanes.

- I have reviewed the draft PEL Study document and I agree and support the following funding options:

[...]

Managed Lanes

Supportive of Registration Fee Increases: Commenter says they support a registration fee increase.

- After reading an article about the PennDOT town hall and everyone's frustration on infrastructure funding, an idea came to mind to off-set the loss in gas tax revenue due to more usage of e-vehicles. I'd like to suggest a higher registration fee for e-vehicles based on the vehicle type: motorcycle, car, truck, RV/bus, tractor trailer, etc.

Supportive of Tax Increases: Commenter says they support tax increases.

- Somebody needs to have the backbone to just increase taxes on gasoline. Americans need to be educated that they have the lowest gas prices in the world and they should just suck it up and pay more because it makes sense for that money to be used for infrastructure. Thanks for letting this opinion be heard and considered.

Supportive of Tolls: Commenter says they support tolls.

- I strongly support the tolling option. Those who use a transportation route should pay and not pass all the costs onto those who do not benefit.
- I'm for adding a toll to pay for bridge maintenance. Why not let the folks that use the bridge pay for repairs? That's fair as far as I'm concerned.

Supportive of User Fees: Commenter says they support user fees or pay by miles driven.

- I have reviewed the draft PEL Study document and I agree and support the following funding options:

[...]

Mileage Based User Fees

Technical Issues: Comment mentions that site or page is not working correctly.

- Good morning! FYI, your registration page for the PennDot Teletown Hall on May 25 does not appear to be working. It's saying my phone number is invalid, however, it will not allow me to add hyphens between the numbers. Here is a screenshot.

Toll Avoidance: Comment mentions concern about a long-term traffic impact to local roadways because current highway users will decide to use local roadways to skip tolls. This category includes instances when commenter use the terms of "route diversion" or "alternate route."

- NO, I'm sick of every time PaDot needs money they raise tolls and tax gas. It is simple you toll bridges I go around. How much do you really think you will be ahead once all Federal monies are repaid so Pa can toll the bridge? I stopped using I-70/76 for my trips (8-10 a year) to Virginia 8 years ago. I-68 is free and not only does Pa

lose my turnpike fee they also lose incomes from the gas, food and other stops I make along the way. I also last year stopped using I-43 for my daily trips to work, more than \$1 is idiotic to drive less than 1 mile (Elco to I-70). I do however use I-43 like most people from Elco to SR-40, for free!

Traffic Congestion: Commenter mentions concerns about potential congestion on main highway or diversion route.

- I am opposed to the tolling of bridges to raise funds in PA. This would cause excess traffic on surface roads leading to their degradation as well as increase congestion on roads not built for this traffic.

Website Criticism: Commenter criticizes the information on the website or the optional demographic questions in the web form.

- Also, does my race, ethnicity or income matter at all in this comment?
- Why does this survey want to know our race or ethnicity?

Telephone Town Hall Summary

Telephone Town Hall Overview

To provide an opportunity for comment to members of the public who may not have internet access, the Pathways program team held a telephone town hall event for the Planning and Environmental Linkages (PEL) study. The meeting was held on May 25, 2021 from 6:00 p.m. to 7:00 p.m.

Erin Waters-Trasatt, PennDOT's Communication Director, served as the meeting moderator. As the meeting moderator, Ms. Waters-Trasatt opened the meeting with a logistics overview and introduced Yassmin Gramian, Secretary of Transportation at PennDOT, and Ken McClain, PennDOT's Alternative Funding Program Director, who served as the hosts for the meeting. Secretary Gramian and Mr. McClain provided a brief overview regarding the PEL Study which reflected the information presented on the online virtual meeting website. Ms. Waters-Trasatt then introduced the panelists and moderated the Q&A session for the public, selecting the Q&A participant and introducing them to ask their question or state their comment. Secretary Gramian, Mr. McClain and the panelists provided answers to the questions asked during the Q&A session.

Panelists available to assist in answering questions during the Q&A session included:

- Rob Mulkerin, PennDOT Alternative Funding Office
- Brian Shunk, PennDOT Alternative Funding Office
- Alexis Campbell, PennDOT Press Secretary
- Andrew Cadmus, HDR
- Diane Nulton, HDR

HDR Strategic Communications worked with the telephone town hall team to produce the meeting and to screen callers. Individuals wishing to make a comment or ask a question were

entered into a queue to talk to a screener who collected their information and question prior to the caller being placed in line to ask their question or make their comment live on the meeting. All questions are listed below.

As many questions were taken as possible within the allotted hour for the event. Ms. Waters-Trasatt encouraged all participants that did not have the opportunity to ask their question live during the event to submit their comment and feedback via the project hotline, website, letter or email.

Telephone Town Hall Outreach

Telephone Town Hall Outreach	Recipients
Press Release (5/13)	Media List
Legal Ad (5/15)	Pennsylvania Bulletin
Email Blast (5/14)	Stakeholders/General Public Mailing List 799 Recipients
Equity in Transportation Working Group Email with Toolkit (5/14)	51 Recipients
Facebook Event (5/13)	54 Marked as Interested in Event
Social Media Posts (5/13 & 5/24)	29,207 Reached across Facebook, Twitter, LinkedIn and Instagram

Telephone Town Hall outreach is included in Attachment 2 for reference.

Telephone Town Hall Statistics

Telephone Town Hall	
Total Event Registrations	165
Total Event Attendees	107
Total Questions Asked	20
Total Questions Answered	8

Telephone Town Hall Q&A

The questions and comments made during the Q&A session of the Telephone Town Hall event are provided below. The questions are broken out into those that the project team was able to answer during the call, and those that the panel did not have time to address. Questions asked, as well as a summary of the answer provided if any, is provided below.

ANSWERED

1. **Wayne Rischel Question** – I feel that you shouldn't toll the bridges because we have been paying the highest gas taxes in the nation for... I can't remember how many years now. And I am sure there are other ways to go about that. I also don't feel that electric vehicles are the way to go, they are not actually that environmentally friendly. There are a lot of residual things that go with that including disposal of the batteries and having to generate electricity by other means. It is really not as efficient I don't feel.
 - a. **Answer Provided:** Mr. McClain explained the need for replacement of these major bridges and the need for alternative funding to meet the need across the state. He used South Bridge as an example to show how the cost of one bridge would wipe out funding for other projects for years. Mr. McClain also touched on how 74% of current funding is from the gas tax. He discussed how vehicles becoming more fuel efficient and car dealers coming out with strategies to shift to

all electric vehicle production in the next 20 years are reasons why tolling is necessary at this point.

2. **Mary Ann Bucci Question** – I am calling as you are looking for other ways of funding infrastructure projects and roadways in the state. Is tolling Interstate 80 going to be reconsidered? Right now, you have the port of New York and New Jersey competing against each other. The port of New York that comes across I-80 are probably doesn't stop until it gets to Ohio for gas or anything like that. Causing a lot of damage to the actual interstate. While our port, which is a huge economic driver for the state of Pennsylvania, is coming across the turnpike which is paying high fees to get to the Midwest. So my question is, is Interstate 80 being considered for tolling for extra revenue for the state of Pennsylvania?
 - a. **Answer Provided:** Mr. McClain explained that while tolling of interstate 80 in its entirety is not being considered at this time, the tolling of four major bridges along interstate 80 is included as a part of the Major Bridge P3 Initiative.
3. **Ben West Question** – My question pertains to the I-83 South Bridge as you come across the bridge going south. We've been told that the interstate is going to be widened. The people in Lemoyne on Lowther Street, which is the street where you exit into Lemoyne, are concerned whether their properties are in jeopardy. When you call the borough on that, you get no response so we are in the dark on that.
 - a. **Answer Provided:** Mr. McClain informed Mr. West that he did not know the details regarding right-of-way required for the South Bridge. Mr. McClain provided information on the future public meeting and public hearing for South Bridge and mentioned that more info could be found on the project website as well. Then, Ms. Nulton provided additional information about the public involvement process for specific projects and the National Environmental Policy Act (NEPA) process.
4. **Tom Yashinsky Question** – Just to tell you where I am at, I am in the position of the Transportation Chairman for the Schuylkill county Chamber of Commerce transportation committee. Been there for about 30 years and have seen a lot of these projects come and go. Back in 2013 when Act 89 was passed, we fought at that moment in time through a lot of trials and tribulations with local legislators to get that act passed. We thought that particular study and particular bill would be a more self-sustaining bill, but two or three years later that bill became a dinosaur right away. My concern is not so much that we need to replace infrastructure because without it our economy would collapse without it, but the extent of this particular study and the amount of effort to just get it through the legislature, because that seemed to be one of our biggest problems in the past, and the lifespan of this study. Has anyone thought past even electric cars or the public/private partnerships? I know this is a crystal ball type question that is not specific to one aspect to the project, but you have a lot of variation of the type of funding you are looking for. Have you tested the political waters yet?
 - a. **Answer Provided:** Secretary Gramian provided information about Act 89 and the need that still exists after that legislation. Secretary Gramian discussed the budget deficit for transportation in the state, legislative authority at federal and

state legislative levels, and importance of getting feedback from the public across the state so concerns can be addressed and projects can move forward into the environmental phase. Mr. McClain added that with the major need in transportation funding across the state, this will need to be a multi-pronged funding approach.

5. **Kathy Wagner Question** – You brought up the point that for the South Bridge project you will have a second public meeting and more public discussion? The second part of my question, I am picking up from the conversation this evening that it sounds like this is going to take a long time to get done. It does not sound like infrastructure will be replaced in the next year or two. This sounds like it is very long-term. Another part of the question is: I know that President Biden is working on an infrastructure package to get through congress. Would Pennsylvania be receiving some of that federal money and would that help with some of the projects that we are discussing?
 - a. **Answer Provided:** Secretary Gramian provided information on the federal funding from President Biden’s jobs package and that we do not know how much would come to Pennsylvania or when at this time. Secretary Gramian mentioned that we can use all available funds to fill the funding gap, federal, alternative funding, etc. Mr. McClain shared that the second South Bridge public meeting is targeted for late summer or early fall. Mr. McClain also shared some of the near-term funding options including bridge tolling that could be implemented more quickly.

6. **Benjamin She Question** – My question is regarding tolling and the effects on traffic levels from tolling. PennDOT is obviously studying ways for alternative revenue, but at the same time is trying to pay for continued highway widenings and expansions all [over] the state - including the turnpike as well which pretty much extracted all of the revenue from Act 89. Has PennDOT studied the effects of reduced traffic levels from tolls and therefore reduce the burden to widen highways for hundreds of millions of dollars. I am wondering, has PennDOT studied that and if not, why not? Is looking at mitigating highway widening to reduce cost going to be a strategy for the funding crisis we are having?
 - a. **Answer Provided:** Mr. McClain discussed congested pricing from the PEL study and encouraged Mr. She to read the study to learn more about this option.

7. **Karen Cassel Question** – My question is, our gas taxes are supposed to go towards funding these bridges and roads. [I] found out that a lot of the money is going to the state police. Why are we doing that, and can that money go back roads and bridges? Also, I am totally against mileage tax. I think people will not go anywhere. Have you thought about that?
 - a. **Answer Provided:** Mr. McClain provided a brief answer regarding state police funding including a breakdown of the percentages of motor license fund that goes to other agencies. Mr. McClain also provided information on mileage-based user fees, which would likely be a migration away from the gas tax and to the mileage-based user fee. Electric vehicles will continue to gain in popularity which will need to be evaluated as well. Mr. McClain did mention mileage-based user fees would be a long-term solution.

8. **James Burns Question** – I was wondering how you are handling the diversion of traffic? Specifically, for Bridgeville which is already overwhelmed with traffic.
 - a. **Answer Provided:** Mr. McClain provided information on the I-79 Bridgeville project and all the work included. Mr. McClain discussed the diversion route analysis that is ongoing for the projects. Mr. Cadmus provided information on additional environmental studies and impact studies that are taking place for the bridge projects.

ADDITIONAL QUESTIONS ASKED (DID NOT HAVE TIME TO ADDRESS)

9. **Rhonda Jaquay** - Two part: How much will this cost to taxpayers on top of tolls. 2. Are these tolls for years to come or a finite time?
10. **Jack Wort** - Will you toll Penn Ave in Reading to support the passenger train?
11. **Eileen Powers** - From what I've read about P3, the private people build the bridge/infrastructure and then implement the toll. Why are we being tolled for two years while they build the bridge. Ms. Powers specifically referenced the I-83 project.
12. **Mark Bickerton** - Any ideas on how Mileage Based User Fees apply to interstate travelers; specifically, Jersey people coming to/through PA?
13. **Gale Fulton** - Where do the municipalities fall into this program and how do they get their funding? What percentage of the population is going to be able to afford this?
14. **Janet Cologne** - Doesn't the federal government take care of the interstate and provide funding? Shouldn't they be responsible?
15. **Josh Dott** - Not to be negative, but this seems like a political move. Eight of the nine bridges are in conservative areas. Why was this program announced the day before or after election?
16. **Michael Lynch** - Expand upon why tolling is being implemented across the state.
17. **Dr. Gary Lewis** – Why are we doing this now? We pay the highest gas taxes, truckers say we have the worst roads, and electric vehicles are only 2% of vehicle sales. What happened to the money from the gas tax?
18. **Dave Congress** - How much effort was put into assessing projects that are done on an annual basis as a possible means for reducing expenses?
19. **Scott Hutchinson** – How is tolling a short-term or quick-term funding solution?
20. **Ted Brewster** - How do you plan to handle diversion of traffic who seek to avoid tolling?

Attachment 1: Virtual Public Meeting Outreach

Press Release

FOR IMMEDIATE RELEASE

April 29, 2021

PennDOT Shares Draft Transportation Funding Study for Public Review, Comment

Virtual public meeting available until June 1

Harrisburg, PA – The Pennsylvania Department of Transportation (PennDOT) is hosting an on-demand virtual public meeting and comment period for a Planning and Environmental Linkages (PEL) study exploring sustainable transportation funding options. The public meeting is accessible online at all hours of the day through June 1, 2021, at www.penndot.gov/funding.

The PEL study, in support of the PennDOT Pathways program, is being conducted to identify near- and long-term alternative funding solutions and establish a methodology for their evaluation.

In February, PennDOT announced candidate bridge projects being considered as a part of the Major Bridge Public-Private Partnership (P3) Initiative. This initiative, the first of the PennDOT Pathways Program, was formed in response to one of the early findings of the PEL study – that tolling of major bridges in need of replacement or rehabilitation is a potentially viable near-term funding solution. The draft PEL study report is currently available for review and comment and identifies additional medium- to long-term funding alternatives that could be considered for implementation.

PennDOT encourages the public to review the materials presented in the virtual meeting and to provide comments, which will be accepted throughout the duration of the meeting. Online comments can be submitted directly from the meeting website or via other comment submission methods, including:

- Email: PennDOTPathways@pa.gov
- Hotline: 717-325-6129

For more information about the PennDOT Pathways program, visit www.penndot.gov/funding.

The Transportation Revenue Options Commission (TROC), which was established by Governor Tom Wolf's [Executive Order on March 12](#), today received a briefing on the draft PEL study. When completed, the final PEL study will be provided to the TROC.

PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to enjoy all of its programs, services, and activities. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Virtual Public Meeting will be held online only.

To request assistance to participate in the virtual public meeting or review the PEL study, please contact PennDOT's Communications Office by emailing dotcomm@pa.gov or calling 717-783-8800 from 8:30 AM – 4:00 PM. PennDOT will not place a surcharge on an individual with a disability or those with limited English proficiency to cover the costs of providing auxiliary aids/services or reasonable modifications of policy. If you have other questions or challenges, please contact PennDOT's Bureau of Equal Opportunity to request help by emailing RA-pennnoteoreports@pa.gov or calling 1-800-468-4201; TTY (711).

Subscribe to statewide PennDOT news and traffic alerts at www.penndot.gov/news or choose a region under "[Regional Offices](#)." Information about the state's infrastructure and results the department is delivering for Pennsylvanians can be found at www.penndot.gov/results. Find PennDOT's planned and active construction projects at www.projects.penndot.gov.

Follow PennDOT on Twitter at www.twitter.com/PennDOTNews and like the department on Facebook at www.facebook.com/PennsylvaniaDepartmentofTransportation and Instagram at <https://www.instagram.com/pennsylvaniadot/>.

MEDIA CONTACT: Alexis Campbell, alecampbel@pa.gov, 717-783-8800

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Legal Ad

NOTICES

DEPARTMENT OF TRANSPORTATION

Planning and Environmental Linkages; Virtual Public Meeting

[51 Pa.B. XXXX]
[Saturday, April 24, 2021]

The Pennsylvania Department of Transportation (PennDOT) will host an on-demand virtual public meeting for a Planning and Environmental Linkages (PEL) Study exploring sustainable transportation funding options. The public meeting takes place from April 29, 2021 to June 1, 2021 and will be accessible online at all hours of the day at: www.penndot.gov/funding.

The PEL Study, in support of the PennDOT Pathways program, is being conducted to identify near- and long-term alternative funding solutions and establish a methodology for their evaluation.

In February, PennDOT announced candidate bridge projects being considered as a part of the Major Bridges Public-Private Partnership (P3) initiative. This initiative, the first of the PennDOT Pathways Program, was formed in response to one of the early findings of the PEL Study – that tolling of major bridges in need of replacement or rehabilitation is a potential viable near-term funding solution. The draft PEL Study report is currently available for review and

comment and identifies additional medium- to long-term funding alternatives that could be considered for implementation.

PennDOT encourages everyone to review the materials presented in the virtual meeting and to provide comments, which will be accepted throughout the duration of the meeting. Online comments can be submitted directly from the meeting website or via other comment submission methods, including:

- Email: PennDOTPathways@pa.gov
- Hotline: 717-325-6129

For more information about the PennDOT Pathways program, you can visit: www.penndot.gov/funding.

YASSMIN GRAMIAN,

Secretary

Launch E-Newsletter



DRAFT PEL STUDY AVAILABLE FOR PUBLIC COMMENT



To support PennDOT Pathways, an alternative funding Planning and Environmental Linkages (PEL) study is being conducted to identify near- and long-term funding solutions and establish a methodology for their evaluation. PennDOT will host an **on-demand virtual public meeting**

and comment period for the PEL study exploring sustainable transportation funding options. The public meeting will be accessible online at all hours of the day from **April 29, 2021, to June 1, 2021.**

[VIEW DRAFT REPORT](#)

In February, PennDOT announced candidate bridge projects being considered as a part of the Major Bridge Public-Private Partnership (P3) Initiative. This initiative, the first of the PennDOT Pathways Program, was formed in response to one of the early findings of the PEL Study – that tolling of major bridges in need of replacement or rehabilitation is a potential viable near-term funding solution. The draft PEL Study is available for review and comment and identifies additional medium to long-term funding alternatives that could be considered for implementation.

PennDOT encourages everyone to review the materials presented in the virtual meeting and to provide comments, which will be accepted throughout the duration of the comment period. Online comments can be submitted directly from the meeting website or via other comment submission methods, including:



Email:

PennDOTPathways@pa.gov



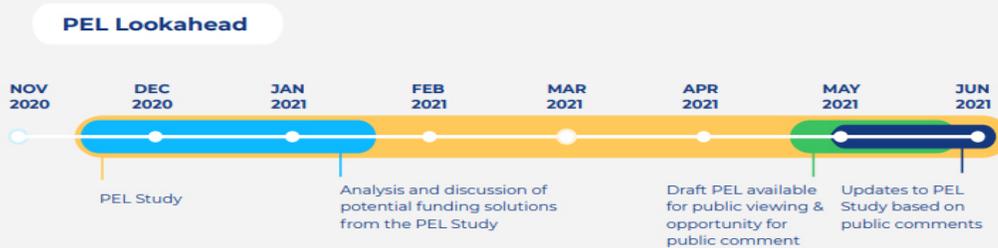
Hotline:

717-325-6129

WHAT'S NEXT?

We want to hear your thoughts and opinions. After the close of the public comment period for the PEL on June 1, 2021, the program team will be evaluating the comments and feedback provided to finalize the PEL Study report.

Once the PEL Study is finalized, PennDOT will use the study to guide decisions on alternative funding initiatives moving forward.



DID YOU KNOW?

In 2008, there were **over 6,000** state-owned bridges in Pennsylvania rated in poor condition. Today, there are **less than 2,500**, but due to age and deterioration continued investment is crucial.



TRANSPORTATION TRIVIA!

How many miles of state-owned highway and interstate are there in the state of Pennsylvania?

- A** 30,000
- B** 40,000
- C** 20,000

[SEE THE ANSWER](#)

PENNDOT ACCOMMODATION POLICY

PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to enjoy all of its programs, services, and activities. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Virtual Public Meeting will be held online only.

To request assistance to participate in the virtual public meeting or review the PEL study, please contact PennDOT's Communications Office by emailing **dotcomm@pa.gov** or calling **717-783-8800** from 8:30 AM – 4:00 PM. PennDOT will not place a surcharge on an individual with a disability or those with limited English proficiency to cover the costs of providing auxiliary aids/services or reasonable modifications of policy. If you have other questions or challenges, please contact PennDOT's Bureau of Equal Opportunity to request help by emailing **RA-penndoteoreports@pa.gov** or calling **1-800-468-4201; TTY (711)**.

Together, we can identify funding options to sustain an effective and efficient transportation system for all of Pennsylvania.

Thank you,
The PennDOT Pathways Program Team

For more information about PennDOT Pathways, visit our website at **penndot.gov/funding**.

*Want to share information on your social or digital platforms? Find image, video and other resources in the **Funding Media Center**.*

CONTACT US

Questions? Comments? You can reach the PennDOT Pathways team by replying directly to this email (PennDOTPathways@pa.gov) or calling our hotline at 717-325-6129.

You are receiving this email as a partner for the PennDOT Pathways program. To opt out of PennDOT Pathways e-newsletters, please reply to the project email at PennDOTPathways@pa.gov.

Equity in Transportation Working Group Email

From: PD, PennDOT Pathways
Sent: Thursday, April 29, 2021 2:47 PM
To: PD, PennDOT Pathways <PennDOTPathways@pa.gov>
Subject: PennDOT's Draft PEL Study Available for Public Comment 4/29/21 – 6/1/21

Thank you for your continued interest and participation in the PennDOT Pathways program's Equity in Transportation Working Group.

As part of our study to explore sustainable transportation funding methods, the Pennsylvania Department of Transportation (PennDOT) is sharing the draft Planning and Environmental Linkages (PEL) Study for public comment.

PennDOT will host an on-demand virtual public meeting and comment period for the PEL study exploring sustainable transportation funding options. The public meeting will be accessible online at all hours of the day from April 29, 2021, to June 1, 2021, at www.penndot.gov/funding.

The PEL study, in support of the PennDOT Pathways program, is being conducted to identify near- and long-term alternative funding solutions and establish a methodology for their evaluation.

In February, PennDOT announced candidate bridge projects being considered as a part of the Major Bridge Public-Private Partnership (P3) Initiative. This initiative, the first of the PennDOT Pathways Program, was formed in response to one of the early findings of the PEL study – that tolling of major bridges in need of replacement or rehabilitation is a potential viable near-term funding solution. The draft PEL study is currently available for review and comment and identifies additional medium to long-term funding alternatives that could be considered for implementation.

Input from the Equity in Transportation Working Group sessions has been incorporated in the draft PEL study.

Comments may be submitted via the comment form on the virtual public meeting website or via the methods below:

- Email: PennDOTPathways@pa.gov
- Hotline: 717-325-6129

PennDOT Accommodation Policy:

PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to enjoy all of its programs, services, and activities. In accordance with

Governor Tom Wolf's COVID-19 mitigation efforts, the Virtual Public Meeting will be held online only.

To request assistance to participate in the virtual public meeting or review the PEL study, please contact PennDOT's Communications Office by emailing dotcomm@pa.gov or calling 717-783-8800 from 8:30 AM – 4:00 PM. PennDOT will not place a surcharge on an individual with a disability or those with limited English proficiency to cover the costs of providing auxiliary aids/services or reasonable modifications of policy. If you have other questions or challenges, please contact PennDOT's Bureau of Equal Opportunity to request help by emailing RA-penndoteoreports@pa.gov or calling 1-800-468-4201; TTY (711).

We hope that you will explore the on-demand public meeting website, review the draft PEL study report, and provide your input as the program progresses. Please feel free to share this opportunity for public comment with the communities that you represent throughout Pennsylvania.

Sincerely,
PennDOT Pathways Team

Legislator Email

FROM: PD, PennDOT Pathways

SENT: Thursday, April 29, 2021

TO: PD, PennDOT Pathways PennDOTPathways@pa.gov

SUBJECT: PennDOT's Draft PEL Study Available for Public Comment 4/29/21 – 6/1/21

Thank you for your continued interest and participation in the PennDOT Pathways Program.

As part of our study to explore sustainable transportation funding methods and complete critical highway and bridge projects, the Pennsylvania Department of Transportation (PennDOT) is sharing the draft Planning and Environmental Linkages (PEL) study for public comment.

The PEL study, in support of the PennDOT Pathways program, is being conducted to identify near- and long-term alternative funding solutions and establish a methodology for their evaluation. The draft PEL study report is available for public comment on our on-demand public meeting website now through June 1, 2021.

In February, PennDOT announced candidate bridge projects being considered as a part of the Major Bridge Public-Private Partnership (P3) Initiative. This initiative, the first of the PennDOT Pathways Program, was formed in response to one of the early findings of the PEL study – that tolling of major bridges in need of replacement or rehabilitation is a potential viable near-term funding solution. The draft PEL study report is currently available for review and comment and identifies additional medium to long-term funding alternatives that could be considered for implementation.

The draft PEL study will be presented to and shared with the Governor's Transportation Revenue Options Commission as their critical work continues to identify statewide transportation funding solutions for all modes.

We hope that you will share this opportunity for public comment with your constituents.

The public can submit their comments via the comment form on the virtual public meeting website or via the methods below:

- Email: PennDOTPathways@pa.gov
- Hotline: 717-325-6129

We also look forward to hearing your input on the potential alternative funding options for our highways and bridges.

Sincerely,

[PennDOT Secretary Yassmin Gramian]

Reminder Email

Forwarded with original e-newsletter content.

From: PD, PennDOT Pathways <PennDOTPathways@pa.gov>
Sent: Tuesday, June 1, 2021 9:59 AM
To: PD, PennDOT Pathways <PennDOTPathways@pa.gov>
Subject: Re: PennDOT Shares Draft PEL Study for Public Comment – April Newsletter

Don't forget!

Today is the last day of the PennDOT Pathways draft PEL study comment period. Public comments can be submitted directly [from the meeting website](#) or via other comment submission methods, including:

- Website: www.penndot.gov/funding
- Email: PennDOTPathways@pa.gov; or
- Hotline: 717-325-6129

PennDOT encourages everyone to learn more about the transportation funding options presented in the draft PEL Study and provide comments. For more information about the PennDOT Pathways program, you can visit: www.penndot.gov/funding.

Thanks,
The PennDOT Pathways Program Team

Facebook Event



The image shows a Facebook event card. At the top, there is a banner with icons for a bus, a car, a truck, a gas station, and a traffic light. The text on the banner reads "Virtual Public Meeting April 29 - June 1". Below the banner is a calendar icon showing the number "4". The event title is "Draft Transportation Funding Study Available for Public Review and Comment". The date and time are "MAY 4 AT 10 AM EDT - MAY 18 AT 10 AM EDT". The event is listed as "Free · Online Event". There is a small "Event Ended" button in the bottom right corner.

Event Description: PennDOT is hosting an on-demand virtual public meeting and comment period for a Planning and Environmental Linkages (PEL) study exploring sustainable transportation funding options. The public meeting is accessible online at all hours of the day through June 1, 2021, at www.penndot.gov/funding.

The PEL study, in support of the PennDOT Pathways program, is being conducted to identify near- and long-term alternative funding solutions and establish a methodology for their evaluation.

In February, PennDOT announced candidate bridge projects being considered as a part of the Major Bridge Public-Private Partnership (P3) Initiative. This initiative, the first of the PennDOT Pathways Program, was formed in response to one of the early findings of the PEL study – that tolling of major bridges in need of replacement or rehabilitation is a potentially viable near-term funding solution. The draft PEL study report is currently available for review and comment and identifies additional medium- to long-term funding alternatives that could be considered for implementation.

