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Representing the Motorcoach Industry Since 1923

February 9, 2023

The Honorable Scott Martin  
Chair, Senate Appropriations Committee  
Senate Box 203013  
Harrisburg, PA 17120-3013

The Honorable Vincent Hughes  
Chair, Senate Appropriations Committee  
Senate Box 203007  
Harrisburg, PA 17120-3007

**Re: The Pennsylvania Bus Association Supports and Urges Consideration of Senate Bill 121**

Dear Chairs Martin and Hughes,

On behalf of Pennsylvania's private bus companies as well as our affiliate members, I am writing to express the Pennsylvania Bus Association's **support** for Senate Bill 121 (Langerholc-R) and to respectfully request you consider this important piece of legislation.

The Pennsylvania Bus Association (<http://pabus.org/>) was founded in 1923 and has functioned without interruption and with an unrelenting commitment to the safety of the traveling public and the economic well-being of its member companies. PBA boasts a well-rounded program of activities for both bus operator and supplier members and carries a current membership of over 500 entities. Governmental affairs, travel and tourism marketing, education, safety, and communication constitute the major areas of involvement for this, one of the oldest public passenger transportation associations in the United States.

Senate Bill 121 (Langerholc-R) amends title 75 (Vehicles), in general provisions, providing for restrictions on appropriations to the Pennsylvania State Police (PSP) from the Motor License Fund (MLF). The legislation restricts PSP's appropriation at the following rate:

- For fiscal year 2023-2024, the total amount of the appropriation shall not exceed \$250,000,000.
- For fiscal year 2024-2025, the total amount of the appropriation shall not exceed \$200,000,000.
- For fiscal year 2025-2026, the total amount of the appropriation shall not exceed \$150,000,000.
- For fiscal year 2026-2027, the total amount of the appropriation shall not exceed \$100,000,000.
- For fiscal year 2027-2028, the total amount of the appropriation shall not exceed \$50,000,000.
- For fiscal year 2028-2029, and each fiscal year thereafter, the appropriation shall be \$0.

Pennsylvania's MLF is primarily funded through the gas tax, this however is an inadequate funding source. As vehicles become more fuel efficient and more vehicles become electric or utilize non-gasoline fuels, the gas tax will become less reliable, we have already seen some of these impacts on the MLF. With the gas tax becoming less reliable the MLF will need more and



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more money to keep up with Pennsylvania's highway infrastructure needs. Removing the Pennsylvania State Police from the MLF will ensure that the money within the MLF fund is used for Pennsylvania's highway infrastructure.

The Pennsylvania Bus Association is fully committed to being a partner in finding an equitable transportation funding solution. Under the Wolf Administration, the Pennsylvania Bus Association was a member of the Transportation Revenue Options Commission (TROC). One of the recommendations made in the final TROC report was to reduce funding restrictions on PennDOT by removing the Pennsylvania State Police and finding them an alternative funding source.

The Pennsylvania Bus Association believes that removing the Pennsylvania State Police from the MLF will be a step in the right direction, to ensure that Pennsylvania's highway infrastructure is fully funded. The Pennsylvania Bus Association respectfully requests your support and consideration of Senate Bill 121.

Sincerely,

A handwritten signature in black ink that reads 'Patricia'.

Patricia Cowley, Executive Director  
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