



P E N N S Y L V A N I A
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Representing the Motorcoach Industry Since 1923

April 5, 2023

The Honorable Ed Neilson
Chair, House Transportation Committee
127 Irvis Office Bldg.
PO Box 202174
Harrisburg, PA 17120-2174

The Honorable Kerry Benninghoff
Chair, House Transportation Committee
144 Main Capitol Bldg.
PO Box 202171
Harrisburg, PA 17120-3007

Re: The Pennsylvania Bus Association Supports the Removal of PSP from the Motor License Fund

Dear Chairs Neilson and Benninghoff,

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 our support for the removal of the Pennsylvania State Police (PSP) from the Motor License Fund (MLF). Removing PSP from the MLF will help to free up resources to ensure that Pennsylvania's infrastructure is maintained to an adequate level.

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.

Currently, there is a legislative proposal in the form of Senate Bill 121 (Langerholc-R) which amends title 75 (Vehicles), in general provisions, providing for restrictions on appropriations to the Pennsylvania State Police from the Motor License Fund. This legislation passed the Senate this past February. 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.



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- 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 becoming a less and less reliable funding mechanism. As vehicles become more fuel efficient and more vehicles become electric or utilize non-gasoline fuels, the gas tax will bring in less money for the MLF. We have already seen some of these impacts on the MLF. With the gas tax becoming less reliable the MLF will need more and 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.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Patricia', is shown in a light gray, semi-transparent style.

Patricia Cowley, Executive Director
Pennsylvania Bus Association
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Email: director@pabus.org
Website: www.pabus.org