PennDOT encourages the public to review the materials presented in the virtual meeting and to provide comments, which will be accepted throughout the duration of the meeting. Online comments can be submitted directly from the meeting website or via other comment submission methods, including:

- Email: PennDOTPathways@pa.gov
- Hotline: 717-325-6129

For more information about the PennDOT Pathways program, visit www.penndot.gov/funding.

The Transportation Revenue Options Commission (TROC), which was established by Governor Tom Wolf's Executive Order on March 12, 2021. When completed, the final PEL study will be provided to the TROC.

PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to enjoy all of its programs, services, and activities. In accordance with Governor Tom Wolf's COVID-19 mitigation efforts, the Virtual Public Meeting will be held online only.

To request assistance to participate in the virtual public meeting or review the PEL study, please contact PennDOT's Communications Office by emailing dotcomm@pa.gov or calling 717-783-8800 from 8:30 AM – 4:00 PM. PennDOT will not place a surcharge on an individual with a disability or those with limited English proficiency to cover the costs of providing auxiliary aids/services or reasonable modifications of policy. If you have other questions or challenges, please contact PennDOT's Bureau of Equal Opportunity to request help by emailing RA-penndoteoreports@pa.gov or calling 1-800-468-4201; TTY (711)

Social Media Posts



Pennsylvania Department of Transportation (PennDOT) ✓

May 30 at 8:40 AM · 🌐



There's less than a week left to provide feedback on the PennDOT Pathways PEL Study. Visit penndot.gov/funding by June 1 to provide your thoughts on sustainable transportation funding options in Pennsylvania.



Pennsylvania Department of Transportation (PennDOT) ✓

April 29 · 🌐



Join us! PennDOT will be hosting an on-demand virtual public meeting for its Planning and Environmental Linkages (PEL) study, exploring sustainable transportation funding options.

Join anytime between April 29 and June 1 to provide your feedback at www.penndot.gov/funding. We want to hear from you!



Attachment 2: Telephone Town Hall Outreach

Press Release

FOR IMMEDIATE RELEASE

May 13, 2021

PennDOT Encourages Public to Join Telephone Town Hall, Review Draft Transportation Funding Study

Harrisburg, PA – As part of the ongoing public comment period for the Pennsylvania Department of Transportation (PennDOT) Planning and Environmental Linkages (PEL) study exploring sustainable transportation funding options, a telephone town hall meeting will be held on Tuesday, May 25, 2021, at 6:00 PM EST.

The telephone town hall will provide an opportunity to comment on the statewide PEL study in addition to an active virtual public meeting, accessible online through June 1, 2021, at www.penndot.gov/funding.

The public may pre-register for the telephone town hall, but it is not required. There are three ways to join the telephone town hall:

- Pre-register at <https://dashboard.teletownhall.us/registration/XZ3RGB2WJC7V> to receive a phone call to join at the start of the meeting.
- Visit www.penndot.gov/funding and click on the registration button to receive a phone call to join at the start of the meeting
- Dial in directly to the meeting at 855-756-7520, Entry Code Ext: 73539#.

Those who cannot join the telephone opportunity are encouraged to review and participate in the on-demand virtual public meeting that began on April 29. Public comments can be submitted directly from the meeting website or via other comment submission methods, including:

- Website: www.penndot.gov/funding, click on “virtual public meeting” and scroll to the bottom of the page to access the comment section;
- Email: PennDOTPathways@pa.gov; and
- Hotline: 717-325-6129.

The PEL study, in support of the PennDOT Pathways program, is being conducted to identify near- and long-term alternative funding solutions and establish a methodology for their evaluation. The Transportation Revenue Options Commission (TROC), which was established by Governor Tom Wolf’s [Executive Order on March 12](#), received the draft PEL study and will receive the final version when completed.

For more information about the PennDOT Pathways program, visit www.penndot.gov/funding.

PennDOT will make all reasonable modifications to policies, programs, and documents to ensure that people with disabilities and those with limited English proficiency have an equal opportunity to participate in all of its programs, services, and activities.

To request assistance to participate in the virtual public meeting or review the PEL study, please contact PennDOT's Communications Office by emailing dotcomm@pa.gov or calling 717-783-8800 from 8:30 AM – 4:00 PM. PennDOT will not place a surcharge on an individual with a disability or those with limited English proficiency to cover the costs of providing auxiliary aids/services or reasonable modifications of policy. If you have other questions or challenges, please contact PennDOT's Bureau of Equal Opportunity to request help by emailing RA-pennnoteoreports@pa.gov or calling 1-800-468-4201; TTY (711).

Subscribe to statewide PennDOT news and traffic alerts at www.penndot.gov/news or choose a region under "[Regional Offices](#)." Information about the state's infrastructure and results the department is delivering for Pennsylvanians can be found at www.penndot.gov/results. Find PennDOT's planned and active construction projects at www.projects.penndot.gov.

Follow PennDOT on Twitter at www.twitter.com/PennDOTNews and like the department on Facebook at www.facebook.com/PennsylvaniaDepartmentofTransportation and Instagram at <https://www.instagram.com/pennsylvaniadot/>.

MEDIA CONTACT: Alexis Campbell, alecampbel@pa.gov, 717-783-8800

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Legal Ad

NOTICES

DEPARTMENT OF TRANSPORTATION

Planning and Environmental Linkages; Virtual Public Meeting

[51 Pa.B. XXXX]
[Saturday, May 15, 2021]

The Pennsylvania Department of Transportation (PennDOT) will host a telephone town hall meeting for a Planning and Environmental Linkages (PEL) Study exploring sustainable transportation funding options. The telephone town hall event will take place on Tuesday, May 25, 2021 at 6:00 p.m. EST.

Call in on Tuesday, March 25th at 6:00 p.m. EST to learn more about the PennDOT Pathways draft PEL study. You can pre-register at <https://dashboard.teletownhall.us/registration/XZ3RGB2WJC7V> to receive a phone call to join at the start of the meeting, or you can dial in directly to the meeting at (855) 756-7520, Entry Code Ext: 73539#.

The PEL Study, in support of the PennDOT Pathways program, is being conducted to identify near and long-term alternative funding solutions and establish a methodology for their evaluation. In February, PennDOT announced candidate bridge projects being considered as a part of the Major Bridges Public-Private Partnership (P3) initiative. This initiative, the first of the PennDOT Pathways Program, was formed in response to one of the early findings of the PEL

Study – that tolling of major bridges in need of replacement or rehabilitation is a potential viable near-term funding solution. The draft PEL Study report is currently available for review and comment and identifies additional medium to long-term funding alternatives that could be considered for implementation.

In addition to the telephone town hall event, PennDOT is hosting an on-demand virtual public meeting for the PEL study. The virtual public meeting takes place from April 29, 2021 to June 1, 2021 and will be accessible online at all hours of the day at: www.penndot.gov/funding. Online comments can be submitted directly from the meeting website or via other comment submission methods, including:

- Email: PennDOTPathways@pa.gov
- Hotline: 717-325-6129

PennDOT encourages everyone to learn more about the draft PEL study and provide comments via the telephone town hall event or virtual public meeting.

For more information about the PennDOT Pathways program, you can visit: www.penndot.gov/funding.

YASSMIN GRAMIAN,

Secretary

Email Blast

From: PD, PennDOT Pathways
Sent: Friday, May 14, 2021 10:11 AM
To: PD, PennDOT Pathways <PennDOTPathways@pa.gov>
Subject: PennDOT to Host Telephone Town Hall Meeting for Draft PEL Study

Join us!

As part of the ongoing public comment period for the Pennsylvania Department of Transportation (PennDOT) Planning and Environmental Linkages (PEL) study exploring sustainable transportation funding options, a telephone town hall meeting will be held on Tuesday, May 25, 2021, at 6:00 PM EST.

The telephone town hall will provide an opportunity to comment on the statewide PEL study in addition to an active virtual public meeting, accessible online through June 1, 2021, at www.penndot.gov/funding.

The public may pre-register for the telephone town hall, but it is not required. There are three ways to join the telephone town hall:

- You can pre-register at <https://dashboard.teletownhall.us/registration/XZ3RGB2WJC7V> to receive a phone call to join at the start of the meeting.
- Visit www.penndot.gov/funding and click on the registration button to receive a phone call to join at the start of the meeting.
- Dial in directly to the meeting at 855-756-7520, Entry Code Ext: 73539#.

Those who cannot join the telephone opportunity are encouraged to review and participate in the on-demand virtual public meeting that began on April 29. Public comments can be submitted directly from the meeting website or via other comment submission methods, including:

- Website: www.penndot.gov/funding, click on "virtual public meeting" and scroll to the bottom of the page to access the comment section;
- Email: PennDOTPathways@pa.gov; and
- Hotline: 717-325-6129.

PennDOT encourages everyone to learn more about the transportation funding options presented in the draft PEL Study and provide comments via the telephone town hall event or virtual public meeting.

For more information about the PennDOT Pathways program, you can visit: www.penndot.gov/funding.

Equity in Transportation Working Group Email with Toolkit

From: PD, PennDOT Pathways

Sent: Friday, May 14, 2021 10:06 AM

Subject: PennDOT to Host Telephone Town Hall Meeting for Draft PEL Study

Thank you for your continued interest and participation in the PennDOT Pathways program's Equity in Transportation Working Group.

Join us! As part of the ongoing public comment period for the Pennsylvania Department of Transportation (PennDOT) Planning and Environmental Linkages (PEL) study exploring sustainable transportation funding options, a telephone town hall meeting will be held on Tuesday, May 25, 2021, at 6:00 PM EST.

The telephone town hall will provide an opportunity to comment on the statewide PEL study in addition to an active virtual public meeting, accessible online through June 1, 2021, at www.penndot.gov/funding.

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- Email: PennDOTPathways@pa.gov; and
- Hotline: 717-325-6129.

We have attached a flyer and social media post about the telephone town hall meeting to

share with the communities that you represent throughout the state.

PennDOT encourages everyone to learn more about the transportation funding options presented in the draft PEL Study and provide comments via the telephone town hall event or virtual public meeting.

For more information about the PennDOT Pathways program, you can visit: www.penndot.gov/funding.

Tool Kit:

Social Media Sample Text

Want to learn more about the PennDOT Pathways Alternative Funding PEL Study? PennDOT will host a telephone town hall on Tuesday, May 25 at 6:00 PM and invites you to call in and share your comments live. You can pre-register on the Pathways website here to receive a phone call to join at the start of the meeting, or dial in directly to the meeting at 855-756-7520, entry code ext: 73539#. www.penndot.gov/funding

Social Media Graphic:



Flyer:



The **PennDOT Pathways Alternative Funding Planning and Environmental Linkages (PEL) Study** identifies near- to long-term transportation funding alternatives to help close Pennsylvania's transportation funding gap. The draft PEL study is now available for viewing and can be found on our on-demand public meeting website (accessed via penndot.gov/funding). Public comments can be submitted through a number of channels between **now and June 1, 2021**:



Public Meeting Website penndot.gov/funding *(click on virtual public meeting)*

Email PennDOTPathways@pa.gov

Hotline 717-325-6129

Telephone Town Hall Details below

Attend the Telephone Town Hall Event



Call in on **Tuesday, May 25th at 6:00 PM** to learn more about the PennDOT Pathways Alternative Funding PEL Study findings and share your comments. You can **pre-register at www.penndot.gov/funding** to receive a phone call to join at the start of the meeting, or you can **dial in directly to the meeting at 855-756-7520, entry code ext: 73539#**.

Facebook Event



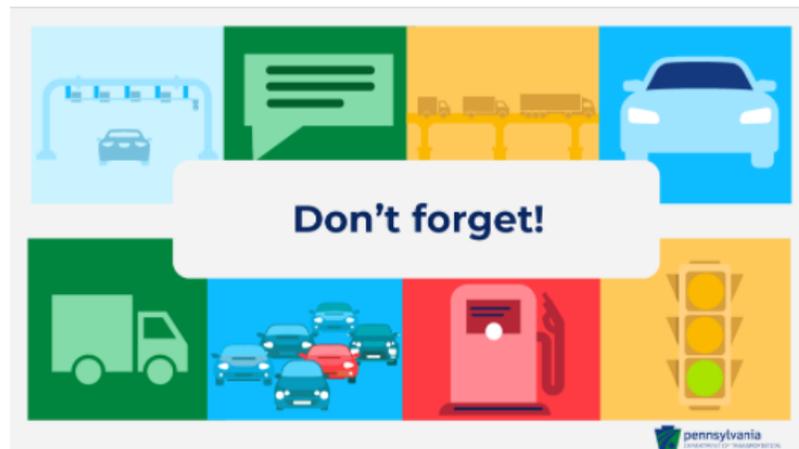
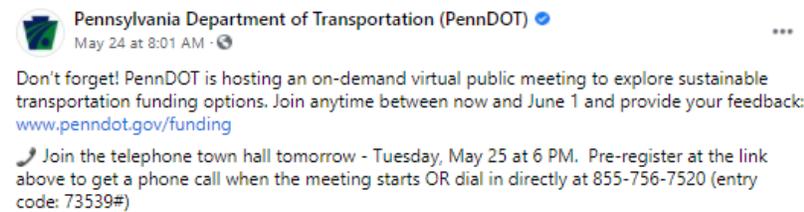
Event Description: Join us at 6 PM Tuesday, May 25, for a telephone town hall to learn more about the PennDOT Pathways Alternative Funding Planning and Environmental Linkages Study and share your comments live.

Participants can pre-register at www.penndot.gov/funding to receive a phone call to join at the start of the meeting, or can dial in directly to the meeting at (855)-756-7520, Entry Code Ext: 73539#

Date: Tuesday, May 25th

Time: 6:00 PM EST

Social Posts





Pennsylvania Department of Transportation (PennDOT) ✓

May 13 at 1:54 PM ·

...

Join us at 6 PM Tuesday, May 25, for a telephone town hall to learn more about the PennDOT Pathways Alternative Funding PEL Study and share your comments live.

Participants can pre-register on our website to receive a phone call to join at the start of the meeting, or can dial in directly to the meeting at (855)-756-7520, Entry Code Ext: 73539# www.pennidot.gov/funding



Attachment 3: Comment and Response Report

This attachment contains a matrix of all comments received on the Draft PEL Study during the April 29–June 1, 2021 comment period and PennDOT responses.

Public Comment Responses Index

1. **Why are we looking for alternative funding for transportation in the state?**

PennDOT's largest source of revenue for highways and bridges – 74 percent - comes from state and federal gas taxes. We are dependent on gas taxes to fund our transportation system. These funds are generated every time a driver in Pennsylvania refills their gas tank. Gas taxes have become a less predictable source of revenue for transportation agencies across the country. As passenger vehicles become more fuel-efficient, and all electric vehicle technology continues to evolve, we are seeing reduced revenues at the gas pump. In fact, auto manufacturers plan on spending \$225B in development of electric vehicles to bring to the market. In January 2021, General Motors announced that they will go all electric by 2035 and this appears to be a continuing trend in the industry. In addition to passenger cars some segments of the trucking industry are also moving toward electronic technologies. FedEx recently committed to replacing its entire pickup/delivery fleet with electric vehicles. Meanwhile, UPS has already ordered 10,000 electric vehicles and Amazon has plans to purchase 100,000. This trend toward more electric vehicles, both for personal and commercial transportation, will reduce gas consumption and revenue from gas taxes. Because we are currently reliant on the gas taxes as our largest source of revenue, this trend only amplifies our budget challenges. Also see responses 10 through 12, which explain the funding gap and discuss Pennsylvania's aging infrastructure.

2. **What is a Public-Private Partnership (P3)?**

A public-private partnership is a contractual agreement between public and private entities (a developer and PennDOT in this case) in which the public entity transfers the responsibility for engineering, construction, operation, financing and/or maintenance (or any combination) of a transportation project or facility to the private sector for a defined time period. A P3 contracting method would have the developer build the bridge or perform the maintenance/repair, thus allowing large, major projects to move forward using private funds which allows the public funds that would have been spent to be used for other projects. Similar to making mortgage payments on your house, the bridge tolls collected by PennDOT are used to make availability payments to the private developer to cover the engineering, construction, and maintenance costs of the bridge. The P3 law, Act 88, was enacted by the PA General Assembly and signed by Governor Tom Corbett in 2012, providing PennDOT with a much-needed tool to address the state's growing infrastructure needs. By using the P3 approach, PennDOT would be able to replace more bridges at a faster pace and minimize impacts on the traveling public and economy.

3. **What if traffic increases in my neighborhood?**

For each project, PennDOT will conduct a Route Diversion Analysis that identifies and evaluates potential alternative routes drivers may take to avoid a toll. This includes the identification and analysis of:

- Potential diversion routes;
- Current conditions of potential diversion routes;
- Historical crash data;
- Current and future traffic forecasts; and
- Alternative modes of transportation.

These studies will be used to identify and evaluate potential mitigation measures. Stakeholders and the public will have the opportunity to provide input on these potential diversion routes through individual project engagement. To stay up to date on each project and find out how and when you can provide your input and learn more, please visit the project webpages.

4. What are the benefits of tolling bridges?

There are many benefits of using tolling to fund major bridge replacement or rehabilitation including:

- Unlike a flat tax, only those using the bridge will pay for it, including out of state travelers.
- Bridge tolling provides a dedicated source of funding for the bridge. The funds received from the toll would go back to the bridge where the toll is collected to pay for the construction, maintenance, and operation of that bridge.
- Bridge tolling can provide the funds to repair or replace costly bridges without using PennDOT's current funding, which in turn allows those funds to be used for other roadway maintenance, operations and improvements in the region.
- Bridge tolling leverages technology, systems and legal authorization that is already in place, supporting faster implementation.

Because these bridges are costly and in need of repair, we must make them a priority. However, if we continue to use funds from our Statewide Transportation Improvement Program, other regional projects won't get done, causing long term challenges to our state's transportation system.

5. How will tolling be implemented on the bridges?

Implementation will begin with the installation of tolling equipment over the roadway to record tolls electronically without slowing down traffic. Tolls will be collected through E-ZPass or license plates using the Pennsylvania Turnpike Commission's existing systems, with revenue being sent to PennDOT. PennDOT will use the revenue to pay for the bridge and related maintenance and operational costs.

6. Does the Governor support tolling bridges on interstates and expressways?

The Governor understands that PennDOT cannot rely solely on gas taxes as a future revenue stream for the replacement and rehabilitation of highways and bridges in the state. His administration values innovative funding ideas and technologies that have emerged from peer transportation agencies across the country, tolling being one of those funding alternatives. In fact, on March 12, 2021, Governor Wolf signed an Executive Order in which he committed to phasing out the gas tax. In order to do so,

he has created the Transportation Revenue Options Commission (TROC) to build off of the findings from PennDOT Pathways PEL Study and recommend funding solutions.

7. Won't traffic diversion from bridge tolls negatively affect communities?

PennDOT is seeking to keep toll rates low so that drivers will continue to see the benefit of using the fastest and most direct route. We are currently performing traffic modeling to see if potential traffic diversion will impact communities and/or local streets. Results will be used to identify and evaluate potential mitigation measures, that could be implemented to off-set adverse effects where appropriate.

8. How does PennDOT plan to evaluate potential effects on low-income and minority populations associated with bridge tolling?

Special emphasis will be placed on identifying and evaluating economic impacts to under-served populations, as well as direct and indirect impacts as a result of potential traffic diversion from tolls. Potential mitigation strategies will be identified and evaluated, and where determined to be appropriate, implemented. Strategies will be assessed on a bridge-by-bridge basis.

9. How does PennDOT currently fund highways and bridges?

Transportation funding in Pennsylvania currently comes from both federal and state sources, including licensing and fees, sales and use taxes, bonds and interest. But a vast majority, 74 percent, comes from state and federal gas taxes. While the gas tax worked as a primary source of revenue a few decades ago, it doesn't work today. Changing travel patterns and more fuel-efficient vehicles mean less revenue is generated from gas taxes.

10. What is the highway and bridge funding need?

As Pennsylvania's mobility needs have grown, and as our system ages, the amount of funding required to support our highway and bridge network has continued to increase. PennDOT's current highway and bridge budget is about \$6.9 billion per year. Although that's a lot of money, it's less than half of the \$15 billion needed to keep Pennsylvania's highways and bridges in a state of good repair and address major bottlenecks on our roadway network.

11. What factors have led to PennDOT's current funding gap?

Over the past decade, the funds available to maintain highways and bridges have not kept pace with the increases in traffic and freight travel. There are several factors that have caused the funding gap, and risks that may increase it. PennDOT maintains over 40,000 miles of highways and 25,400 bridges requiring \$15 billion per year in funding, but our budget of \$6.9 billion leaves us with a current budget shortfall of \$8.1 billion. The state and federal gas tax represents 74 percent of the funding for our highways and bridges, but due to increasing fuel economy, increased emphasis on electric vehicles, and decreased value due to inflation, this funding has eroded over time. The federal gas tax has been the same since 1993 at \$0.18 per gallon.

That's 27 years ago. Consider how that compares to your other household costs. For example, in 1993 a cup of coffee cost around \$0.75. Now, it's more than double at \$1.59 a cup. Like making a cup of coffee, the cost of construction materials and labor has increased and we need the additional funding to meet current day needs. Our funding gap is also growing because a substantial amount of our infrastructure was built between the end of World War II and 1980. The expected life of these bridges is approximately 75 years, meaning the investment they need is growing as well.

12. Why is our funding gap growing and current funding sources at risk?

Our largest funding sources for highways and bridges are our federal and state gas taxes. About 74 percent of the funding for highways and bridges comes from these gas taxes. With a shift amongst many auto manufacturers to electric vehicles, and with vehicles becoming more fuel-efficient, less money is collected from our gas taxes and this reduction will continue to worsen in the future. Even though Act 89 of 2013— a bipartisan transportation funding plan — was intended to help reduce our risk of a growing funding gap, it did not meet the need that was identified by the Transportation Funding Advisory Commission (TFAC) in 2011. The report noted that unmet needs would grow to \$7.2 billion by 2020, but Act 89 was only designed to build to roughly \$2.4 billion by its fifth year. Additionally, Act 89 envisioned a more robust investment from the federal government to assist with interstates, so it was focused initially toward the overall system in developing our program. This federal investment has not come to pass. Since the total gap determined by the TFAC was not closed, the needs have continued to grow. Revised projections indicate the current annual funding gap for highways and bridges to be \$8.1 billion.

13. Pennsylvania has one of the highest gas taxes in the country. Why do we still have a funding gap?

Comparisons to other states are generally not apples-to-apples comparisons. Many states use other sources of revenue for transportation such as sales and income taxes, higher driver or vehicle fees and tolls. Our gas tax — which supplies a dedicated Motor License Fund — is at the level it is because our state is home to one of the largest state highway and bridge systems in the nation (40,000 miles of highways and 25,400 bridges). Our system is far larger than any of our surrounding states and, in fact, is comparable in size to the state-maintained road systems of New York, New Jersey and all the New England states combined. Other states do have lower gas taxes, such as Florida. However, Florida has 40 percent more residents to increase tax revenue and 30 percent fewer miles of roadway to pay for them. Pennsylvania's winter weather also takes a toll on our infrastructure. Many of our bridges are also nearing the end of their useful life with an average age of 50. The combination of 74 percent of our highway and bridge revenue coming from the eroding gas tax, combined with our aging infrastructure means that we're not generating enough revenue to cover the needs of highways and bridges. Additionally, many states' climates do not have the dramatic freeze-thaw cycle of Pennsylvania — many stay cold when they get cold or remain generally warm. These swings in Pennsylvania's temperature bring expansion and contraction that damages surfaces, especially when traffic travels over them.

14. Does PennDOT redirect gas tax funds to the State Police?

By law, our gas tax can only be used for highway and bridge related purposes and Pennsylvania State Police receive a portion of those funds for highway safety related needs. The exact budget breakdowns can be viewed in [our annual report here](#).

15. There are already tolls on the PA Turnpike – where does that revenue go?

The majority of revenue generated by the Pennsylvania Turnpike through tolls and other sources is retained by the Pennsylvania Turnpike Commission (PTC), which is a separate entity from PennDOT. These funds are used to construct, operate and maintain the Turnpike system. The PTC is mandated by law to make payments to PennDOT of \$450 million per year through FY 2021-22 and \$50 million per year through 2057, but that revenue generally does not fund PennDOT's highways and bridges. Instead, these funds pay for Pennsylvania mass transit operating expenses, public transit asset improvement, public transit programs of statewide significance and public transit administration and oversight. The PTC also contributes to the state's Multimodal Fund which provides dedicated funding for aviation, rail freight, passenger rail, bicycle/pedestrian facilities and statewide multimodal programs in Pennsylvania. Some of these funds also pay for multimodal administration and oversight and PennPORTS debt service, and some are transferred to the Commonwealth Financing Authority to fund projects to support economic growth in Pennsylvania.

16. It seems like budget cuts and operational improvements could address the need for new funding. Have these been considered?

PennDOT is always looking for operational improvements and has implemented many efficiencies across the department. See [page 5 of this information sheet](#) provided to TROC members for some information on efficiencies and innovation (https://www.penndot.gov/about-us/funding/Documents/TROC-Meeting_03-25-21/PA-Transportation-Funding-Options-2021_3-22-2021.pdf). However, these efficiencies won't make up the \$8.1 billion that we need to address the current highway and bridge funding shortfall and support major bridge rehabilitation and replacement or manage our 40,000 miles of highway.

17. Design ideas

Thank you for sharing your ideas for improving road construction in Pennsylvania. Your comments have been included in the Final Planning and Environmental Linkages (PEL) Study report.

18. General Comment

Thank you for your comment regarding the Pennsylvania Department of Transportation's Pathways Program and the Planning and Environmental Linkages (PEL) Study. The purpose of the PEL Study is to identify and evaluate potential near- and long-term funding options to fill our growing transportation funding gap. In short,

the PEL Study helps establish a path forward toward adequate revenue to maintain our highways and bridges in a state of good repair.

Comments received during the Draft PEL comment period from April 29 to June 1, 2021, have been considered in finalizing this PEL Study . We encourage you to stay engaged in this important and ongoing conversation by visiting the Pathways website and signing up for the newsletter at www.PennDOT.gov/funding under “Contact Us”.

19. No new Tax/toll

Thank you for sharing your thoughts. Your opposition to new taxes or tolls is noted. Your comment have been included in the Final Planning and Environmental Linkages (PEL) Study report.

20. PEL Report / Website location

The final PEL study report will be posted online at <https://www.penndot.gov/about-us/funding/Pages/default.aspx>

21. New revenue idea

Thank you for sharing your thoughts. Your ideas for new revenue are noted. Your comments have been included in the Final Planning and Environmental Linkages (PEL) Study report.

22. Tolling users support

Thank you for sharing your thoughts. Your support for tolling road and bridge users is noted. Your comments have been included in the Final Planning and Environmental Linkages (PEL) Study report.

23. Concern about MBUF

Thank you for sharing your thoughts. Your opposition to a mileage-based user fee is noted. Your comment has been included in the Final Planning and Environmental Linkages (PEL) Study report.

24. Concern about Major Bridge P3 Initiative Candidate Bridge Project

Thank you for your comment. The April 29-June 1, 2021 comment period was focused on the Planning & Environmental Linkages (PEL) Study. Each of the nine candidate bridge projects will have public meetings in which additional information regarding the proposed projects will be presented and comments will be accepted.

In the meantime, we encourage you to visit the specific web page of the project(s) that interests you:

- www.penndot.gov/i81Susquehanna
- www.penndot.gov/i80Nescopeck
- www.penndot.gov/i78Lenhartsville
- www.penndot.gov/i80LehighRiverBridge

- www.penndot.gov/i95GirardPoint
- www.penndot.gov/i83SouthBridge
- www.penndot.gov/i80CanoeCreek
- www.penndot.gov/i80NorthFork
- www.penndot.gov/i79Bridgeville

25. Does the PennDOT Pathways program relate directly to PennDOT’s short-term cashflow issue as a result of COVID-19?

While COVID-19 has had an impact on PennDOT’s revenues, PennDOT had systemic funding shortfalls even before the pandemic began due to the erosion of gas tax revenues. The financial impacts of the pandemic have only increased the need. Traffic volumes dropped about 40 percent in the spring, and while travel has rebounded somewhat, it remains down approximately 15 percent. The pandemic may have a lasting impact on our economy and lives, where and how we work and go to school. PennDOT estimates that gas tax revenue is down nearly \$500 million since last year, with losses still occurring.

26. Would the implementation of tolls replace PennDOT’s existing funding sources, such as the gas tax?

The value of the gas tax has eroded through increased fuel efficiency and inflation, contributing to an \$8.1 billion annual funding gap for highways and bridges. Bridge tolling would help address urgent replacement and rehabilitation needs without further growing the funding gap. Governor Wolf is committed to phasing out Pennsylvania’s gas tax in favor of more sustainable, long-term funding options, and signed an Executive Order establishing the Transportation Revenue Options Commission (TROC). The findings from the PennDOT Pathways PEL Study will be provided to the TROC to support their work.

27. Does PennDOT have authority to toll bridges?

Yes. PennDOT is authorized to toll bridges under both federal regulation ([23 USC 129](#)) and state law ([Act 88 of 2012](#) – the P3 law). In November 2020, PennDOT received unanimous approval from the P3 Board to implement tolls on major bridges throughout the state through the Major Bridge P3 Initiative.

28. Will toll collection cause congestion on the bridge or highway where its implemented?

No. Collection equipment will use All-Electronic Toll collection systems, allowing vehicles to travel at regular highway speeds without slowing to pay the toll. Tolls can be paid electronically through an E-ZPass account, funded through a credit card, debit card, or manually replenished with cash. Users can also drive through the facility without an E-ZPass and pay the toll by mail once billed.

29. Information Request

Your request has been fulfilled.

30. Other New User Fee Support

Thank you for sharing your thoughts. Your support for new user fees or taxes is noted. Your comments have been included in the Final Planning and Environmental Linkages (PEL) Study report.

31. Response to James Sampson

The announcement on February 18, 2021 was just the beginning of the process to evaluate candidate bridge projects for tolling. Each project will continue to include public and stakeholder engagement as they advance on independent schedules moving forward. This includes input we receive about business interruptions, toll avoidance and diversion routes. All questions and comments received by our project teams will be reviewed and considered.

PennDOT's current funding model cannot support our state's growing highway and bridge needs. Revenue generated by our state and federal gas taxes accounts for 74 percent of our highway and bridge funding. Gas tax revenue is down \$533 million since last year, with losses still occurring. While the pandemic has contributed to that shortfall, we were experiencing a steady decline in the effectiveness of gas taxes for funding before the pandemic started, thanks in large part to the rise of more fuel efficient and electric vehicles on the roadways. The shift to electric vehicles is only going to increase in the coming years. In fact, auto manufacturers plan on spending \$225 billion in developing new electric vehicles, and in January, General Motors announced that they will go all electric by 2035. In addition to passenger cars, some segments of the trucking industry are also moving toward electric technologies, further increasing our revenue challenges.

Our goal is to identify alternative funding solutions that are fair and equitable for all Pennsylvanians – citizens and businesses – and that best fit the needs of our transportation system. While we have yet to determine which solutions are best for our state, we are exploring a number of potential funding options. These options are being assessed within the Planning and Environmental Linkages (PEL) study, the latest version of which was released last month and can be accessed at www.PennDOT.gov/funding. Bridge tolling was identified as a viable near-term solution that can be implemented immediately, so it was advanced for further exploration while the PEL study is ongoing.

We hear your concerns about the geographic equity. These two bridges were selected as candidates for the Major Bridges Initiative because they both are in a condition that warrants timely attention to enhance safety and to avoid disruptions and community impacts if closures or weight restrictions were imposed.

To address your financial concerns the exact rates for each of the bridges has not yet been determined; however, the rates will be driven by final project construction cost and anticipated traffic volumes. These will not be known until later in the process as we refine our estimates and models. Regarding toll avoidance, we are analyzing potential diversion routes that drivers may take to avoid the tolls at each candidate bridge project and if and how that might impact the surrounding

community, including those historically under-served such as low-income and minority populations.

Public meetings for each of the bridge projects—critical components of our state’s transportation system—will be held later this year. We look forward to sharing the findings of our bridge-specific studies, as we look to collaborate with businesses and communities throughout the state in identifying funding solutions that are fair, equitable and sustainable for all Pennsylvanians.

32. Response to Justine Cimarolli

PennDOT’s current funding model cannot support our state’s growing highway and bridge needs. Revenue generated by our state and federal gas taxes accounts for 74 percent of our highway and bridge funding. Gas tax revenue is down \$533 million since last year, with losses still occurring. While the pandemic has contributed to the shortfall, we are experiencing a steady decline in the effectiveness of gas taxes for infrastructure funding due in large part to the rise of more fuel efficient and electric vehicles on the roadways. The shift to electric vehicles will only increase in the coming years and therefore broaden our funding deficit. In fact, auto manufacturers plan on spending \$224 billion to develop new electric vehicles, and in January 2021, General Motors announced that they will be completely electric by 2035. Additionally, the trucking industry is also moving toward electric vehicle technologies, further increasing our funding challenges.

Our goal with the Pathways Program, announced in November 2020, is to identify alternative funding solutions that are fair and equitable for all Pennsylvanians – particularly communities, residents and businesses. While we have yet to determine which solutions are best for our state, we are exploring several funding options through the Planning and Environmental Linkages (PEL) study, a draft of which was announced and shared with the public on April 29, 2021. In addition to another public meeting - a Telephone Town Hall was held on May 25, 2021 - the public was able to provide their input and insights to inform the PEL during the public comment period which ended June 1, 2021. Through the PEL Study, bridge tolling has been identified as a viable near-term solution that can be implemented immediately and will therefore allow us to accommodate planned future growth, provide improved mobility for freight travel and spend less time performing maintenance and repairs.

On Feb. 18, 2021, PennDOT announced the Major Bridge P3 Initiative and the I-79 Bridgeville Interchange bridges as one of nine candidate bridges across the state of Pennsylvania identified for tolling for the following reasons:

- The I-79 corridor is a major connection in the interstate system through western Pennsylvania that connects travelers, deliveries, goods and services to the Pittsburgh area, accommodating up to 87,000 vehicles per day.
- Adding lanes in both directions will help manage traffic congestion in the corridor.
- Replacing and rehabilitating the bridges will increase their longevity and reduce the cost and frequency of future repairs.
- Improvements will enhance safety throughout this critical corridor.

Unlike a flat tax, only those using the bridge will pay for it, including out-of-state travelers. Bridge tolling will provide a dedicated source of funding for the bridges, which will be directly applied to those structures to pay for their construction, maintenance and operation. Bridge tolling will provide the funds to repair or replace these costly bridges without using PennDOT's current funding, which in turn allows those funds to be used for other important and critical roadway maintenance, operations and improvements in the region.

We plan to complete and publish the PEL Study and its findings later this summer. As we advance, there will also be studies and public meetings involving the individual bridge projects themselves, including those in the I-79 Widening, Bridges and Bridgeville Interchange Reconfiguration project. We look forward to sharing these studies with you as we look to collaborate with residents, businesses and communities throughout the state to identify workable solutions for all Pennsylvanians.

33. Response to Harry Haas

The announcement on February 18 was just the beginning of the process to evaluate candidate bridge projects for tolling. Each project will continue to include public and stakeholder engagement as they advance on independent schedules moving forward. This includes input we receive about business interruptions, toll avoidance and diversion routes. All questions and comments received by our project teams will be reviewed and considered.

PennDOT's current funding model cannot support our state's growing highway and bridge needs. Revenue generated by our state and federal gas taxes accounts for 74 percent of our highway and bridge funding. Gas tax revenue is down nearly \$500 million since last year, with losses still occurring. While the pandemic has contributed to that shortfall, we were experiencing an erosion of gas tax revenues before the pandemic started, thanks in large part to the rise of more fuel efficient and electric vehicles on the roadways and inflation. The shift to electric vehicles is only going to increase in the coming years. In fact, auto manufacturers plan on spending \$225 billion in developing new electric vehicles, and in January, General Motors announced that they will go all electric by 2035. In addition to passenger cars, some segments of the trucking industry are also moving toward electric technologies, further increasing our revenue challenges.

Our goal is to identify alternative funding solutions that are fair and equitable for all Pennsylvanians – citizens and businesses – and identify those that best fit the needs of our transportation system. While we have yet to determine which solutions are best for our state, we are exploring a number of potential funding options. These options are being assessed within the Planning and Environmental Linkages (PEL) Study. Through the PEL Study, bridge tolling was identified as a viable near-term solution that can be implemented quickly, so it has been advanced for further study in parallel and conjunction with the PEL Study.

You expressed concerns about the financial impact bridge tolls may have on Luzerne County residents. The exact toll rates have not yet been determined but are

anticipated to be around two dollars. The rates will be driven by final project construction cost and anticipated traffic volumes. These will not be known until later in the process as we refine our estimates and models. Additionally, we are analyzing potential diversion routes that drivers may take to avoid the tolls at each candidate bridge project location. The study of diversion routes will include evaluation of potential effects of increased traffic on travel time, as well as potential effects on communities and businesses along the diversion routes, including effects on traditionally under-served populations such as low-income and minority populations.

Pennsylvanians and our businesses can benefit from investing in these bridges using the P3 model. In Pennsylvania, every \$1.0 billion invested in bridge replacement or rehabilitation creates 10,493 job years and generates \$2.2 billion in business sales within our state's economy. These jobs would be in industries such as construction; professional, scientific and technical services; health care and social assistance; retail trade; durable goods manufacturing and others. This spending has a ripple effect through the local economy benefiting our state overall.

We published the draft PEL study this spring and we welcome you to view it here. Public meetings for the individual bridges are being held later this year. We look forward to sharing the final PEL study and its findings with you, as well as the findings of our draft and final bridge-specific studies, as we look to collaborate with businesses and communities throughout the state in identifying funding solutions that are fair, equitable and sustainable for all Pennsylvanians.

34. Response to Representative Perry Stambaugh

Our goal with the Pathways Program, announced in November 2020, has been to identify alternative funding solutions that are fair and equitable for all Pennsylvanians – particularly communities, residents and businesses. The Pathways PEL Study is a planning document, so it can act as a resource for the Transportation Revenue Options Commission (TROC) as they work to identify which funding options will best meet our needs and eliminate our state's reliance on the gas tax. The PEL identifies potential near-term and potential longer-term funding options that could be implemented and lays out a proposed path for moving our transportation funding forward. The PEL Study will be made available as a resource for the TROC and could be updated in the future as a living document.

Of the options highlighted in the PEL Study, the Mileage-Based User fee (MBUF) is one that would require new legislation and regulation. This legislation and/or regulations would likely stipulate the details of how MBUF revenue would be allocated. One reason that MBUF is considered a long-term solution is because of the complexity of implementation and legislated authority.

35. Response to Melissa Gates

Our goal with the Pathways Program, announced in November 2020, has been to identify alternative funding solutions that are fair and equitable for all Pennsylvanians – particularly communities, residents and businesses. The Pathways PEL Study is a planning document, so it can act as a resource for the Transportation Revenue

Options Commission (TROC) as they work to identify which funding options will best meet our needs and eliminate our state's reliance on the gas tax. The PEL identifies potential near-term and potential longer-term funding options that could be implemented and lays out a proposed path for moving our transportation funding forward. The PEL Study will be made available as a resource for the Transportation Revenue Options Commission (TROC) and could be updated in the future as a living document.

We recognize the importance of mass transit funding. The PEL focuses on highway and bridge funding at this time because that is where we have the most significant funding gap while having already identified a near-term solution that we can advance – the Major Bridge P3 Initiative. Toward the beginning of the PEL, we do discuss the PennDOT-wide funding needs, and these needs and potential solutions for other modes of transportation could be advanced in the future via an update to the PEL Study or via other task force initiatives or PennDOT programs aimed at tackling the overall transportation funding gap.

We also understand your concerns about potential property tax reassessments and acknowledge the wide-spread challenges of using taxes as a funding source. This is why property taxes was classified as a long-term solution in the PEL Study, requiring additional analysis including the evaluation of statutory requirements.

We look forward to sharing the final PEL study and its findings with you, as well as the findings of our draft and final bridge-specific studies, as we look to collaborate with businesses and communities throughout the state in identifying funding solutions that are fair, equitable and sustainable for all Pennsylvanians.

36. Response to Joe Gerdes

We agree with you that local, safe roads are the foundation of the Commonwealth's transportation network. This is why we're at a critical juncture to act now and address our aging infrastructure. We cannot afford to let our transportation funding crisis continue.

Our goal with the Pathways Program, announced in November 2020, has been to identify alternative funding solutions that are fair and equitable for all Pennsylvanians – particularly communities, residents and businesses. The PEL Study which explores several potential funding options will be made available as a resource for the Transportation Revenue Options Commission (TROC) and could be updated in the future as a living document.

We understand your concerns about how the Pathways PEL Study and TROC intersect. The Pathways PEL Study is a planning document, so it can act as a resource for the TROC as they work to identify which funding options will best meet our needs and eliminate our state's reliance on the gas tax. The PEL identifies potential near-term and potential longer-term funding options that could be implemented and lays out a proposed path for moving our transportation funding forward. As new information and data are collected and analyzed, the PEL can be updated. Down the road, developments within the TROC could be incorporated into

an update of the PEL. In this sense, the PEL can act as a living document for evaluating additional funding options for implementation.

While COVID-19 has had an impact on PennDOT's revenues, PennDOT had systemic funding shortfalls even before the pandemic began due to the erosion of gas tax revenues. The financial impacts of the pandemic have only increased the need. Traffic volumes dropped about 40 percent in the spring, and while travel has rebounded somewhat, it remains down approximately 15 percent. The pandemic may have a lasting impact on our economy and lives, where and how we work and go to school. These impacts have been considered in our traffic models and projections. Key bridges and roads across the Commonwealth are in need of repair and rehabilitation. Regardless of travel patterns, closures of key infrastructure have a critical impact on our supply chain as well as residents.

For funding options that may lead to diversion of traffic onto other routes for those wanting to avoid paying tolls, such as congestion pricing or bridge tolling, traffic modeling and analysis will be conducted should that specific solution be assessed for implementation in a particular area. Diversion analysis is just one piece of the environmental review process that would be involved as a part of the introduction of a new toll.

Being good stewards of tax dollars spent on our transportation system is important to PennDOT. There have been audits and efforts made to reduce spending over the past several years. While efficiencies have been identified and implemented, none are of a magnitude that will cover the current \$8.1B funding gap for highways and bridges.

We look forward to sharing the final PEL study and its findings with you, as well as the findings of our draft and final bridge-specific studies, as we look to collaborate with businesses and communities throughout the state in identifying funding solutions that are fair, equitable and sustainable for all Pennsylvanians.

PennDOT PEL Study Comment Period Comments and Response Numbers

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
04/29/2021	<p>As a former pennDOT employee and a citizen who uses the road ways often I can comfortably say I don't agree with any of the current options when its a better solution to fix the problem. Increasing taxes and adding tolls wont in my opinion fix anything people don't want to spend more money.</p> <p>The solution is extremely simple, traffic occurs at certain times of the day the early morning rush hours when everyone is trying to get to work, school & the airport, mid day or afternoon rush for lunch and the evening rush when everyone is trying to get home from school or work.</p> <p>The best solution is to correct what's wrong with the current system. During each rush hour period people getting on & off exits causes congressional traffic because they dont have their own lane. By placing extensions to the exit and entry lanes it will eliminate traffic by 60% during the rush hours period. These extended lanes will give drivers the opportunity to flow with the traffic instead of impeding upon it causing lengthy slow downs and accidents. Whenever I'm stuck in traffic I've always noticed people trying to merge on is what builds up these long lines and brings traffic to a screeching halt especially during the morning and evening rush. The right lane moves at a snail's pace because people are fleeing the right lane or stopping to let drivers enter the road way. Once an extension to the lane is added this problem will be solved & traffic will flow freely without the build up at every exit and entry way.</p> <p>I'll give you a challenge get on 376 in any direction during the rush hours and watch the flow of traffic go from smooth to a standstill at each entry way and exit especially before the tunnel and I guarantee you will see exactly what I've seen and how easily this problem can be fixed without costing the state/city or tax payers a higher increase to taxes and adding tolls.</p> <p>Please don't be shy I am available for Hire, I can work weekends as well as week days. I'm excellent in the office feild and very versatile with any position or task given. My ideas aren't limited. Feel free to hire me I can start asap.</p>	Joy	Johnson	17
04/29/2021	<p>I am against the tolling of the proposed new bridge on I-79 at Bridgeville.</p> <p>I think it will hurt local businesses, real estate values, local residents who live nearby and use it multiple times every day, and it will create undue extra traffic and chaos on smaller, local roads that will assuredly be over utilized by motorists to avoid the toll.</p> <p>I'm sure PENNDOT can find another funding source. The PA gasoline tax has been a default target for increased revenue in the past, has something changed? Citizenry couldn't stop the addition of extra gasoline taxes in the past, how could we stop it this time?</p> <p>Thanks for the opportunity to share my opinion.</p>	Tim	Barry	24, 26

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
04/29/2021	Do not charge a toll for the bridges. Take some of the money that the President is going to raise for infrastructure and fix the bridges.	Michael	Oleck	19, 21
04/29/2021	ATTN: YASSMIN GRAMIAN. WHAT YOU SAY IS BULLSHIT. I DON'T CARE WHAT KIND OF TAX OR TOLL YOU ARE ADVOCATING IT IS ALL WRONG. YOU SAY IT WILL GO AWAY AFTER 10-15 YEAR AGREEMENT IS ENDED. THAT IS DEFINITELY BULL. YOU GUYS NEVER GOT RID OF TAXES ON LIQUOR FROM THE JOHNSTOWN FLOOD, 23CENT TAXES TO REPAIR BRIDGES, THE CAT FUND FOR PITTSBURGH AND PHILADELPHIA. I COULD GO ON AND ON LISTING TAXES THAT THE PENNSYLVANIA GOVERNMENT HAS NEVER DONE AWAY WITH AFTER PROJECTS ARE COMPLETED. ONCE THE GOVERNMENT GETS THE MONEY THEY WILL NOT GIVE END THE TAX OR TOLL THERE WILL BE ANOTHER EXCUSE TO USE FOR ANOTHER PROJECT. WHAT ABOUT FIXING THE ROADS TO GET TO THE BRIDGES. THE ROAD ONCE YOU GET OUTSIDE OF THE MAJOR CITIES OF PENNSYLVANIA ARE A MESS AND NEED PAVED.	Deborah	Cenni	19
04/29/2021	Please do not further increase taxes for Pennsylvanians or implement tolling that will further slow traffic. Registration fees and inspection fees are already in excess.	Kathryn	Parlier	19
04/29/2021	Pennsylvanians already pay high taxes. I think mismanagment is to blame for the poor conditions of our roads and bridges. NO new taxes or tolls!!	Angela	Gruver	16, 19
04/29/2021	Mr. Shaw requested that his email address be updated.	Derek	Shaw	29
04/30/2021	I would like to see the report and no extra tolls. We pay more than enough taxes to repair highways	Jeff	Bamberger	19
04/30/2021	I have reviewed the draft PEL Study document and I agree and support the following funding options: Bridge Tolling Managed Lanes Congestion Pricing Corridor Tolling Mileage Based User Fees	Jackson	Hurst	21, 22
04/30/2021	I see nothing in here that PennDOT try to cut costs. Users in PA already pay about 3 times the amount other states do for Liquid fuels taxes. And why does PA consider resurfacing "construction" instead of "maintenance" requiring prevailing wage. That is a killer to the resurfacing budget. It doesn't change the size of the roadway It should be considered maintenance. So many more miles of road could be done if this were true. The mix design for resurfacing has changed to a mix that lasts half as long as it used to. On older roads it lets water shed through only to the old asphalt and then it sits to freeze and break up the new asphalt. This is very costly in repeat repairs and materials.	Michael	Heckman	16
04/30/2021	The state has the higher of most states in gas taxes! Poor planning is not the fault of miss placed politics spending. I as a American citizen for long linage say NO ! To ANY Tolls or taxes new!!!	Bob	Scott	13, 19
05/01/2021	Hello, The Association for Bridge Construction and Design, Susquehanna Chapter is a sponsor of this year's YMCA half marathon weekend on May 15-16. If you have any pamphlets regarding public participation in transportation funding ideas that we can distribute at this event, please let me know? Thanks!	Mike	Newman	29

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/02/2021	There are about 5 or more bridges in my local area already put in under this program. NONE of them are worth a crap. The bridge surface is terrible, absolutely none of the approaches line up with the bridge deck resulting in a "ski jump" on or off the bridge or a 2 inch "edge" where the approach meets the bridge. On some of them the deck is already spalling up from the salt. This program is a total waste of money and effort.	Ted	Schweikart	18, 19
05/02/2021	NO TOLLS, the pa turnpike is a classic example of government ineptness. Pen dot needs to be re structured from top to bottom. Break the union and make them work. I'm tired of seeing 4 or 5 guys riding around with two wheel barrows of cold patch in the back. One guy throwing a shovel full of patch, not even tamping it down. I'm also tired of seeing a road be blacktopped and within a week the state comes along and puts in new sluice pipes every 50 yards, leaving a road worse than when they started.	Ted	Schweikart	16, 19
05/03/2021	I believe we need to find other solutions beyond tolling.	H. Virginia	Figles-Kaar	19, 21
05/03/2021	Tolling existing roadways is not a good idea. Other more equitable choices such as mileage based fees and increased driver registration would be better. The PTC is the most expensive toll roadway system in the world. It is not fair for people on fixed income and low incomes to pay to ride on our freeway system. As an aside, why are we not taxing the Marcellus gas producers based upon the volume they are taking from our land in the Commonwealth. The per well tax now is a real bargain and the Commonwealth is getting ripped off. Every other state including Texas and Oklahoma tax based upon the volume from each well. One last point, PennDOT should not be paying for the PA State Police. The PSP should be paid for from the General fund.	Pami	Wiedemer	8, 14, 15, 19, 21
05/03/2021	In the normal business finance world equipment is maintained throughout its' life not just when it is about to fail. A budget is also developed and followed in order to remain profitable. The money that PennDOT collects should be allocated properly. In all of the meetings I have attended when PennDOT officials have been asked for current figures they were not available. Unacceptable. You cannot continue to pass the cost on to the people who are already paying more than their share.	John	Rigney	11, 12
05/03/2021	The DOT needs to use the current funding levels and manage them correctly. Payment for substandard work should not be done. Some highways get worked on every 3 years, some every 20 years. Pennsylvania has plenty of toll roads now, and they're being managed poorly. I see this as just another road tax and a burden to the local population. Pennsylvania currently has one of the highest road taxes in the country, learn how to manage what you have and stop asking for more.	Paul	Hansen	11, 13, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/03/2021	<p>I am writing to you today on behalf of Concord Plastics, Inc., located at 225 Jaycee Drive West Hazleton, PA located in the Valmont Industrial Park in strong opposition of the bridge tolling in Luzerne County. On February 18th, 2021 , PennDOT revealed the potential bridges being considered for tolling through the Major Bridge P3 initiative, which includes two bridges in our county.</p> <ul style="list-style-type: none"> • 1-80 Nescopeck Creek Bridges - Luzerne County. • 1-80 Over Lehigh River Bridge Project - Luzerne and Carbon counties. <p>It is our understanding that the nine candidate bridges were selected by the Department based on several criteria including geographic balance across the state.</p> <p>We do not believe there is balance in this current proposal as two of the nine selected bridges are in Luzerne County. These two bridges bookend Luzerne County with only 22 miles of interstate between them.</p> <p>Additionally, PennDOT stated that tolling could be imposed on motorists traveling in each direction of traffic along the bridge at a cost of \$1 to \$2 for passenger vehicle and offered little to no details with respect to commercial vehicles.</p> <p>As a business within the Valmont Industrial Park, this bridge toll proposal, especially in such a small geographic area, presents many challenges for our operations. We are very concerned with the impact these tolls will have on our supply chain, our customers and, most importantly, our employees. Some employees, I will point out, commute to and from work every day utilizing these bridges. This toll will cause financial hardship to those hard-working individuals that are so vital to our company's success.</p> <p>We acknowledge the declining revenues in the Motor License Fund caused by lower fuel consumption both prior to and during the current COVID-19 pandemic, but our business and employees have also been hit hard as well. Adding an additional cost to our business and employees will have significant consequences.</p> <p>Be assured that our business will be very vocal in the opposition of the tolling of these bridges and will make every effort to voice our concerns during the virtual public meeting. Once again, we would hope that you would reconsider tolling the bridges in our area. Please feel free to contact me directly if you have any questions or would like to discuss our stance further.</p>	James	Sampson	31
05/04/2021	<p>Rather than increase funding, I suggest you decrease costs. A prime example is to immediately convert current employee retirement accounts from a defined benefit plan to a defined contribution plan. At the same time purchase individual annuities for each employee which would provide a retirement benefit based on their current salary and years of experience. Additional retirement benefits at retirement would be earned through the defined contribution plan. This approach would save a large amount of current expenses.</p>	Wilmer	Leininger	16

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/04/2021	<p>Subject: Tolling, Managed Lanes and Payments in General</p> <p>This is an area where DOTs nationwide lack expertise. They attempt to solicit things from Mastercard and Visa that aren't reasonable and they don't understand how payment systems work. Not really. So they ask for unreasonable things and talks stall. Going nowhere.</p> <p>I've watched this scenario play out since the early days of EZ-Pass, which is now going through the pain of installing an online settlement system that should've been done when the concept took root at the MTA in the 90s.</p> <p>Without a backend settlement system you won't achieve any of the concepts you talk about with respect to the subject topics. Someone has to be responsible for the technology that protects the consumer and allows them to pay conveniently for the services they use. From the moment they pull out of their driveways or away from the curb.</p>	Peter	Quadagno	21, 27
05/04/2021	<p>What about naming rights. People love to see their names splashed across roads and bridges. A million dollars a month to have your name prominently displayed as funding the Lenhartsville Bridge.</p>	Edward	Graczyk	21
05/04/2021	<p>I think that the most practical way to pay for bridge/road etc repairs is to add a tax to each gallon of gas nationwide or just in PA for now, that would go for this purpose only. And not be diverted to other purposes as other taxes have been. 5 or 10 cents per gallon would help fund what people use and maybe help to encourage people to travel less.</p>	Dennis	Lehman	13, 21
05/04/2021	<p>You have a budget, work within it. Cut back on costs (rightsized) eliminate tasks that are not related to upkeep (sweeping roads) and get rid of the "prevailing wage clause" in contracts. I notice that alot of your contractors have new equipment, I guess we are paying for that too.</p>	Harold	Bamberger	16, 21
05/04/2021	<p>It is fairly simple. Raise registration fees for all vehicles. Even a jump to \$100 is not going to stop</p> <p>People from owning and driving cars and trucks. Electric vehicle owners should pay even more as they</p> <p>As they don't pay gas taxes. We can then forget about tolling more bridges and even lower tolls on the Overpriced Pa. turnpike. Problem solved.</p>	Chuck	S.	21, 30

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/10/2021	<p>Dear Honorable Governor, Secretary, Senators, Congressmen, Representative and District Executive:</p> <p>As the official municipal planning agency for the Borough of Bridgeville, we call upon you to reconsider the proposal to toll vehicles using 1-79 at the Bridgeville interchange.</p> <p>Interstate 79 is the primary roadway that connects our community to the majority of western Pennsylvania and is credited for making our region the ideal place to live and work due to its connectivity to other major highways and the greater metropolitan Pittsburgh area. Having direct and unfettered access to 1-79 has enabled redevelopment and significant investment in our region, that has created new jobs, attracted citizens to all our communities and sustained a high quality of life for those living and working here.</p> <p>If this toll bridge is to be created at the Bridgeville I-79 Interchange, it will have dire and irreversible consequences to our communities that include exacerbated traffic congestion and unsafe conditions for pedestrians on Route 50 as it will be the principal diversion route, degradation of our local roadways that already lack funding to be maintained, result in a lack of future development and investment in our region, reduce property values, and will impose many negative environmental impacts resulting from increased idling of vehicles sitting in traffic. The progress that has been initiated and advanced over the past decade in this region will be lost and the quality of life for our citizenry will be greatly diminished.</p> <p>The Bridgeville Planning Commission at our Monday, April 26, 2021 meeting has formally declared that imposing tolls on I-79 will have nothing but negative consequences and call upon you to find another funding source to complete the improvements to the Bridgeville interchange. We demand that our state and federal officials prevent PENN DOT from the ability to impose tolls on motorists traveling I-79, and request that action be taken now to formally study, fund and make improvements to Route 50, our main throughfare that is already overly congested and lacks the ability to handle any increased burden.</p> <p>On behalf of my fellow Planning Commissioners, thank you for your consideration and I look forward to working with you to reconsider PENNDOT's plan to toll I-79.</p>	Justine	Cimarolli	32
05/11/2021	<p>The most important thing that PA can do for transportation funding is END THE DIVERSION OF FUEL TAX MONEY TO THE STATE POLICE TO PAY FOR OPERATIONS. Fuel taxes need to be invested in our transportation system. The legislature has pirated as much as 1/3 of gas tax revenues to pay for State Police. Please end this misallocation of funds. the public knows that PA has one of the highest gas taxes in the nation, but are generally unaware that a large chunk of it has be diverted to the state police over the past 20+/- years.</p>	Jon	Eich	14
05/11/2021	Please sign me up for the newsletter list!	James	Driscoll	29
05/12/2021	<p>Good morning! Can you tell me what time the live stream of the meeting starts tomorrow?</p> <p>Thank you!</p>	Coleen	Burke	29

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/12/2021	<p>I would like to know something about the Bikes that are on our roads.</p> <p>Why is it if they are driving any road and I do the same thing but I have to get a license plate, car insurance and inspection's done.</p> <p>So why has this not been put into effect for the bike's on the road.</p> <p>I live very close to Cranberry Twp. they have pulled out in front of me at red light and if you are going to take a right turn and they are also right along side the car.</p> <p>If you want to have safety on the roads at least that what car drivers are told to drive this way and etc and oh my if the vechile is not inspected by the date or no insurance we are in big trouble which I will have you know that has never happened to me in all of years since I was 16 and I am 70 now. So State of Pa. if you want more money and quit worrying about tolls that should go the roads think about making the bikes paying their share also.</p>	Thelma	Sinn	21
05/13/2021	<p>Do NOT place any tolls on Route I-80. Many people, including myself, travel Route I-80 two times a day to travel to work. For me, there is no good way to get there without using I-80. But if you do toll I-80, I will go a different way adding a half hour to my commute. Many people will do the same, adding wear and tear to the secondary roads and increasing the costs to maintain those roads. I will NOT pay an additional \$80 per month or \$960.00 per year to travel to my job. We are taxed way too much in this state.</p>	Jacqueline	Kaiser	7, 19, 24
05/13/2021	<p>The ideas on the site are pretty bad. If you want more money, maybe improve the substandard level of service you provide now, as well as end all the wise cracks, when the public makes comments or asks questions? Most PennDOT people would be fired immediately if they worked in the private sector. Roads are not fixed right, not paved, not plowed, etc. You want more money? Ha! Earn what you have first. I only buy junk cars now, as the roads are that bad.</p> <ol style="list-style-type: none"> 1. Get rid of the Turnpike and PennDOT can take it over. Better yet, make the Pike a free road. 2. PennDOT should only be a few workers, contract out everything else. 3. Get rid of the big salaries, benefits, pensions, etc. 4. If the state taxes people to death and continues with the anti-driving agenda, then fewer people will drive, and they will pay less. Sadly, the poor engineering and predatory ticketing PennDOT keeps pushing is contributing to a decrease in fuel taxes paid. Why go out if you will get frivolous tickets? You should talk to the National Motorists Association, as it is the only place to get info anymore, it seems. 			16, 21

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/13/2021	Under no circumstances should there be any tolling of any bridges or roadways within PA. First this means that side streets and work around a will receive excessively hear y traffic by people seeking to get around the highest toll roads in the world. Yes that is right... Pa has the highest tolls on roads in the world. So all you will do is hurt secondary roads and bridges and coat more in the long term. Furthermore there should be zero gas tax or taxing of our vehicles. Quite simply your budget problems are the result of ismanagement and having giant road crews standing around while only 1 person works. This budget problem is compounded by using inferior materials and constantly repaving roads that have just been finished. If you did the job right the first time like surrounding states, they would have a lifetime of a minimum of 15 ydies with minimum maintenance. Currently they have a life expectancy of 5 years with maximum maintenance. Also, when you out a road in appropriately, you don't cut it afterwards and seal it. You leave it solid. It is all the same aggregate material. It expands and contracts at the same rate. Those cuts only allow for the formation of pot holes.... Every single time.	Stephen	Carter	7, 16, 19
05/14/2021	Do NOT place any tolls on Route I-80. Many people, including myself, travel Route I-80 two times a day to travel to work. For me, there is no good way to get there without using I-80. But if you do toll I-80, I will go a different way adding a half hour to my commute. Many people will do the same, adding wear and tear to the secondary roads and increasing the costs to maintain those roads. I will NOT pay an additional \$80 per month or \$960.00 per year to travel to my job. We are taxed way too much in this state.	Jacqueline	Kaiser	7, 19
05/14/2021	How can the taxpayers of PA trust PennDot and Wolf to use this toll money to actually fund the cost of transportation? We already have the highest gas taxes in the world, the turnpikes a shitshow and you took \$4.2 billion out of the gas tax slush fund to pay police instead of fix roads per 2019 reporting... wonder what the tallies at now? Would be interested if you have info on that. How far would that atleast \$4.2 billion gone? How long will it take your toll booths to profit that much? These tolls are insane because we are already reallocating gas tax money which is specifically made for bridge improvements to fund other needs such as the police. Big government spending and powertrips are becoming a real issue in PA and it seems there is no accountability except for the taxpayers who seem to keep holding the bag. Yall are a bunch of fools.	Sean	Bueger	13, 14, 15, 16
05/14/2021	I strongly oppose to toll roads to pay for the cost of road maintenance. If the gas taxes were for this purpose what happened to that money? There is a lot of wasteful spending of our tax payers money. I also know of a new Penn Dot employee who is amazed at the amount of stolen work hours from their employees. He witness playing cards on company time, sitting around doing nothing wasting valuable timeand getting paid. This comes from a person that works at Penn Dot. I know a former employee who states the same kind of behavior when he warked there and he is in his 70's. This has been going on for yrs. We can save a lot of money by keeping better over sight on wasteful spending. Sorry but I do not trust the government to make sure we spend appropriately. I do not trust the toll money will be used accordingly.	Diane	Hanley	11, 16, 19
05/14/2021	Please sign me up for the newsletter list!			29
05/14/2021	I oppose tolling of the bridges on I-80, All this will do is have traffic go on regular roads to avoid the tolls. You can't tell me that the amount of taxes that we pay on gas would not fix our roads if that is all that they were used on, instead of all of the xtra thing that they use the money on like for state police etc.	Kathy	Park	11, 14, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/14/2021	I'm totally against being charged for the number of miles I drive. Pennsylvania roads are terrible you have the highest gas tax and still can't repair the roads. Now you want to charge us for everything if the people of the commonwealth made really good wages and we could afford the charges that would be different. But the legislature won't raise minimum wages and corporations always get the tax breaks and the middle class always pays for everything. You need to come up with some better ideas. Pennsylvanians get taxed to death as it is. Why don't you toll I-80 and I-79 And all the eastern interstates and bridges and let the people who use them pay the cost	Steve	Renick	13, 23
05/15/2021	2 sources of income for PenDot could possibly be the UNCOLLECTED fines from EZ Pass, especially from out of state drivers, as well as The money spent to provide State Police Services to communities that opt to not have their own police department.	Carol	Squibb	14, 21
05/15/2021	I strongly oppose tolling Bridges on Interstate Highways in PA. We pay the highest gas tax in the USA. We have the largest Legislation branch for a shrinking population. I have watched Penndot fix roads with a crew. Be careful with your bidding process. Be fair. Do it right the first time.	Diana	Fesenmyer	13, 19
05/16/2021	Subject: Senate bill "382" PEL You need to remove the ability for insurance companies to use credit score to determine insurance rates. You want more gas tax, you want more registration fees, you keep raising turnpike fares. You have to make concessions somewhere. Quit putting all the money in general fund, if it is road use, license and registration issues it goes into Penndot funding. Drivers licensing center should be self supporting.	Harold	Chase	19, 21
05/17/2021	I live in Knox, Pa and work in Clarion, PA. I use I80 Monday-Friday. I only make \$9 an hour at work. If I have to pay a toll on the I80 bridge how does that effect me? Now I am late for work daily due to having to go 322 to work and skip the toll on the bridge because I do not have the extra \$ to pay it. My work allows me to be a little late to drop me son off at school at 8am even though that is my start time. I80 gets me to work at a reasonable time. Please consider people who are just trying to get to work. Tolling the bridge will effect people like me only making minimum wage or a little above. Thank you for your time.	Russell	Karry	8, 24
05/17/2021	The proposal to put toll on the south bridge will push traffic through the city of Harrisburg. How is down to Harrisburg going to handle the huge increase in traffic from this?	Kristina	Goel	7, 24
05/17/2021	Hello. I am sending this email in absolute total disagreement regarding the south bridge toll! The toll will force many commuters to find a different route to work, myself included. This proposed toll will cost drivers an extra \$740 a year. Are you forgetting many, many drivers are STILL unemployed due to COVID and have been unable to find substantial work since? Not to mention the cost of health care has skyrocketed and out of pocket premiums are higher, not to mention the cost of food, and gasoline. So, instead of perpetrating further financial hardship on Pennsylvania folks, why not take the money from needless expenditures and stop and think what this proposed toll will do to already struggling people. We will be forced to find another route, which of course will cost more money for gas not to mention more wear and tear on our vehicles!! It's not right! Thank you for your time.	Cathy	Best	7, 8, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/18/2021	PA dot collects the second highest gas tax in the country. How is it other states can spend within their means and PA Cant? could it be bloated wages?, Very generous retirement packages? , Before any more \$\$\$\$ goes to Pendot. an audit needs to be done and made public. Their is a reason so many people are leaving PA for FL. OVER TAXATION!!!! We had to cut back now its time for pendot to cutback.			13, 16
05/18/2021	I'm impressed with the various options Penn Dot is looking at and how thoroughly they are being researched.	Ed	Sweisford	18, 22
05/18/2021	And, I would like to make sure that they do not, do not toll interstate 80, and interstate 79.	Robert	Amsler	19
05/20/2021	While I agree that there is much work to be done on our roads and bridges in PA, there is already so much money in the budget taken from hard working citizens by way of taxes on taxes that it seems a better plan to have the budget reigned in and appropriated in a better fashion. Don't be too proud to get outside help in formulating the budget if need be. Please stop stealing from the hardworking, taxpaying citizens of our great Commonwealth. Thank you.	Cathleen	Cabral	19
05/20/2021	I am against a toll for Interstate 81 Susquehanna County and Interstate 83 Dauphin County!!!	Denise	Robenolt	19, 24
05/20/2021	we pay to much in gas tax and registrations. While PennDot wastes our tax dollars and use gas tax money for other things like paying the state police, bicycle paths. In dunmore your building an additional bridge that cost hundreds of thousands dollars. We don't need roundabouts which are very expensive. I'm so fed up with Pa always taxing us. What happen to the windfall tax dollars your getting from internet purchases sales tax. Use some of that money. Stop PennDot employees using Try axel dum trucks for driving around. Let them use hybrids not has guzzling diesel. Why soes this survey want to know our race or ethnicity?	Miscavage II		14, 16, 19, 22
05/20/2021	The documents on your website indicate that one of the reasons for the lower income from the gas tax is more fuel efficient vehicles and fewer miles driven as a result of changing traffic habits. While many vehicles are fuel efficient, older ones tend not to be. Those older vehicles are often driven by individuals least able to pay additional fees, such as tolls, to commute. They will already be paying higher costs for gasoline due to less efficiency and an increase in tolls would penalize further those least able to pay. Additionally, adding tolls to integral bridges will cause people to look for alternative routes, causing longer commutes and more traffic on less used and likely less well maintained routes. In Erie County, a number of roundabouts and improvements are planned. While roundabouts are great, if bridges are in dire need of repair, I'm curious why funds are being used to create expensive improvements to intersections definitely not in danger of falling apart instead of on the bridges that apparently are in danger. I am very much not in favor of tolls on bridges.	Thomas		1, 3, 8, 19
05/20/2021	IT JUST MAKES SENSE TO FUND HIGHWAYS BY THE VEHICLE USERS AND TYPE OF VEHICLE SINCE GAS TAX WILL NOT COVER COSTS - TOLLS ARE PART OF THE REALITY			22
05/20/2021	The proposals make a lot of sense to me since I believe that the people who use the infrastructure the most should pay the most for it.	Eby		22
05/20/2021	It is time for Pennsylvania to get its act together. Remember the \$.40 to \$.50 cents tax increase on gas? Wasn't that to provide funding for road projects? Now you want to add tolls to bridges! Call my cynical, but that will only provide more graft for the politicians. Quit wasn't money, work smarter and give the tax payers a break instead of funding a welfare state. Most welfare receipt ants are able bodied and should be working. I worked my whole life and am fed up with paying for the deadbeats.	Fliegel		19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/20/2021	Just another promise on how the money will be spent on something that we as tax payers will never see.	Gogarty		2, 18
05/20/2021	The plan to put tolls on the bridges in PA is not supported by the people. Please do not do this. We're already taxed for these roads it will only create ack ups delays accidents and transferr traffic to local roads that aren't designed to support the traffic.	Conklin		3, 7,19
05/20/2021	Stop diverting the funds from their intended use and we won't have a big problem. I live in the Bridgeville area. People will simply bypass route 79 to avoid the toll overpasses. Consequently, the surrounding roads will be clogged and will quickly be worn out and in need of repair as they were not designed to handle the increased volume.	Pollack		3, 14
05/20/2021	NO MORE TAXES ON ROADS. If we don't have enough money ask Tom Wolf where it is. I know of Truckers who already avoid our state because of tolls. I take back roads when driving east-west to avoid the Toll-Pike. NO MORE TOLLS.	Demme		19
05/20/2021	Good morning! FYI, your registration page for the PennDot Teletown Hall on May 25 does not appear to be working. It's saying my phone number is invalid, however, it will not allow me to add hyphens between the numbers. Here is a screenshot.	Lush		29
05/20/2021	For the money that was siphoned off for the State Police and other things like say gambling was supposed to be used for tax relief it seems that the money is never used for what it's intended for. This money will be siphoned off for some other "pet project" like Philadelphia bailouts. Eventually the "common" person will get more then fed up with the government not living within their budget. Cut say unemployment instead of allowing people to stay home and collect extra money instead of working. Enough is enough already.	Klischer		2, 14
05/20/2021	I am opposed to the plans to toll 9 bridges in our Commonwealth. We already pay some of the highest gas taxes in the country. The Covid impact is temporary, and any tolls will be permanent. I will plan to avoid any of these heavy-handed toll grabs at all costs if they are successful but hope that Senate Bill 382 will make this a moot point.	Gephart		13, 19
05/20/2021	I live in Harrisburg but work on the West Shore. I don't make much money and work hard to provide for myself, my wife, and four small children. A toll on my commute (I-83) could devastate my budget and that of others like me. Please consider tolling only commercial vehicles or providing an exemption for local/commuter traffic.	Hunter	Helton	8, 24
05/20/2021	I do not want tolling on our bridges – those of us who work across the river would incur debt just to go to work. How are we supposed to find extra money from our paychecks – with all the increases in gas, taxes, food and raw materials – It would cost me more just to go to work.	Walker		8, 19
05/20/2021	I'll keep it simple. I say NO to this bridge toll idea!!!	Evans		19
05/20/2021	Please do not put tolls on bridges on Pennsylvania interstate highways. Thank you.	Clifford		19
05/20/2021	So many people travel 79 to.and from work everyday....we do not need more charges added to our commute....especially with the price of gas going up weekly.....please do not charge us for a highway that we already pay for with our taxes....thank you	Ann	Sanpietro	19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/20/2021	<p>I am already driving almost an hour one way to drive 15 miles to work. Which is ridiculous. The amount of traffic I-81/I-83 & E322/W322 are insane. That is not even adding weather events.</p> <p>The people always end up paying for everything. No joke.</p> <p>Just because you pulled funds From gas,business and people before why are you not using President Trump's fantastic intelligence of running our Gov, in that respect for these situation as a business and better use was to manage and create money & give back money in our pay checks instead of putting the burden on the already pandemic beaten, child bearing and non-income rising/ low income senior citizens & elderly. Converting bridges to a Toll bridge is asking for an over the top disaster. If we have a disaster of any kind Good luck getting away alive, and there are disasters coming in humanities future.</p> <p>You have eyes but are blind.</p> <p>GREED is one of the worst evils.That is why nothing gets done HALF THE TIME.</p> <p>PRIORITY ITEMS get pushed aside or do not pass or pulled apart depending on who is voting on these bills or legislation.</p> <p>AFTER WATCHING 2019-2020 SEEMS Dems and Republicans can not work together. ITS LIKE EVIL vs GOOD.</p> <p>I SAY NO TO TOLL AND NO TO MAKING IT THE PEOPLE'S BURDEN.</p>	Guerrisi		19
05/20/2021	<p>This is what happens when specific taxes are used to fund PA's infrastructure. Tax what you want, but like tobacco, gas and any other use taxes, you can't determine societal changes. How about a graduated flat tax and get rid of all these use taxes. Infrastructure benefits all and all should pay. Even those who don't drive still go places, have things delivered and should pay also.</p>	Anthony		21
05/20/2021	<p>None of the solutions presented do anything to cut spending elsewhere where it is being wasted and then used for these projects. Instead of finding more creative ways to take money from the people, do what everyone else has to do and save money and cut spending. PA already has some of the highest taxes in the nation related to transportation. It is time the PENNDOT cut the fat from the budget.</p>	Kingston		13, 16
05/20/2021	<p>Wasteful mismanagement of TAXPAYERS'money brought us here! The monies HAVE BEEN THERE!! Now, you want MORE money to waste? No! NO!! NOOOO!!!!</p>	Nirella		18, 19
05/20/2021	<p>I am opposed to PennDot's plan to 9 bridges. We already pay taxes to upkeep our roads and highways.</p>	Gehman		19, 24
05/20/2021	<p>You dirty rotten thieving bastards are charging us the highest gas taxes in the country and there's a shortfall because most of the money was misappropriated and stolen for other things. I am totally against anymore taxes from the pile of shit money grabbing governor and asshole administration. Highest gas taxes in the country and worst roads. Stop penalizing taxpayers because of dishonest mismanaged government. Fuck you wolfe.</p>	Wagner		13, 18, 19

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05/20/2021	How much money have you wasted putting in Bike paths? How much money did you waste constructing roundabouts where the citizens did not want them? We have one of the highest gas taxes in the nation and you can't maintain our roads and bridges!!!? It's time to start CUTTING your spending of OUR money and do the job you say you will do!	Martin		13, 19
05/20/2021	I thought we had a tax that was supposed to cover roadways and sure enough - I found 74% of that fund comes from the gas tax and another search found that BILLIONS was not spent on the roads! I am sick of having to pay such a high gas price and get nothing for it! Another "tax" isn't going to do anything other than penalize poor people more; like most PA taxes. There is enough money, quit wasting it!	Whitman		13, 17, 19
05/20/2021	Stop taking our money! Gov Corbett already imposed a 50 cents per gallon tax hike for the state police, take that money instead! Taxing and taking more money never solves problems, stop WASTING the money instead! This is another great reason to MOVE OUT OF PENNSYLVANIA. We don't want to, but keep generating more and more "fees" that will not be repealed. Every single year more and more money is taken. Stop it!			14, 19
05/20/2021	I hope that the day finds you doing well. Please figure out a better way to fund bridges, etc. in PA that doesn't involve placing tolls on the 9 proposed state bridges. Thanks.	Schneider		19, 24
05/20/2021	While I agree that our infrastructure needs updating and maintenance, I wonder why our tolls are so high for the turnpike? I see this as very poorly managed and the burden falls on the taxpayer. Why have more tolls?! One can see that Pennsylvania has a lousy reputation among any travelers, particularly truckers, because our tolls right now are the highest of any state. Yes, we need change, but not change that is going to cost taxpayers and others much more money. We need administrators who see "the big picture" and can envision that without incurring taxes or tolls. I am sick of paying Pennsylvania's high tolls. I am sure that others feel the same.	Rieger		15, 19
05/20/2021	PENNDOT has become a monster onto itself - what I mean by that, it thinks its organizational costs out way responsible funding of required projects. PENNDOT has become a very large government bureaucracy; its own operating costs, not including the actual physical work, are enormous. When Governor Wolf increased PA gasoline tax to one of the highest in the nation - he said this would pay for our transportation system. Now you want to raise tolls and toll more bridges. Tax and spend is not the way when the cost for everyone including businesses go up. Let's first become efficient, get rid of the enormous bureaucracy, and political patronage, and let real engineers run PENNDOT.	Pohlman		13, 16
05/20/2021	No new tolls I've been taxed into poverty to pay for these roads. It's not my fault you mismanaged the money. Fire some useless officials.	Fairman		16, 19
05/20/2021	I am against starting new tolls in PA.	Bruggeman		19
05/20/2021	No tolls on highways we already pay a gas tax on. Control spending	Gondek		19
05/21/2021	Do not make toll bridges. Toll did not work to pay for the turnpike and will not work to pay for anything. Money raised will just get used up by the expenses incurred and the staff needed to monitor the system.	Crimbchin		15, 19
05/21/2021	Please sign me up for the newsletter list!	TBD		29
05/21/2021	Absolutely not! Again our jobs were cut. Food is a fortune gas is on the rise no more hikes of any kind. Where does the higher gas price tax get us? Stop him from doing this. Why wasn't this on the ballot? Also no more school tax increases. They are proposing another hike in pleasant valley. No no no. Thank you	MacDonald		13, 19

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05/21/2021	Figures PA has to squeeze every dime out of us they can mean while BS politicians ride through on a free pass. I SAY NO!	Browne		19
05/21/2021	Tolling the bridges you have posted will be a very heavy burden on commuters that cross the bridges every day going to and from work. It will also cause problems with general traffic and more so with the Trucking industry.	Randall Sr.		19
05/21/2021	Just charge all the big trucks!!! Not cars.	Monroe		21
05/21/2021	Subject: Tolling I 79 Bridge is a NO ! My business is located just over the Allegheny County Washington County line. I travel I 79 every single day with a dozen vehicles. Tolling that bridge would increase my costs substantially. I already have to compete against the Internet and this would make me non competitive. You want fewer tax dollars? That's what this would do. I 79 is the major thoroughfare connecting Southwestern Pennsylvania with the city. You would be hurting all businesses and taxpayers with this screwball proposal. You need more funding? Then fix the system you have and quit spending money where it shouldn't be spent. Clean up your own house 1st.	Tim	Curran	16, 19, 24
05/21/2021	I am opposed to the tolling of bridges to raise funds in PA. This would causes excess traffic on surface roads leading to their degradation as well as increase congestion on roads not built for this traffic.	Cordell		3, 19
05/21/2021	PennDOT funds should come from vehicle fees and taxes on fuel.	Marvin		21
05/21/2021	To whom this may concern, I strongly oppose the PennDOT plans to toll bridges on Pennsylvania interstate highways, especially the I-79 bridge near Bridgeville, Allegheny County. This interstate has not had a toll previously and a new toll would cut down on the usage of the roadway for some commuter traffic and cause unnecessary traffic on the local communities sideroads. People use the interstate to get to work and the area is already at an economic disadvantage. Thank you for your consideration,	Corrine	Grischow	3, 7, 19, 24
05/21/2021	Hello there folks. My name is Tim T I M, Curran, C U R R A N. I own a company Canonsburg, PA. The zip is 15317. Company is CurranTaylor Incorporated. We are at 300 Houston Square, Canonsburg 15317. I travel I-79 every single day with a dozen vehicles or more to my major transactional place of business, which is the city of Pittsburgh and surrounding communities. That is the major thoroughfare of getting from where I am to where I have to be. I've got trucks, I've got vehicles, got delivery personnel, I've got salespeople, this screwball plan of tolling, the bridge in, and I-79 in Bridgeville, would put major cost increases in my business. It would make me uncompetitive or non-competitive against the Internet, whom I compete against on an everyday basis. It would make me non-competitive with my competitors who are in other parts of the state, say, north of the city or in the city. So, I am strongly, strongly against this idea of tolling the bridge. My solution is fix yourselves first, stop spending money where it doesn't need to be spent, fix your own house first. I'm sure there's all kinds of things that can be done internally, cancel trips, do things more efficiently. You read about the inefficiency of government all the time.	Tim	Curran	16, 19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/21/2021	Name is Ron Sheatler, S H E A T L E R, 17815. Please do not increase or toll... Please do not approve the plan to toll nine bridges. Instead, if you need more money, there is an existing gas tax that could be increased. That way all the citizens equally pay for improving the road. I am very much against, any tolling. It's a new tax. It creates cost to put in place and then it's overhead to keep it in place. That's a very dumb idea. Thank you.	Sheatler		19, 21
05/21/2021	The tolling of roads and bridges limits our freedoms. The practice needs to be eliminated not just in Pennsylvania, but the entire country. Building of roads and bridges is a function of government, not as pay as you can. Using traffic apps, most tolls can be eliminated by just choosing to do so. By raising them and establishing new ones, you are taking freedom from us and saying you must be rich to travel.	Rose Jr		19
05/21/2021	NO, I'm sick of every time PaDot needs money they raise tolls and tax gas. It is simple you toll bridges I go around. How much do you really think you will be ahead once all Federal monies are repaid so Pa can toll the bridge? I stopped using I-70/76 for my trips (8-10 a year) to Virginia 8 years ago. I-68 is free and not only does Pa loose my turnpike fee they also loose incomes from the gas, food and other stops I make along to way. I also last year stopped using I-43 for my daily trips to work, more that \$1 is idiotic to drive less than 1 mile (Elco to I-70). I do however use I-43 like most people from Elco to SR-40, for free! You want more money PAY YOUR BILLS ON TIME! STOP PAYING LATE FEES ON UTILITIES!	Biddle		19, 27
05/21/2021	Hello Penn DOT, I am opposed to the tolling of these bridges. Pennsylvania charges quite a substantial tax amount on the gasoline we purchase now.	DeMichiel		13, 19
05/21/2021	To Whom it May Concern, I just wanted to comment that I am totally against the tolling of bridges in our area. As soon as we hear of shortages we immediately think of raising costs to consumers. I have no doubt that you have seen less money coming in due to less people traveling and electric cars not paying gas taxes. What I don't understand is why you are not considering a user fee for those who do have electric cars and still use our roads. This can be done by issuing a yearly registration fee on electric cars owners or a mileage fee based on inspection date. You are discriminating against a specific group of drivers just because they use gas powered vehicles. In addition, it appears to me that people have started to traveling again as I have seen much more traffic on the roads which should raise you gas taxes which are already completely out of control when you compare them to national averages.	Schmid		19, 30
05/21/2021	Add a yearly or quarterly fee for electric vehicle users. An example of figuring this amount out is averaging the mileage from registration data from gas vehicles. The electric vehicle amount would be comparable to the amount of fuel used, miles traveled, calculated to an equivalent. Everyone who uses the roads in Pa must pay a fair share.	TBD		30

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05/21/2021	YOU COULD NOT GET CLEARANC TO TOLL IS 80 NOW YOU WANT TO ADD FOUR BRIDGE TOLLS TO IT..RUBBISH. MAY IT NOT HAPPEN. YOUR THIN KING IS NOT BASED ON REAL FACTS BUT FACTORS THAT WILL CHANGE..PEOPLE WILL TRAVEL MORE AS IN THE PAST..THE VIRUS PROBLEM WILL END. GOD BLESS YOUR BOARDS WITH WISDOM NOT POLITICS.	Hamilton		18, 19
05/21/2021	This is a terrible idea especially for rural areas!	Kessler		18, 19
05/21/2021	Roads and bridges are a legitimate thing for our government to pay for. But, tolls always get stated to pay for some road/bridge construction, and then become perpetual money streams for government to use for other things. Find any way you want to pay for these needed expenses, but no tolls.	Dunfee		4, 19
05/21/2021	The lack of traffic is a direct relationship to the COVID-19 pandemic and will end within a month or two. Adding a toll to roads and bridges is a permanent solution for a short term issue. This is nuts!	Hedges		19, 25
05/21/2021	PA taxes are sky high already. There is no need to toll these roads. PA mismanages tax payer funds. Wolf needs to go. He has destroyed PA small business. No new taxes.	Reifsnyder		13, 16, 19
05/21/2021	Considering the trillions of dollars the Marxist morons have printed and doled out to every undeserving business and other country, why wasn't funding sent to REAL infrastructure needs of America? Now we have to dole out even more money to drive on our roads? Thieves	Vallino		18, 19
05/21/2021	I do not support tolls for bridges in PA. We already pay high road taxes on fuels and the turnpike tolls are equally extraordinarily high. Our roads are in increasingly poor condition at best, yet we pay some of the highest highway taxes. I believe that PA and PennDOT can, and should, be looking for more efficient ways to maintain the roadways and bridges. The answer is not to raise taxes or add new taxes but, to stop wasting money and/or over paying for work that can accomplished in a more efficient manner. The citizens of PA are time and time again forced to do more with less, yet the government doesn't seem to feel that they need to do the same. You just over pay and then demand that we pay more in taxes to cover the financial mismanagement.	Diedel		13, 15, 16, 19
05/21/2021	This is a crazy idea. PennDot already charges enough for tolls. Taxes on gas, raised prices on driver licenses, and other fees.	Conz		19
05/21/2021	Isn't there an infrastructure proposal by the Biden administration that will pay for roads and bridges for PA? Why not WAIT to see how much money PA will get from the federal government before the investment of time and money by PA	Gross		21
05/21/2021	The problem is SEPTA- South Easter PA Transit Authority. They are corrupt and there is no accountability or oversight as to how they spend PA tax dollars. I live in South WESTERN Pa. I will never use SEPTA. We need to remove SEPTA from the funding equation. If you live in Philly, and only in Philly and the area the SEPTA services, then you should pay a tax or fee to subsidize SEPTA. That would close the gap and not punish the rest of PA for the irresponsible management of SEPTA.	Shissler		18, 21
05/21/2021	Please sign me up for the newsletter list!	Bento		29
05/21/2021	Government needs to cut waste and find alternate ways of funding critical projects.	Youndt		16
05/21/2021	I strongly support the tolling option. Those who use a transportation route should pay and not pass all the costs onto those who do not benefit.	Gray		22
05/21/2021	Absolutely no tolls on bridges.	Scholl		19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/21/2021	We are already taxed to death. Tolls, gas Taxes, Registration fees, state insp,emissions, ect ect!!! Learn to manage money like us poor people or lets just go back to horse and buggy! I am against the Transportation Revenue Options!			19
05/21/2021	Maybe you could learn how to stop wasting money to start with. Your agency treats money like it grows on trees. From brand new state of the art equipment to fancy digital billboards every 20 miles in the interstate. How about keep a truck for more than 2 years. Learn the value of preventive maintenance on the roads. No one cleans the ditches anymore. Sure you save on labor, but now the road washes out and it costs significantly more.			16
05/21/2021	Tolling thee bridge in many cases will lead to increased traffic on the local roads as traffic seeks ago around to the toll. Even now with the construction on RT 80 near White Haven the amount of truck and vehicle traffic going through the small town has grown exponentially. This is detrimental to the quality of life of the people living on the town streets the traffic uses as well as increasing the time needed to get from one side of town to the other. Accidents and near misses with the large trucks have increased also.	Herbert	King	3, 7, 24
05/21/2021	I know that the government never met a funding source they didn't like, and this proves true once again. This is what we get from having leaders that have never had to have a real job and actually understand how money works. We already pay some of the highest gas prices east of the California and Washington. Also, tolling is done so poorly in PA, it's only going to add more graft to the system. (If only you could pay the toll at the end of the toll road?). The PA turnpike is one of the most corrupt things outside of Philadelphia. The only way that this is ok is if they eliminate the gas tax, otherwise, no go. Also, does my race, ethnicity or income matter at all in this comment?	Chris	Carrier	13, 15, 19, 26
05/21/2021	You don't have a funding issue, you have a spending issue, tax us less!	Matthew	Stuckey	16, 19
05/21/2021	Before we talk about adding new taxes we should talk about where our current gas tax dollars are being spent. There should be a public awareness campaign detailing where the dollars go.	Lowell	Gehman	9, 11, 12
05/21/2021	You folks GROSSLY mis-manage our money. STOP IT ! Spend money wisely like we have to do ! Start using common sense !	Daniel	Harnish	16
05/21/2021	Yes. My name is Ben West, W E S T. Phone number, [redacted]. I currently live on [redacted] in Lemoyne. Which is three houses down from Kentucky Fried Chicken. My question here is, are they planning on taking my home in this construction? I mean, there's all kinds of rumors, in the borough place, do stupid with us, and doesn't want us to know anything about it pretty much. So I was wondering if somebody could just give me a call and let me know if the plan is to take that property? And what's the time period? You know, you just can't plan things over night. So if somebody could call me, I'd appreciate it. Thank you.	Ben	West	24
05/21/2021	WE DO NOT NEED MORE TOLLING. IF GOV'T WAS HANDLED PROPERLY WE SOULD BE ABLE TO DO THE VARIOUS ROAD/HIGHWAY FIXES WITH THE ADDITIONAL GAS TAX THAT WE PAY. ENOUGH IS ENOUGH. WITH THE ILLEGALS COMING TO THE STATE FROM OUR "DUMB" PRESIDENT WHO WILL NOT USE HIS "HUNTER BIDEN" MONEY TO PAY FOR HIS ILLEGALS WE WILL BE PAYING MUCH MORE MONEY FOR ALL THE JUNK WE HAVE TO DO FOR THE UNWANTED PEOPLE.	Da	Williams	19

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05/21/2021	I do not favor the tolling of bridges in order to pay for their replacement or repair. We pay license fees and gas tax for the maintenance and repair of roads and bridges. We should not be expected to pay for your misspending of the funds we have given you. You are one of the five highest states in taxing gasoline. I pay two year license fees giving you money in advance for the second year. Cut the number of workers to live within your budget and bid more prudently.	Curtis	Barrett	13, 16, 19
05/21/2021	I am opposed to more tolls or taxes. Use what you have responsibly instead of wasting it. Our founding fathers would be shocked at the amount of taxation now.	John	Fisher	16, 19
05/21/2021	<p>Although I am by no means an expert, it seems to me that state Police should be funded by a different department than the transportation dept.</p> <p>Secondly I see no mention of areas to cut back or austerity with regards to the projected shortfalls. As a resident, I live near the Northeast Extension construction project and am concern with what I perceive as waste. I also believe excessive regulation causes significant cost overruns.</p> <p>A potential source of revenue would be to more strictly enforce distracted driving and the fines associated with it. It would also help save fuel because we would no longer wait behind distracted texters when the traffic signal is green thus saving idling fuel consumption.</p> <p>Electric car batteries should be taxed due to the large carbon footprint created from their manufacturer. The electrical grid and those utility suppliers should be looked at for proportional funding since a portion of their product now goes to fuel vehicles which it turn cause wear and tear on the roads.</p> <p>Stricter fines and penalties should be exacted for those drivers who “delete” their emissions controls primarily on light diesel trucks which causes excessive air pollution and breathing congestion for residents like myself.</p> <p>The General Assembly should allow a higher percentage of the budget to go towards roads to be on par with other states.</p> <p>Any resources townships use from the DOT should be paid for by the township such as state police for example.</p>	Alan	Ferrin	14, 16, 21
05/21/2021	Adding tolls to the interstates would be a terrible mistake and hurt Pennsylvania residents. Trucking companies that haul food and supplies who travel these interstates would have to increase their prices which will increase the prices for citizens in our communities. We will no longer be able to explore Pennsylvania with gas prices and tolls. Please take all that into consideration.	Barbara	Jamison	19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/21/2021	<p>PENNSYLVANIA HAS THE HIGHEST GASOLINE AND FUEL TAX IN THE ENTIRE COUNTRY AND PENNDOT HAS THE NERVE TO RECOMMEND BRIDGE TOLLING, ANOTHER TAX! THE COMMONWEALTH WOULD BE SERVED BETTER IF PENNDOT WOULD DEVELOP COST EFFECTIVE MANAGEMENT OF THE MONEY THEY ARE NOW GETTING. JUST ONE EXAMPLE OF MANY, ANYONE FAMILIAR WITH PENNDOT EMPLOYEES HEAR ABOUT THE OUTRAGEOUS PERKS WORKERS WHO LIVE IN ONE DISTRICT AND WORKS IN ANOTHER GET FREE TRANSPORTATION IN PENNDOT VEHICLES. DOING AWAY WITH THE TURNPIKE COMMISSION WOULD ALSO PROVIDE AN OPPORTUNITY FOR MANAGEMENT OF OUR COMMONWEALTHS HIGHWAYS. IT IS TIME FOR OUR STATE GOVERNMENT TO MANAGE AS A BUSINESS RATHER THAN A POLITICAL FOOTBALL. THERE IS MORE TO GOVERNMENT THAN JUST RAISING TAXES, ANYONE SIMPLE MINDED PERSON COULD RUN PENNDOT AND/OR OTHER AGENCIES OR COMMISSIONS WITH THE ABILITY TO PAY FOR MISMANAGEMENT MISTAKES BY RAISING TAXES!</p>		TBD	13, 15, 16, 21

05/21/2021	<p>PennDOT Folks,</p> <p>I wrote the editorial commentary that appeared in the Friday, May 21, edition of the Courier-Express newspaper of DuBois, PA.</p> <p>It represents my own personal view of the faults with your proposal.</p> <p>I am attaching it as a Microsoft Word document. I am also attaching a PDF of the newspaper page.</p> <p>Please include these in your comments from the public. This toll proposal is a bad idea.</p> <p>EDITORIAL: Toll I-80 bridges? Turnpike mess is instructive There is only one argument in favor of PennDOT's goofy plan to retroactively install toll gantries along interstate highway bridges, including Interstate 80 bridges near Clarion, Brookville, DuBois and Clearfield. Installing such tolls would allow state lawmakers to claim, "Hey, we did not increase taxes!" because the tolls would be called "user fees," not taxes.</p> <p>There are many more persuasive arguments against trying this cockamamie tolls gambit. One came on this page last week from U.S. Rep. Glenn Thompson. Thompson cited history. When the Pennsylvania Turnpike opened back in 1940, its boosters told our grandparents that the debt to build the Turnpike would be paid for by the tolls, and that debt would be paid off by 1954. Instead, today, 67 years later, Turnpike users are still paying tolls. Worse, the tolls are soaring because state lawmakers have forced the Turnpike to pay hundreds of millions of dollars to PennDOT each year instead of increasing general taxes. More "user fees," more gutless legislators, more endless taxation and, for the Turnpike, unaffordable debt that will push it into bankruptcy.</p> <p>Rep. Thompson is correct. The I-80 bridge tolls idea stinks. And the math is fuzzy as well. Proponents of the tolls predict that the tolls would provide enough money to pay for replacing those outdated bridges, now more than a half-century old. That claim assumes the same number of vehicles would cross those bridges after tolls are imposed as use those bridges today.</p> <p>Hah.</p> <p>The bridges in our area, Clarion, Brookville, DuBois, Clearfield, are all flanked by two nearby exits. Local drivers will simply duck off I-80 and drive the old Route 322 streets through our towns, causing gridlock. But wait. It gets worse.</p> <p>Truckers — log truck drivers, tractor trailer drivers, etc. — will also do that.</p> <p>True, some will trade money for time and pay the tolls. But many will use old Route 322. That will chew Route 322 to bits. It was never built to carry sustained traffic at today's truck weight and axle sizes. Tolling the bridges will actually bring in less money than PennDOT and the political hacks claim, because vehicle use will decline — and the diverted traffic will tear up Route 322, costing billions to repair that damage within a decade or two.</p> <p>Toll I-80 bridges? No.</p>	Denny	Bonavita	15, 19
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	How about instead, we cut state spending to provide the needed money to replace the bridges? What an idea!			
05/21/2021	Good idea! User fees already exist for turnpikes and other bridges in a great many states, including PA. Trucks especially take a heavy "toll" on the condition of our roads so charging a "toll" seems appropriate. There could be various rates (for example, a lower commuter rate, scaled by vehicle weight, etc.). It's time to be realistic about the infrastructure costs and not let lobbyists dictate policy. Thank you.	Jill	Witherell	22
05/21/2021	I'm writing concerning all the bridges that you want to add tolls to, especially the Girard Point Bridge. I thought the already ridiculously gas tax that we pay in PA is for road project. Why is there a need to take more of our money, so that we have less to meet our financial struggles that we already have. Maybe if you eliminate wasteful spending, you could come up with more money. Philadelphia in the are of the Girard Point Bridge already has enough congestion on alternate routes around that bridge and toll will just cause more congestion on these alternate routes. Stop reaching in our pockets already.	Robert	Billbrough	3, 16, 19, 24, 13
05/21/2021	My family located in Levittown PA strongly opposes more roads with tolls.	Robert	Pierson	19
05/21/2021	I oppose the plan of tolling our bridges because if you do not have an ez pass you gouge drivers and we already have one of the highest gas taxes. I am sure you see how inefficient the construction workers are as more than half stand around doing nothing but smoking. If you eliminate the inefficiency you would not need to toll the highways.	Barabara	Yingling	13, 16, 19
05/21/2021	Stop with the raising of taxes, please.	Jack	Herklotz	19
05/21/2021	PA does not have a revenue issue, we have a spending issue! Less than 10,000 electric cars were sold in PA last year, it did not affect the gas tax revenue significantly. If electric cars sell enough to affect gas tax revenue, add the difference of what the average gas car pays in gas tax to the registration fee. We will not allow the state to track us to tax us! Live within your means just like all of the citizens of PA do!	Matthew	Stuckey	19, 21
05/21/2021	I definitely disagree on tolling OUR bridges. Maybe if the Republican legislators in Washington could work together to get the Infrastructure Bill passed there wouldn't be a need to raise \$\$ by making OUR citizens pay to use OUR bridges.	Barbara	Reel	19, 21
05/21/2021	I absolutely reject any attempt to have tolls on bridges in PA. Stop wasting all the tax money you levy on motor fuels.	Edward	Irvin	16, 19
05/21/2021	Stop taxing and tolling figure out how to do more with less like America use to do tolling new bridges still wont fix your problem because you cant hold to a budget for repairs anyway....or get some of that 400 million back from state troopers fund	Jeb	Scriven	14, 16, 19
05/21/2021	Peter DeNino zip code 19142. I wish to voice my displeasure as to the PennDOT tolling plan. I don't believe it's necessary. We pay enough in registration fees or gasoline taxes and eventually like any toll it seems to go up and never comes, goes down. It's another political project. Thank you for allowing me to make a comment. I came to say how disgusting this is. Thank you	Peter	DeNino	19
05/21/2021	Maybe stop doing this and you'll have the money. https://www.sharonherald.com/news/local_news/4-2-billion-in-gas-taxes-diverted-to-state-police-pa-auditor-general-determines/article_e9b82f67-b82c-5ce7-a85d-9364f8de564e.html			14

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/21/2021	Maybe stop doing this and you'll have the money. https://www.sharonherald.com/news/local_news/4-2-billion-in-gas-taxes-diverted-to-state-police-pa-auditor-general-determines/article_e9b82f67-b82c-5ce7-a85d-9364f8de564e.html			14
05/22/2021	Manage the transportation funds better and there is no need for tolls. Gas taxes are already greater than many states so that is not the answer. Tax by mileage will unfairly cost many business owners and truckers. Many middle to low income constituents will bear the cost of the taxes in the proposal. Work within you budget and make good decisions.	Anne	Bretlich	13, 16, 23
05/22/2021	We pay enough in taxes. Stop using those tax dollars to fund other countries and use it instead for infrastructure. Problem solved!	Noreen	O'Donnell	19
05/22/2021	We have the 2nd highest gas tax in the country. You use Covid as an excuse for this nonsense. Get us back to normal and the money will start flowing again. You created this problem, why should WE bail you out. This is a horrible plan all around.	Chad	Grattan	13, 25
05/22/2021	No tolls no more tolls. Live within your means	Faye	Vandevender	19
05/22/2021	No to bridge tolling it's time you learn how to do things without taking off the people enough is enough	Rick	Quinn	19
05/22/2021	Absolutely NO tolls on bridges. PennDot and the Governor can find another way to pay for bridge repair. Where has all the money gone??? We have the one of the highest gas taxes in America! It's time to make cuts within PennDot to fix the bridges!	Vicki	Bundy	13, 19
05/22/2021	No tolls on roads and bridges	Charles	Stem	19
05/22/2021	Highest gas tax and tolls in the nation. Stop wasteful spending. You have too much money now.	Kevin	Powell	13
05/22/2021	Pennsylvanians already pay the highest gas tax in the nation. Tolls are ever increasing. Pennsylvanians are tapped out. PennDOT needs to trim the fat from its budget, rather than making it too expensive to drive in PA. Use the monies already given to you for their intended purposes and nothing else. Stop transferring money to the State Police and other agencies, which makes up 9% of your budget. The State Police, alone, account for 7.7% of overall budget and 15.2% of Motor License Fund expenditures. "Other Department" gets another 3.6% of the Motor License Fund. Pennsylvanians did not approve a gas tax increase to fund the State Police and other departments. Stop giving money to the state grant program. Pennsylvanians can live without smart traffic lights and cameras at every intersection. These interventions are apparently not working, anyway, since the 5-year average of highway crashes continues to increase. Stop spending money to create roundabouts; other states, such as NJ, are removing them because they create too many traffic accidents. Work harder at finding other funding streams. Ask for a greater share of lottery proceeds. Write time limits and penalties for dragging out projects into your construction contracts to reduce the amount overpaid on contracts. Do what Pennsylvanians are expected to do: get rid of the niceties and make what you have go farther.	Allison	King	13, 14, 16, 21
05/22/2021	Please sign me up for the newsletter list!	Mark	Leitzinger	29
05/22/2021	I dont agree at all with adding tolls. Instead how bout not sending 15 penn dot workers to fill pot holes or other such jobs that require 2 people. That's one way to reduce unnecessary spending.	Richard	Badillo	16, 19
05/22/2021	Please sign me up for the newsletter list!	Jack	Pisczek	29
05/22/2021	I am against tolling additional bridges. If we must have more tolls, toll commercial traffic only on Interstate 80. Heavy truck traffic does much of the damage, should pay much of the costs.	Robert	Luckie	19, 21

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/22/2021	We should not have to pay tolls to cross/use bridges in PA. Tolls booths are now automated, no human interaction, so where did that money go? Restructure the money you already have coming in and eliminate waste. People are taxed and tolled enough. We the people have had enough of being taxed and rolled into poverty while all that money gets mis-used, mismanaged, and outright wasted.	Bridget	Williams	16, 19
05/22/2021	With respect - PennDOT does NOT have a "funding problem." You have a "SPENDING PROBLEM." Learn to get along with the money you have - just like normal people are expected to do. The PA Turnpike has been raising rates each year for a decade, (resulting in people avoiding it now whenever possible), and you STILL have millions in debt. The problem is not too little funding. The problem is your spending behavior. The people are awake now, and we say STOP IT.	Matt	Frigm	16
05/22/2021	I am very much AGAINST the proposal. There are other ways to fix this and other resources to look at. The toll that is proposed will end up being a tax imposed upon taxpayers without our consent. Additionally, as people try to avoid the toll roads, congestion and traffic problems will be created in Bridgeville, PA -- where they did NOT exist before. The situation created will be bad for businesses, drivers, residents, customers of those businesses, and traffic overall. I do NOT consent to this tax.	Katherine	Kaplan-Locke	7, 19, 24
05/22/2021	Do not put a fee on our bridges.	Shirley	Ely	19
05/22/2021	You do not care that you steal and waste what you currently steal. You will ignore us and steal more from. Tyrants do what tyrants do.	Jeffrey	Johnson	18
05/22/2021	Bridge funding, why not see if a large company would sponsor a bridge to be named for their company? Like they do with stadiums. Not only name the bridge after the sponsor, perhaps exclusive billboard at the bridge. Traffic camera on bridge would show their logo when someone looks at that camera. Even if they do not pay all the bridge, perhaps they would pay a significant percentage to have their name put out there.	Donald	Fultz	2, 21
05/22/2021	I am not for tolling in any form. It disrupts traffic by having to go through toll booths. You either have to have cash on you which is distracting to fuss with, and you aren't always prepared for that if you aren't aware that is coming during your route, or you have to mess with yet another bill to maintain an EZpass account. I would rather just increase something we already pay, and it wouldn't cause additional costs incurred by building toll booths etc.	Cheryl	McNany	5, 19
05/22/2021	If PennDOT would stop building roads there would not be a deficit problem. PennDOT overspends itself. Now that there is a so-called funding problem, PennDOT proposes that the public bail them out by having the public pay for toll roads. The answer is NO! Maintain what you have. Stop expanding yesterday, and no toll roads run by PennDOT in Pennsylvania.	Wayne	Poppich	16, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/22/2021	Ladies and Gentlemen, of whom it may concern, When will it stop? PennDOT has to be one if not the most irresponsible government agencies in existence. How can an agency be so facially irresponsible with the Peoples monies it gets from taxes? At a young age we are too taught, Not to spend more than you have, and put money aside for "rainy days". Rainy day funds pay for unexpected repairs needed to fix the things you own or in your case manage maintenance on our Highways, and Bridges. Where is the monies for this? Where did it go? The excuse of Pandemic, Sham Demic, is getting Old. Everyone knows what excuses mean! Find the money, Without having US the tax payers Bail you out once again. Trim the fat and work on a Balanced budget. I know I have asked a lot Tough questions, and sure not the first time you have heard this. But how about answers and not excuses. Someone needs to take the bull by the horns and say No more.	Robert	DeSoo	16
05/22/2021	I already have to pay to work in the city of Harrisburg. Now you will make me pay more to just get to work daily. I won't do it. I will bypass the bridge by traveling through Lemoyne or I can work from home. So you'll lose money from me because I won't even be paying buying gas and paying tax that way. A lot of people will bypass the bridge causing even more traffic than there already is in Lemoyne and New Cumberland. You shouldn't be allowed to gain money while damaging roads and causing disruptions in small towns and cities. If there is a medical or fire emergency, they will be delayed due to the increase in traffic. You should really rethink setting up a toll in Harrisburg. All you are doing is causing more problems and moving more traffic through small towns and over the bridge through City Island. Thus causing more traffic and damage to that bridge too. Not to mention the added traffic to Harrisburg too. Please use some common sense before setting up tools in Harrisburg and think how it affects the towns and cities around the area. Stop being greedy and listen to the people. Don't forget who you work for and where you came from.	Michelle	Schuetrumpf	3, 7, 19, 24
05/22/2021	I am a voter and I'm totally against this proposal of tolling any public Bridge !!! You already raised gas taxes and want more ? NO THANKS...	Lawrence	TBD	13, 19
05/22/2021	With 59 cents of every gallon of gas as a State tax to fix our failing road system, the gall to impose tolls on Federal roads is beyond belief. I as a taxpaying voter, find this not only unacceptable, but an insult. How many years of us paying for this and not seeing much for our money can we put up with? If this passes the people will not forgive or forget.	Peter	Koerner	13, 19
05/22/2021	To whom this may concern, With fuel and vehicles being so high, we the people do not need more toll roads nor bridge tolls!	Phyllis	Thomson	13, 19
05/22/2021	Do NOT put tolls on the State's Interstate highway system.	Sara	Perkins	19
05/22/2021	I think our money should stop being wasted and the funds should be used the way they were intended to be. Stop the waste and the fraud and no tolls on our bridges!!! What a ridiculously stupid idea!!!	Sheri	TBD	16, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/22/2021	<p>It will also create a lot more traffic and congestion in the Bridgeville, PA area as people try to avoid paying an unnecessary toll. The increased traffic will hurt businesses, pedestrians, and drivers alike and will not serve to benefit anyone.</p> <p>PennDot needs to look into other options and resources instead of following through.</p>	Katherine	Kaplan-Locke	7, 19, 24
05/22/2021	<p>The users of the service should have a contribution towards the cost of the product. Those that have to cross the tolled roads should have a device like the turnpike epass. Then do not penalize by having them pay every day but rather limit their contribution to 125\$ per year per bridge. Then lets get all that out of state money that uses the road and does not pay their fair share, the argument that they pay fuel taxes is true but inadequate. Also from a audit viewpoint I don't think we get our fair share of out state trucked. This should be jntensely audited because we should not pay for revenue production in other states. I would propose fifty percent paid by users and fifty percent by the public, hopefully of the farcical rendell raping of the turnpike system. In marco island they paid for cost of second bridge with one dollar fee that actually stopped when it was paid for in mid year. Obviously not the pa. Way.</p>	Brown		21, 23
05/22/2021	<p>We are adamently opposed to the plan to place tolls on the Interstate bridges beyond those crossing state lines. Our state has one of the highest gas taxes in the country and there are sufficient funds, together with the federal funds for these highways, to maintain the bridges.</p> <p>The problem is not a lack of tax dollars. It is with the use of highway tax dollars for other purposes. One major drain is the use of highway taxes to fund the Pennsylvania State Police. Another is the use of these funds for public transportation in the cities. Why should those in the rural areas, pay a large percentage of these gas taxes, be responsible for subsidizing metropolitan transportation which is not available to them?</p> <p>Use these taxes for their intended purpose: Maintaining highways and bridges. Fund the State Police from the general fund and by charging municipalities townships and boroughs, who rely on the State Police and do not fund their own police forces, for these costs.</p> <p>We live in a township that contracts with State College Borough for police services. Why should we have to pay for police services to those place that choose not to fund police?</p> <p>Thank you for the opportunity to comment on this crucial matter.</p> <p>Robert J. Vadella, Ph. D.</p>	Vardella		13, 14, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/22/2021	<p>We the people overwhelmingly so NO To toll bridges. If it was put out for a vote it would be NO just like we told Wolf to shove his Kingship of emergency BS.</p> <p>I say No to more tolls.</p> <p>We the working people pay enough already. This is not freaking New Jersey or NYC. This is PA and you bureaucrats better remember that.</p> <p>Pull your head out of the blinders.</p> <p>First we need to cut our government back. It should not be a full time legislation body.</p> <p>You get enough of the peoples money learn how to use it better. Cut liberal BS funding out.</p> <p>For a VERY long time I have fully believed that whatever tax we have on garbage from NJ and NY coming to our state should be maximized. We don't need their garbage and this would pay for our roads.</p>	Weaver		19
05/22/2021	<p>Please understand that I do know that infrastructure deteriorates and is costly to replace or repair. I have also studied some other state's plans and find them pretty successful. Also, I know that we have one of the highest taxed states for this infrastructure, even comparing it to states with similar weather issues.</p> <p>Taxing selective pieces of this infrastructure in a disguise of a toll (THIS IS A TAX, TOO) is disingenuous and worse, very detrimental to local communities around these areas. Infrastructure is critical to all in our state and even country.</p> <p>I have yet seen a thorough audit of PennDOT and have yet seen any real alternatives being presented from PennDOT (like other states) such as naming rights, contractor incentives, and other ideas.</p> <p>Please do what is right, and NOT toll our bridges!</p>	Werkmeister		2, 16, 19
05/22/2021	<p>I'm extremely opposed to additional funding for PennDot. The only way I would feel positively about this plan would be if PennDot hired a truly independent organization to conduct a financial analysis with recommendations to cut costs.</p> <p>I believe that PennDot has become an avenue to politically reward the "party faithful" with high - paying jobs.</p>	Bill	Kennedy	19
05/22/2021	I oppose plans to toll Highway Bridges in PA.	Hankey		19
05/22/2021	<p>We are taxed way to much as it is. PA has one of the highest gas taxes in the United States. Where is all this tax money going? Where is the Casino and lottery taxes going? Where did the Hundreds of Billions PA received from covid reliefs? Where is the infrastructure bill money going to go?</p> <p>What about the Jonnstown tax? To toll the bridges and roads of PA instead of getting the funding else where during an economic recovery is the stupidest thing I ever heard of you guys are wasting so much of the tax money already! PA is already losing residents and this will just cause more to leave. NO MORE TOLL ROADS!</p>	Collins		9, 11, 12, 13
05/23/2021	Please sign me up for the newsletter list!	TBD		29
05/23/2021	since we share the road with bicycles, they could share costs by inspection, registration, licenses for bikes	Hornberger		21

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/23/2021	It is appalling that taxing and tolling middle class WORKING Pennsylvanians is the only avenue to which projects can be carried out. PennDot should pull the funding for free WiFi on public transportation and other unnecessary luxuries given to Pennsylvanians that do not contribute to the commonwealth. We do not need any more taxes or tolls in this state as they are already too high with no benefit to the working middle class. Its ludicrous already existing tolls are used to offset public transportation. Use these tolls to repair the infrastructure instead of only worrying about inner city Philadelphia and Pittsburgh.	Auther		16, 19
05/23/2021	I am totally against tolling.I quit using Turnpike because they kept expanding instead of paying off bill as promised and open to no tolls, (Greed, mismanagement, theft, by politics and commissioners). PennDOT would do the exact same thing with toll bridges and Roads. Pennsylvania ranks fourth for political corruption in the country. Yours, James Leake	Leake		15, 19
05/23/2021	To Whom it May Concern, I support the Major Bridge P3 Solution. With the current state congress avoiding the immediate funding shortfalls, bridge tolling is the best way to begin to garner enough funds to maintain roadway connectivity throughout the state. That being said, bridge tolling in not the end all be all for PennDOTs funding whoas. With Americans gradually making the shift to more fuel economical hybrid/electric cars, Pennsylvania can no longer rely on the gas tax to fund the majority of PennDOT. Likewise, hope cannot be put in federal funding given the current climate of the countries legislature to not cooperate on important economic and social legislation. The Pennsylvania State Legislature has stated its opposition to the bridge tolling, as well as, other funding initiatives. However, they have yet to propose other options to cross the major funding gaps that PennDOT is now facing.	Gerling		22
05/23/2021	Totally against bridge tolling. Doing that will drive traffic onto local roads and byways. You won't fund the maintenance of those roads and the traffic conditions will be terrible.	Wright		3,19
05/23/2021	I against Toll Highway Bridges plan			19
05/23/2021	The last thing Pennsylvanians need is another way to make driving more expensive. We already suffer from the highest gasoline taxes in America. If you need more money for road and bridge construction and maintenance, limit spending gas tax revenues to road and bridge construction and maintenance.	Aston		13, 19
05/23/2021	I'm for adding a toll to pay for bridge maintenance. Why not let the folks that use the bridge pay for repairs? That's fair as far as I'm concerned.	Arnold		22
05/23/2021	I can't pretend to know a lot about funding for roads & bridges. What I DO know is that PA pays far higher gas taxes than other states. That the turnpike is the worst managed roadway in the country due to bloated patronage jobs. While our roads & bridges DO need repair, instead of constantly hitting the citizens with yet MORE tolls, how about tightening your collective belts & do more with less like the rest of us have to? There seems to be a sieve in PA government that no amount of tax dollars or tolls can fill. Enough is enough.	Jones		13, 15, 16

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/23/2021	I fund the concept of tolling on I79 at Bridgeville unacceptable. Please revise your plans to eliminate this poor choice.	Jeff	Williams	19, 24
05/23/2021	The last thing Pennsylvanians need is another way to make driving more expensive. We already suffer from the highest gasoline taxes in America. If you need more money for road and bridge construction and maintenance, limit spending of gas tax revenues to road and bridge construction and maintenance.	Aston		13, 19
05/23/2021	Just another way to make it harder for those that are unemployed or even underemployed or retired. For some it can make the difference in visiting family. Greedy state I already pay about \$5000 in my taxes on my house payment. We are retired and disabled. No overtime and no ability to add to income. TW	Woolston		8, 19
05/23/2021	This is criminal!!!! The Pennsylvania Governor has robbed the residents of Pennsylvania over the course of the last year, forcing them and preventing them from working and now he wants to tax people every time they cross they bridge—this is criminal and should not be passed at all costs!!!! Stop Robbing the people of Pennsylvania. Just allow us to do our jobs without interference and stop taking money from China, which ultimately is harming all of us in Pennsylvania, because the governor is a narcissist and only cares about what power he has and what goes in his pocket and that is apparent over the last year. What he did by forcing care-homes to take Covid-19 patients was murder! Clearly he does not care about what he does and how it affects the residents of PA. let him pay for it with the money he got from China and what he has stolen from us because of the devastation he has caused over the last year—criminal and treasonous!!!!	Witherow		19
05/23/2021	I strongly oppose tolls for bridges in PA, there has to be a better way.	Linton		19
05/24/2021	I am against tolling the bridges to make funds available for this project. We already have the highest tolled Turnpike in the country. Why not work towards getting some of the Biden Infrastructure funds figured into the equation and then have the will to get a bipartisan approach to strike that deal to help fund this work.	Shearer		15, 19, 21
05/24/2021	Seems to me that this is just another way for Government to steal more money from over taxed taxpayers to redirect funds to what ever they want.	Stauffer		18
05/24/2021	Tolling the I-81 Susquehanna Bridge is a horrible idea. The elevated gas taxes we are all paying in Susquehanna County is more than adequate, in addition to the Federal dollars to fund the bridge replacement. The economic benefits to Pennsylvania that I-81 brings more than pay for the costs to keep the interstate maintained, as it is the only north-south corridor for MANY miles to the east or west. The undue traffic burden that a toll bridge would place on the Route 11 would make the heavy truck traffic on the secondary roads an undue negative on the communities along the New Milford, Great Bend, and in Kirkwood (NY). This corridor is vital to New York State as well as PA, what solutions are available in collaboration with NY? I hope PENNDOT can figure out a way to maintain the roads/bridges without tolling this corridor.	Eric	Anderson	3, 19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/24/2021	<p>To Whom It May Concern,</p> <p>I want to voice my opinion of more toll increases. There are no needs to increase toll again. They have been increased enough in the past number of years & were increased by quite a bit so NO I don't want anymore increases. Also our secondary roads are just a mess. The re-pavement of these roads have not been accomplished in many years & are well over due especial in Susquehanna County where I reside. I live on North Rd...1955 to be precise,SR-2077 & this road is so bad it has become VERY dangerous. I E-mailed Penn-dot & they stated a re-pavement was slated for 2019 or 2020 & as of this date nothing. Also your regular crew doesn't even repair holes & bad cross road drainage pipe bumps that are extraordinary bad. Even your Penn Dot trucks slow to a crawl to go over them because they are so bad. WE ALL PAY HIGH TAXES THROUGH FUEL & OTHER TAXES FOR ROAD UPKEEP BUT NOTHING IS DONE TO REPAIR THESE NEGLECTED ROADS !! And now the commonwealth wants more cash from it's taxpayers again !!</p> <p>A Disgruntled Tax payer, Arthur J. Margotta</p>	Margotta		19
05/24/2021	I am totally against any bridge tolling. Penn Dot has mismanaged their funding with the help Of Gov. Wolff and other past Governors. That also includes the legislative bodies. Three gas taxes increases were not enough and this plan to toll Bridges will not be enough. The ineptness of Harrisburg is on full display. The Chickens have come Home to Roost! Now you expect us taxpayers to bail Penn Dot out again. Sorry, deal with the problems within your existing budget.	Whitelock		16, 19
05/24/2021	No bridge tolling. The corruption of the state of Penna is already out of control. Live within your means like the rest of us out here in taxpayer land. Go to your unions and graft riddled bureaucrats and get the ill spent monies from the past decades returned. Stop following the Davis Bacon/ anti minority hiring rules. You are reaching a breaking point with the taxpayers.	Brown		16, 19
05/24/2021	Yall need to figure out your budgets without bending over the taxpayers anymore. Our roads suck with almost the highest fuel tax in the country. We're sick of y'all wanting to tax us more and more to pay for more people leaning on shovels. Work it out with what you got. We're done with paying more money to get through our daily lives. Yall may just need fired and replaced if you cant figure it out without taking more money from the Pennsylvanian people. Enough is enough	TBD		3, 16, 19
05/24/2021	So now youre going to toll interstate highway bridges. I cannot believe you are going to toll our major highways and my question is what are you doing with our gasoline taxes. You people are greedy and need to be stopped. Its bad enough you promise to get rid of the tolls on the Turnpike 20 YEARS ago and then decided to keep them and make it so expensive that poor people cant afford it. Whoever is running your little scam outfit needs to be fired, this is absolutely ridiculous as a Pennsylvania resident I am so mad that I am seething with anger and even more mad that you disregard PA residents and do whatever you want.	Lateralus		13, 15, 19

05/24/2021	<p>I will be impacted by the proposed tolling of bridges and am strongly against the proposal. I live along Old 22 between Exit 35 and Exit 40 of I-78. PennDOT has a poor track record in building/reconstructing roads, as does the US DOT - the love affair with roundabouts in Berks County, and the inclusion of a truck climbing lane in the current I-78 project. I live along I-78 and agree there have been numerous accidents. These have been because drivers drive like idiots with no enforcement in this 5 mile stretch by the State Police; there was an insufficient shoulder in the original I-78 construction causing trucks to stick out onto the roadway; and a failure of PennDOT to maintain the road. The road was worn to the point that the stones in the concrete were on the surface and the surface was slippery when it rained - you could slide along on your shoes. There were very few accidents because trucks were going too slow. Another example of PennDOT's incompetence was the recent resurfacing of Old 22 in this area while construction was taking place on I-78. This rerouted significant amounts of traffic onto Old 22 when one lane was blocked on I-78 or there was an accident, while resurfacing was being done on the old road, and the road was also restricted to one lane, resulting in frequent back-ups along the old road. If PennDOT had any brains, they would have resurfaced before the construction. If they argue that they had to lay drainage pipe across Old 22 and resurfacing before the construction would have meant digging up the newly resurfaced road, that happened anyway. They could have laid the drainage pipe as part of the resurfacing project and tied into it on the north side of Old 22 during the I-78 reconstruction. It's about time government agencies start thinking about serving the people and reducing cost, just like those of us in business have been forced to do. As part of the resurfacing, they eliminated any semblance of a shoulder. If there is a breakdown, the vehicles have no way to pull off the road. Whoever designed the reconstruction and the resurfacing of Old 22 should have gotten off their butts, looked at the actual site and created a shoulder on at least one side of the road. Additionally, the New Idea company that resurfaced the roadway does not know how to lay asphalt and create drainage off the road – during the winter; snow and rain collect on the road and freeze! Are you people stupid and incompetent, or do you just not give a damn, knowing you can get away with anything?</p> <p>The recent reconstruction of I-78 has brought traffic closer to my house by 25 feet and increased the noise level. Noise measurements made near my house prior to the construction had noise levels in excess of the guidelines, but PennDOT refused to install a sound barrier - the measurements were made during warm weather when the trees were in leaf; trees that have been removed for the construction. PennDOT attempted to say that trees do not reduce noise; the noise level is higher now with the trees gone. Noise is sound, which is the movement of air; anything that stops some of the movement will reduce noise to some extent.</p> <p>If PennDOT goes ahead with their plan, there will be additional traffic on Old 22 in this area as people try to avoid the new toll, especially when there is an accident - of which there are many on this stretch. If there is a breakdown or accident on the old road in this area, there is no shoulder, so the road will be blocked for hours.</p> <p>PennDOT should look at significantly cutting costs, as should all government - Federal, state and local! PA raised the gasoline tax a few years ago in order to pay for road reconstruction - where did that money go?</p> <p>It was not that long ago that PennDOT rebuilt the bridge over the Schuylkill on I-78. Does PennDOT not think</p>	Tony	LaMastra	7, 16, 24
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Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
	<p>more than a year into the future? They are now proceeding to widen the bridge which will cause further interruptions to traffic flow and likely accidents. Why was this not done during the previous construction on the bridge? If you say you didn't have the money, then I revert back to my previous statement that all government knows how to do is waste money. PennDOT engaged in the same stupidity on US 22 at 7th Street in Allentown when they rebuilt the overpass over US 22! They knew there were plans to eventually widen US 22 through the Allentown area: they widened the Lehigh River Bridge! Why was the rebuild of the 7th Street overpass not widened in anticipation of widening US 22? My only conclusion is that government agencies think the citizens are a source of unlimited funds for their incompetence and stupidity!</p> <p>Several years ago Gov. Rendell convinced the state legislature and the Turnpike Commission to raise tolls and provide additional money to PennDOT - in turn Rendell wanted to toll I-80 and other interstate roads. He was stopped when the US DOT told PA they would have to pay back US dollars that went into the building of these roads. We who use the PA Turnpike are now forced to pay some of the highest tolls in the country (along with one of the highest gas taxes) so that PennDOT gets its money from the Turnpike tolls. I guess PA legislators also have that stupid gene!</p> <p>I strongly urge PennDOT to stop this rape of the citizens in Berks County and reject the tolling of all bridges, especially the Lenhartsville bridge on I-78.</p>			
05/24/2021	I'd like to comment that I am not in support of the toll bridge proposed on Interstate 79.	Chelsea	Johnson	19, 24
05/24/2021	I totally disagree with putting tolls on bridges, until you and the rest of state government stop your wasteful spending. What you and the rest of Pa. agencies do with our tax dollars is CRIMINAL. IMO	Elliot		19
05/24/2021	I am 100% against the addition of new Toll bridges. We are already the highest gas tax in the country. We already keep adding more cost and lest service on the turnpike system. When we go through the tolls now, we don't even know how much they are! I have read that we have the highest toll cost in the world! Insane! NO MORE!	Hough		13, 15, 19
05/24/2021	My name is Mark Gurnee, M A, R, K, G, U R, N, E, E. My comment on the program is, that, you all have way more money than you should need, and there's no excuse for tolling any bridges in this state. You guys get an energy tax that amounts to something like 70 cents a gallon for, for oil levelled on oil at the refinery level, which means it's on my heating oil and costs me a thousand dollars a year just for ***** heating oil. So you don't need more money and you don't need to toll the bridges. That's my comment on it. I have talked to my elected representatives about it and I have told them that if you guys go ahead and toll all these bridges, I will not vote for them. This is a deal breaker for those guys. You guys got way more money than you need. We have the highest energy tax than any state in the union. That's my comment.	Gurnee		9, 19
05/24/2021	Frank, Plank, F, R, A, N, K, P, L, A, N, K, from my zip code is 17353. I'm calling to comment about the mileage based tax that you're considering. I think it should be illegal to do this because most of the miles that I travel or not in the state, so I would be hard, hard hit by any tax because Pennsylvania highways has nothing to do with the Pennsylvania highway. I think this is should be illegal. You consider it. Thank you.	Plank		23

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/24/2021	<p>I would ask that there not be any toll's placed on any bridges in the state of PA. We currently have some of the highest taxes in the country, which if used properly should be used in a way to keep up our roads and bridges. There are MANY states in the USA that have much less taxes on its people but they are able to keep up and properly repair the roads and bridges of their state. Use the current taxes that you receive and use them wisely. The people of PA are just getting tired of the state reaching out year after year for more of our money. I do NOT want our state to turn into such a high taxed state that people begin moving out. That is happening in several of the high tax states now.</p> <p>So please do not allow any tolls over any bridges in the state of PA.</p>	Troxler		19
05/24/2021	<p>Hi. This is Rick Hartley from White Haven, Pennsylvania, 18661. I just got an e-mail from Senator Baker about the toll roads on interstate 80 and 81. I was at a hearing when Edwin Dell was governor and he tried to put in 10 toll booths across 80 from Ohio to New Jersey, every 30 miles, which we know is a 308 miles from Ohio to New Jersey. The federal government told Governor Dell that they cannot put up toll bridges, because the interstates are a Federal Highway. They are not PennDOT Highway. They're not a Pennsylvania highway. They're a Federal Highway. That's why they're called interstates and Pennsylvania does receive road maintenance from the federal government, for these highways that are called interstates. So therefore, Governor Wolf cannot put any toll bridges on interstate 80 and 81, just like Edwin Dell tried years ago when he was governor. This is a waste of taxpayer money. This is a waste of taxpayer time. This is a waste of politician time. It can't be done. It will not be done. So why waste your time putting up with this comments on toll bridges on a Federal funded highway? Like I said, this is a Federal funded Highways. You cannot put up toll bridges on a federal funded highway. Look it up if you don't believe me. It was Governor Ed Rendell, who tried and failed. I was at the hearing. I know, I would listen to all that happened that day. Thank you.</p>	Rick	Hartley	5, 6, 24, 27
05/24/2021	<p>Please reconsider tolling the 179 Bridge in Allegheny County. Tolling this bridge would be a huge hardship on all the people who need to take this bridge every day to and from work!!!! That is why it's quite unfair to these every day, middle class people who are just trying their best to make a living. They 're not asking for any handouts. They are proud people and want to support their families.</p>	Barb	Colwell	19, 24
05/24/2021	<p>With increases in gas prices and car insurance premiums, it is becoming more difficult for us senior citizens to travel to visit our children and grandchildren. Those of us on a fixed income don't need to incur more travel costs. I believe this is an attempt to restrict the movements of average Americans to travel. Haven't we had enough of this with all the covid restrictions?</p>	Ronald	Schoell	8, 19
05/24/2021	<p>I thought the gas tax was increased for road projects. Now you want more tax money from those of us who are already stretched with tax increases both locally and state wide. Where is the responsibility to nange COST EFFECTIVE projects? What is the oversight during a project to prevent cost overruns and ensure deadlines are met? These happen all the time and make for additional and unnecessary expenses. What have you done to examine how other states handle their projects? I don't see how the cost of adding tolls, and the length of time it will take to manage this, will help anytime soon anyway. You have got to stop the cost overruns! That will grant immediate savings!</p>	Kathleen	Pisano	13, 16

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/24/2021	I do not agree on to the tolls on the bridges recommended. Recommendations are to stop look into more efficient use of managers and work force of time needed for the job. Also the state to phase out the pension fund and have employees pay part of their insurance like most of corporate America	Diane	Stahl	16, 19
05/24/2021	Please sign me up for the newsletter list!	Samuel	Chiodo	29
05/24/2021	PA currently has one of the if not the highest gas tax in the nation. They are also still collecting tolls for a turnpike that should have been paid off years ago, that added to vehicle registration and sales tax should be plenty to fund the infrastructure with proper planning. I do not like any of the options presented and think that the leaders need to come up with a means to ensure revenue generated to maintain roadways is spent to maintain roadways and not moved into some other fund and creating a short fall that the people have to bail out the State/Common Wealth out of by paying more of our hard earned money on the shortsightedness and mishandling of the people funds already collected.	Robert	Feeman	13, 15, 19
05/24/2021	Adding these tolls is only going to increase the amount of traffic in the surrounding areas where you place the toll. People have their drive figured out so that they DONT have to pay your tolls. 43 is robbery, the money is coming back from your gas taxes (Highest in the country) and the turnpike (Highest in the world!) - we in PA are taxed to death and if you want to decrease the population keep increasing taxes. PEOple have more flexibility in where they have to live with all of these cyber schedules and working from home. Stop the tax of living.	William	Dougherty	3, 13, 15, 19
05/24/2021	Find money from another source. Our gas tax is already too high. Interstates should be free which encourages commerce to and through the state. Reduce PA government roles to save money. Quit taxing the people. Covid is not an excuse. You knew the roadwork needed to be maintained for years. Where has all that gas tax gone??? More accountability is needed. And interstate maintenance is also funded by fed government. Do better for the people who hired you- we the people!	Amy	Fuller	13, 16, 19, 25
05/24/2021	Change the Johnstown Flood Tax to fund the Pathways program. Johnstown should not be receiving money for an event that happened 1936 & 77.	Mary	Trometter	21
05/24/2021	I feel you're making a rash decision because last year most people stayed home therefore gas tax revenue would be down. Putting in a toll is not a wise decision because people are beginning to travel more due to the end of the pandemic. Also you don't have toll people anymore where is the money going that was used to pay their wages? Also have you tried collecting money from people that aren't paying tolls? Pennsylvania is starting to overtax everything. Pennsylvania under Wolf is going in the wrong direction. One more thing Penn Dot has a history of mishandling funds. Giving them more money is not in the best interest of taxpayers.	Elizabeth	Stackpoole	16, 19, 25
05/24/2021	I am writing to express my opposition to The Major Bridge P3 Initiative. This is nothing more than a regressive tax.	Stephen	Coyle	19
05/24/2021	I would like to express my thoughts regarding the tolling of the bridges on I 80 that need repaired or replaced. I think they should be tolled. The primary traffic on the expressway seems to be mainly trucks traveling cross country. Their traffic contributes to the wear and tear on the roads so they should help pay to repair the bridges.	Lillian	Smith	22
05/24/2021	We already pay some of the highest gas taxes in the nation. We don't need tolls on top of that. Use the money you have as it should be used -- maintaining roads.	Phyllis	Little	13, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/24/2021	<p>Hello PennDOT,</p> <p>My concern with placing a toll on Girard Point Bridge is that it will direct traffic over the adjacent Platt Bridge. The Platt Bridge is narrower and older than Girard Point Bridge, and it seems to be in worse shape. There are often minor fender benders due to nut case Philadelphia drivers operating their motor vehicles on or near the Platt Bridge. These minor incidents back up traffic frequently. There is no shoulder on the Platt Bridge. Is there a plan to replace the Platt Bridge first?</p> <p>From, Steven Verbovszky, PE Pennsylvania Resident Daily Commuter over Platt Bridge</p>	Steven	Verbovszky	7, 24
05/25/2021	<p>I am firmly against tolling roadways and bridges that aren't currently tolled, period.If you do this on the I-80 corridor, all that you will accomplish is to direct heavy traffic onto the secondary roadways as they attempt to circumvent the tolls. At that point, you will have created the need to tool THOSE bridges, since the heavier traffic will add more stress and wear on the secondary infrastructure.</p> <p>This is a foolish idea; and under federal highway funding rules could very well cost the commonwealth federal funds because of adding tolls to what is currently the only existing free use interstate route across it. I can honestly say that if the decision is made to toll these bridges, I will actively lobby and petition the federal DOT to withhold those funds, because I believe that you will deserve the publicity disaster that would create.</p>	Larry	Stephens	3, 19
05/25/2021	Tolls must be earmarked for bridge replacement, repair and maintenance only. This must be codified in law.	John	Smith	2, 5
05/25/2021	<p>Sirs,</p> <p>Please do not toll the Bridgeville area. This could potentially devastate the area. People may get off road at Collier ramp and bottle- neck the area before the ramp. Or completely avoid the area. This is small rural area...please consider our future. Thank you Phyllis Morrow</p>	Phyllis	Morrow	7, 19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/25/2021	<p>Dear Sir or Madame,</p> <p>I'm sending this email today to express my immense displeasure and opposition to the proposal of toll booths being installed on 9 Pa bridges. This new revenue idea enrages me because, Pennsylvania pays one of the highest gas taxes in the country. We are taxed on our wages that we earn from our jobs at the federal and local levels. We are taxed/charged a few to have our cars on the roads (ie getting State inspections and emissions) to get to our jobs. The tolls on the turn pike are raised EVERY YEAR even with no turn pike workers in the booths anymore to collect money since we went fully hands free last year. If you have an EZpass you are charged a start up fee plus a yearly maintenance fee on our EZpass. Then when your funds are low we need to refill them so we don't have to pay the higher price to use the turn pike. My guess isC you will use an EZpass to go through these tolls should this ridiculous proposal pass. So there's more money on the EZpass and more than likely a monthly refill for our family rather than every few months. Where is all this tax money going? Definitely not back into our roads, we should have some of the nicest roads around with how much money is generated each year from these taxes. You get tax revenue from the casinos, amusement parks in the state plus our 6% sales tax. Plus revenue from the turn pike tolls.</p> <p>Now, you want to charge us normal everyday individuals or middle class a fee to even get to work! I see what's going on, the government wants to snub out the middle working class. We mean nothing and it shows more and more. My husband has to use the South Bridge everyday to and from work. Now if this goes through he has to pay a set fee twice a day everyday he works. More money out of our paychecks and into the governments. So less for us to spend on food, clothing or entertainment here in the state. We live in Middletown and he drives to the Mechanicsburg Wegmans 5-6 days a week.</p> <p>All this proposed toll will do is deter individuals from taking a job and hinder employers from finding workers. If someone is strapped for cash, they sure as heck aren't going to take a job that requires them to pay an extra fee to get to work. We have been locked down in this state for over a year. Some people were lucky enough to work through this whole pandemic but a lot of others weren't that lucky. Now, things are slowly starting to open back up and Penn Dot thinks this is a good idea! It's just heartless and cruel. It's like having a cut and instead of putting antibacterial ointment on it, you rub salt in the wound.</p> <p>I truly hope and pray that Penn Dot reconsiders this asinine proposal because it will do more damage than good. Penn Dot really needs to think about how this will effect everyone!</p> <p>Thank you for your time and consideration in this matter. I truly hope this does not go through for the sake of all Pennsylvanians livelihoods. Circumstances can change in an instant and another added cost to all the others helps no one especially during this time when the whole world is in a crisis.</p> <p>Sincerely,</p> <p>Leanne Rowland-Slough</p>	Leanne	Rowland-Slough	8, 13, 15, 19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/25/2021	No toll on bridges. NO TOLL!!	Micheal	Wilbourn	19
05/25/2021	We pay taxes (highest gas tax in the country) to repair bridges and highways, Harrisburg needs to stop wasting taxes dollars and the impact fees from the natural gas companies that were supposed to be used for roads. There enough money in the PA budget, spend it wisely. Asking my race sounds racist.	Floyd	Swales	13
05/25/2021	Why does Pa. have to fund our state bridge repairs? I thought the President has an infrastructure bill to fund all these state issues. I also thought there was money allotted in the "shovel ready" bill that was passed 8 years ago, what happened to that money? No "new" fees should be placed on bridge usage because the taxpayers know that once a tax/fee is imposed- it never goes away!!!!	Margaret	Uehlinger	10, 11, 12,19, 21
05/25/2021	I am against any specific bridge tolling Bridges are part of a highway system - built and supposedly maintained through taxes and other revenue streams. I believe you should show where all funding/revenue streams come from before addressing shortfalls of any program and presenting options for increased revenue. For example - your website indicates income from gas taxes are down yet our taxfees are one of the highest in the nation. Further - any data for 2020&2021 should not even be considered given the forced covid shutdown; working from home; few vacation travelers, etc. How many dollars of revenue come from speeding tickets via fines, assessments, fees, surcharges, taxes, penalties, and other terms not yet discovered. How much revenue from parking tickets using the criteria above. How much revenue from ambulance service, fire department response, etc. How much revenue comes from casino gambling - seems like if they are the draw and purpose of the trip they should have a costs? Same to be said for racetracks or other community activities desiring multi-county or state wide attendance. Where is the transparency. Lets clean the slate and start over. In taxation and support level 101 taxes support services: police, fire, roads, etc. So for roads and bridges there is maintence costs based on useage - what causes the most wear and tear on road surfaces - is it weight: tractor trailers, double trailers, trucks with high GVW; 6 wheel vs 4 wheel; 2 axle vs. 3 or more axles? And should the costs be shared i.e. transients rather than residents?	Dennis	Pennett	9, 11, 19, 21, 25
05/25/2021	Totally against this toll. It hurts people who are low income and cross the bridge in White Haven to get to their minimum wage jobs.	Alice	Lachewitz	8, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/25/2021	This is one of the DUMBEST ideas yet. Need to find another way.	Young		19
05/25/2021	another toll for another bridge/road is totally unacceptable. its time to live within our budget in Harrisburg! we already have the 2nd highest gas tax in the nation and the most expensive toll road in the WORLD and you people want to tax us again to cross bridges. maybe you should have thought about the 30 million dollar give away to the state police in the past as a solution. It is unacceptable to continue to tax and spend as a solution for bad decisions and poor allocation of funds. this should not be tolerated by the people of PA. The population of PA is decreasing as people leave the state due to the unfair taxing of the people. Thats why major corporations have and continue to leave. These tolls will be put on the taxpayers by companies transporting goods. How about you look after the PEOPLE of PA for a change! no new taxes or tolls! find a better solution.	Cregan		13, 14, 19
05/25/2021	Sorry to say that these are all terrible ideas or so called solutions concerning the maintenance of Pennsylvania roadways. We as Pennsylvanian's already pay are fare share of taxes and registrations fees and tolls that are supposed to cover maintenance and rebuilding. Why do we have to pay twice? It's absolutely absurd to pass this buck along down to the taxpayers. Maybe if the Governor didn't shut the entire state down so long with unnecessary lock downs on business' PA wouldn't have lost as much tax revenue. Unjustified shut downs and irresponsible spending from the government has allowed funding to be inadequate. People are just beginning to just get over the economic and psychological gut punch that was 2020-21 and here comes government with it's bright ideas to kick you when your down. Thanks, but No Thanks.	O.		13, 19, 25
05/25/2021	If you toll bridges, where does it stop ? Train inmates to build bridges, pay them, and teach them a trade for when they get out; or use non union labor for more economical repairs and new builds.	Swartley		19, 21
05/25/2021	No nee tolls! Use our gas tax to maintain roads. PA should have the best roads in the nation to match the highest gas tax in the nation.	King		13, 19
05/25/2021	Tolling i-81 bridge over Susquehanna River in Susquehanna County will cause major diversion onto the parallel U.S. 11 (and its bridge, barely 300 yards away), adding unsupportable traffic to Main Street in at least 2 small towns, Hallstead Borough and New Milford Borough. In the phone meeting you mentioned that congestion pricing could encourage the search for alternate routes. U.S. 11 in Susquehanna County is THE alternate route. No amount of "mitigation" will help these small towns.	Ted	Brewster	7, 19, 24
05/25/2021	Ladies and gentlemen: To me, the most equitable way to pay for highway infrastructure, is to flat tax every licensed driver in the state. If there are 8 mil. licensed drivers and each were taxed say \$200.00/yr. that is a sizeable sum. Also no diversion of these funds for any other purpose, such as now happens with the state police funding. Also if the amount raised in this manner is sufficient, then perhaps the gas tax could be eliminated. Naturally the amount of funds raised must equal or exceed what is currently collected through the gas tax.	Huttie Jr		14, 21

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/25/2021	I write to say that I am very much in favor of putting in place bridge tolling and corridor tolling. As the driver of a Prius, I am aware that my high mileage vehicle has given me a way to decrease my fair share of transportation funding. As the car companies continue to improve efficiency of gas vehicles and provide more electric vehicles, the gap in funding is only going to grow ever more dire. Methods of funding that place the burden on those of us who use the roads is essential. I would be opposed to increasing the sales tax since it is a highly regressive form of taxation. Thank you for your work on this critical issue.	Oxholm		22
05/25/2021	I used to travel the tolls and payed them on a regular basis when they were pocket change. The toll I normal used (California PA) has jumped to a rate that I will waste my time and bypass it, even the cost of an ez-pass is discouraging. The population of the Commonwealth has already decreased, If taxes and tolls continue to increase more citizens will move out of the state. There is zero need for higher tolls since there are no longer toll workers and taxes we pay. I already drive South into WV to escape the PA gas tax and find food there cheaper also. I appreciate the ability to respond since I would not make the town hall meeting tonight.	Wood		19
05/25/2021	"This is Alice Lachewitz, L A C H E W I T Z. Phone number [redacted], my question is, where exactly in White Haven are you planning to put a toll bridge? Is it on 940 going over the Lehigh River, or is it on route 80 coming on to route 80 from the turnpike and going over the Lehigh River westbound? Let me know, please. Alice Lachewitz [redacted]. Thank you.	Alice	Lachewitz	24
05/25/2021	Good afternoon. My name is Mr. William R Stockwell, I live in York, Pennsylvania, my zip code is 17408. With regards to information that I wanted to give you about bridges and highways, receiving extra money and so forth. At the present time, the only way to do that is through taxes. My complaint about this is that if you're going to put toll booths on major bridges across the Susquehanna River as an example, since I live in York, it would seem to me that the next step after that would be that you would begin toll the bridge that goes between Wrightsville and Marietta, and the bridge over the current lower part of the Susquehanna here. Oh, forget it, this is just too complicated, I'm sorry, trying to explain this, please delete this.	Stockwell		19
05/26/2021	I agree with tolling the interstates. However, the plan to toll bridges is not equitable for all users. For instance, the plan to toll the Girard Point Bridge will toll everyone from Delaware County and points south of the city that travel to Philadelphia. It seems unfair that someone living in Delaware County who commutes daily to Philadelphia for work will experience a new monthly payment while the people living in Northeast Philadelphia and Bucks County would not pay anything. Understanding that I-95 is being reconstructed north of the city just exacerbates the unfairness of tolling only the bridges. Although bridges are a big ticket cost to maintain, tolling only bridges to start is not an equitable solution. Providing toll gantries across the whole length of the interstates is a more equitable solution that spreads the impact across all users.	Mogan		22, 24
05/26/2021	Isn't there a monster "infrastructure" bill looming in the near future ? Why not fight to see those funds to be actually used to address our aging infrastructure and not liberal political social issues that have nothing to do with traditional infrastructure ?? Or why not have all the transgendered and Woke crowd pay to fix our roads and bridges ??	DeCoursey		18

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/26/2021	After reading an article about the PennDOT town hall and everyone's frustration on infrastructure funding, an idea came to mind to off-set the loss in gas tax revenue due to more usage of e-vehicles. I'd like to suggest a higher registration fee for e-vehicles based on the vehicle type: motorcycle, car, truck, RV/bus, tractor trailer, etc.	Herzog		21, 30
05/26/2021	<p>Good afternoon,</p> <p>I am writing this email to provide input regarding the proposed tolling on interstate bridges in PA. I strenuously object to tolling interstate bridges. I, along with other PA travelers, pay a significant amount of gas taxes that are supposed to be used for maintaining highways, bridges, etc. What is happening to those funds? In 2020, those funds were directed to the PA State Police instead of the roads, according to the audit in the news. We should not be asked to pay impact fees twice because the money was spent elsewhere. We paid our taxes for the purpose of maintaining roads and bridges.</p> <p>Your web site stated that gas taxes are decreasing because of increased use of electric cars. While this argument has some merit, I would argue that data from 2020 is not representative of a typical year in PA. In a typical year, the governor would not have closed the state in March and implemented stay-at-home orders that were in place for approximately four months. People worked from home. Schools were closed, and buses did not run. Consequently, gas taxes were significantly lower in 2020 than they would have been in a typical year.</p> <p>Do not implement an additional tax on the WORKING people of PA. We are finally back to work. We are finally starting to recover from the pandemic. Examine the allocation of funds from gas taxes and make sure they are going toward maintaining highways and bridges before asking the WORKING citizens of PA to contribute to yet another tax which penalizes people who are working. Thank you for your time!</p>	Leiby		14, 19, 25
05/26/2021	DO NOT consider adding additional tolls to roadways or bridges in PA. We've already got the highest gas taxes in the country and there are many drivers that purposefully avoid these roadways and this Commonwealth for that very reason.	TBD		13, 19
05/26/2021	<p>I can only fairly make comment on the proposed plan for the Bridgeville tolling location as I know this would affect this area horribly.</p> <p>Every day as I attempt to leave my work along Washington Pike, I am confronted with extremely high traffic and sometimes it takes more than 5 minutes for someone to even allow me to pull out of our lot. This is very common place along the Pike. This is a NORMAL, daily problem. Add any kind of traffic event on I-79, whether an accident or construction, and the Pike becomes GRIDLOCK.</p> <p>I cannot even imagine the horrible problems the Pike would suffer in terms of gridlock when cars and trunks jump off at Kirwin Heights or Southpointe and attempt to use the Pike to avoid the redictulous proposed tolls.</p> <p>This is an absolutel THUMBS DOWN for the tolling proposal.</p>	Susan	Buchanan	7, 19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/26/2021	Good morning! Curious as to how your teletown event went. Did you have good participation? I do teletowns for the Senate, so that's why I'm asking. Also, fyi, I think I may have signed up too late – I didn't receive a phone call.	Dawn	Lush	29
05/26/2021	<p>This is a horrible idea.</p> <p>It would add much time and inconvenience which lowers productivity and increases fuel usage.</p> <p>It would result in many motorists detouring around the bridges which would add to the traffic and maintenance costs of those roads.</p> <p>PA already has one of the highest toll road costs and fuel taxes in the country. It seems fairly obvious that our system is very inefficient.</p> <p>Perhaps removing the excessive administrative bloat and renegotiating some labor contracts to bring wages more in line would solve the problem.</p>	Larry	Houston	3, 7, 13, 16, 19
05/26/2021	<p>It is our opinion that tolling the bridges is an equitable way to fund the repairs of the bridges. Why shouldn't the people who are using these bridges help pay for them.</p> <p>Traffic gets on I-80 on the Ohio border and how many of them actually stop in Pennsylvania? You are depending on gas tax to fund this, but people are filling their gas tanks in Ohio because it is obviously cheaper there and they are not stopping until they are through PA., especially those that have high mileage vehicles. As far as residents who have to use these bridges everyday to get to work, give them credit on an Easy Pass for ten crossings per week to allow for that and anything over that is their responsibility because those trips would not be work related. In this way, people who actually use the bridges are the ones who help pay for them, especially those from out of state. We already have a high tax on our gasoline. How much more are you going to have to raise it to cover the costs? Please give high consideration to using bridge tolls to cover the cost of bridge repairs. This is fair to everyone.</p> <p>Thank you for considering our opinion.</p>	Peter and Elizabeth	Brumberg	13, 22
05/27/2021	<p>I am no expert but I did not find much in the way of concrete number projections in all of the various diagrams provided on your site. Here are my 3 questions:</p> <p>what is the projected cost to repair or replace each bridge on your list?</p> <p>what is the annual ridership number for each bridge?</p> <p>what is the projected low/medium/high fee cost that riders will pay in actual dollars?</p> <p>without more concrete numbers on cost to repair versus the amount you want to charge in tolls per vehicle and how many vehicles travel each bridge annually, it is hard to comment on whether tolling is a viable option</p>	Donnas	Schaeffer	18, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/27/2021	<p>Dear sir:</p> <p>I do not support the funding or implementation of tolls on Interstates. Pennsylvania had enacted a significant gas tax several years ago. I understood this money was to be used for highway improvements. Where did this money go?</p> <p>As I travel across the United States frequently, our state roads are some of the poorest in the nation. Recently I camped in Delaware and met a fellow camper from North Carolina. He visits family in New York. Unsolicited by me, he commented about how rough and poor the road conditions are in Pennsylvania. These same comments are heard from various travelers I have encountered.</p> <p>Pennsylvania must recognize the need to use allocated funding in a fiscally responsible manner. It is time to stop the political money shuffle with public dollars.</p> <p>Let's start making a highway improvement plan that encourages visitors, improves commerce, and reduces highway traffic accidents.</p>	James	Connor	11, 13, 19

<p>05/27/2021</p>	<p>Pennsylvania historically built infrastructure with a goal of moving people and goods, safely to and from their destination. Planning, sustainability, and overall budget is an afterthought to the footprint of the land for economic development.</p> <p>The economy is a driving force which adds to the daily safety, congestion, and environmental concerns – what modifications to Pennsylvania legislation are being considered to generate additional revenue from investment companies and developers for infrastructure, on state and local networks?</p> <p>MPC/TIS/HOP: Municipalities across the state, approve land use acceptations to the Municipal Planning Code (MPC), allowing developers to modify zoning requirements. This significantly impacts local, county, and state infrastructure - at no or minimal costs to the developer. MPC legislation should be amended to include more strict regulations, which disallow waivers. Consolidate land use decision making to a county level approval, to avoid silos and create coordinated LTRP planning.</p> <p>Traffic Impact Studies (TIS) and Highway Occupancy Permits (HOPs) may not be required by way of local roadways access, therefore for-profit developers deviate from state requirements by way of local access, where ADT/ADTT directly impacts infrastructure. TIS & HOP should be amended to include a broader geographic region in scale and ensure any/all PennDOT recommendations and requirements are implemented by the developer, and at no cost to future state grant or regional TIP funding. Fee structure(s) should be significantly increased to generate additional revenue, as appropriate. PennDOT comments and recommendations positively correlate to the and outcomes of Targets, Performance Measures, and Transportation Performance Based Planning; however, requirements should also include primary PennDOT Strategic Focus, and increase safety and reduce congestion. Recipients of Liquid Fuels Funding should be required to submit TIS and HOP for economic development, and fees should follow suite. What long term legislative modifications are being considered to generate revenue, consolidate municipal and county decision making – Act 209 – that will keep land use restrictions in tack without waivers, while driving the economy in a positive direction?</p> <p>Registration: What consideration is being given, to evaluate Motor Vehicle testing every 4-12years, and the cost/safety benefit of doing so? Crash statistics indicate specific age groups having a majority of incidents. Would it be of value to mandate testing for specific age groups – and as an additional revenue generator, education component, less licensed drivers on the roadway, while increasing registration fees?</p> <p>What consideration is being given to non-motorized registration or fees (i.e. bicycle/pedestrian and Amish horse & buggy assets) which are subsequently owned and maintained by other entities? As costs for accommodations increase, highway and bridge and multimodal funds remain flat. How can Pennsylvania include or increase registration for non-motorized users?</p> <p>Gas tax transition – Increasing taxes or incorporating a MBUF in Pennsylvania may be one solution to a more permanent layer of needs. What additional emphasis will be placed on travelers and developers inside and outside of Pennsylvania - air, freight, RV (and weights), and motorists traveling through the Commonwealth?</p> <p>Federal Legislation, Transportation Performance Management, and TIP</p>		<p>18, 21, 22, 30</p>
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Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
	<p>Development: How does Pathways in coordination with TROC, plan to address regional impacts that have not yet been studies or addressed by way of regional diversion? For example, regional TIPs and local project planning may be negatively impacted should Pathways continue without further direction from TROC, regional planning efforts from MPOs/RPOs, and proactive planning from the Interstate Steering Committee.</p> <p>Bridge candidates for tolling are being evaluated based upon a variety of elements that include the Federal TAMP and PMs. How will surrounding areas be evaluated during the design phase, to incorporate regional travel impacts? For example, the SR 0581/I-83 York Split is a bottleneck for freight traffic through Pennsylvania and the I-83 corridor; the South Bridge concept does not include the SR 0581 bottle neck. How is TROC and Pathways coordinating with the Interstate Steering Committee, PennDOT District Offices, and MPOs/RPOs to efficiently and effectively plan for Pennsylvania’s Transportation Planning Management?</p> <p>Environmental Justice communities are striving for focus and improvements and may not be prioritized over other neighborhoods with assets of higher priority, and other local assets will crumble if they don’t meet requirements for TIP funding in the TAMP.</p> <p>Local roads on the Federal-Aid system may not be factored into the TIP selection criteria, because municipalities and planning regions do not have the capacity to collect the data on these roadways, to make them TIP eligible; rather prioritizing these roadways for use of liquid fuels funding. The concept of doing more with less, is how business are functions with capacity; should Pennsylvania consider an analysis of less infrastructure and the impacts?</p> <p>Truck parking continues to be an afterthought – When will state DOTs and FHWA require truck parking requirements of the developers to include additional parking stalls during design and construction, or required parking within a specified geographic limit? This has become a statewide concern and problem which has added to TAMP and Performance Measures. Has Pennsylvania considered a Truck Parking P3 to generate revenue, alleviate congestion, and increase safety along our heavily travelled freight corridors – to/from ports?</p> <p>Long Term Maintenance: What consideration has been given to long term maintenance for developers in municipalities with regard to litter clean up, maintenance, storm water, and utilities? PennDOT in coordination with Governments entities should look to consolidate efforts on long term maintenance for efficiency and generate revenue.</p>			
05/27/2021	I am opposed and appalled at the suggestion to place tolls on PA bridges. We are not NY and NJ wannabes. Our roads and bridges need to remain free. We pay enough in taxes, fees, tolls etc. It's time to cut spending.	Elaine	Stead	16, 19
05/27/2021	NO to bridge tolling. Look at how Ohio or other states do other funding. We have one of the highest gas taxes now!!	Diane	Lynn	13, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/27/2021	Hi! This is Rose Anderson, zip code 16334. I want you to know that I oppose these tolls being placed on bridges. If you look at the Clarion bridge that interstate is used with heavy traffic. This is the route that EMS takes to bring people into the hospital at Clarion. And putting a toll on that bridge is gonna delay service to people. I think there are other ways for PennDOT to save money, or to, you know, find ways for better funding. The tolls on these bridges does not work. Thank you.	Rose	Anderson	7, 19, 24
05/28/2021	No new taxes! It is obvious that the Pennsylvania people need new leadership ! It does not matter how much money is taken from the tax payer it is never enough. I am not in agreement with new bridge tolling or increased taxes.	Arlin	Metzler	19
05/28/2021	My opinion is that we can't continue to "fund" two transportation systems in PA. We have PennDot and The PA Turnpike. Our gas tax is the second highest in United States. Look at administration salaries, number of management compared to actual workers. Average starting teacher salary (4-year degree) is \$40,000 in PA. On average a teacher in PA makes about \$60,000 What's the average salary for PennDot worker, administrator? What's the average salary for PA Turnpike worker, administrator? We must all live within our budgets.	Kathy	Grenaldo	13, 16
05/28/2021	Here is what I will do if there is a toll: I-79 Southbound – Exit Collier interchange, PA Rt. 50 south through Bridgeville to I-79 Bridgeville interchange (11 stop lights). I-79 Southbound – Exit Collier interchange, PA Rt. 50 north to Steen Road, to Presto-Sygan Road, to Millers Run Road, to PA Rt. 50 north to I-79 Bridgeville interchange (4 stop lights). I-79 Northbound – Reverse of above. All routes described above are two-lane roads, both rural and city driving. These roads are already heavily congested. I won't be the only one doing this so congestion will increase, including additional truck use. This is a really stupid idea, especially for a state that is already a high tax state. Guess I'll move to Texas and take my taxes with me.	Charles	Boyer	7, 19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/28/2021	<p>Luzerne County Council signed a unanimous resolution 2021-59 on March 9 against tolling interstate bridges within the Commonwealth:</p> <p>A Resolution by the Luzerne County Council to oppose the implementation of Act 88 of 2012 P3 Program regarding tolling of bridge on Pennsylvania Interstates especially Luzerne County</p> <p>WHEREAS, On February 18, 2021 PennDOT issued a press release that it would request proposals this spring to TOLL NINE BRIDGES on Pennsylvania interstates, two of which are located in Luzerne County on Interstate 80, as part of its "Pathways Program"; and</p> <p>WHEREAS, the General Assembly passed Act 89 of 2013 to fund road projects, bridge repairs and public transit thus resulting in the nation's second highest gasoline tax, yet a significant portion of revenues were expended to cover holes in the PA State Police budget and thus presently contributes to PennDOT's current self-proclaimed \$8.1 Billion shortfall; and</p> <p>WHEREAS, PennDOT's own numbers show that revenue generated from tolling just one bridge at \$1 will pay off its \$40 million construction and maintenance costs in under four years, which will fill the private developer's pocket with millions and secure untold millions for unrelated PennDOT projects; and</p> <p>WHEREAS, this proposal will disproportionately affect residents and businesses in Southern Luzerne County and negatively impact commerce across northeastern Pennsylvania and contribute to an economic slowdown of many area businesses which rely on shipping; and</p> <p>WHEREAS, this proposal will force drivers to use secondary state, county, and local roads in order to avoid paying the extra cost and thus contribute to wear-and-tear on said roads, which in turn will drive up maintenance costs for all governments; and</p> <p>WHEREAS, county residents successfully rallied against instituting tolls on I-80 in the wake of Act 88 and have expressed the same volume of contempt for this current proposal.</p> <p>NOW, THEREFORE, BE IT RESOLVED THAT, The Luzerne County Council implores the Pennsylvania P3 Board to IMMEDIATELY REVERSE ITS APPROVAL of the "Major Bridge P3 Initiative" which was approved on November 12, 2020.</p> <p>BE IT FURTHER RESOLVED THAT, if swift reversal is not forthcoming, the governor and general assembly take the necessary action to PUT AN IMMEDIATE STOP to this grossly unpopular proposal to toll ANY bridge in the Commonwealth, but especially those two that will affect Luzerne County citizens.</p> <p>R-2021-59 Page 1 of 2</p> <p>This Resolution shall become effective 6 days after adoption. ADOPTED at a meeting of the Luzerne County Council held on March 09, 2021. ROLL CALL VOTE (11-0)</p>	Harry	Haas	33
5/28/2021	Higher tolls.			18

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/28/2021	We pay income tax to PA, if I purchase something I pay sales tax to PA, if I purchase a used car, the first owner paid PA sales tax, then I pay PA sales tax yet again. I pay real estate tax to PA. If I drive on the PA turnpike, I pay a toll that has just gone up several \$\$\$, yet the toll takers are no longer there and a third party bills me and charges me a \$5 late fee despite that I have prepaid for my trip, NO I don NOT want EZ pass! The turnpike POTHOLEs are enormous! Why am I paying a toll to drive on a pot holed road? Oh, right to expand to 3 lanes near landsdale, PA and spend 3 million bucks on sound barriers!!! PHilly is spending millions of \$ on bike lanes, yet those bikes don't have to register or have insurance, nor do the scooters or any other electric non car vehicle. I have yet to work a full 40 hour work week since the PLandemic, and waited over 6 months for unemployment, I am opposed to bridges being TOLLED ontop of paying taxes. I had to budget my lifestyle accordingly as we waited 6 months for unemployment to come in, PENNDOT should do the same. Stay within your means. My paycheck is NOT yours to use.	Renee	Nalls	16, 19
05/28/2021	Dear PennDOT, On March 9, 2021 the Luzerne County Council unanimously supported a resolution against the tolling of interstate bridges within the Commonwealth, and we especially oppose the tolling of those that fall within Luzerne County borders. Please review the attached resolution, enter it in the public record, and understand that it carries the sentiments of the 320,000 people of whom we represent.	Harry	Haas	33
05/28/2021	I do not support any part of creating more toll booths anywhere on our states highways. Gotta have more money is the cry of almost every bureaucracy in existence. We have continued pour money into our "failing highways" but it only fuels more need. The latest upgrade on the 283 to 283 interchange is still failing to handle the current traffic flow. This project was just completed as a failure in my opinion. It is ludicrous to accept the time involved to repair or upgrade our highways and the costs involved. Then in a very short time they need repair again. Something is broke with the methods we use. The very people that know the answer to making their work more efficient also know their size and financial control is inversely proportional to their own efficiency. NO NEW TOLLS	Scott	Deiter	16, 19
05/28/2021	Hello, guys. My name Ray Mowen, R A Y. M O W E N from Green Castle, Pennsylvania, 1 7 2 2 5. So appreciate your time. In terms of like setting up tolls before the bridge, I used to live out in Ohio, then I came back to Pennsylvania, which is where I'm originally from, and I hated the toll structure so bad I would actually go down 68, 79 and then go out to Ohio. So, it's been 10 or 20 years since I've been on a toll road. So putting tolls in front of a bridge. Yes, cows slowing traffic down, creating more small. Politely that, that to me, is a very, that's a bad solution to a tax problem. I just need to be polite here, but I will drive around other roads to skip those, cuz I just I just despise the whole structure. So politely, I am strongly opposed to any kind of toll structure really anywhere anyway. I think tax dollars needs to be figured out, a better solution than those types of impediments to good commerce. So, thanks for your time. Bye.	Ray	Mowen	7, 19
05/28/2021	This is Edward Mowen, E D W A R D M O W E N. Zip code 1 7 2 2 5. I am not in favor of tolls on Bridges. Thank you.	Edward	Mowen	19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/29/2021	We don't want to be like Newyork tolling every bridge. And never ending cost raising. If Pa would budget their money they'd have the money. I'm not for tolls	Ray	Guthrie	16, 19
05/29/2021	Please do not toll I-79 in Allegheny County. Our tax money will be enough to maintain the roadway if it is used wisely and not wasted.	Jennifer	McDevitt	19, 24
05/29/2021	Pennsylvania needs to learn to tighten their belts, NOT find new ways to tax its citizens. The turnpike is already the most expensive toll road in the world; we have among the highest gas taxes in the country. The problem is NOT in use fees - it's in the management of those funds. Get your act together, or you'll be losing more than 1 Congressional seat in 2030. Your decisions are what's driving Pennsylvanians to leave this state!!	Mueller		13, 15, 16, 19
05/29/2021	I have tried to use Red Lion road to Philmont for 4 weeks and the railway bridge has been closed. When will this construction be finished? It is not listed on your site as being worked on.	Gilbert		29
05/29/2021	No more tolling on PA highways/bridges. I thought the ridiculously high PA gas taxes were to give us the best maintained highways in the USA?	TBD		13, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/29/2021	<p>Dear Sir/Madam,</p> <p>I oppose the tolling of bridges for several reasons.</p> <ol style="list-style-type: none"> 1. I pay taxes to the commonwealth and a portion of those monies should go toward road maintenance. 2. PA has the highest or near the highest gas tax in the nation. ALL of this money should be spent on our roads. None of it should be diverted to any other cause(s) such as funding of the state police. Gas goes into vehicles. Vehicles go on the roads. Therefore, gas tax should be used for roads. Pretty simple! 3. People living near the proposed toll bridges are disproportionately burdened and tolling may cause traffic flow problems on busy roads. 4. The PA Turnpike is billions of dollars in debt largely because they are forced to make payments to PennDot instead of solely using their collected tolls to maintain it. It would cost me \$43.20 one way (\$.25/mile) to go from Blue Mountain to Warrendale-Cranberry - a mere 172.8 miles. I believe many people, myself included, have stopped using the turnpike because it's just simply too expensive likely reducing the amount of tolls collected. The turnpike was built so people would have a fast, direct route across the state. However, folks like me now drive a longer, more time consuming route with lots of turns and we stress the local road system. This is a losing situation for both residents and PA. The point is if you cannot wisely handle the tolling of the turnpike, why would I think you would be able to wisely handle the tolling of bridges. <p>On a side note: I live in a large Mennonite/Amish community. I have seen numerous incidences of our roads being destroyed by their steel rim tractors - meaning they do not have rubber tires on their tractors - as well as their horses. I have been told this is their "way of life" so nothing can be done. I do not totally agree with that. These folks have rubber tires on their farm machinery such as wagons and on their bicycles. If they can have rubber tires on these items, then they can have rubber tires on their tractors. This is not a "way of life." As for their horses, I don't believe there is anything that can prevent the damage done by horseshoes. We have state laws about the use of studded snow tires. Make a state law about farm equipment used on roads must have rubber tires and actually enforce it. This would save the state and local government thousands of dollars.</p>	Slozat		7, 8, 13,14, 19, 21

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/30/2021	<p>While I understand the need for the funding, I am strongly opposed to additional fund raising methods listed without full disclosure of all the funds spent by Representatives for specialty trips, etc. I believe that there are alternatives available by reducing expenses allowed to Governmental officials and reduction or elimination of a number of other government programs. I find it hard to trust that additional funds are needed when I have seen many of these "additional funds" projects have the monies put to use in other than just funding the items used to justify them in the first place. I would like to see all the spending programs reviewed with the intention of gaining public approval for them before adding additional taxes or fees. Yes, I know that the costs of labor, materials, etc. are all going up, but you fail to recognize that as a retiree, my income is not. I can support a lane tolling proposal to charge a fee to truckers using the passing lanes and an additional fee for remaining in the passing lane on a grade. This fee would made up of a base fee plus and additional fee for each minute beyond one minute to complete a pass. Last, I would be willing to help you identify other areas of cost reductions that would be applied to this project instead of new fees. I would do this by identifying the the areas for reduction, the values of these expenses or expenditures and then reviewing them with the public for their opinion and them submit the required changes.</p> <p>Thanks for your time.</p>	O'Neill		16, 18, 30
05/30/2021	<p>In all of the information I have reviewed I have not located any details of PennDOT saving tax money it has been given. Through budgetary controls and fiscal tightening have not occurred at any significant level to show that your are good fiscal stewards of tax dollars. This should have been the very first step to show how funding is being directed to critical areas. To use the argument that there is less money coming in from fuel tax when there has really been any evolutionary change in MPG in vehicles being used today. The use of hybrid and rechargeable vehicles represent such a minor change which you are afraid to increase fees for because it will quickly show that once the subsidies are removed they are more expensive than traditional fuel powered vehicles. We have seen true energy independence and sustainable fossil fuels are available for decades and decades of increased use. To try and use the climate change drum is not one this commonwealth or this country should be burdened by when you have China and other countries polluting to high heaven and no plans to stop. You need to scrap this plan and fire your consultants and look internally first. Work with the legislature to unencumber funding to PSP to seek funding from municipalities that use the "free" services and should pay the burden the same as polluting and difficult to dispose electric vehicles with components that are environmentally harmful</p>	Smith		13, 16, 21
05/30/2021	<p>I think the fee/tax per mile traveled is a very negative way to fund the transportation gap. Increasing vehicle fees and the state sales taxes are two more very negative ways to fund the gap. I believe that the three ways that I have commented on should be put through a referendum vote on a ballot that the taxpayers of the Commonwealth can vote on during an election.</p>	Blank		19
05/30/2021	<p>I am AGAINST putting tolls on interstate bridges.</p>	Cope		19
05/30/2021	<p>Please don't support the toll on bridges. I'm opposed to having bridges with tolls in PA.</p>			19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
05/30/2021	Good afternoon. I've been a Pennsylvania resident all my life and have seen increase after increase in tolls, taxes and fees relative to "road and bridge maintenance". Enough already! My family and I are against putting tolls on interstate bridges. The insane gas tax and excessive turnpike tolls are quite enough. Allocate/spend the funds you already collect appropriately and you won't need additional tolls. Thank you.	Pasquini		13, 19
05/30/2021	NO to new taxes or tolls. We are already taxed higher than many states for gasoline	Recker		13, 19
05/31/2021	I do not want tolls on interstate bridges.	Graziano		19
05/31/2021	Please no more toll on bridges thank you	Curley		19
05/31/2021	Bridge tolling seems to be the fairest and best option in my opinion. PennDot could possibly figure out the average a person pays in fuel tax a year and somehow put a dollar limit on individuals that have E_ZPass and who live within a certain zip code proximity to the project, that they only will pay XX dollars a year in bridge tolls on the bridge that is near them (not statewide) as a discount for those who have to use the bridge daily / live next to it... but possibly make the discount only available if the person has and or signs up for E-ZPass	Cole		22, 30
06/01/2021	Mileage based fees should be implemented ONLY if the counties with the highest mileage per capita receive a greater percentage of road maintenance dollars ... in other words, if drivers in rural counties are going to pay more individually, state roads in those counties should receive a greater share of highway maintenance dollars.	Stambaugh	House of Representative s	34
06/01/2021	Bridge tolling sounds feasible as do sales tax increases. Concerned that property tax reassessments would negatively affect farmers. If the gas tax was taken away, a vehicle user's miles fee that was higher than \$0.01/mile could be implemented and would be more equitable than the current gas tax (older cars have worse mileage and usually low-income households have older cars.) Would like to see tax or fee options for trucks as they cause more damage to roads/bridges than cars do. Also, as warehouses become more prevalent they no longer stay to large roads designed for their use and are found on local roads without the proper turning radius at intersections. Jobs are nice but trucks should pay more for the damages, congestion and exhaust fumes. Another idea is for option to fine those who let their vehicle idle for over 30 minutes with no one inside the vehicle. Also, we could increase the fees/pricing/rentals for billboards/signage along state roads.	Angione		22, 30
06/01/2021	Eliminate prevailing wage requirement and continue to pre qualify contractors. This would increase competition while maintaining quality of work.	Kunkle		21
06/01/2021	I think it's silly the comments about "saving drivers time and money" while paying \$1-\$2 tolls for traveling 83. How???? The amount of money I spend sitting in traffic doesn't cost \$1-\$2. While it is free for driver who live on the East shore to get around 83 and they have roads widened for them and bridges that are not as large but more bridges paved/paid for. This is a busy bridge that should be paid for with our taxes! I'm not getting it.. it will just make other residential areas like 11/15 Harvey Taylor bridge in front of my house and other houses more congested while they are already heavily congested. Will the toll ever go away after the money is collected to pay for the bridge? No. It will become more revenue for the state along with my tax dollars, while I can now add more money in tolls or gas to get to work & my family that doesn't live on the west shore. I'm upset, because it's not fair. And it should be said "yes it's not fair" but instead come out with studies saying "it's better," while it's not better for everyone.	Jenna	Rupp	2, 5, 7, 19, 24

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
06/01/2021	As a resident of Lemoyne, I am totally against the tolling of the I-83 bridge across the Susquehanna from Lemoyne to Harrisburg. You have already destroyed enough of Lemoyne with this highway and your constant paving over of more of Lemoyne. Now you are going to destroy the Lemoyne mural, pave over more, and create a traffic nightmare like you did when you closed the Harvey Taylor bridge at rush hour. You couldn't manage a one day closing of a bridge from Lemoyne to Harrisburg. Tolling will just make Lemoyne, Wormleysburg, New Cumberland, Harrisburg streets solid gridlock as drivers avoid the toll. You should have reopened the Walnut St bridge. What is really needed is a true beltway totally around Lemoyne, Camp Hill, Wormleysburg, New Cumberland and Harrisburg. You only put in half a beltway, the rest goes straight through Lemoyne and Harrisburg. There should be a nontolled bridge south of Lemoyne, so that traffic from the south does not have to go through Lemoyne. Take the toll off the turnpike bridge at Highspire if nothing else, do something to alleviate the traffic coming into the Lemoyne area by going around it not over and through it. If you want to toll some major bridge that does not directly dissect a community like Harrisburg and Wormleysburg Lemoyne, fine, increase the toll over the Delaware River or someplace where you aren't going to destroy a cohesive community. But primarily you should be charging trucking companies and corporations that profit off of the highways more for their use. Trucks pollute the Cumberland Valley so much that it is often hard to breathe. Charge those who are causing the damage first. Stuck in traffic on an overpass, the interstate highways around Lemoyne and Harrisburg look like a sea of tractor trailers, hundreds of them, with a few cars in between. Fix the real problems of trucks and those who profit polluting and causing the wear and tear on the highway. And quit adding more highway through Lemoyne and then forcing traffic off of it with tolls.		TBD	7, 19, 24, 30
06/01/2021	Somebody needs to have the backbone to just increase taxes on gasoline. Americans need to be educated that they have the lowest gas prices in the world and they should just suck it up and pay more because it makes sense for that money to be used for infrastructure Thanks for letting this opinion be heard and considered.	Michele	C.	13, 30
06/01/2021	The idea of taxing the bridges on an interstate highway system that has been without tolls for over 50 years is a bad idea. Instead of adding tolls I think that the better option would be to reduce costs. We just instituted a higher gas tax in PA not that long ago to supposedly pay for the increased costs associated with maintaining our roads. What is that money being used for? Concerned citizen and taxpayer	Matt	Dunmire	13, 16, 19

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
06/01/2021	<p>To Whom It May Concern:</p> <p>As a young child my parents took me to a point on SR144 near Snow Shoe, PA to view the construction of I-80. One comment from my Dad was that the Interstate would never be a toll road, according to the builders and the powers that were. Toll roads would include only the PA Turnpikes, which were constructed with that purpose; a fee for traveling from point A to point B.</p> <p>As a lifetime resident of Pennsylvania I have paid higher gasoline prices for over fifty years, a sum which I could not begin to calculate. Those fees were intended to pay for the maintenance and upkeep of the roadways. I also pay an annual license fee and annual inspection fees.</p> <p>There most likely are hidden taxed amounts that contribute to the administration and maintenance of the roadways that I am not aware of. Now we are being asked to contribute more. Here is what I think.</p> <p>The Tolls for Bridges is a major inconvenience and an unfair fee to the local residents who use the targeted taxable locations regularly.</p> <p>Any commercial hauler or interstate transport company will pass the costs onto the consumers, which amounts to a double tax for those who use the bridges and those who purchase goods and services that have been transported in these thoroughfares.</p> <p>The Governor brought this shortfall of funds upon all the residents of Pennsylvania by his authoritarian decision-making and policy revisions without consulting the legislature and others who could have offered professional advice. This mainly revolves around the COVID shutdowns which not only drained the state of much needed tax revenue but also created permanent tax revenue lost from those small businesses and some larger businesses that were forced to close.</p> <p>If you trim a small amount of cash from each category there is less impact on the overall budget than playing politics or terminating any funding from one group or service.</p> <p>The Governor has a fiduciary responsibility to the taxpayers which he has ignored. The residents of Pennsylvania cannot continue to bail out poor decision making. Find another way to make up the deficit.</p>	Terry	Cable	13, 16, 19, 25
06/01/2021	<p>I thought when we raised the gas tax to one of the highest in the nation it was supposed to be for road maintenance. Since trucks make a large majority of the traffic find a way to make them pay for it</p>	Chuck	Wakefield	13, 30
06/01/2021	<p>Although we all want to get something for nothing I support tolling to pay for road projects IF no other sources can be found.</p> <p>It is a fair tax that falls on those who use the roads paying for the roads. If gas taxes can't carry the burden now how will it do so as more electric and hybrid vehicles come on line.</p> <p>My State Representative and Senator (both Republican) send me updated statements complaining but neither one offers any alternate solutions.</p>	John	Brown	13, 20

06/01/2021	<p>On behalf of the County Commissioners Association of Pennsylvania, representing all 67 counties in the commonwealth, I write to share our comments with the Pennsylvania Department of Transportation on the draft Planning and Environmental Linkages (PEL) Study, which assess alternative funding options and those potential impacts associated with those revenue streams.</p> <p>There is no question that the future of transportation is critical, and counties continue to stress the interrelatedness and interdependence of state, county and municipal transportation systems, and have long advocated for a comprehensive set of solutions to transportation infrastructure, mass transit and intermodal transportation needs. Adequate transportation systems are essential to the continued economic viability and quality of life in the commonwealth, without which we cannot get children to school, citizens to work or goods to market.</p> <p>Back in 2013, Pennsylvania enacted Act 89, a comprehensive transportation funding package set to generate \$2.3 billion over a five-year period for infrastructure and mass transit. Counties benefitted greatly as the act addressed counties' infrastructure and mass transit responsibilities, while also creating ingenuity, allowing counties to work with PennDOT to develop effective and efficient programs, including the bridge bundling program.</p> <p>Though Act 89 was a critical breakthrough for county bridges and transportation funding, counties recognize that many of those funding solutions are no longer performing the way they were once expected to. The PennDOT Pathway program aims to examine short and long-term solutions to address recent hardships in state transportation funding through the PEL study and assessment. Under the PEL, near-term, medium-term and long-term funding solutions are assessed to better understand what revenues might be generated and at what cost to Pennsylvanians, including bridge tolling, managed lanes, congestion pricing, and a host of different tax and fee options. With the work currently underway by the Governor's recently established Transportation Revenue Options Commission, set to deliver comprehensive funding recommendations for Pennsylvania's vast transportation network by August 1, the Association supports further legislative action on comprehensive and durable funding and administrative solutions to Pennsylvania's infrastructure and transit needs, and including options for local revenue generation as long as it is in tandem with, and not a substitute for, generation of state resources that augment those local resources.</p> <p>While CCAP does not have specific positions on some of the proposed funding solutions, we do have concerns with the characterization of leveraging property tax reassessments as a potential local revenue generator. Specifically, on page 43 of the draft PEL, the potential solution is to require property tax reassessment at regular intervals, with revenue increases shared with transportation. We must note that the goal of a countywide reassessment is not to generate revenue, but rather to assure that property values are uniform and consistent with respect to one another. In fact, all local governments are specifically prohibited by statute from generating excess revenue from a countywide reassessment, as they are required to adjust their millage rates to assure they are generating no more revenue post-reassessment than pre-reassessment. If a local government then wants to be able to increase revenues by up to 10%, it may do so only by a separate and subsequent vote. We also note that in particular for counties, the property tax is the only source of locally generated revenue, and therefore when federal and state funding are stagnant or decline for the multitude of critical services counties provide to constituents, property taxpayers are already the only</p>	Melissa	Gates	35
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Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
	<p>place counties can turn to shoulder this burden.</p> <p>While we understand the PEL is primarily aimed at funding state obligations to transportation, the system cannot be thought of in terms of ownership, rather as a collective unit of infrastructure and services that move people and goods across the commonwealth. Counties' most critical infrastructure burden is the maintenance of more than 4,000 county-owned bridges, where a historical lack of infrastructure funding has resulted in many structurally deficient bridges. Mass transit funding is also a significant issue. Two-thirds of the counties are involved in support of more than 30 fixed-route mass transit systems, and demand-response shared ride or free ride systems are supported by counties throughout Pennsylvania. The future of transportation in the commonwealth ought to be examined as a system and funding solutions should reflect that larger system. To elaborate on a previous statement, counties would appreciate flexibility for local solutions and funding options, however, implementation of a county sales tax or another local taxing option to support transportation should come in tandem with a state plan for funding, not as a replacement for state funding to counties.</p> <p>Outside of the funding notes within the study, counties appreciate the focus on collaboration with county planning agencies and local governments to ensure Pennsylvanians are served regardless of the mode of transportation or region of the commonwealth. Counties recognize the critical role of transportation for our communities, our industries, and our quality of life, and look forward to working with the administration, General Assembly and other stakeholders to ensure the commonwealth's transportation system is being funded adequately.</p> <p>We thank you for your attention to these comments. If you have any questions or would like to discuss further, please do not hesitate to contact Melissa Gates, CCAP Government Relations Associate, at [redacted].</p>			
06/01/2021	<p>I am adamantly opposed to bridge tolling the way you describe it in any way. The funding problems are faced by the working class which makes it difficult to decide to co tinge working if the state and federal government will continue to give away money where it shouldn't.</p> <p>I dont choose to drive congested roads... I am forced to by location of my job! The bridges, corridors etc... are all problematic, and yes, we always determine what we need in road design for what was 20 years ago! Why in the world Penn DOT funds the State Police is way beyond me... MY Township has several state roads going through it... how about funding MY police department also? If I must pay for PSP coverages in municipalities who choose not to fund their own police, why should we fund theirs??? If our governor was responsible, they would. BE charged for their coverages for Police.</p> <p>Additionally, there are ways to save money that are not considered either, but they could save money!</p> <p>I am glad I only have till next December to work, and it should take that long to implement... so I can be out of the rat race... but jobs will not pay more to overcome the increased costs, and the freebies that the state continues to give away... and I personally can't continue to fund them either... AND support my family. How about corporate sponsorship of roadways as a consideration... just a thought!</p>	David	Franke	14, 16, 19, 21

Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
06/01/2021	I specifically take I-80 instead of the turnpike when traveling West to avoid having to pay the high tolls. It would not be fair to have both major highways have tolls. People should be able to have options. Traffic, especially truck traffic on I-80 is a nightmare already, I can't imagine having toll stations too.	Ashley	Mitchell	7, 19
06/01/2021	I am a business owner in Bridgeville who commutes from Washington County. I feel the purposed Toll on an overpass on I-79 will hurt the local area in several ways. Companies with a fleet of vehicles like ours will be forced to have there drivers take a permanent detour to an already congested route 50 and Morganza road. WE are already paying a dollar per gallon more for fuel this year compared to last year. I suggest you look for other ways to raise money across the State such as charging for bicycle registration and safety inspections to start with. There are bicycle lanes across the state and they get a free ride. Perhaps a tax on electric cars who pay no fuel tax. I fear this is just the beginning of putting tolls on every overpass being repaired. In addition we now have a National Cemetery that you basically want to charge funerals and visitors admission to. Of course they can also take the permanent detour and help snarl the traffic in the local municipalities. I think you should give this more thought and research and not take the easy way out at many local peoples expense.	Thomas	Dille	7, 19, 21, 24, 30
06/01/2021	I think the bridge tolling plan is going to kill the Northern Tier economy. Additionally, with two tolls near Clarion, along with the recent announcement to merge western PA universities, May strongly harm that area of the state.	Thomas	Kennedy	19, 24
06/01/2021	gas wells drill by state sales taxes as a flat taxes	Randy	Woods	18
06/01/2021	I support all proposed PEL initiatives except a sales tax increase.	Kyle	Hostetter	22
06/01/2021	In all this talk about budget shortfalls, I did not see a single option that would reduce the size of the budget, only options to increase costs to already overburdened taxpayers. If I as a citizens can't afford my bills then I need to cut my expenses and love within my means, not increase my spending. The same should hold true for government. Stop increasing spending and start finding ways to reduce costs. Cut redundant jobs, stop increasing wages and stop letting roadwork companies wrote blank checks with taxpayer money.	Christopher	Wright	16
06/01/2021	No more tolls anywhere or raised taxes.	Mark	Nicklas	19

06/01/2021	<p>To Whom it May Concern:</p> <p>The Pennsylvania State Association of Township Supervisors represents Pennsylvania's 1,454 townships of the second class and is committed to preserving and strengthening township government and securing greater visibility and involvement for townships in the state and federal regulatory and legislative arenas. Townships of the second class cover 95% of Pennsylvania's land mass and represent more residents — 5.5 million Pennsylvanians — than any other type of political subdivision in the commonwealth. The need for continued, dedicated transportation funding for local roads and bridges is of critical importance to all townships, regardless of road miles or demographics.</p> <p>Local roads and bridges and state highways, along with air, rail, and the mass transit system, comprise a single transportation network for the commonwealth's traveling public. Pennsylvania has more than 117,000 total road miles, and two-thirds of these, along with thousands of local bridges, are owned and maintained by local government. Specifically, townships alone maintain more than 57,000 miles of road to PennDOT's nearly 40,000. The Association believes that local government is an essential partner with the state in maintaining our roads and bridges.</p> <p>Below are comments on the draft PennDOT report on Alternative Funding: Planning and Environmental Linkages Study.</p> <p>How does the Pathways PEL draft intersect with the ongoing work of the Transportation Revenue Options Commission? Will the reports from each be coordinated or are they on purely separate tracts with nearly the same timeframe?</p> <p>While the report discusses the concept of cost reduction, it does not appear to propose any specific suggestions. We again suggest that costly mandates such as prevailing wage be examined and revised or eliminated to implement cost reductions for projects and encourage local contractors to participate in more state and local road projects. Even increasing the current threshold of \$100,000 for prevailing wage projects would be helpful to municipalities.</p> <p>Much of the background in this report appears to have been gathered pre-COVID. While COVID impacts are noted, it appears that pandemic impacts are now disappearing. Gas prices are increasing as heavy traffic volume returns. In preparing this report, has PennDOT considered that a post-COVID world may not look like a pre-COVID world? Certain projects may no longer be needed if traffic volume decreases due to long-term work from home or partial work from home concepts. How can we predict post-COVID traffic flows and volumes? Right now, traffic volume has increased, but could this be pent-up demand? Also, how do increased gas prices figure into these analyses? Most were based on an estimated cost of \$2.50 to \$2.60 per gallon. With increased prices, revenues from the gas tax will also increase. How do these factors impact the findings and recommendations in this report? With congestion pricing, must diversions be offset by toll revenue, as in bridge tolling? We would maintain that they should. There is no doubt that local roads and bridges will bear the brunt of any diversions. We appreciate the improvement in detail over the first release, as well as detailed diversion study criteria and diversion mitigation techniques. However, the report continues to be centered on PennDOT's road and bridge needs instead of on the entire transportation system. We would again urge the Department to rethink this approach and bring local needs into the draft and push for predictable, reliable, and dedicated funding sources for the entire transportation system. Municipalities should receive a fair share of state liquid fuels funds to adequately maintain the local road portion of the entire commonwealth system. PSATS supports the use of a blend of revenue sources, including the oil franchise tax, registration fees, and public-private</p>	Joe	Gerdes	36
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Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
	<p>partnerships to fund the state and local highway and bridge systems. While the Pathways proposal acknowledges the importance of these funding sources, again, it does not recognize the critical importance of funding the local side of this system. Local, safe roads are the foundation of the Commonwealth's transportation network. Few can get anywhere or receive anything absent this first and last mile of infrastructure.</p> <p>While the Pathways proposal includes a list of fee and tax increases as options, it is vague and does not recommend any specific options. In fact, it seems light on analysis of the funding options. We cannot truly evaluate these options without detailed proposals including the taxes and fees recommended, how they will be used, and what share, if any, local government will receive. If local government is not considered for part of any new funding, we will need to object to it.</p> <p>In closing, we urge PennDOT to view local government as a partner in the delivery of services to our mutual residents and to focus efforts on creating a package of funding solutions and measures that will reduce the cost of providing transportation infrastructure. We look forward to continued discussions with the Department on how to include local government in this proposal to ensure that our citizens and businesses will have a safe and fully funded transportation system for decades to come.</p> <p>Sincerely, Joseph Gerdes III, Director of Government Relations</p>			
06/01/2021	I haven't seen any discussion on cutting spending. Consider just charging a toll when entering Pennsylvania.	Valentina	Chubb	16, 30

06/01/2021	<p>Good evening,</p> <p>I hope this message finds you well and that you'll forgive me for sending this at 11pm. I've just finished running a 3-hour public meeting... I'm sure that sounds familiar to someone over there!</p> <p>I will start this comment by saying that as a public administrator, I understand how difficult policy decisions can be, especially financial ones. I write this with all the respect in the world for the work that you do and for the countless hours that have been spent on long-term fiscal strategy for upgrading critical Pennsylvania infrastructure. I only offer my perspective as a resident of Bridgeville borough, located immediately adjacent to a bridge on I-79 that is proposed to be tolled under the Major Bridge P3 Initiative.</p> <p>Let me share a little about why my husband and I chose Bridgeville when we bought our first home. It's the perfect location in between downtown Pittsburgh and Washington County, where my family still resides. It's also a beautiful little borough with a gem of a Main Street and local business community. As a municipal manager and community developer by trade, it has all the building blocks of the communities I seek out in my professional life. It's walkable - even if we don't all have sidewalks - and your neighbors wave every time you stroll by their porch. It's safe. And as we learned after the June 2018 flash flood, it's a community that cares for its own. Not everyone can say they live somewhere like that.</p> <p>There are also profound challenges that Bridgeville borough faces in comparison to its neighbors. Less affluent than surrounding townships, and yet at the confluence of much of their stormwater run-off, the infrastructure needs in the coming years will be steep. In my experience, the best way a small borough can alleviate these financial constraints is to lean into building a thriving business district. It's one of the few local revenue streams that can grow without increasing the direct tax burden on residents. And it excites people who are looking for a new home, eventually raising property values.</p> <p>Despite the hurdles brought on by flooding, COVID, and the pre-existing traffic issues at the Main Street bottleneck and Chartiers Creek crossing, Bridgeville is hanging in there. In fact, we've seen many positive improvements around the community over the last few years that have made us proud to be residents. This is why I've felt so deeply saddened at the idea of tolling the I-79 bridge that provides the only expedient access to Bridgeville despite crushing local traffic. (Which, by the way, I think not too long ago a state grant allowed the borough to upgrade our Washington Pike traffic signals to be smart lights - so thanks for that!)</p> <p>As great as the support is for our local business community, truly sustainable business district revenue is generated by visitors from all around the region. Think of your favorite local Main Street districts. Not all of them are in your home community, right? Those communities are thriving because they've become both a home and a destination.</p> <p>But it's hard for me to imagine, as a lifelong Pennsylvanian, that people from around the region will want to come to Bridgeville if the only realistic path into town is through a toll. The northern exit in Collier/Heidelberg is a nightmare during busy hours. The first thing I tell non-locals is to never, ever try to turn left onto Vanadium Rd... which is how you'd get to our neighborhood if you were avoiding the</p>	RJ	Susko	7, 8, 19, 24
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Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
	<p>Bridgeville, well, bridge.</p> <p>And what if a family with two commuting adults needs to take the highway twice a day to get to work? Let's be generous and say they get to work from home one day a week. Two trips per day, four days a week, two people, at perhaps \$2.50 a trip. That household will add \$160 in tolls to their monthly budget. Need to take a couple kids to activities after school? You might be well on your way to the equivalent of an additional car payment - or a student loan bill. of municipalities like ours... all 2,561 of them.</p>			

06/01/2021	<p>The taxes of everyday Pennsylvanians pay for fabulous legislator pensions, the bizarre Barnes Move, the Philly Art Museum renovation, the Billion Dollar Philly Convention Center rehab and for a State Police Helicopter to buzz Penn State tailgaters ---only to be told there's no money for basic road repair.</p> <p>Those with the most influence profit the most and suffer the least in Pennsylvania. Our leaders need to become more honest & honorable in our dealings.</p> <p>1) The Federal Govt. is contemplating a huge infrastructure stimulus: What amount does Pennsylvania expect to receive and how will that be spent? Why has this not been disclosed or accounted for in the PEL Study?</p> <p>2) Public Private Partnerships were "sold" to the public as the only alternative to bond issuance because Wall Street rating agencies were reducing the rating on PA's bonds which, in turn, was making it too expensive to borrow capital improvement dollars; however, Wall St. hedge funds presumably will benefit by Public Private Partnerships and they presumably have influence how our bonds are rated because the bond rating agencies have already been found to be dishonorable in the 2008 crash when they engaged in the predatory mis-branding of repackaged junk mortgages into Collateralized Debt Obligations. Taxpayers have great credit. Pennsylvania has never defaulted on its bonds. Why doesn't the PEL Study talk about the possibility of Bond Issuance with candor and how our attorney general can investigate the bond rating agencies to combat the fox hedge funds from guarding the bond rating hen houses?</p> <p>3) Internet companies operate in our jurisdiction and then move money offshore into tax havens. Many, like Facebook and Google, make money primarily off ad revenue on ads that are targeted at Pennsylvanians. There should be a fair funding formula whereby these companies pay tax on the advertising dollars earned for influencing Pennsylvanians. The concentration of income into tech and their moving that money into tax havens has got to stop. Tech companies benefit from a stable government, good transportation and a customer with disposable income - they need to return more of their income into the local economies as partners instead of predators. Why doesn't the PEL Study propose such a tax?</p> <p>4) There is no need for a \$1.4 billion dollar average yearly Pennsylvania State Police budget. That figure indicates that we spend over \$1000.00 for every man woman and child every year just for State Police. A large part of the money for the State Police comes out of the motor fuels budget. That money could be more efficiently spent bolstering local municipal police to cover neighboring under-served jurisdictions (not regional police). For instance there was recently a fire in my valley: I watched a State Police vehicle take wrong roads twice trying to get there because he wasn't apparently familiar with the area and/or his GPS was misleading. I later learned that 2 children died in the fire because they were sitting on a roof - maybe if he got there sooner they would have gotten some better direction. A local policeman may not have had the same troubles knowing where he or she was. The State Police blitz for DUI to try to justify their motor fuels take but this only depresses the economy and fills the jails. The PA State Police Motto used to be "One Riot, One Trooper" in commemoration of the sole gentlemanly and wily State Trooper sent to quell a riot in Mount Carmel, Pennsylvania. Now, it has become a top heavy drain on Pennsylvania's motorists. Why has the PEL Study not addressed reducing the high costs of the State Police to make more motor fuels money available for roads & bridges?</p>	Richard	Feudale	2, 14, 18, 21, 30
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Comment Date	Comment	First Name (Person)	Last Name (Person)	Response Number(s)
	<p>In short the everyday citizen cannot be called on to carry you all and they are entitled to be free of more levies. Work responsibly and honorably within your means instead of always seeking more. Thank you.</p> <p>~Richard R. Feudale</p>			